

Strategic Regional Arterial

***75th Street/U.S. 30/U.S. 34
from IL Route 47 to IL Route 83***



**Operation
GreenLight**

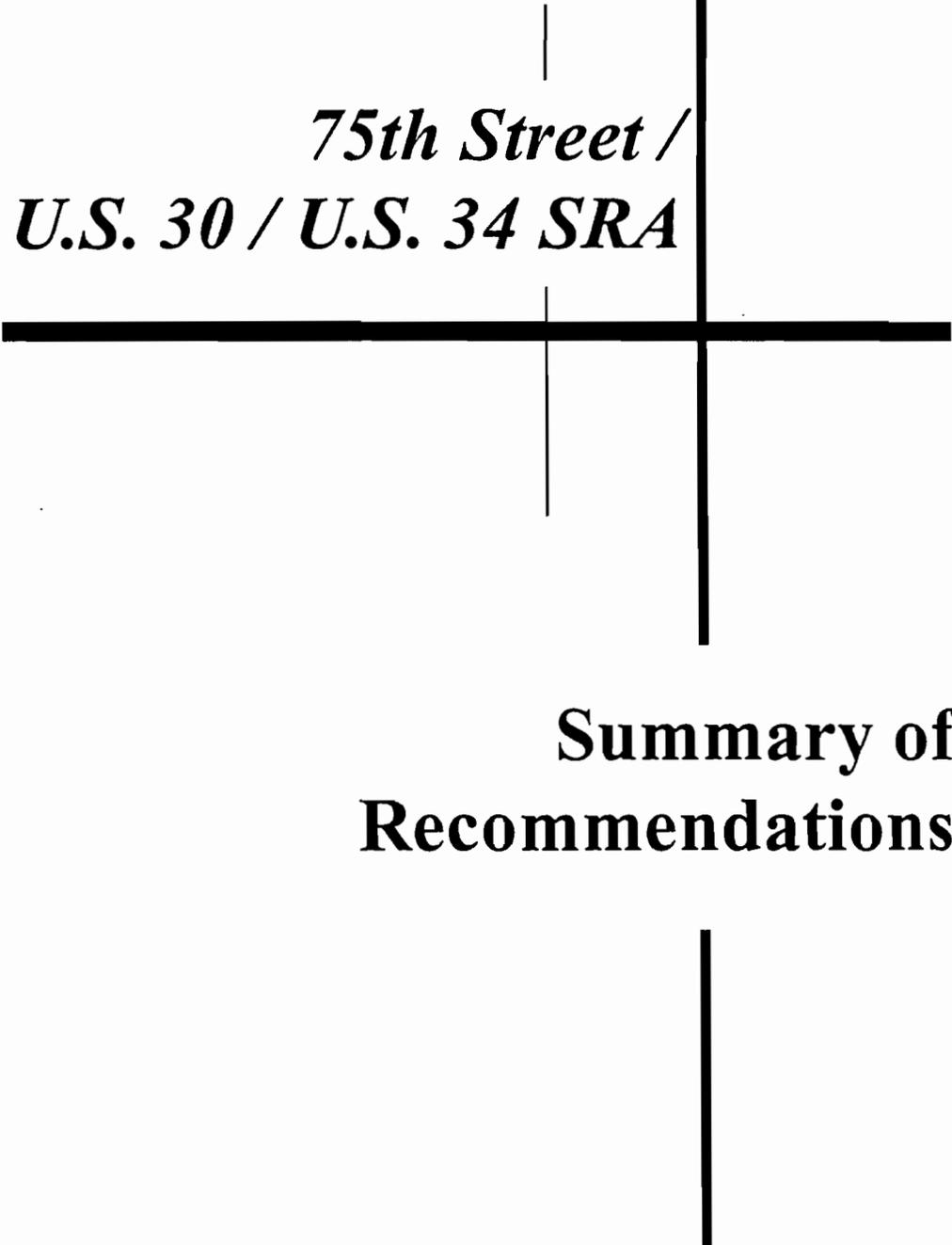
**Illinois Department of Transportation
July 1993**

Foreword

Portions of 75th Street, U.S. 34, and U.S. 30 have been designated as Strategic Regional Arterials (SRA) from Illinois 47 to Illinois 83. CH2M HILL, Inc. has prepared this SRA report for the 75th Street, U.S. 34, U.S. 30 corridor for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, the 75th Street, U.S. 34, U.S. 30 corridor 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.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.



*75th Street /
U.S. 30 / U.S. 34 SRA*

**Summary of
Recommendations**

Summary of Recommendations

For study purposes, the 75th Street/U.S. 30/U.S. 34 Strategic Regional Arterial (SRA) was divided into four segments (see Exhibit S-1, attached following this section). The following is a summary of the major recommendations for each segment.

SRA Segment I: U.S. 30 from Illinois 47 to U.S. 34

- From Illinois 47 to Orchard Road, four lane cross section (two through lanes in each direction) with a 54 foot wide grass median which requires 72 feet of additional right-of-way on the north side of the roadway
- From Orchard Road to U.S. 34, four lane cross section (two through lanes in each direction) with an 18 foot wide raised median within the existing 120 feet of right-of-way
- Reconstruction of the existing Illinois 31 interchange
- Renovation, widening and construction of structures across Illinois 31/Burlington Northern Railroad, River Road, and the Fox River
- Full access to developing land along U.S. 30, only at specific intersection locations

SRA Segment II: U.S. 34 from U.S. 30 to 75th Street

- From U.S. 30 to Eola Road, six lane cross section (three through lanes in each direction) with an 18 foot wide raised median within the existing 120 feet of right-of-way

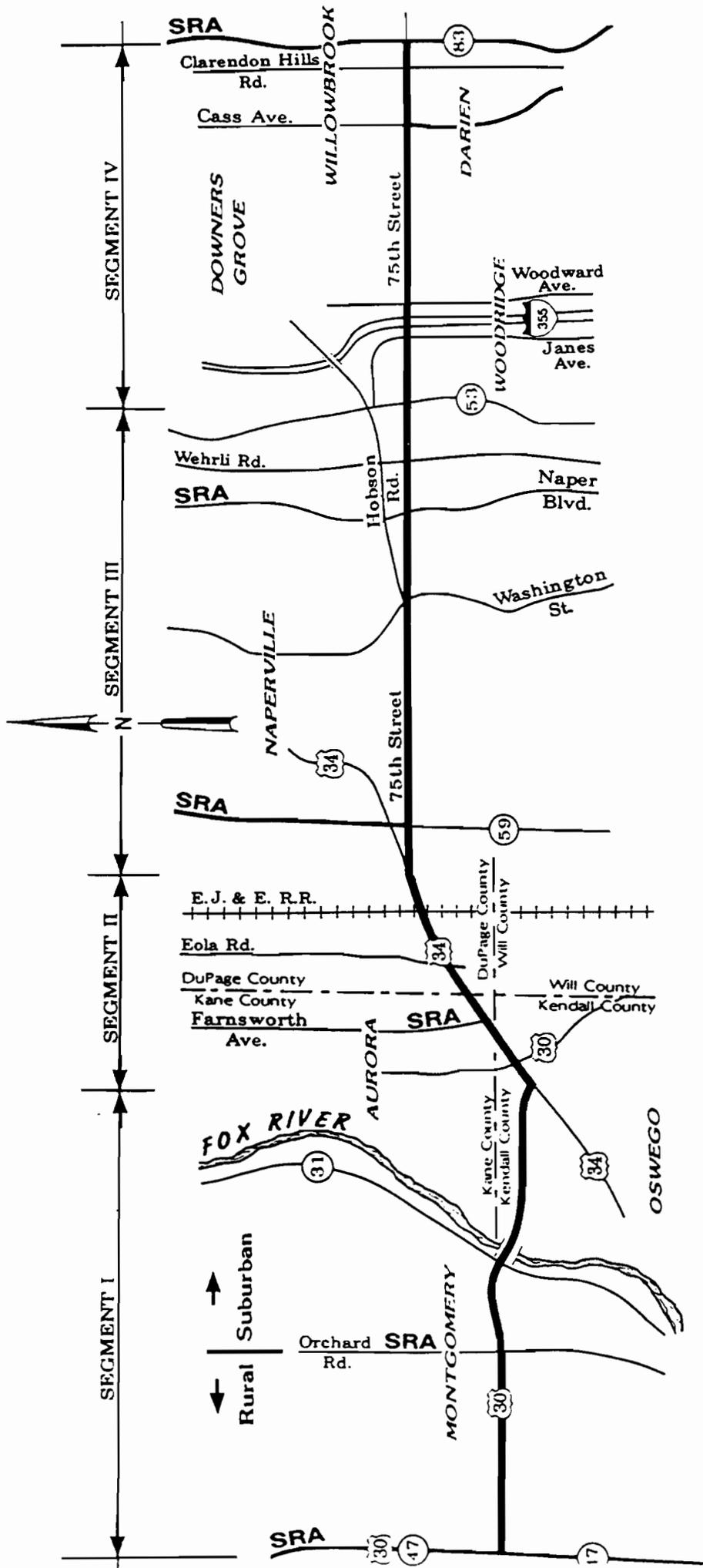
- From Eola Road to 75th Street, six lane cross section (three through lanes in each direction) with an 18 foot wide raised median which requires 5 feet of additional right-of-way from each side of the roadway
- A grade separation of U.S. 34 and the Elgin, Joliet & Eastern Railroad (U.S. 34 under the EJ & E Railroad)
- A partial interchange at 75th Street/U.S. 34 (Eastbound U.S. 34 under westbound 75th Street)

SRA Segment III: 75th Street from U.S. 34 to Illinois 53

- From U.S. 34 to Wehrli Road, six lane cross section (three through lanes in each direction) with an existing 30 foot wide raised median within the existing 200 feet of right-of-way
- From Wehrli Road to Illinois 53, six lane cross section (three through lanes in each direction) with an existing 16 foot wide raised median within the existing 200 feet of right-of-way
- Preservation of right-of-way in northeast quadrant of the 75th Street/Illinois 59 intersection for possible future interchange
- A one-way frontage road on north side of 75th Street from Ranchview Drive to Palomino Drive
- A compressed diamond interchange at Illinois 53 (Illinois 53 under 75th Street)

SRA Segment IV: 75th Street from Illinois 53 to Illinois 83

- From Illinois 53 to west of Janes Avenue, six lane cross section (three through lanes in each direction) with an existing 22 foot wide raised median within the existing 200 feet of right-of-way
- From east of Woodward Avenue to Clarendon Hills Road, six lane cross section (three through lanes in each direction) with an existing 22 to 36 foot wide raised median within the existing 200 feet of right-of-way
- From Clarendon Hills Road to Illinois 83, six lane cross section (three through lanes in each direction) with a 40 foot wide raised median within the existing 200 feet of right-of-way
- Intersection improvements at Lemont Road, Cass Avenue, Plainfield Avenue, and Illinois 83



Strategic Regional Arterial Study 75th Street/U.S. 30/U.S. 34

Contents

<i>Chapter</i>	<i>Page</i>
Summary of Recommendations	S-1
I. Introduction	I-1
SRA Planning Objectives	I-3
SRA Design Concept	I-4
Organization of the Report	I-4
Timeframe	I-5
II. Existing Conditions	II-1
Corridor Overview	II-5
Current Planning, Design, and Construction Activity	II-14
Summary of Findings	II-15
Segment I -- Aurora (West)	II-15
Segment II -- Aurora (East)	II-27
Segment III -- Naperville	II-35
Segment IV -- Downers Grove	II-47
Summary	II-57
III. 75th Street/U.S. 30/U.S. 34 SRA Planning Framework	III-1
Functional Classification	III-2
Route Design Considerations	III-4
The 2010 Transportation Network	III-7
Year 2010 and Existing Traffic	III-9
Other Corridor Planning Activities	III-11
Future Land Use and Development	III-15
Existing Environmental Constraints, Unique Conditions, and Areas of Concern	III-16
Community Concerns, Interests and Attitudes	III-18
Recommended SRA Corridor Concept for 75th Street/ U.S. 30/U.S. 34	III-20

	<i>Page</i>
IV. Recommended 75th Street/U.S. 30/U.S. 34 SRA Plan	IV-1
Segment I -- Aurora (West)	IV-3
Segment II -- Aurora (East)	IV-20
Segment III -- Naperville	IV-33
Segment IV -- Downers Grove	IV-47
75th Street/U.S. 30/U.S. 34 Corridor Summary	IV-63
Operational Analysis of 75th St./U.S.30/U.S.34	IV-63
Implementation Costs	IV-68
Project Prioritization	IV-68
V. Public Involvement	V-1
Advisory Panel Meeting Minutes	V-3
Advisory Panel Meeting Correspondence	V-35
Bi-monthly Newsletters	V-59
Public Hearing Meeting Minutes	V-132
Public Hearing Comments and Responses	V-135

Appendix

- A. Year 2010 Intersection Planning Capacity Analysis and Arterial Analysis

Exhibit

S-1 Segment Location Map	S-4
1 Route Types on the Strategic Regional Arterial System	I-2
2 Corridor Map -- 75th Street/U.S. 30/U.S. 34	II-2

Segment I

A1 Existing Conditions -- U.S. 30 - IL 47 to East of Dickson Road	II-19
A2 Existing Conditions -- U.S. 30 - East of Dickson Road to East of Orchard Road	II-20
A3 Existing Conditions -- U.S. 30 - East of Orchard Road to West of Douglas Road	II-21
A4 Existing Conditions -- U.S. 30 - West of Orchard Road to U.S. 34	II-22
B1 Planning Focus Areas -- U.S. 30 - IL 47 to East of Dickson Road	II-23
B2 Planning Focus Areas -- U.S. 30 - East of Dickson Road to East of Orchard Road	II-24
B3 Planning Focus Areas -- U.S. 30 - East of Orchard Road to West of Douglas Road	II-25
B4 Planning Focus Areas -- U.S. 30 - West of Orchard Road to U.S. 34	II-26

	<i>Page</i>
<u>Segment II</u>	
A5 Existing Conditions -- U.S. 34 - U.S. 30 to East of Fox Valley Drive	II-31
A6 Existing Conditions -- U.S. 34 - East of Fox Valley Drive to 75th Street	II-32
B5 Planning Focus Areas -- U.S. 34 - U.S. 30 to East of Fox Valley Drive	II-33
B6 Planning Focus Areas -- U.S. 34 - East of Fox Valley Drive to 75th Street	II-34
<u>Segment III</u>	
A7 Existing Conditions -- 75th Street - U.S. 34 to West of Plainfield- Naperville Road	II-39
A8 Existing Conditions -- 75th Street - West of Plainfield-Naperville Road to Washington Street	II-40
A9 Existing Conditions -- 75th Street - Washington Street to Palomino Drive	II-41
A10 Existing Conditions -- 75th Street - Palomino Drive to IL 53	II-42
B7 Planning Focus Areas -- 75th Street - U.S. 34 to West of Plainfield-Naperville Road	II-43
B8 Planning Focus Areas -- 75th Street - West of Plainfield-Naperville Road to Washington Street	II-44
B9 Planning Focus Areas -- 75th Street - Washington Street to Palomino Drive	II-45
B10 Planning Focus Areas -- 75th Street - Palomino Drive to IL 53	II-46
<u>Segment IV</u>	
A11 Existing Conditions -- 75th Street - IL 53 to West of Dunham Road	II-51
A12 Existing Conditions -- 75th Street - West of Dunham Road to Adams Street	II-52
A13 Existing Conditions -- 75th Street - Adams Street to IL 83	II-53
B11 Planning Focus Areas -- 75th Street - IL 53 to West of Dunham Road	II-54
B12 Planning Focus Areas -- 75th Street - West of Dunham Road to Adams Street	II-55
B13 Planning Focus Areas -- 75th Street - Adams Street to IL 83	II-56
3 SRA Desirable Cross Sections	III-3
4 Corridor Map -- 75th Street/U.S. 30/U.S. 34	III-8
5 Recommended SRA Corridor Concept - 75th Street/U.S. 30/U.S. 34	III-22

	<u>Page</u>
<u>Segment I</u>	
C1 U.S. 30 Recommended Plan -- U.S. 30 - IL 47 to East of Dickson Road	IV-12
C2 U.S. 30 Recommended Plan -- U.S. 30 - East of Dickson Road to East of Orchard Road	IV-13
C3 U.S. 30 Recommended Plan -- U.S. 30 - East of Orchard Road to West of Orchard Road	IV-14
C4 U.S. 30 Recommended Plan -- U.S. 30 - West of Orchard Road to U.S. 34	IV-15
D1 Intersection Detail -- U.S. 30 and IL 47	IV-16
D2 Intersection Detail -- U.S. 30 and Orchard Road	IV-17
D3 Intersection Detail -- U.S. 30 and Douglas Road	IV-18
D4 Intersection Detail -- U.S. 30 and U.S. 34	IV-19

Segment II

C5 U.S. 34 Recommended Plan -- U.S. 34 - U.S. 30 to East of Fox Valley Drive	IV-29
C6 U.S. 34 Recommended Plan -- U.S. 34 - East of Fox Valley Drive to 75th Street	IV-30
D5 Intersection Detail -- U.S. 34 and Farnsworth Avenue	IV-31
D6 Intersection Detail -- U.S. 34 and Eola Road	IV-32

Segment III

6 Typical Left Turn In/No Left Turn Out	IV-36
C7 75th Street Recommended Plan -- 75th Street - U.S. 34 to West of Plainfield-Naperville Road	IV-42
C8 75th Street Recommended Plan -- 75th Street - West of Plainfield-Naperville Road to Washington Street	IV-43
C9 75th Street Recommended Plan -- 75th Street - Washington Street to Palomino Drive	IV-44
C10 75th Street Recommended Plan -- 75th Street - Palomino Drive to IL 53	IV-45
D7 Intersection Detail -- 75th Street and IL 59	IV-46

Segment IV

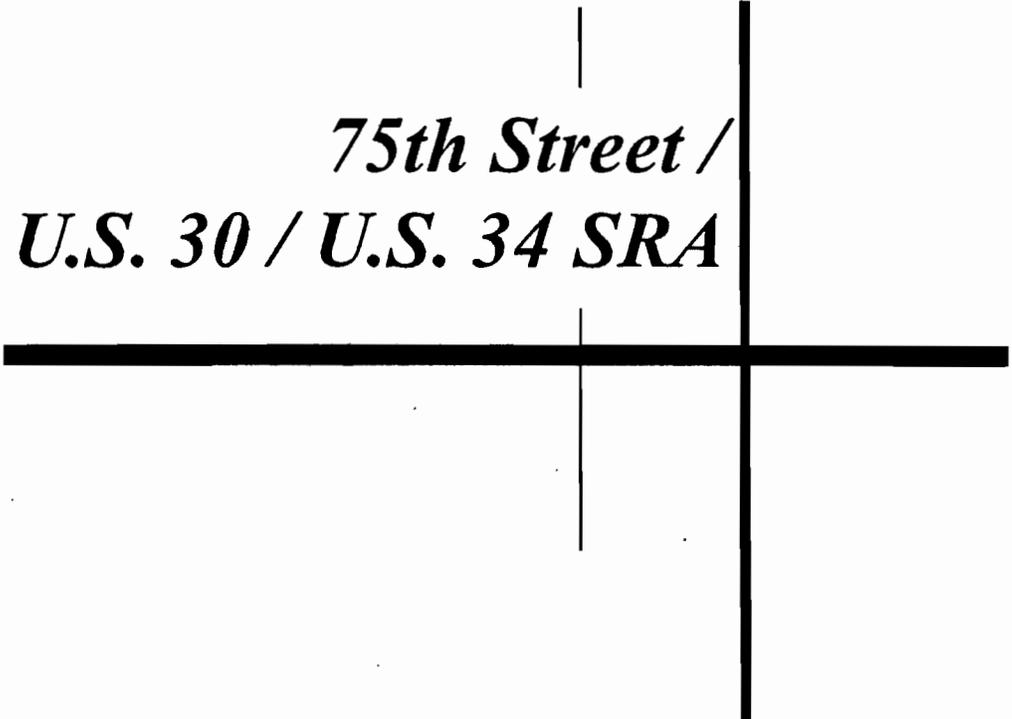
C11 75th Street Recommended Plan -- 75th Street - IL 53 to West of Dunham Road	IV-56
C12 75th Street Recommended Plan -- 75th Street - West of Dunham Road to Adams Street	IV-57
C13 75th Street Recommended Plan -- 75th Street - Adams Street to IL 838 . .	IV-56

	<u>Page</u>
D8	Intersection Detail -- 75th Street and Lemont Road IV-59
D9	Intersection Detail -- 75th Street and Cass Avenue IV-60
D10	Intersection Detail -- 75th Street and Plainfield Avenue IV-61
D11	Intersection Detail -- 75th Street and IL 83 IV-62

Table

1	Sources of Data Describing Traffic and Transportation Characteristics of 75th Street/U.S. 30/U.S. 34 in 1991/1992 II-4
2	Average Daily Traffic Volumes Along 75th Street/U.S. 30/U.S. 34 in 1988/1989 II-7
3	Existing Transit Operations Along 75th Street/U.S. 30/ U.S. 34 II-9
4	Sources of Environmental and Land Use Data Along 75th Street/U.S. 30/U.S. 34 II-13
5	Existing Structures Along Segment I -- U.S. 30 II-16
6	Summary of Environmentally Sensitive Land Uses and Sites Along Segment I -- U.S. 30 II-18
7	Existing Structures Along Segment II -- U.S. 34 II-28
8	Existing Structures Along Segment III -- 75th Street II-35
9	Summary of Environmentally Sensitive Land Uses and Sites Along Segment III -- 75th Street II-38
10	Existing Structures Along Segment IV -- 75th Street II-47
11	Summary of Environmentally Sensitive Land Uses and Site Along Segment IV -- 75th Street II-50
12	2010 Desirable Route Characteristics -- Rural Strategic Regional Arterials III-5
13	2010 Desirable Route Characteristics -- Suburban Strategic Regional Arterials III-6
14	"Year 2010" Average Daily Traffic (ADT) Forecast for Strategic Regional Arterial Route - 75th Street/U.S. 30/U.S. 34 III-10

	<u>Page</u>
15	Summary of Previous and Concurrent Planning Studies Relevant to 75th Street/U.S. 30/U.S. 34 III-12
16	Future Transit Facilities and Operations Proposed and/or Planned By Others for 75th Street/U.S. 30/U.S. 34 III-14
17	Evaluation of Signalized Intersection Operations Along Segment I IV-8
18	Opinions of Construction and Right-of-Way Cost for Strategic Regional Arterial Improvements Along U.S. 30 -- Segment I IV-11
19	Evaluation of Signalized Intersection Operations Along Segment II IV-26
20	Opinions of Construction and Right-of-Way Cost for Strategic Regional Arterial Improvement Along U.S. 34 -- Segment II IV-28
21	Evaluation of Signalized Intersection Operation Along Segment III IV-39
22	Opinions of Construction and Right-of-Way cost for Strategic Regional Arterial Improvements Along 75th Street - Segment III IV-41
23	Evaluation of Signalized Intersection Operations Along Segment IV IV-53
24	Opinions of Construction and Right-of-Way Cost for Strategic Regional Arterial Improvements Along 75th Street - Segment IV IV-55
25	75th St./U.S.30/U.S.34 Operational Analysis-Rural SRA Segments. IV-64
26	Summary of 75th Street/U.S. 30/U.S 34 Suburban Arterial Analysis IV-67
27	Opinions of Construction and Right-of-Way Cost for Strategic Regional Arterial Improvements Along 75th Street/U.S. 30/U.S. 34 IV-69
28	75th Street/U.S. 30/U.S. 34 SRA Implementation Plan IV-70



*75th Street /
U.S. 30 / U.S. 34 SRA*

Chapter I
Introduction



Chapter I

Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRA's) to supplement the expressway system.

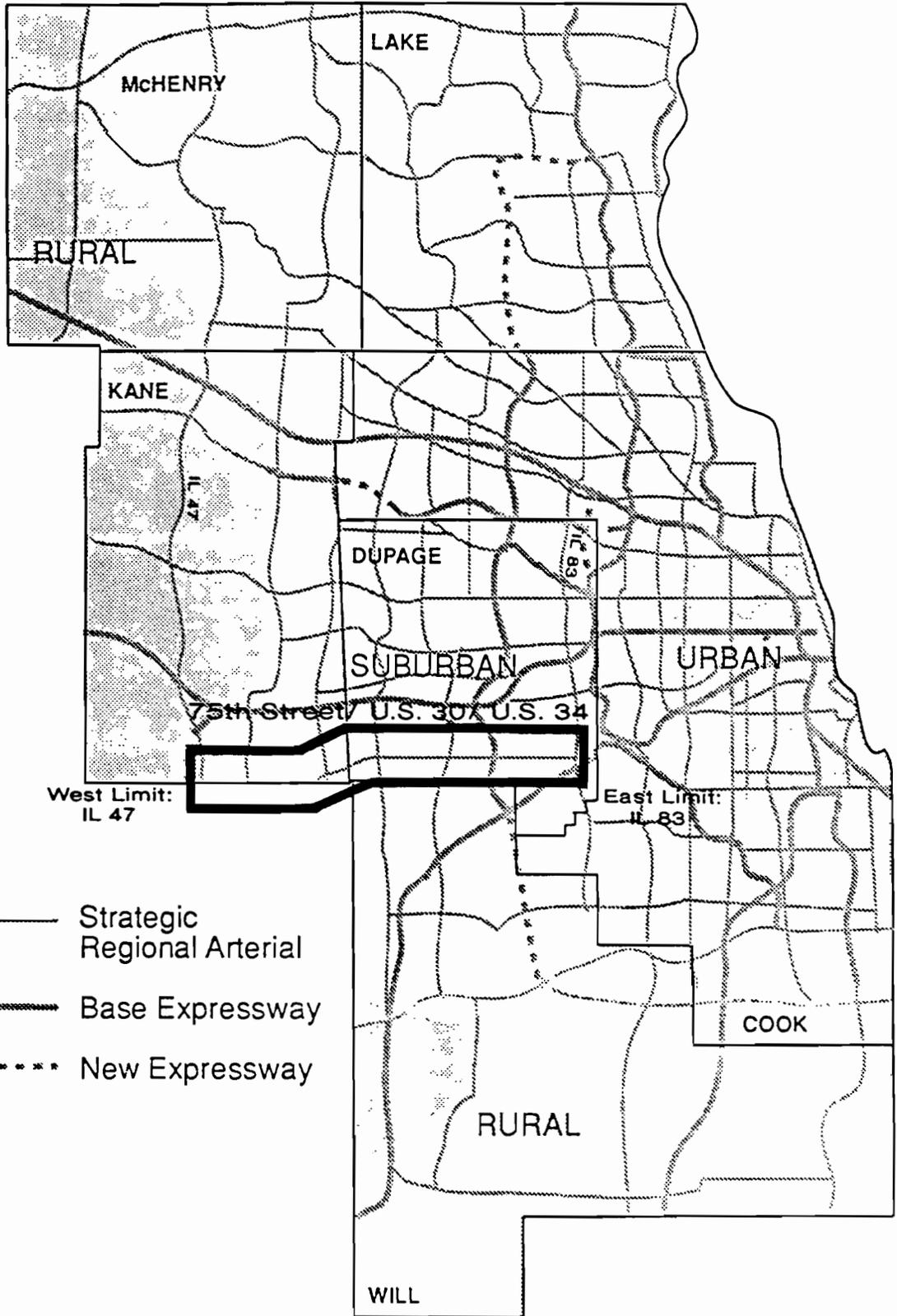
The SRA system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of sixty-six (66) routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials, is shown on **Exhibit 1**.

Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about three miles apart in the more densely developed areas to about eight miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment which determines how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environments:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types within the overall SRA system reflects the expected density of long range development within the different portions of the region.

This report is concerned with 75th Street, U.S. 34, and U.S. 30 which have been designated as a SRA corridor from Illinois 47 to Illinois 83 (see Exhibit 1). The 75th Street/U.S.30/U.S.34 SRA, which traverses DuPage, Kane and Kendall Counties, has been classified as a rural SRA from Illinois 47 to Orchard Road and suburban from Orchard Road to Illinois 83.



- Strategic Regional Arterial
- Base Expressway
- New Expressway

ROUTE TYPES ON THE STRATEGIC REGIONAL ARTERIAL SYSTEM

SRA Planning Objectives

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

Supplement an expanded expressway system by:

- Improving access to expressways
- Providing alternatives for some portions of expressway travel
- Providing a lower cost substitute for expressways in some corridors

Enhance public transportation and personal mobility by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other transit vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

Accommodate commercial vehicle traffic by:

- Improving structural clearances
- Maximizing through traffic movement

SRA Design Concept

The SRA Design Concept Report (DCR), a report prepared by Harland Bartholomew & Associates, Inc., on design concepts for the SRA system, was endorsed by the CATS Policy Committee. These concepts have been used as a guide, but not as a policy, in developing the improvement plan for the 75th Street/U.S. 30/U.S. 34 corridor that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the 75th Street/U.S. 30/U.S. 34 corridor. It is organized as follows:

Existing Conditions (Chapter II)

- This section describes the existing physical characteristics, traffic operation, safety, transit operations, environmental concerns, and land uses along the 75th Street/U.S. 30/U.S. 34 corridor.

Planning Framework (Chapter III)

- This section describes the framework in which the recommended SRA plan will be situated. The chapter includes a description of route design characteristics, design criteria, travel forecasts, future land use zoning and development, future roadway and transit planning, future areas of concern, and a summary of the roadway recommendations.

Recommended SRA Plan (Chapter IV)

- This section describes the recommended SRA corridor plan, including lane arrangement, right-of-way, an arterial operations and level of service summary, intersection capacity planning analysis, construction and right-of-way costs, and short term recommendations.

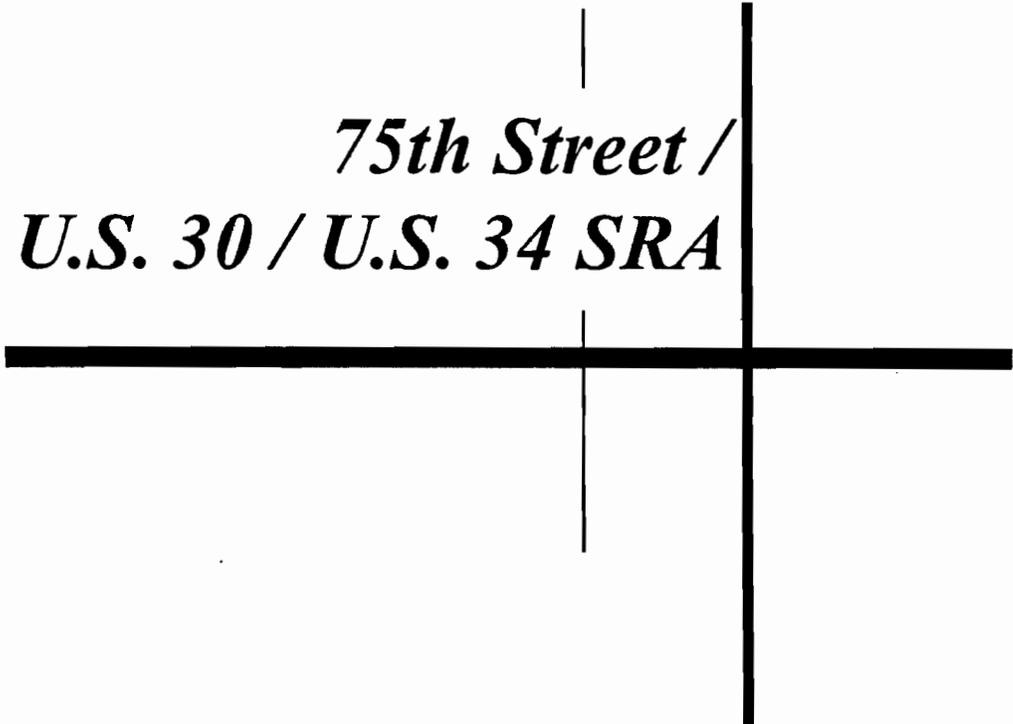
Public Involvement (Chapter V)

- This section contains minutes from the Advisory panel meetings, and other information related to the public involvement program. It is divided into three major sections: Panel Advisory Meetings, Newsletters, and the Public Hearings. These three opportunities for participation allowed the general public and/or their elected officials to voice opinions concerning the 75th Street/U.S. 30/U.S. 34 corridor.

Timeframe

The SRA study of the 75th Street/U.S. 30/U.S. 34 corridor began in May 1991 and continued through calendar year 1992. Conclusions and recommendations are based on conditions existing during the study period as well as known developments and plans by others that were current within this time frame.

SRA planning for the corridor involved the Illinois Department of Transportation (IDOT), DuPage County Highway Department, Chicago Area Transportation Study (CATS) and the various communities served and/or affected by the route. Input was received through a series of three meetings with two SRA Advisory Panels. Also, two public hearings were held on October 29, 1992 and November 5, 1992 to present the draft recommendations.



*75th Street /
U.S. 30 / U.S. 34 SRA*

Chapter II
Existing Conditions



Chapter II

Existing Conditions

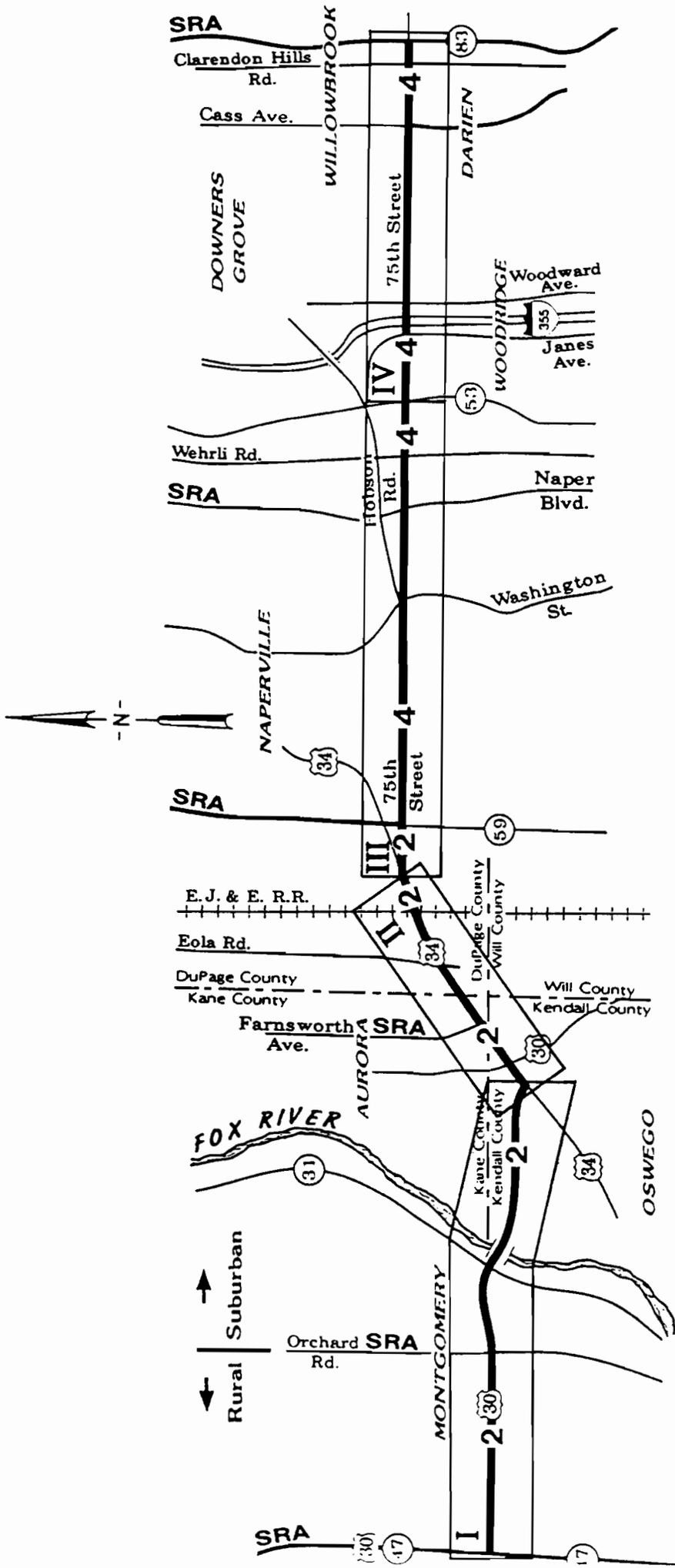
The 75th Street/U.S. 30/U.S. 34 SRA corridor study area extends from Illinois 47 to Illinois 83. The study corridor, approximately 27 miles long, passes through DuPage County and portions of Kane and Kendall Counties. As shown in Exhibit 2, the corridor has been divided into four segments for a more detailed discussion:

- Segment I — Aurora (West) (U.S. 30 from Illinois 47 to U.S. 34)
- Segment II — Aurora (East) (U.S. 34 from U.S. 30 to 75th Street)
- Segment III — Naperville (75th Street from U.S. 34 to Illinois 53)
- Segment IV — Downers Grove (75th Street from Illinois 53 to Illinois 83)

The corridor consists of three different roadways. These roadways include 75th Street, U.S. 30 and U.S. 34. The 75th Street/U.S. 30/U.S. 34 corridor extends from its western terminus at Illinois 47 eastward along U.S. 30 to U.S. 34 (Ogden Avenue). The corridor then follows a northeasterly direction along U.S. 34 (Ogden Avenue) to 75th Street. The corridor continues to the east on 75th Street to its eastern terminus at Illinois 83.

The 75th Street portion of the corridor serves as a direct regional east-west connection between Illinois 83 and U.S. 34, and the west and far west suburbs. The regional importance of 75th Street is emphasized by the fact that it intersects with three other SRA routes (Illinois 83, Naper Boulevard, and Illinois 59), and several numbered state and interstate routes (Illinois 53, I-355, and U.S. 34). In general, the corridor serves both long distance, through trips as well as local, short trips within the cities and villages through which it travels. U.S. 30 and U.S. 34

75th Street/ U.S. 30/ U.S. 34
 Illinois 47 to Illinois 83 (Approx. 27 Miles)



Legend
 X-NUMBER OF EXISTING THROUGH LANES
 (Both Directions Of Travel)
 II-SEGMENT IDENTIFICATION NUMBERS

also serve as important regional arterials for the far west suburbs. This particular portion of U.S. 34 connects two large suburbs (Naperville and Aurora) and is intersected by one other SRA route, Farnsworth Avenue. U.S. 30 has two intersecting SRA routes, Orchard Road and Illinois 47.

Existing physical characteristics, safety/accident, traffic, transit, and land use data for each of the segments defined above was collected from a number of sources (See Table 1). Additional information and data was gathered through field reconnaissance and investigations; and discussions with state, county, village, and city officials at the corridor Advisory Panel meetings. The existing conditions as they relate to traffic operations and safety, transit, environmental concerns, and land use are discussed later in this chapter for each of the four corridor segments.

Table 1
Sources of Data Describing Traffic and Transportation Characteristics of 75th Street/U.S. 30/U.S. 34 in 1991/1992

Item	Data Source
Traffic Volumes <ul style="list-style-type: none"> • Average Daily Traffic • Intersection Turning Movement Counts • Truck Classification 	<ul style="list-style-type: none"> - 1989 DuPage County Traffic Map, 1989 Kendall County Traffic Map, and 1988 Kane County Traffic Map - DuPage County Division of Transportation - DuPage County Division of Transportation - Illinois Department of Transportation Office of Planning & Programming (OPP)
Accidents	<ul style="list-style-type: none"> - Illinois Department of Transportation Division of Traffic Safety. Collision Diagram Information (1987, 1988, Jan-Oct 1989) - DuPage County Division of Transportation
Transit <ul style="list-style-type: none"> • Routes • Ridership 	<ul style="list-style-type: none"> - Regional Transportation Authority - Metra - Pace
Traffic Controls <ul style="list-style-type: none"> • Signalized Intersection Locations • Other Traffic Controls 	<ul style="list-style-type: none"> - Field Reconnaissance
Cross Section <ul style="list-style-type: none"> • Lane Widths and Arrangements • Shoulder Widths • Type of Selection 	<ul style="list-style-type: none"> - As Built Plans-Illinois Department of Transportation, and DuPage County Division of Transportation - Illinois Department of Transportation, Scope Report OPP-Planning Services Section - Reconnaissance
Right-of-Way	<ul style="list-style-type: none"> - Illinois Department of Transportation, Scope Report OPP Planning Services Section - Illinois Department of Transportation, Roadway Plans - DuPage County Division of Transportation Roadway Plans
Curb/Roadside Use <ul style="list-style-type: none"> • Parking • Bus and Loading Zones 	<ul style="list-style-type: none"> - Field Reconnaissance
Structures	<ul style="list-style-type: none"> - Illinois Department of Transportation. Scope Report OPP Planning Services Section
Other Features	<ul style="list-style-type: none"> - Illinois Department of Transportation. Scope Report OPP Planning Services Section

Corridor Overview

Generally, the 75th Street/U.S. 30/U.S. 34 corridor has two basic roadway characteristics. 75th Street primarily consists of four travel lanes (two in each direction) with either curb and gutter or paved shoulders, a wide median, and open ditch or closed drainage. 75th Street has a short section in the vicinity of I-355 that has a six lane cross section (three lanes in each direction). In addition, a two lane cross section (one in each direction) exists from U.S. 34 to Illinois 59. U.S. 30 and U.S. 34 primarily consist of two travel lanes (one in each direction), aggregate shoulders, no median, and open drainage. An on-going Phase II study is currently in progress along U.S. 34 from Aurora Road to Illinois 71. This study encompasses the portion of U.S. 34 that is a segment of the SRA corridor. U.S. 34 is programmed for improvements that will include a four lane cross section, curb and gutter, an eighteen foot median, and closed drainage. The existing right-of-way along 75th Street is 200 feet along its entire length. The right-of-way along U.S. 34 varies from approximately 100 to 170 feet, but is typically 100 feet. A Phase I study is also currently in progress along U.S. 30 from U.S. 34 to Illinois 31. The study will analyze improvements which include a four lane cross section, curb and gutter, an eighteen foot median, and closed drainage. The existing right-of-way along U.S. 30 is 120 feet along its entire length.

For the most part, the corridor is a fully-accessible facility with numerous signalized intersections and two grade separated interchanges (I-355 and Illinois 31). Portions along 75th Street in the Naperville area have limited access, as do portions of U.S. 30 and U.S. 34. The 75th Street segment is primarily the only continuous major east-west arterial roadway south of Interstate 88 in DuPage County. A possible exception is U.S. 34, but that roadway follows a more northeasterly-southwesterly direction. Interstate 88 is located approximately four miles north of 75th Street. Numerous lower class roads parallel the corridor at closer distances, but none have the necessary continuity or functional classification to serve as an alternative route for the regional trips that the 75th Street/U.S. 30/U.S. 34 SRA is intended to serve.

Average Daily Traffic

Table 2 summarizes existing traffic demands in terms of average daily traffic (ADT) counts from 1986 to 1989. ADT of 75th Street ranges from 4,800 to 34,900 vehicles per day (vpd). The lowest ADT, approximately 4,800 vpd, occurs west of Illinois 59. A major shift in traffic occurs at the 75th Street/Illinois 59 intersection. Traffic volumes differ from 4,800 vpd on the west leg of the intersection to 27,400 vpd on the east leg of the intersection.

The highest traffic volumes, between 33,300 and 34,800 vpd, are in the I-355 vicinity. This area is highly developed, and includes a complete interchange with I-355. Under current traffic conditions, peak period congestion is evident along some portions of the corridor. It is especially noticeable along U.S. 34 which presently has only a two lane cross section. Along U.S. 34, the existing traffic demand ranges from 15,800 to 26,100 vpd. The U.S. 30 portion of the corridor does not carry the traffic volumes as does 75th Street and U.S. 34. This is primarily because much of the adjacent land uses along U.S. 30 are not yet developed. The existing traffic demand on U.S. 30 ranges from 4,200 to 13,800 vpd.

Table 2 Average Daily Traffic Volumes Along for 75th Street/U.S. 30/U.S. 34 in 1988/1989	
Location	ADT (vpd)
U.S. 30	
IL 47 to Bertman Road	4,200
Bertman Road to Orchard Road	4,700
Orchard Road to IL 31	8,500
IL 31 to Briarcliff Road	12,600
Briarcliff Road to Douglas Road	13,800
Douglas Road to U.S. 34	10,300
U.S. 34	
U.S. 30 to U.S. 30/Hill Avenue	18,900
U.S. 30/Hill Avenue to Montgomery Road	16,200
Montgomery Road to Eola Road	15,800
Eola Road to 75th Street	26,100
75th Street	
U.S. 34 to IL 59	4,800
IL 59 to Book Road	22,400
Book Road to Naperville-Plainfield Road	20,500
Naperville-Plainfield Road to Gardner Road	22,700
Gardner Road to Modaff Road	23,300
Modaff Road to Olympus Drive	21,500
Olympus Drive to Washington Street	22,300
Washington Street to Naper Boulevard	24,100
Naper Boulevard to Wehrli Road	23,100
Wehrli Road to IL 53	23,600
IL 53 to Woodridge Drive	25,600
Woodridge Drive to James Avenue	28,200
James Avenue to I-355 Southbound Ramps	33,000
I-355 Southbound Ramps to I-355 Northbound Ramps	34,800
I-355 Northbound Ramps to Woodward Avenue	33,300
Woodward Avenue to Dunham Road	34,900
Dunham Road to Lemont Road	32,100
Lemont Road to Lyman Road	28,600
Lyman Road to Fairview Avenue	28,200
Fairview Avenue to Williams Street	23,500
Williams Street to Adams Street	25,100
Adams Street to Cass Avenue	27,300
Cass Avenue to Plainfield Road	24,300
Plainfield Road to Clarendon Hills Road	21,800
Clarendon Hills Road to IL 83	13,700

Transit Operations

Table 3 lists other transportation facilities that cross or are adjacent to the 75th Street/U.S. 30/U.S. 34 corridor. One freight line crosses the corridor. The Elgin, Joliet & Eastern Railroad crosses U.S. 34 west of the 75th Street/U.S. 34 intersection. There are no commuter lines (Metra) that cross the corridor. The nearest commuter line that parallels the corridor is the Burlington Northern Railroad line which is approximately two to three miles north. As can be seen in Table 3, numerous Pace bus routes either use or cross the corridor.

Physical Constraints

There are few existing physical concerns along the corridor. Adequate right-of-way is available along the entire length of 75th Street. Along U.S. 34, limited right-of-way is identified in certain areas, however, in less developed segments the limited right-of-way concern may only be on one side of the roadway as a result of a specific land use or environmental constraint. Along U.S. 30, the corridor crosses the Fox River and is grade separated from Illinois 31 just west of the river. This area has been identified as an area of concern. In addition, there are a number of environmental concerns related to parks, historic sites, floodplains, leaking underground storage tank sites (LUST), Comprehensive Environmental Response Compensation and Liability Act Information System sites (CERCLIS), and forest/nature preserves throughout the entire length of the corridor. Sources for these data are listed in Table 4

Table 3
Existing Transit Facilities and Rail Operation Along
75th Street/U.S. 30/U.S. 34

Facility	Frequency	Location of Facility	Number of Weekday Boardings
Metra Lines and Nearest Station			
Burlington Northern Line Aurora Station (Access to Broadway to Douglas to U.S. 30)	Weekday: 23 inbound, 24 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	233 North Broadway 2.50 miles from corridor	1,014
Burlington Northern Line IL 59 Station (Access to IL 59 to U.S. 34 and to 75th Street)	Weekday: 22 inbound, 23 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	One-fourth mile south of North Aurora Avenue 2.50 miles from corridor	1,740
Burlington Northern Line Naperville Station (Access on Chicago Ave to Washington St to 75th Street)	Weekday: 24 inbound, 26 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	East 4th Ave and Ellsworth St 2.25 miles from corridor	3,150
Burlington Northern Line Lisle Station (Access on Maple Ave to IL 53 to Main St and U.S. 34)	Weekday: 26 inbound, 24 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	Burlington Ave and Spencer Ave 3.25 miles from corridor	2,227
Burlington Northern Line Belmont Station (Access to Belmont to Woodward to 75th Street)	Weekday: 25 inbound, 25 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	Belmont Avenue and Warren Avenue 3 miles from corridor	1,410
Burlington Northern Line Main Street Station (Access to Main Street to 75th Street)	Weekday: 26 inbound, 28 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	Main Street and Burlington Avenue 3 miles from corridor	2,044

Table 3
Existing Transit Facilities and Rail Operation Along
75th Street/U.S. 30/U.S. 34

Facility	Frequency	Location of Facility	Number of Weekday Boardings
Burlington Northern Line Fairview Avenue Station (Access to Fairview Avenue to 75th Street)	Weekday: 25 inbound, 23 outbound Saturday: 11 inbound, 9 outbound Sunday: 7 inbound, 7 outbound	Fairview Avenue and Burlington Avenue 3 miles from corridor	537
Burlington Northern Line Westmont Station (Access to Cass Avenue to 75th Street)	Weekday: 24 inbound, 26 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	Quincy Street and Lincoln Street 3 miles from corridor	1,254
Burlington Northern Line Clarendon Hills Station (Access to Prospect Avenue to Cass Avenue to 75th Street)	Weekday: 24 inbound, 25 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	Prospect Avenue and Eastern Avenue 3 miles from corridor	986
Pace Bus Routes			
Pace 522	Peak period feeder service to Aurora Metra station	Crosses U.S. 30 at Douglas Road	219
Pace 534	Peak period feeder service to IL 59 Metra station	Runs along U.S. 34 from Eola road to 75th Street	82
Pace 677	Peak period feeder service to Naperville Metra station	Crosses 75th Street at Modaff Road	46
Pace 684/686	Peak period feeder service to Naperville Metra station	Crosses 75th Street at Olympus Drive	73/97
Pace 677/678	Peak period feeder service to Naperville Metra station	Crosses 75th Street at Washington Street and Naper Boulevard	46/157
Pace 819/820	Peak period feeder service to Lisle Metra station	Crosses 75th Street at Wehrli Road	80/83

Table 3
Existing Transit Facilities and Rail Operation Along
75th Street/U.S. 30/U.S. 34

Facility	Frequency	Location of Facility	Number of Weekday Boardings
Pace 824/825	Peak period feeder service to Lisle Metra station	Crosses 75th Street at IL 53	157/78
Pace 822	Peak period feeder service to Lisle Metra station No Saturday, Sunday, or Holiday service	Runs along 75th Street from Woodridge Drive to Janes Avenue	188*
Pace 821	Peak period feeder service to Belmont Metra station	Runs along 75th Street from Janes Avenue to Woodward Avenue	123
Pace 834	Peak period feeder service to Main Street Metra station	Crosses 75th Street at Lemont Road	559
Pace 665	Peak period feeder service to Westmont Metra station	Crosses 75th Street at Adams Street	97
Pace 664	Peak period feeder service to Clarendon Hills Metra station	Crosses 75th Street at Clarendon Hills Road	115
Pace 687	Peak period feeder service to Naperville Metra station	Crosses 75th Street at Naper Blvd.	89
Pace 823	Peak period express feeder service to Lisle Metra station	Crosses 75th Street at IL Route 53	128
Pace 715	Peak period feeder service to Westmont Metra station	Crosses 75th Street at Cass Avenue	469
Pace 663	Peak period feeder service to Clarendon Hills Metra station	Approaches 75th Street at Seminole Drive/Plainfield Road	146
Other Rail Lines			
EJ & E RR		Crosses U.S. 34 west of 75th Street/U.S. 34 intersection	N/A

Table 3
Existing Transit Facilities and Rail Operation Along
75th Street/U.S. 30/U.S. 34

Facility	Frequency	Location of Facility	Number of Weekday Boardings
* Combined ridership with Pace 829. Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992), and Pace, "Quarterly Route Review: January-March, 1992" (June 1992) Pace, "Quarterly Route Review: January-March, 1992" (June 1992)			

Table 4
Sources of Environmental and Land Use Data Along 75th Street/U.S. 30/U.S. 34

Item	Data Source	Comment
Parkland and Other Open Space	<p>United States Department of the Interior, National Park Service, listing of LAWCON Projects</p> <p>Northeastern Illinois Planning Commission, Bikeways, 1985</p> <p>Illinois Natural Areas Inventory</p> <p>Visual Survey 7/91</p> <p>Illinois Nature Preserves System 1987-1988 Report, Illinois Nature Preserves Commission</p> <p>Kane County Forest Preserve</p> <p>Forest Preserve District of DuPage County</p>	<p>LAWCON Land and Water Conservation Fund</p> <p>Illinois Department of Transportation Files</p> <p>Updated 12/90 list also used</p>
Wetlands	<p>National Wetland Inventory Map, United States Department of the Interior, Fish and Wildlife Service</p>	
Floodplains	<p>FIRM, Flood Insurance Rate Map, Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map, United States Department of Housing and Urban Development</p>	
Hazardous Materials	<p>U.S. EPA Superfund Program, CERCLIS listing, 5/8/91</p> <p>Leaking Underground Storage Tanks listing, 12/88</p>	<p>CERCLIS--Comprehensive Environment Response Compensation and Liability Act Information System</p> <p>Illinois Department of Transportation, Bureau of Location and Environment</p>
Historic Sites	<p>The National Register of Historic Places, 1990</p> <p>Illinois State Historical Markers Text Book, 1973</p> <p>Inventory of Historic Structures, 1973</p> <p>Inventory of Historic Landmarks, 1973</p>	<p>Prepared by the Illinois Historic Structures Survey</p>

Current Planning, Design, and Construction Activity

There are several current planning, design, and construction activities that have a direct bearing on the 75th Street/U.S. 30/U.S. 34 corridor. The projects in progress or proposed along 75th Street include a planning study for a six lane cross section from Washington Street to Naper Boulevard. Also identified as a long range improvement (in the next 10 years) along 75th Street is a six lane cross section from I-355 to Cass Avenue. A Phase II study of U.S. 34 from Aurora Avenue in Naperville to Illinois 71 in Oswego is currently underway. This study, which encompasses the entire portion of the U.S. 34 segment of the corridor, will design the widening of U.S. 34 to a four lane roadway with an eighteen (18) foot barrier median and closed drainage. Right-of-way acquisition is also proposed which will widen portions of the existing right-of-way to 110 feet and 120 feet. As part of the proposed IDOT improvements, the existing interchange at U.S. 34 and U.S. 30/Hill Avenue will be removed and replaced with an at-grade intersection. Left turn lanes will be provided at the new intersection as well as at all existing intersections. A Phase I study of U.S. 30 from U.S. 34 to Illinois 31 is also currently underway. This study, which encompasses almost all of the suburban portion of the U.S. 30 segment of the corridor, will review the potential widening of U.S. 30 to a four lane roadway within its boundaries.

Summary of Findings

The existing physical characteristics, traffic operations, safety, public transportation, environmental concerns, and land use for the four segments defined along the 75th Street/U.S. 30/U.S. 34 corridor are discussed below.

Segment I — Aurora (West) (U.S. 30 from Illinois 47 to U.S. 34)

Segment I of the 75th Street/U.S. 30/U.S. 34 corridor, U.S. 30 from Illinois 47 to U.S. 34, is approximately 8¼ miles long and is designated as both suburban and rural. The rural section extends from Illinois 47 to Orchard Road, while the suburban section extends from Orchard Road to U.S. 34. Segment I includes the villages of Sugar Grove, Oswego, Montgomery, and Aurora.

Physical Characteristics

Generally, the roadway cross-section is typically a two lane undivided roadway with aggregate shoulders and open drainage. No parking restrictions are in place along the corridor. Near the center of this segment at Douglas Road, U.S. 30 has been widened to five lanes. A left turn lane has been provided at Douglas Road as well as Orchard Road. The right-of-way within the segment is 120 feet. The relatively open/rural nature of the land use in the rural section of the segment facilitates acquiring additional right-of-way.

With respect to alignment, U.S. 30 has a straight horizontal alignment from Illinois 47 to Orchard Road. East of Orchard Road, the roadway has a slight "S" curve. U.S. 30 is then straight across the Fox River, following a southeasterly direction, and then curves slightly to the east. The remaining portion of the roadway is relatively straight except near its intersection with U.S. 34 where U.S. 30 curves to a southwesterly direction. All curves along U.S. 30 are relatively long in length and therefore are fairly mild. The vertical alignment is level to rolling.

Along U.S. 30 from Illinois 31 to the Fox River, there are three structures that cross Illinois 31, River Road, and the Fox River (see Table 5). The bridge across the Fox River is a two lane structure with approximately five foot shoulders and is 985 feet in length. Based on a Project Report from IDOT, this structure had been categorized as severely distressed by Federal Highway Administration standards. The bridge deck was removed and replaced in 1987. The other two bridges have sufficient pavement for four lanes of travel and are 681 feet and 119 feet in length across Illinois 31 and River Road, respectively. There are no other physical constraints along this segment.

Table 5 Existing Structures Along Segment I-U.S. 30 (IL 47 to U.S. 34)			
IDOT Structure Reference	Feature		Comments
	Over	Under	
045-0029	Blackberry Creek		Deck Replacement completed in 1987
047-0030	River Road		
047-0031	Fox River		
047-0032	Waubensee Creek		
047-0039	IL-31/ Burlington Northern R.R.		

Traffic Control, Operations, and Safety

Due to the rural characteristics, there are few major intersecting roadways in this vicinity with the exception of Illinois 47, Orchard Road and Douglas Road. Illinois 47 and Orchard Road are designated SRA routes. The posted speed limit along the majority of this more rural segment of the corridor is 55 miles per hour. Areas near Orchard Road and Douglas Road are posted at 40 miles per hour. The entire length of this segment is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Due to the primarily undeveloped area along this segment of the corridor, few signalized intersections exist along U.S. 30. There are a total of five signal locations along this segment (see Exhibits A1 to A4). Two of the signal locations are at intersections with Illinois 47 and Orchard Road, both designated as SRA routes. The other signalized intersections include Briarcliff Road, Douglas Road and U.S. 34. Separate left turn lanes are in place at each of the signalized intersections.

There are also few unsignalized intersections along this segment of U.S. 30. In the rural classified section of the segment, Bertman Road, Dickson Road and Blackberry Road intersect U.S. 30. Baseline Road, Albright Road, and Fifth Street intersect U.S. 30 in the suburban classified section. West of Orchard Road, there are ten (10) private driveways that serve the farms in that area. Between Orchard Road and U.S. 34, there is only one private driveway.

Based on the Kane County 1988 Traffic Map and the Kendall County 1989 Traffic Map, the volume of daily traffic along this segment of U.S. 30 varies from approximately 4,700 to 13,800 vehicles per day (see Exhibits A1 through A4). Existing traffic demand within this section is approximately 4,500 vehicles per day (vpd) between Illinois 47 and Orchard Road, and 8,500 vpd between Orchard Road and Illinois 31. From Illinois 31 to Douglas Road the existing volume is 13,200 vpd. Between Douglas Road and U.S. 34 the existing volumes is 10,300 vpd. The major shift in traffic flow occurs at the U.S. 30/Illinois 31 interchange and the U.S. 30/Orchard Road intersection. Traffic volumes east of these two crossroads are approximately 50 percent higher than the traffic volumes to the west. The traffic volumes are also consistent with the suburban/rural classification of the roadway. From Douglas Road to Illinois 31 the ADT is an average 11,600 vehicles, but as the route characteristics become more rural and population and density of development decreases, so does the ADT. The average ADT west of Orchard Road is 4,500 vehicles.

Accident data were obtained from IDOT accident summaries from 1987 through 1989. Segment accident rates were calculated along U.S. 30 in accidents per million vehicle miles (MVM). Intersection accident rates in accidents per million entering vehicles (MEV) were also calculated at selected intersections where data was available (see Exhibits A1 through A4). Intersection accident rates were calculated at 0.77 accidents per million entering vehicles (MEV) at Illinois 47, 0.65 accidents/MEV at Orchard Road, and 1.89 accidents/MEV at U.S. 34. Segment

accident rates were also calculated at 1.51 accidents/MVM from Illinois 47 to Orchard Road, 2.69 accidents/MVM from Orchard Road to Illinois 31, 2.46 accidents/MVM from Illinois 31 to Douglas Road, and 3.26 accidents/MVM from Douglas Road to U.S. 34. It was noted that as the traffic volumes increased, so did the segment accident rates.

Public Transportation

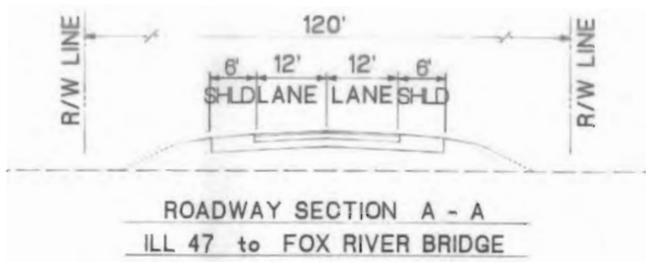
Pace bus line 522 crosses the corridor of Douglas Road and serves the Townes Crossing shopping center (see Exhibit A4). No other transit lines exist along this segment.

Environmental Constraints and Land Use

The environmental concerns within this segment from west to east are summarized on the Planning Focus Area Exhibits (see Exhibits B1 through B4) and in Table 6. These environmental concerns consist of wetlands on both sides of the roadway approximately one mile west of Orchard Road, on both sides of the roadway at Blackberry Creek immediately west of Orchard Road, and the Fox River. A hazardous waste site exists in the southeast quadrant of the U.S. 30/Illinois 31 interchange (see Table 6). Land within this segment is generally zoned agricultural along the rural portion of the corridor (Illinois 47 to Orchard Road). Land uses north of U.S. 30 between Orchard Road and the Fox River are, and will continue to be, industrial. Residential and commercial land uses will primarily be located along U.S. 30 from the Fox River east to U.S. 34.

Table 6 Summary of Environmentally Sensitive Land Uses and Sites Along Segment I on U.S. 30			
Item	Exhibit No.	Reference	Description
Historic Sites			None noted
CERCLIS Sites	B3	C-1	Phillips Thom Landfill, Corner U.S. 30 and IL 31, Montgomery
L.U.S.T. Sites			None noted

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	4,200	4,700
ACCIDENT RATE	1.51 / MVM	
TRANSIT ROUTES	PACE BUS NONE METRA RAIL NONE	
SHOULDER USE		

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

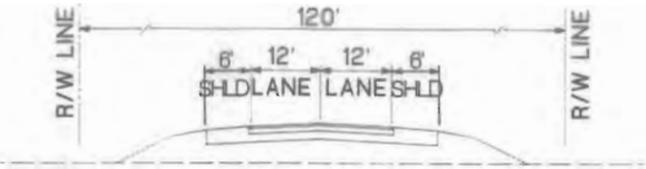
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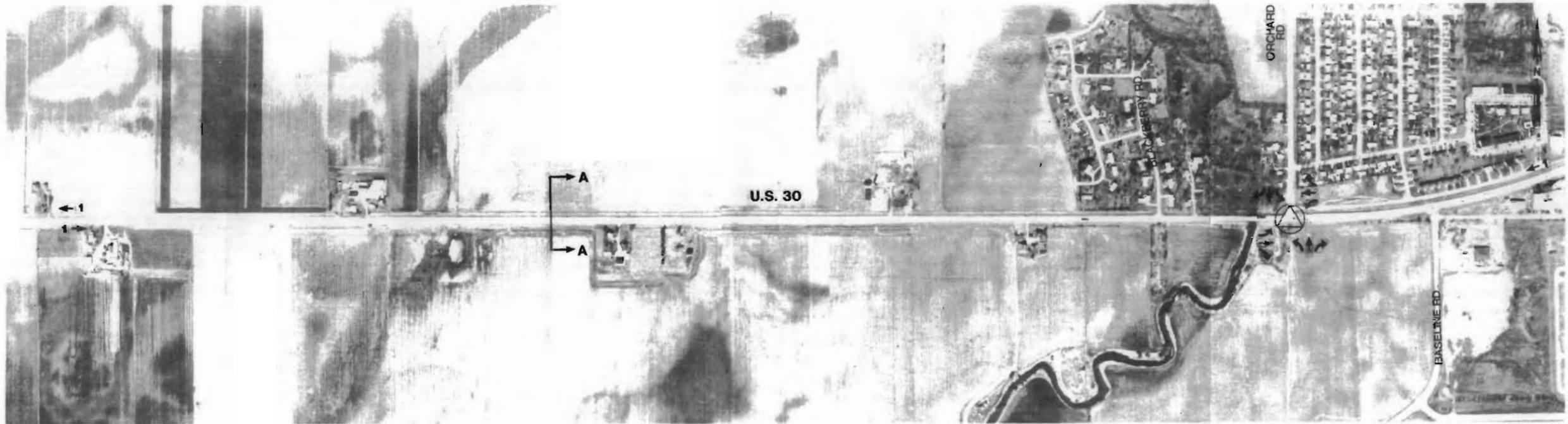
Scale:
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SRA Strategic Regional Arterial Planning Study
EXHIBIT A1

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



ROADWAY SECTION A - A
ILL 47 to FOX RIVER BRIDGE



1988-1990
AVERAGE
DAILY
TRAFFIC
ACCIDENT
RATE

TRANSIT
ROUTES

SHOULDER
USE

	4,700	8,500
	1.51 / MVM	2.69 / MVM
	PACE BUS NONE	
	METRA RAIL NONE	

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

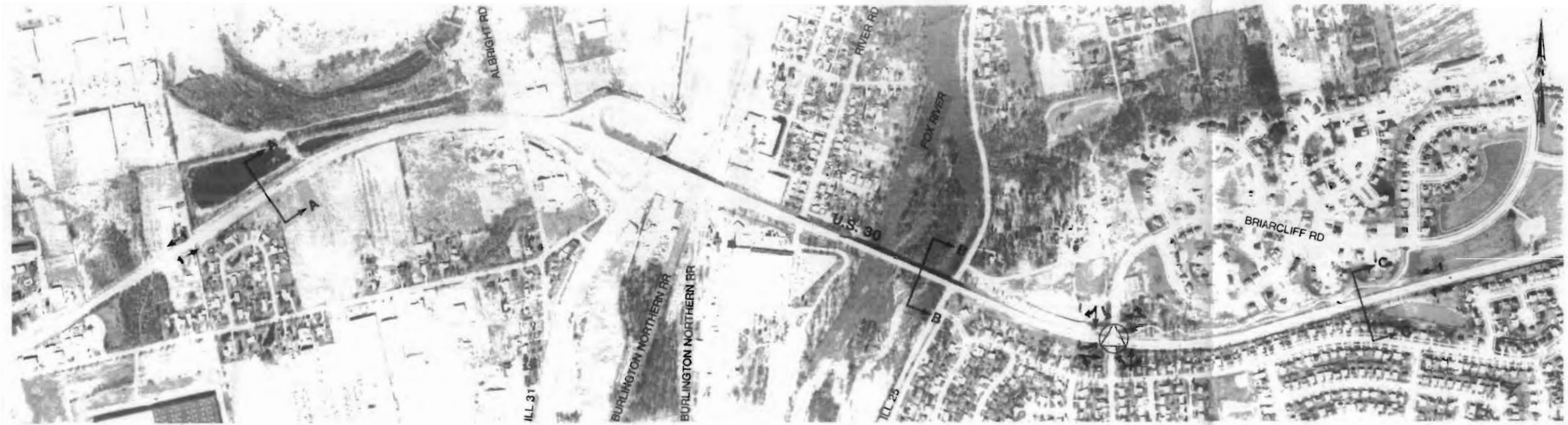
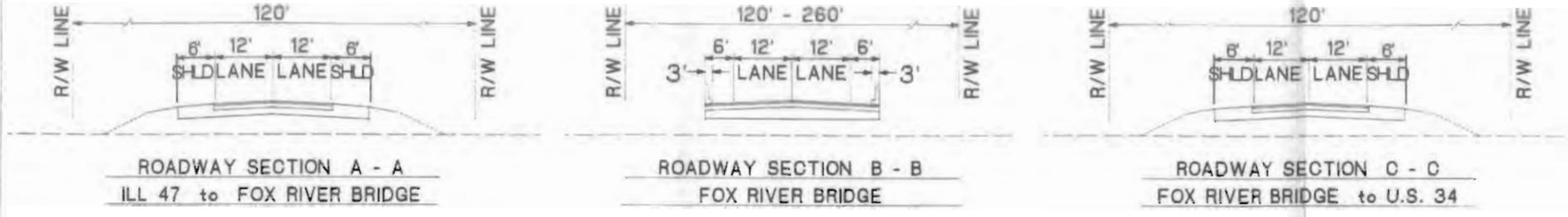


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LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	8,600	12,600	13,800
ACCIDENT RATE	2.69 / MVM	2.46 / MVM	2.36 / MVM
TRANSIT ROUTES	PACE BUS NONE METRA RAIL NONE		
SHOULDER USE			

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS



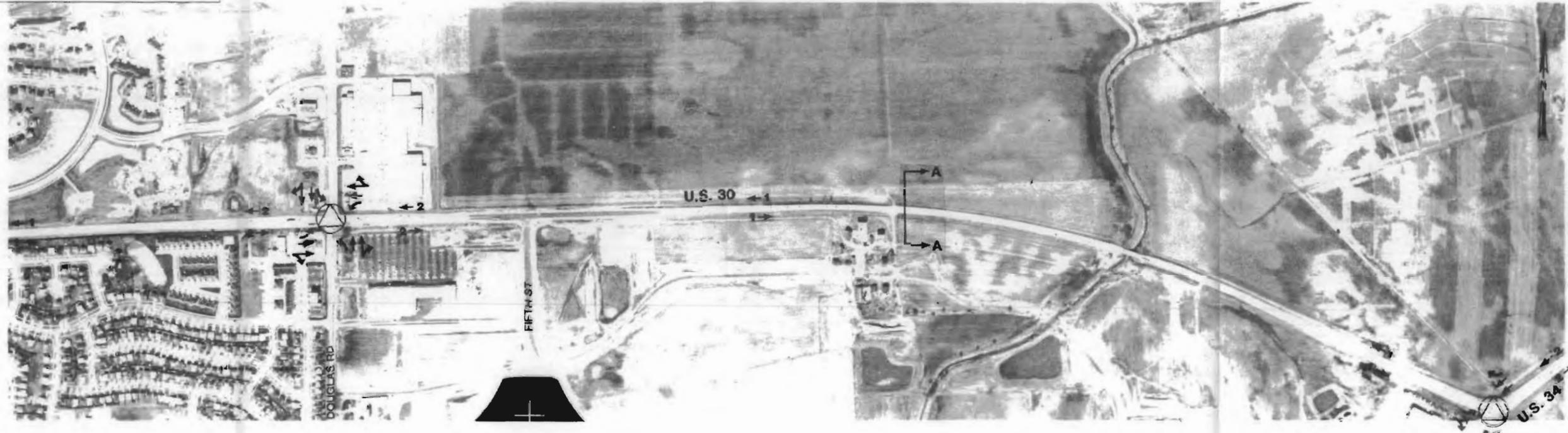
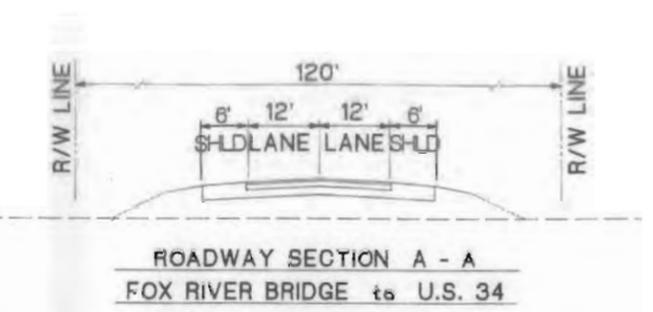
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LEGEND

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	13,800	10,300	
ACCIDENT RATE	2.38 / MVM	3.26 / MVM	1.69 / MEV
TRANSIT ROUTES	PACE BUS ROUTE 522	PACE BUS NONE METRA RAIL NONE	
SHOULDER USE			

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

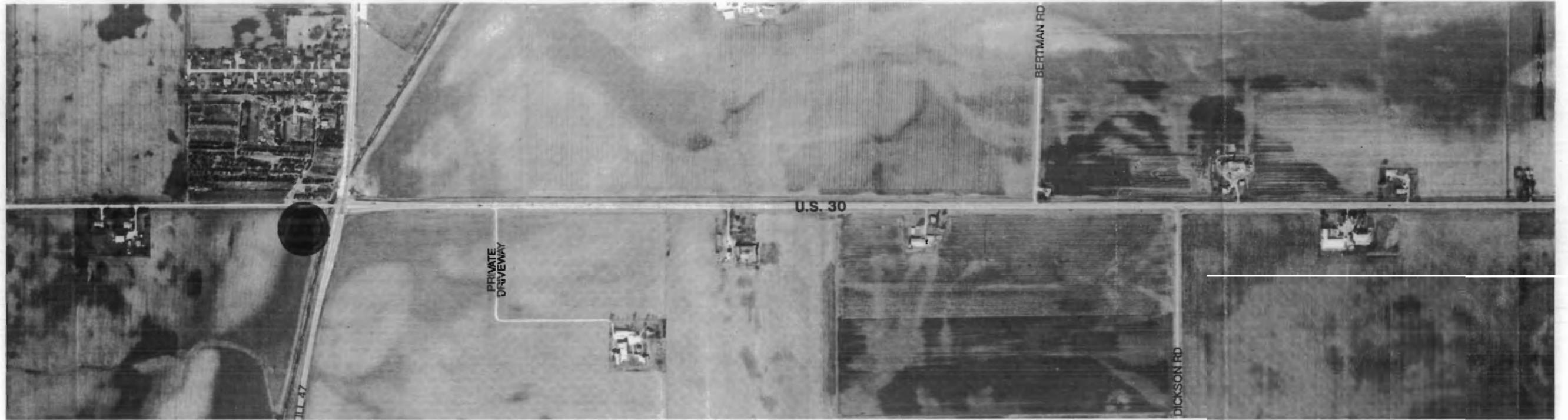


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A) ILLINOIS ROUTE 47 INTERSECTION

- Limited available right-of-way



RURAL SRA -- 168' TO 210' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area (A)
- (G1) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- //// Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

SRA Strategic Regional Arterial EXHIBIT B1 Planning Study

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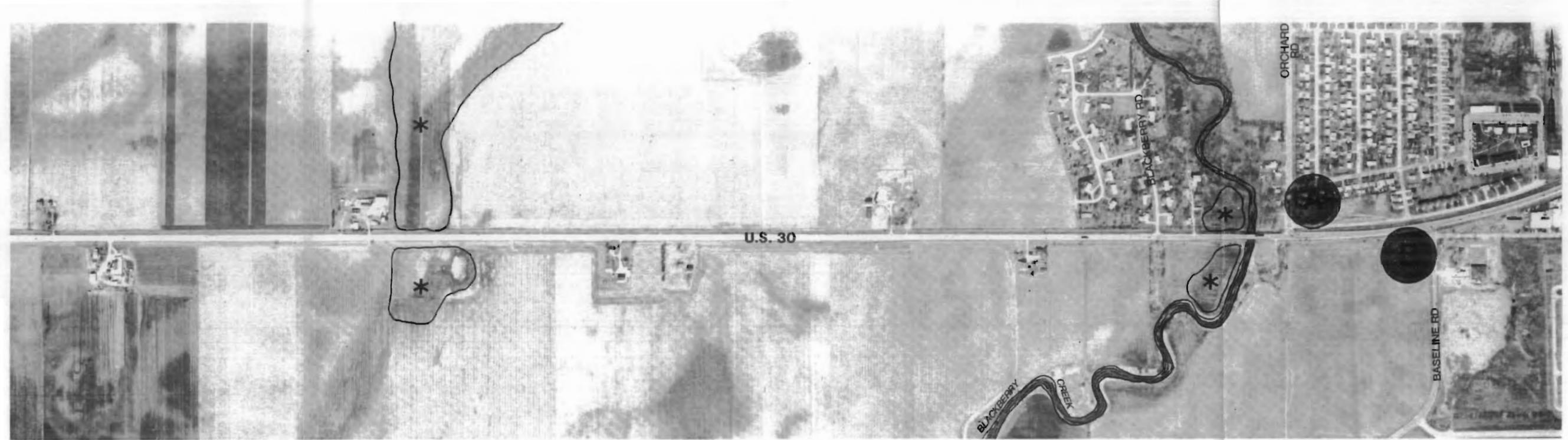


A) ORCHARD ROAD INTERSECTION

- Limited available right-of-way

B) BASELINE ROAD INTERSECTION

- Close intersections affect operation



LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (U1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious institution
- - - Agricultural Land
- - - Special Use Areas
- - - Major Utility Lines
- //// Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS



A) ALLBRIGHT ROAD INTERSECTION

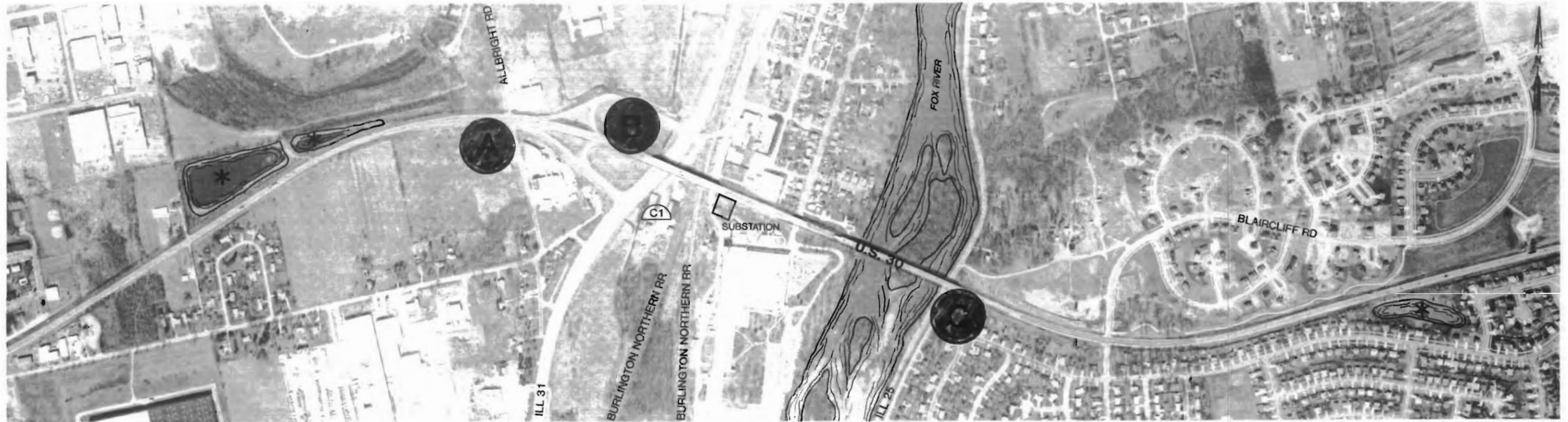
B) ILLINOIS ROUTE 31 INTERCHANGE

C) FOX RIVER AREA

- Cross-road at ramp merging area

- Tight interchange geometrics

- Narrow structures



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LI Leaking Underground Storage Tank
- (H1) Historic Building/District
- Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- //// Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

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Scale:
0' 200' 400' 600' 800' feet

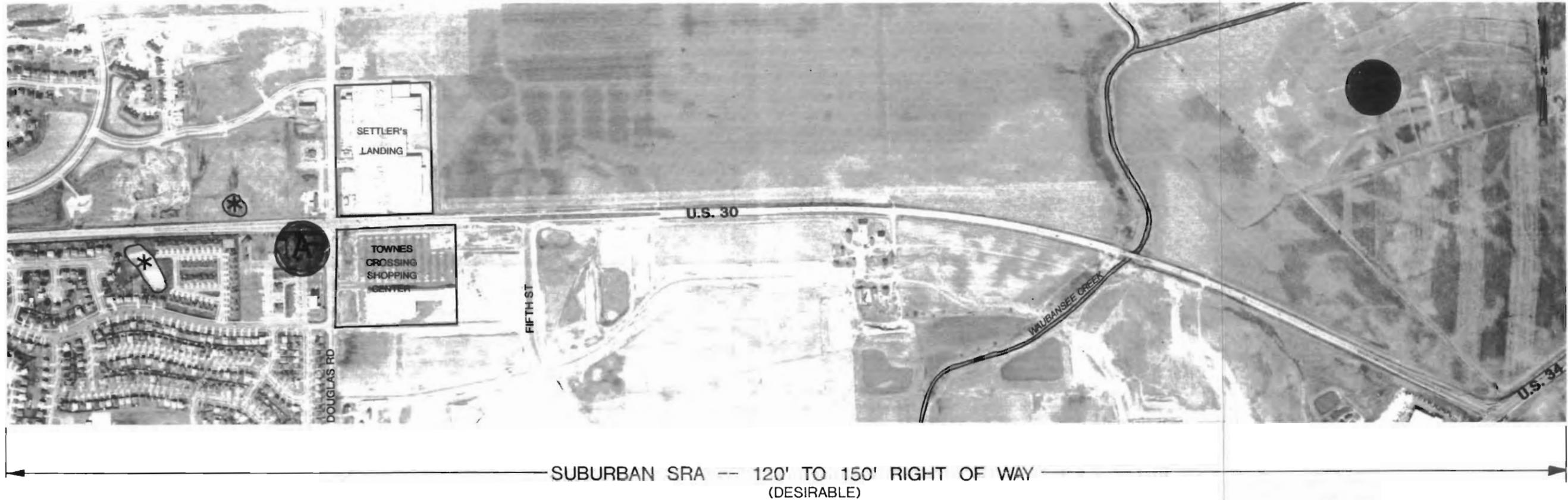
SRA Strategic Regional Aerial Planning Study
EXHIBIT B3

A) DOUGLAS ROAD INTERSECTION

- Future right-of-way requirements may conflict with adjacent land uses

B) FIFTH STREET TO RIDGE AVENUE

- Possible corridor re-alignment



LEGEND

A	Planning Focus Area I.D.
⊕	Hazardous Waste Site
⊖	Leaking Underground Storage Tank
⊕	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines
	Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

SRA Strategic Regional Arterial Planning Study **EXHIBIT B4**

Segment II - Aurora (West) (U.S. 34 from U.S. 30 to 75th Street)

Segment II of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 4.0 miles long, extending along U.S. 34 from U.S. 30 to 75th Street. Segment II follows a northeasterly direction and includes the counties of DuPage, Kane, and Kendall and the City of Aurora. The segment is designated as suburban.

Physical Characteristics

Generally, this segment has two lanes (one in each direction), aggregate shoulders, and open drainage. One cross section between U.S. 30 (west leg) and U.S. 30/Hill Avenue, however, has a four lane undivided cross section. As mentioned previously, U.S. 34 is programmed for improvements. These improvements are planned for the 1993 construction period. IDOT plans to widen the facility to a four lane roadway with an eighteen (18) foot barrier median and closed drainage (See Cross-sections in Exhibits A5 and A6). Right-of-way acquisition is also proposed which will widen portions of the right-of-way to 110 and 120 feet. As part of the proposed IDOT improvements, the existing interchange at U.S. 34 and U.S. 30/Hill Avenue will be removed and replaced with an at-grade intersection.

U.S. 34 has a relatively straight horizontal alignment. A slight curve is located west of Eola Road, but from that point U.S. 34 is relatively straight. The vertical alignment is level to rolling. The right-of-way within the segment varies from approximately 100 to 170 feet, but is generally 100 feet. The right-of-way in the vicinity of the existing U.S. 34 and U.S. 30/Hill Avenue interchange is in excess of 100 feet. As noted, the right-of-way will be widened to 110 and 120 feet. U.S. 34 from U.S. 30 (west leg) to Eola Road will have 120 feet of right-of-way. From Eola Road to 75th Street, the right-of-way will be widened to 110 feet (See Exhibit A5 through A6).

There are several other physical characteristics worth noting in this segment. The Elgin, Joliet & Eastern Railroad (E.J. & E. RR) crosses U.S. 34 at grade west of the U.S. 34/75th Street intersection. The crossing is controlled by flashing lights and bells. No gates are provided. U.S. 34 also crosses over abandoned E.J. & E. railroad tracks east of the existing U.S. 34/U.S. 30 (Hill Avenue) interchange. The structure carrying

U.S. 34 over the abandoned tracks will be removed and replaced with a box culvert structure (see Table 7). There are no other physical constraints along this segment.

Table 7 Existing Structures Along Segment II-U.S. 34 (U.S. 30 to 75th Street)			
IDOT Structure Reference	Feature		Comments
	Over	Under	
045-0007		U.S. 30 / Hill Avenue	Structure To Be Removed
047-0024	EJ & E Railroad (Abandoned)		Structure To Be Removed

Traffic Control, Operations, and Safety

The area along this portion of U.S. 34 is primarily developed, however, only a few traffic signals exist. There are a total of five signal locations along this segment. These signal locations are at, or will be at, U.S. 30/Hill Avenue, Montgomery Road, Eola Road, Long Grove Road and 75th Street. All other intersecting roadways will be under STOP control. Exhibits A5 to A6 summarize existing conditions along this segment.

Intersections which will be provided left turn lanes as part as the IDOT improvements programmed for U.S. 34 include Farnsworth Avenue/Hafenrichter Road, Ridge Avenue, Montgomery Road, Fox Valley Drive, Eola Road, Village Green Drive, Long Grove Drive, Frontenac Road and 75th Street. Right turn lanes will be provided at U.S. 30/Hill Avenue, Montgomery Road, Eola Road, Long Grove Drive, and 75th Street. Much of the development along this portion of U.S. 34 has access to side roads. Consequently, there are few private driveways along the segment.

Under current traffic conditions, peak period congestion is evident along U.S. 34 due to the existing two lane cross section. A 45 mile-per-hour posted speed limit can be found along this portion of the corridor. This segment of the corridor is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Based on the Kane County 1988 Traffic Map, Kendall County 1989 Traffic Map, and DuPage County 1989 Traffic Map, the volume of daily traffic along this portion of U.S. 34 varies from approximately 15,800 west of Eola Road to 26,100 east of Eola Road (see Exhibit A5 through A6). Existing traffic demand within this section is approximately 18,900 vehicles per day (vpd) between U.S. 30 (west leg) and U.S. 30/Hill Avenue, 8,500 vpd between U.S. 30/Hill Avenue and Montgomery Road, and 15,800 vpd between Montgomery Road and Eola Road. From Eola Road to 75th Street the existing volume is 26,100 vpd. The major shift in traffic flow occurs at Eola Road. Traffic volumes decrease by approximately 65% west of the intersection.

Accident data were obtained from 1987 through 1989 from IDOT summary logs (see Exhibits A5 through A6). Intersection accident rates were calculated at 1.89 accidents per million entering vehicles (MEV) at U.S. 30 and 1.06 accidents/MEV at 75th Street. Segment accident rates were calculated at 4.87 accidents per million vehicle miles (MVM) from U.S. 30 to U.S. 30/Hill Avenue, 1.67/MVM between U.S. 30/Hill Avenue and Montgomery Road, 7.47 accidents/MVM between Montgomery Road and Eola Road, and 4.12 accidents/MVM from Eola Road to 75th Street.

Public Transportation

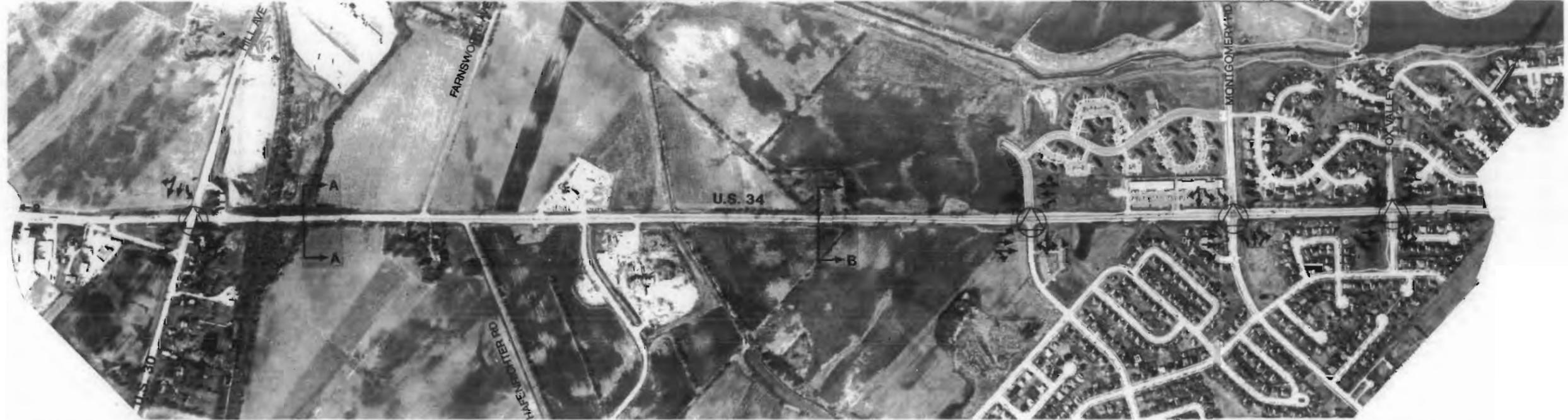
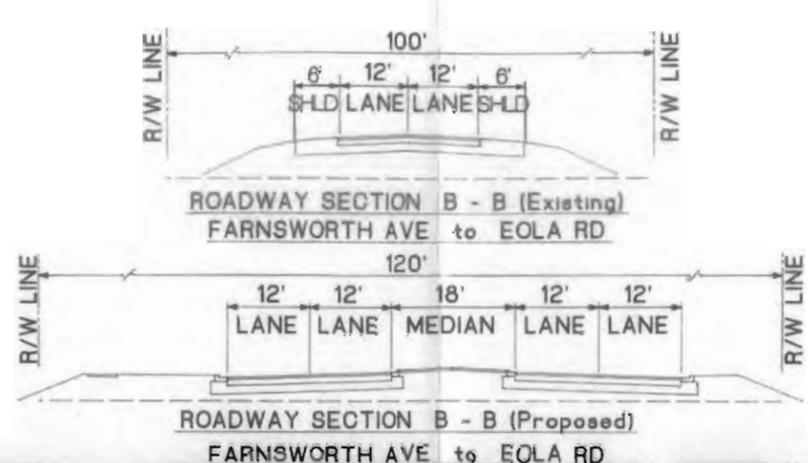
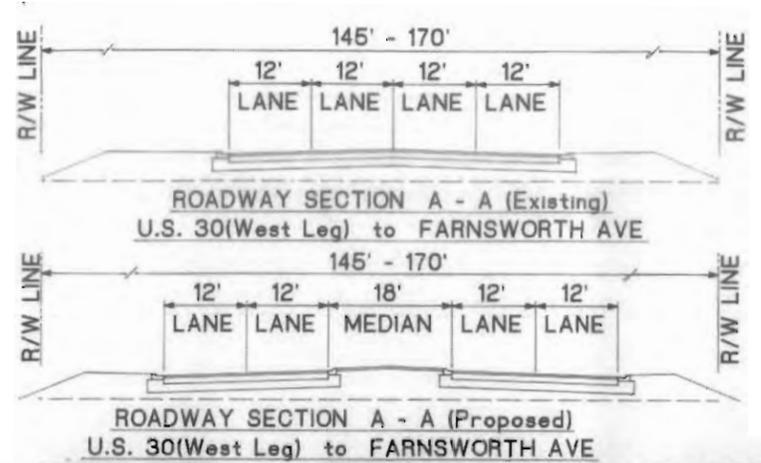
There are no transportation rail facilities (See Table 3) that operate in this segment of the corridor; however, one bus routes does serve the area along U.S. 34. Pace bus route 534 operates within this segment (see Exhibit A6). No other transit lines exist along the segment.

Environmental Constraints and Land Use

The environmental concerns within this segment from west to east are summarized on the Planning Focus Area Exhibits (See Exhibits B5 through B6). These environmental

concerns consist of a community park located in the southwest quadrant of the U.S. 34/Fox River Grove intersection and a forest preserve that exist on both sides of the roadway approximately one-quarter mile east of Long Grove Road. A forest preserve is also located on the north side of U.S. 34, opposite the 75th Street/U.S. 34 intersection. Land uses along U.S. 34 are, or will be, primarily residential. Commercial land uses are located in the northwest corner of the U.S. 34/Montgomery Road and U.S. 34/Long Grove Road intersections. Waubensee High School is located in the northwest corner of the U.S. 34/Eola Road intersection. There are no recorded historic sites, CERCLIS sites, or L.U.S.T. sites in Segment I.

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION

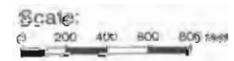


1988-1990 AVERAGE DAILY TRAFFIC	18,900	16,200	15,800
ACCIDENT RATE	4.87 / MVM	1.67 / MVM	7.47 / MVM
TRANSIT ROUTES		PACE BUS NONE METRA RAIL NONE	
SHOULDER USE			

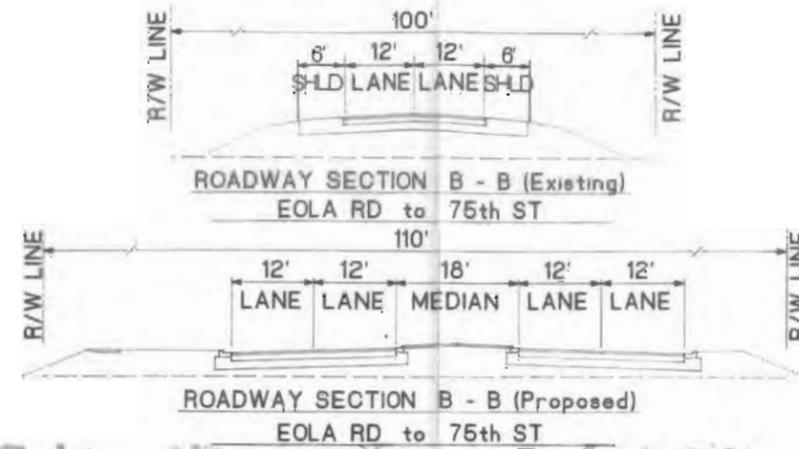
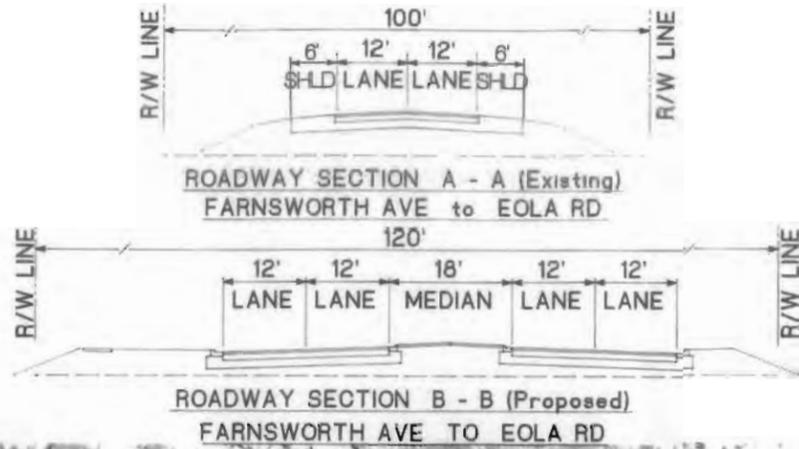
75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS



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ILLINOIS DEPARTMENT OF TRANSPORTATION



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	15,800	26,100	4,600
ACCIDENT RATE	7.47 / MVM	4.12 / MVM	11.46 / MVM
TRANSIT ROUTES	PACE BUS ROUTE 534	METRA RAIL NONE PACE BUS ROUTE 534	PACE BUS ROUTE 534
SHOULDER USE			

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study **EXHIBIT A6**

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 1" = 200'

A) FIFTH STREET TO RIDGE AVENUE

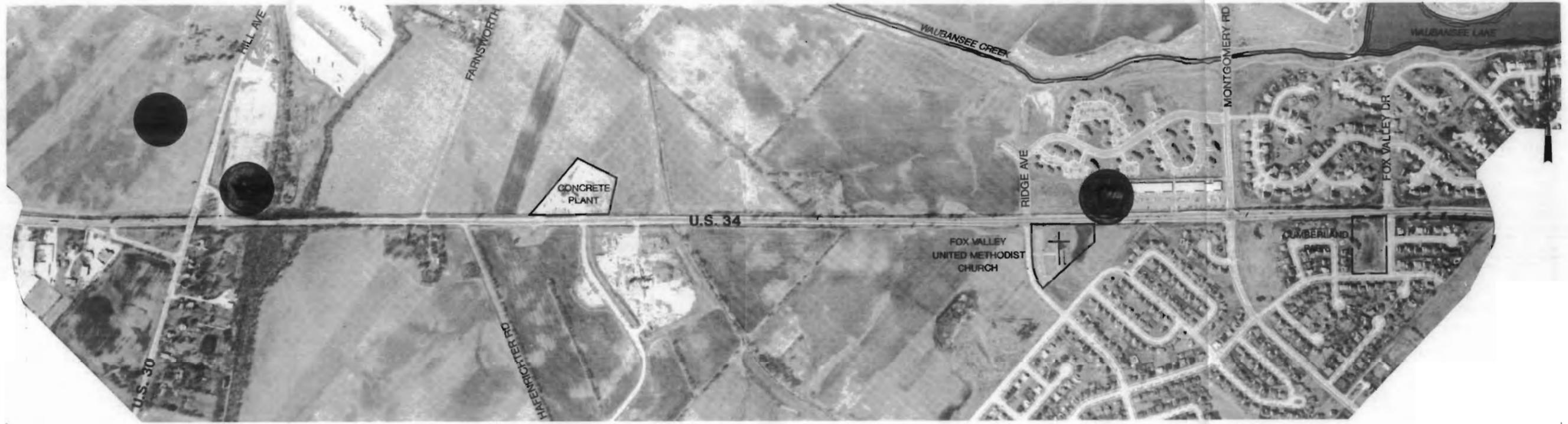
- Possible corridor re-alignment

B) U.S. ROUTE 30 INTERCHANGE

- Narrow structures
- Tight interchange geometrics

C) RIDGE AVENUE TO MONTGOMERY ROAD

- Multiple commercial driveways



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
☒	Hazardous Waste Site
⚠	Leaking Underground Storage Tank
Ⓜ	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines
▨	Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

SRA Strategic Regional Arterial Planning Study **EXHIBIT B5**

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 200 400 600 800 feet

A) EOLA ROAD INTERSECTION

B) VILLAGE GREEN DRIVE TO LONG GROVE ROAD

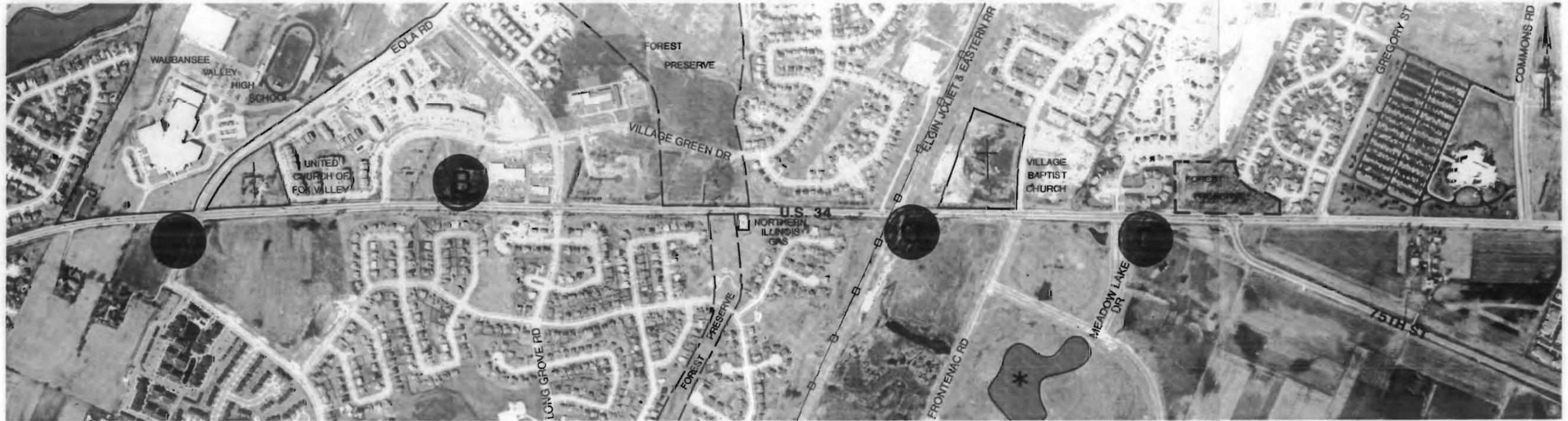
C) ELGIN, JOLIET & EASTERN RAILROAD

D) FRONTENAC ROAD TO 75TH STREET

- Multiple commercial driveways

- At-grade railroad crossing

- Undesirable intersection spacing
- Irregular alignment



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area 1, 2
- ⊕ Hazardous Waste Site
- LT Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- ▨ Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

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Scale:
0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B6

Segment III — Naperville (75th Street from U.S. 34 to Illinois 53)

Segment III of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 8¼ miles long, extending along 75th Street from U.S. 34 to Illinois 53 and is designated as suburban. Segment III includes the Cities of Aurora and Naperville.

Physical Characteristics

Generally, this segment has four lanes (two in each direction), paved or aggregate shoulders, a grass median, and open drainage. Various sections have closed drainage. Between U.S. 34 and Illinois 59, 75th Street has a two lane cross section (one lane in each direction). The median width is thirty feet from Illinois 59 to Washington Street. Between Washington Street and Naper Boulevard the median widens slightly to approximately 32 feet. From Naper Boulevard to Wehrli Road the median ranges in width from 25 feet to 30 feet. The median narrows to 16 feet from Wehrli Road to Illinois 53.

The horizontal alignment is relatively straight with a slight curve immediately west of Washington Street. At this slight curve, 75th Street is shifted off the center of the right-of-way by approximately 20 feet. The vertical alignment is level to rolling; however, a steep grade exists immediately east of Illinois 53. The right-of-way within the segment is 200 feet (see Exhibit A7 through A10).

There are no major structures within this segment. However, there are two smaller structures at the West and East Branches of the DuPage River (see Table 8). There are no other physical constraints along the segment.

Table 8 Existing Structures Along Segment III-75th Street (U.S. 34 to IL 53)		
IDOT Structure Reference	Feature	
	Over	Under
022-3039	West Branch DuPage River	
022-3012	East Branch DuPage River	

Traffic Control, Operations, and Safety

Major intersecting roadways along this section of 75th Street include Illinois 59, Book Road, Naperville - Plainfield Road, Washington Street, Naper Boulevard, and Illinois 53. Illinois 59 and Naper Boulevard are designated SRA routes. Illinois 59 is the only principal north-south roadway that provides continuity from I-55 to the far northwestern suburbs. The posted speed limit along this segment of the corridor is 50 miles per hour. The entire length of this segment is under the jurisdiction of the DuPage County Highway Department

There are a total of ten traffic signal locations along this segment. The signal locations are at Illinois 59, Book Road, Naperville - Plainfield Road, Modaff Road, Olympus Road, Washington Street, Naper Boulevard, Wehrli Avenue, Greene Road, and Illinois 53. Left turn lanes are provided on 75th Street at all major signalized intersecting roadways. All other intersecting roadways are under STOP control. Exhibits A7 to A10 summarize existing conditions along this segment.

During the morning and evening peak hours vehicles crossing the major intersections experience some congestion. However, since there are very few signalized intersections along this segment of 75th Street, and because much of this section of 75th Street is limited access, traffic moves fairly steadily through the area.

Based on the DuPage County 1989 Traffic Map and volumes obtained from the DuPage County Highway Department, the volume of daily traffic along this segment of 75th Street varies from 4,800 west of Illinois 59 to 25,600 vpd west of Illinois 53 (See Exhibit A7 to A10). In general, the ADT volume is between the 20,000 to 25,000 vpd range and are relatively constant throughout the segment. The major shift in traffic flow occurs at Illinois 59 where the traffic volumes decrease significantly west of the intersection. Traffic volumes east of Illinois 59 are over 350 percent higher than volumes west of Illinois 59. This can be attributed to the major commercial developments along Illinois 59 north of 75th Street.

Accident data (See Exhibits A7 to A10) were obtained from IDOT and DuPage County DOT accident summaries from 1987 to 1989. Intersection accident rates were calculated at 11 intersections along this segment. Intersection accident rates ranged from 0.30 at Olympus Drive to 2.47 accidents per MEV at Illinois 53. Segment accident rates, in terms of accidents per million vehicle miles (MVM), were also computed along the segment. Segment accident rates ranged from 1.25 accidents per MVM from Wehrli Road to Greene Road to 11.45 accidents per MVM from U.S. 34 to Illinois 59. Segment accident rates of 5.57 accidents/MVM between Olympus Drive and Washington Street, 5.49 accidents/MVM from Washington Street to Naper Boulevard, 6.36 accidents/MVM from Naper Boulevard to Wehrli Road, and 6.54 accidents/MVM from Greene Road to Illinois 53 were also calculated.

Public Transportation

Several Pace bus lines cross the corridor at various locations (see Table 3). No bus lines run along 75th Street. No other transit lines exist along this segment.

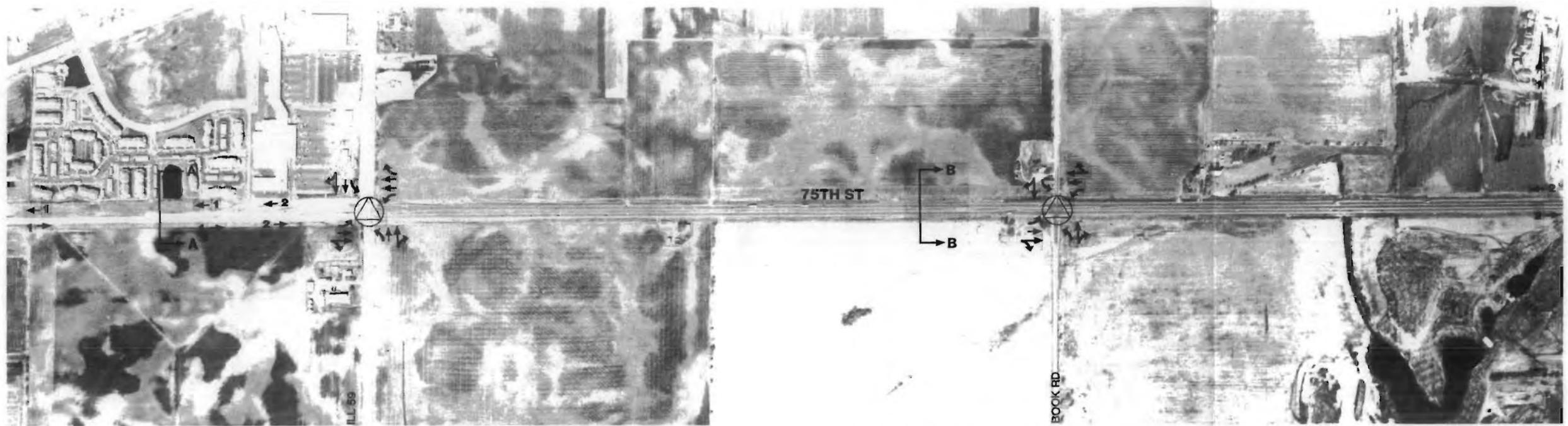
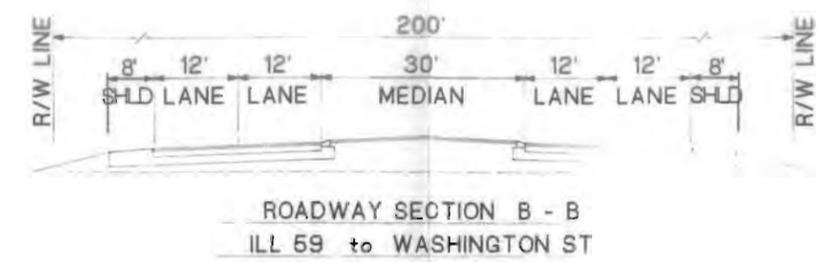
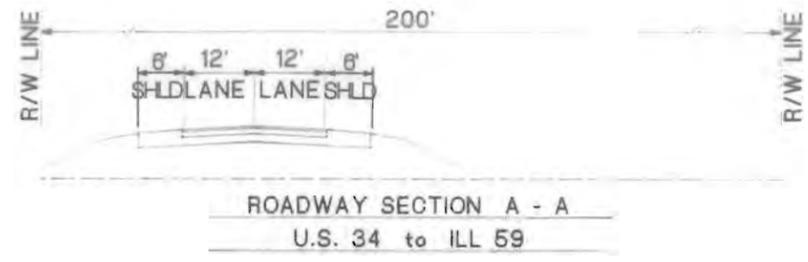
Environmental Constraints and Land Use

The environmental concerns within this segment from west to east are summarized on the Planning Focus Area Exhibits (see Exhibits B7 to B10) and in Table 10. These environmental concerns consist of a wetlands area south of 75th Street just west of Illinois 59, the Springbrook Forest Preserve located south of 75th Street between Book Road and Plainfield-Naperville Road, a community park in the northeast quadrant of the 75th Street/Gartner Road intersection, a C.E.R.C.L.I.S. site in the southwest corner of the 75th Street/Clyde Drive intersection, a wetlands area north of 75th Street and west of Palomino Drive, the Greene Valley Forest Preserve located on both sides of 75th Street between Greene Road and Illinois 53, and two L.U.S.T. sites at the Illinois 53 intersection.

Land uses along 75th Street between U.S. 34 and Illinois 59 will be primarily residential with some commercial and industrial uses. East of Illinois 59, land uses will be commercial and office, as well as the Springbrook forest preserve. Residential land uses are dominant along 75th Street from Plainfield-Naperville Road to Greene Road. The Greene Valley Forest Preserve exist from Greene Road to Illinois 53. However, as previously mentioned, the right-of-way along 75th Street is 200 feet in width. Therefore, all of the above mentioned environmental concerns are not within the right-of-way and thus will not be affected.

Table 9 Summary of Environmentally Sensitive Land Uses and Sites Along Segment III on 75th Street			
Item	Exhibit No.	Reference	Description
Historic Sites			None noted
Cerclis Sites	B8	C-2	None noted
L.U.S.T. Sites	B10	L-1	Uno-Ven Company, 22W535 75th Street Naperville
	B10	L-2	Shell Oil Company 22W575 75th Street Naperville

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



	Section 1 (Left)	Section 2 (Middle-Left)	Section 3 (Middle-Right)	Section 4 (Right)
1988-1990 AVERAGE DAILY TRAFFIC	4,800	22,400		20,500
ACCIDENT RATE	11.45 / MVM	1.92 / MEV	2.61 / MVM	0.85 / MEV
TRANSIT ROUTES			PACE BUS NONE METRA RAIL NONE	
SHOULDER USE				

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

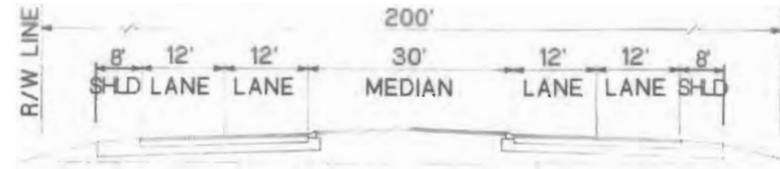


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LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



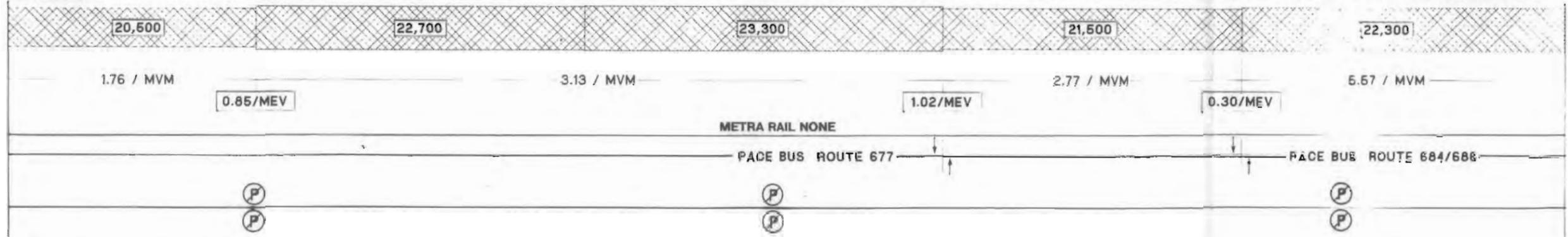
ROADWAY SECTION A - A
ILL 59 to WASHINGTON ST



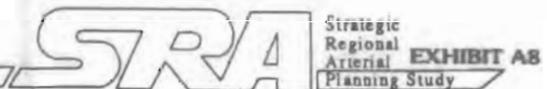
1988-1990
AVERAGE
DAILY
TRAFFIC
ACCIDENT
RATE

TRANSIT
ROUTES

SHOULDER
USE



75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

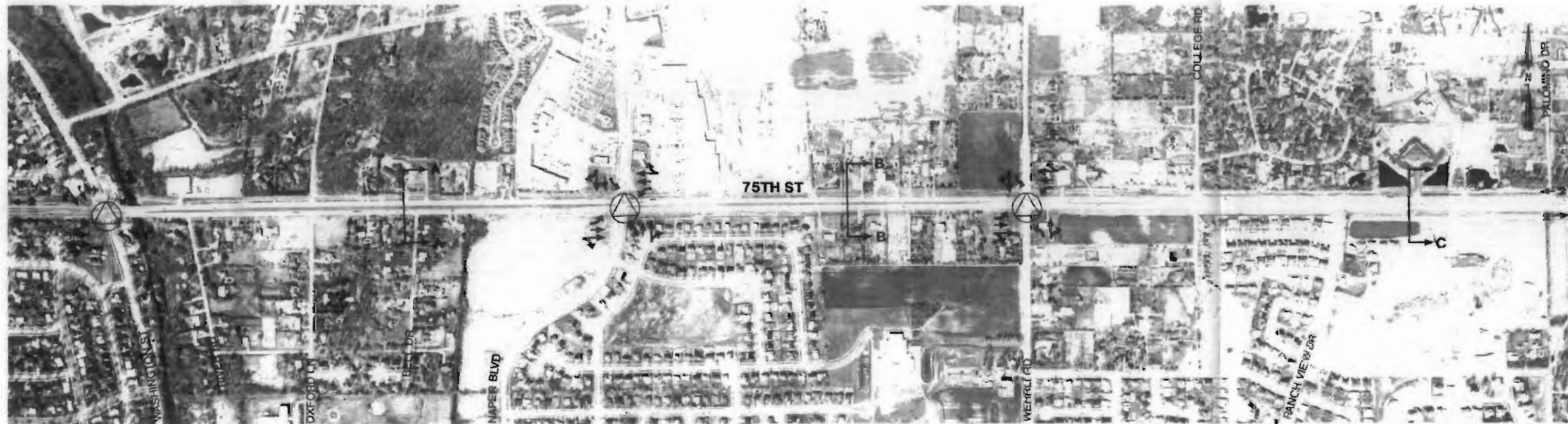
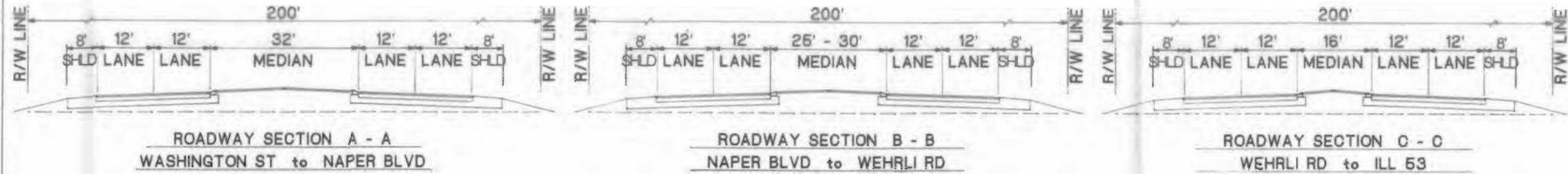


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LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	22,300	24,100	23,100	23,600		
ACCIDENT RATE	1.63/MEV	5.49 / MVM	1.74/MEV	6.36 / MVM	0.89/MEV	1.25 / MVM
TRANSIT ROUTES	PACE BUS ROUTE 677/678		METRA RAIL NONE		PACE BUS ROUTE 819/820	
SHOULDER USE						

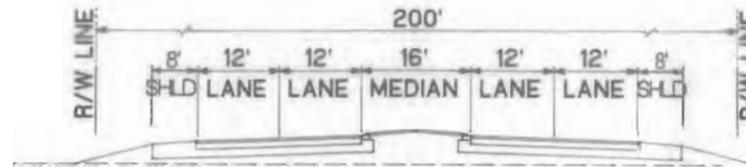
75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS



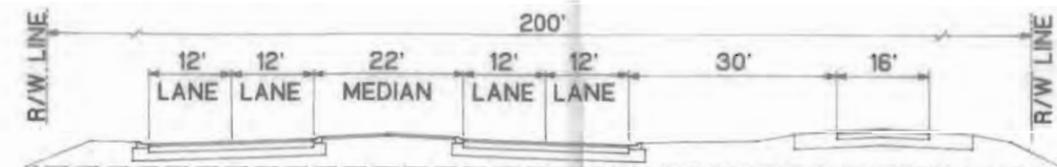
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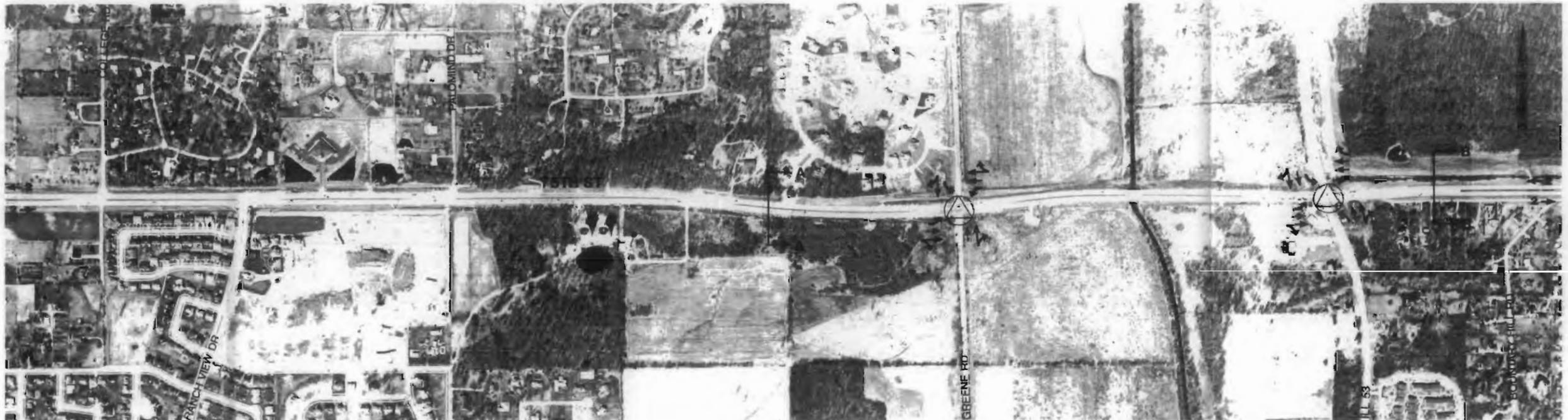
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



ROADWAY SECTION A - A
WEHRLI RD to ILL 53



ROADWAY SECTION B - B
ILL 53 to WESTVIEW LN



1988-1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

SHOULDER
USE

23,600	23,600	25,600
1.25 / MVM	0.93/MEV	5.58 / MVM
METRA RAIL NONE		
PACE BUS ROUTE 823/824/825		

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

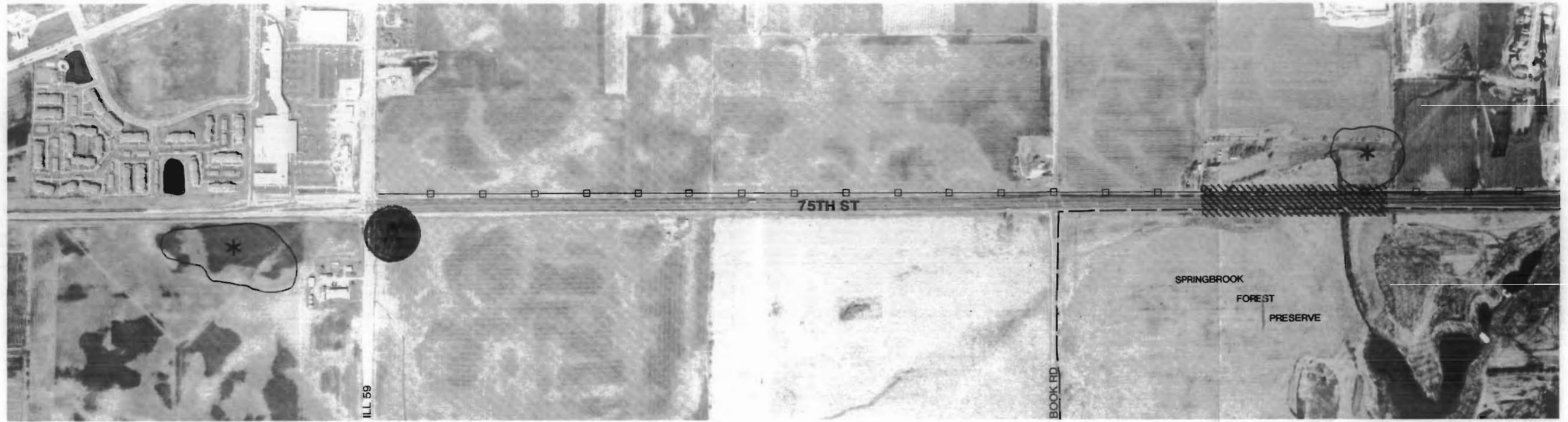


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A) ILLINOIS ROUTE 59 INTERSECTION



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- ⬇ Hazardous Waste Site
- ⬇ Leaking Underground Storage Tank
- ⬇ Historic Building/District
- * Wetland
- † ⬆ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- ⬇ Major Utility Lines
- ⬇ Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS



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Scale:
0 200 400 600 800 feet

A) PLAINFIELD-NAPERVILLE ROAD INTERSECTION

- Multiple commercial driveways

B) ILLINOIS ROUTE 59 TO GREENE ROAD

- Major utility lines



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- (C2) Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- (HI) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- ▨ Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

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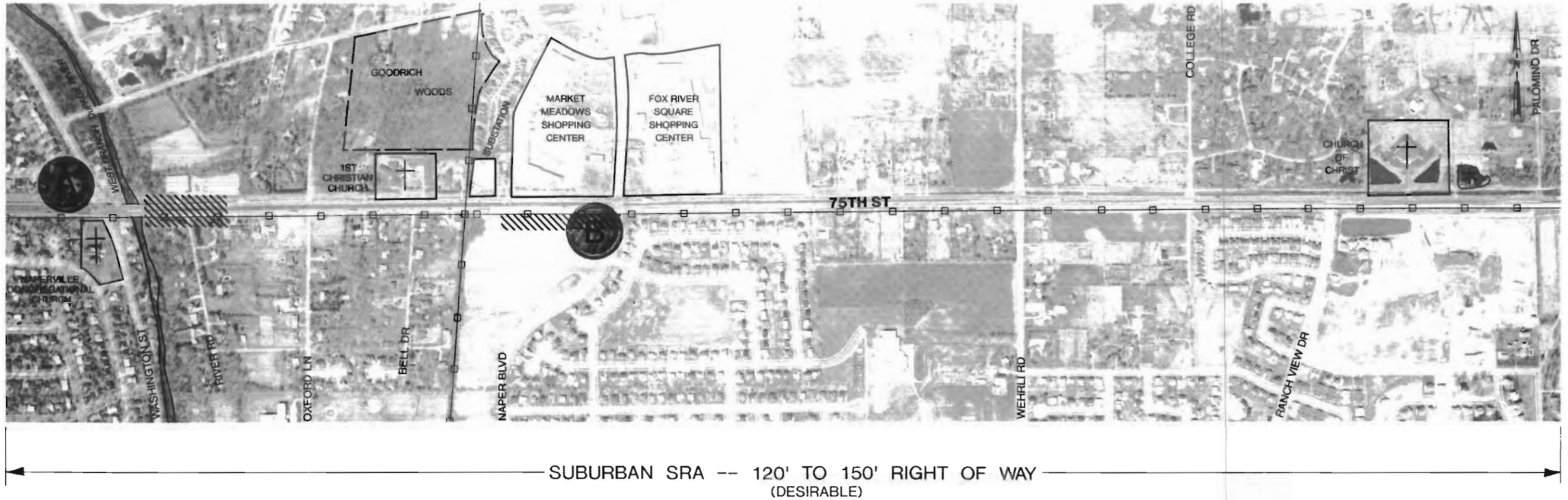


SRA Strategic Regional Arterial Planning Study **EXHIBIT B8**

A) WASHINGTON STREET INTERSECTION

B) NAPER BOULEVARD INTERSECTION

• Narrow structure



75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS



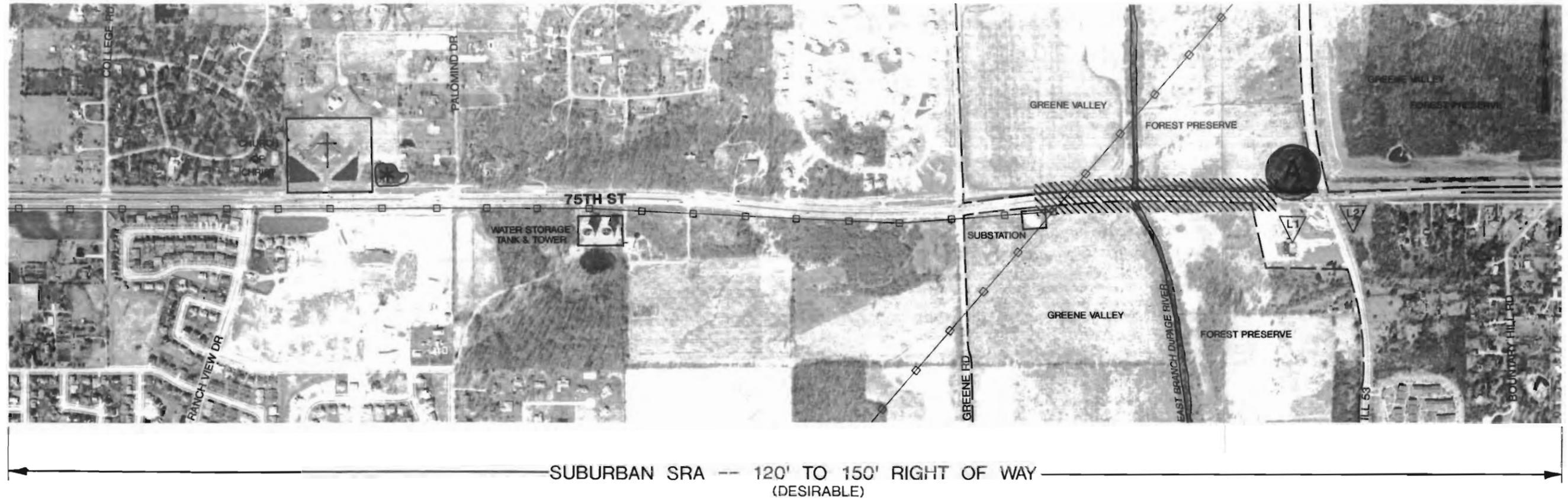
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A) ILLINOIS ROUTE 53 INTERSECTION

• Vertical alignment



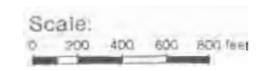
LEGEND

- A Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- Floodplain

SRA Strategic Regional Arterial Planning Study **EXHIBIT B10**

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

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Segment IV — Downers Grove (Illinois 53 to Illinois 83)

Segment IV of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 6¼ miles long, extending along 75th Street from Illinois 53 to Illinois 83 and is designated as suburban. Segment IV includes the villages of Woodridge, Downers Grove, Darien, and Willowbrook.

Physical Characteristics

Generally, this segment has four lanes (two in each direction), paved or aggregate shoulders, a grass median, and open drainage. Various segments have curb and gutter and closed drainage. In addition, 75th Street has a six lane cross section (three lanes in each direction) in the I-355 vicinity from Janes Avenue to Woodward Avenue. The horizontal alignment is relatively straight with a slight "S" curve for eastbound traffic west of the Illinois 83 intersection. This curve aligns 75th Street within the 100 feet of right-of-way which is present east of Illinois 83. The right-of-way within the segment is 200 feet. The vertical alignment of 75th Street is level to rolling. However, immediately east of Illinois 53, a steep grade exists.

There is one other physical characteristic worth noting in this segment. 75th Street crosses over and interchanges with I-355. However, as noted previously, the existing structure across I-355 has six through lanes (three in each direction). Table 10 list the structures along this segment.

Table 10 Existing Structures Along Segment IV-75th Street (IL 53 to IL 83)		
IDOT Structure Reference	Feature	
	Over	Under
022-9985	I-355	

Traffic Control, Operations, and Safety

Major intersecting roadways along this section of 75th Street include Janes Avenue, I-355 ramps, Woodward Avenue, Lemont Road, Cass Avenue, and Illinois 83. Illinois 83 is designated as a SRA route. Lemont Road, Cass Avenue, and Illinois 83 have interchanges with I-55 to the south. All major intersections along 75th Street are controlled by signals and have left turn lanes on all approaches. This portion of the 75th Street/U.S. 30/U.S. 34 corridor has more private driveways than the other segments; however, the majority of these private driveways are limited to right-in/right-out movements.

During the morning and evening peak hours vehicles experience some congestion along the segment. The congestion is especially noticeable in the 75th Street/Cass Avenue/Plainfield Road vicinity. Multiple access points are evident along the corridor; however, most of the access points are limited to right in/right out movements and thus do not adversely effect the traffic operations on 75th Street. On-street parking is prohibited along the entire segment of 75th Street. The posted speed limit is 40 MPH. Exhibits A11 to A13 summarize the existing conditions along this segment of 75th Street.

Based on the DuPage County 1989 Traffic Map and volumes obtained from the DuPage County Highway Department, the volume of daily traffic along this segment of 75th Street varies from 13,700 to 34,800 vpd (See Exhibit A11 to A13). As expected, the highest traffic volume was identified in the I-355 vicinity between the ramps. The lowest volumes are found west of Illinois 83. The volumes are relatively consistent throughout the segment. The traffic volumes are relatively low on the east end of the segment and steadily increase to the west.

Accident data (See Exhibits A11 to A13) were obtained from IDOT and DuPage County DOT accident summaries from 1987 to 1989. Intersection rates were calculated at twelve intersections along this segment. Intersection accident rates ranged from 0.70 accidents per MEV at the I-355 northbound ramp to 3.87 accidents per MEV at Clarendon Hills Road. All intersections where accident rates were investigated,

including Clarendon Hills Road were below statewide averages for similar intersections. Segment accident rates, in terms of accidents per MVM, were also computed along this segment of 75th Street. Segment accident rates ranged from 1.80 accidents per MVM from Lemont Road to Fairview Avenue to 13.82 accidents per MVM from I-355 Northbound Ramp to Woodward Avenue.

Public Transportation

Several Pace bus lines cross the corridor and two Pace bus lines run along the corridor at various locations (See Exhibit A11 to A13 and Table 3). No other transit lines exist along this segment.

Environmental Constraints and Land Use

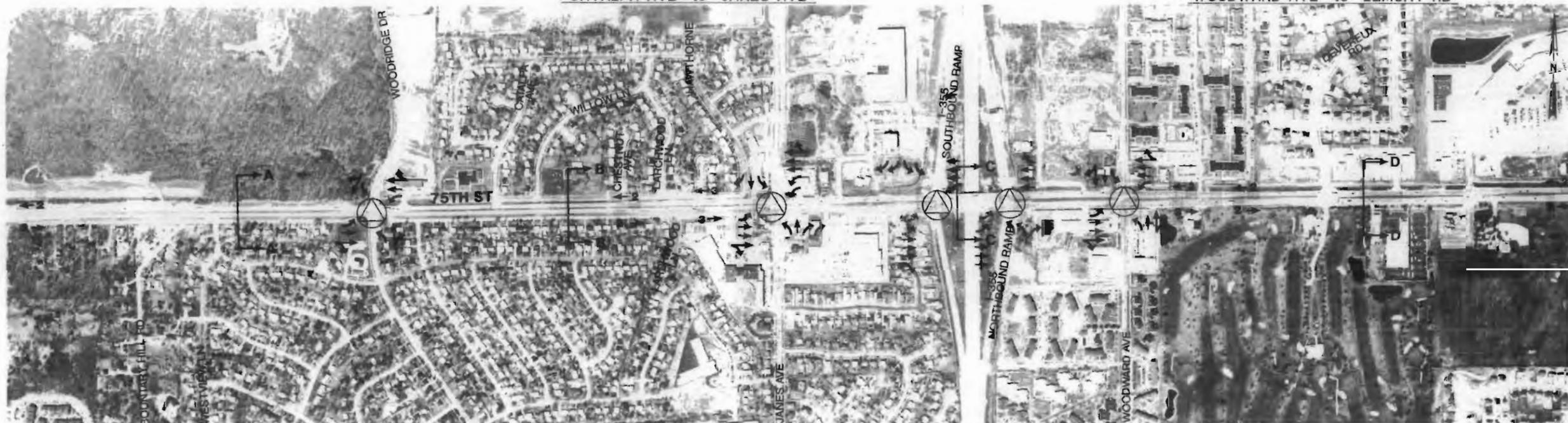
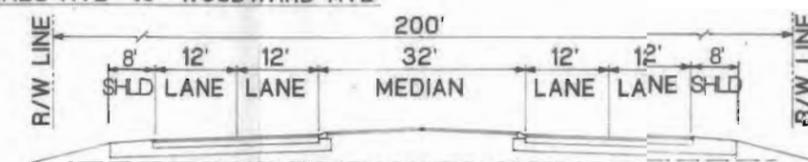
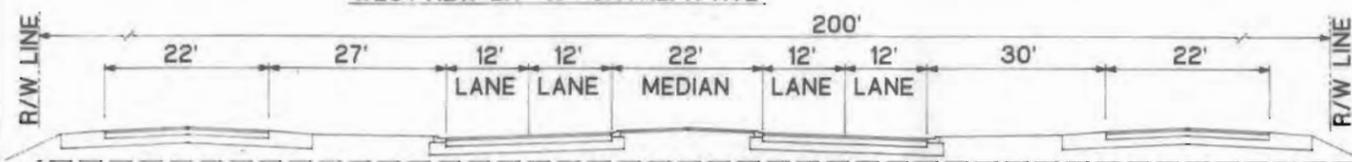
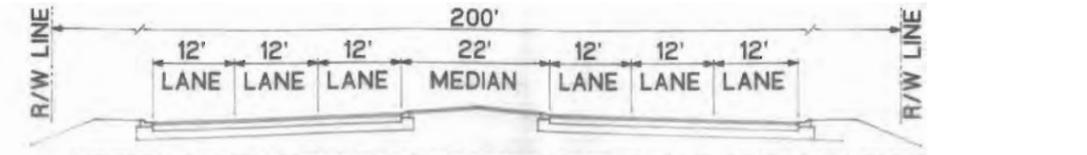
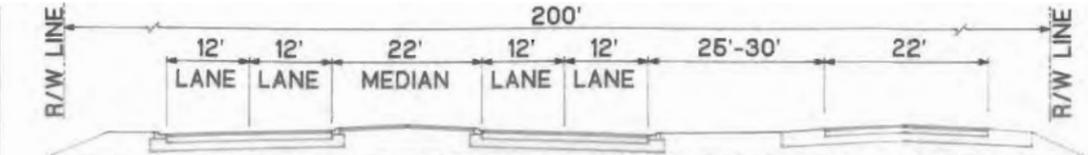
The environmental concerns within this segment from west to east are summarized in the Planning Focus Area Exhibits B11 to B13. L.U.S.T. sites, listed in Table 11, are identified at a number of locations along this segment. The environmental concerns consist of two L.U.S.T. sites at the Illinois 53 intersection, the Greene Valley Forest Preserve located in the northeast quadrant of the 75th Street/Illinois 53 intersection, a community park in the southwest corner of the 75th Street/Woodridge Drive intersection, a L.U.S.T. site in the southeast corner of the 75th Street/Janes Avenue intersection, a L.U.S.T. site in the northeast corner of the 75th Street/Woodward Avenue intersection, a L.U.S.T. site south of 75th Street approximately 500 feet east of Woodward Avenue, the Woodridge Public Golf Course south of 75th Street between Woodward Avenue and Dunham road, a wetlands area east of Lyman Avenue and Fairview Avenue, a historic site (Old Lace School Museum) in the northwest corner of the 75th Street/Cass Avenue intersection, and two L.U.S.T. sites at the Illinois 83 intersection.

Land uses along 75th Street are primarily residential and commercial from Illinois 53 to Illinois 83. The Greene Valley Forest Preserve exists on the north side of 75th Street between Illinois 53 and Woodward Avenue and the Woodridge Public Golf Course is located on the south side of 75th Street from Woodward Avenue to Dunham

Road. The Eisenhower Jr. High School, Lace Elementary School, and Hinsdale Township High School are located along 75th Street at Park Avenue, Cass Avenue, and Clarendon Hills Avenue, respectively. However, as previously mentioned, the right-of-way along 75th Street is 200 feet in width. Therefore, all of the above mentioned environmental concerns are not within the right-of-way and thus will not be affected.

Table 11 Summary of Environmentally Sensitive Land Uses and Sites Along Segment IV on 75th Street			
Item	Exhibit No.	Reference	Description
Historic Sites	B13	H-1	Old Lace School Museum, Northwest corner of 75th Street & Cass Avenue, Darien
Cerclis Sites			None noted
L.U.S.T. Sites	B11	L-3	Woodridge Marathon, 75th Street & James Avenue, Woodridge
	B11	L-4	Village of Woodridge 1575 W 75th Street, Woodridge
	B11	L-5	Mobil Oil Station 1940 W 75th Street, Woodridge
	B13	L-6	Jane & Elenor Wingren IL 83 & 75th Street, Willowbrook
	B13	L-7	Shell Oil Company IL 83 & 75th Street, Willowbrook

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990 AVERAGE DAILY TRAFFIC	25,600	25,200	33,000	34,800	33,300	34,900
ACCIDENT RATE	5.58 / MVM	6.21 / MVM	9.82 / MVM	8.42 / MVM	13.82 / MVM	3.96 / MVM
TRANSIT ROUTES		PACE BUS ROUTE 822	METRA RAIL NONE	PACE BUS ROUTE 821		
SHOULDER USE						

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

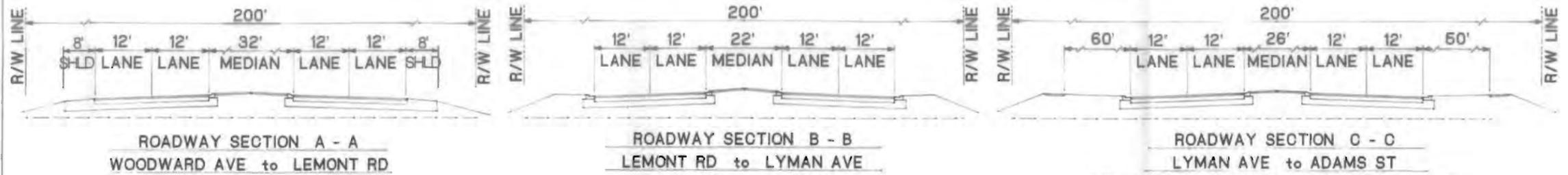


Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

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LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



NOTE: SEE TEXT FOR DETAILS AND LOCATION OF THE ROADWAY SECTIONS



1988-1990 AVERAGE DAILY TRAFFIC	34,900	32,100	28,600	28,200	23,500	25,100
ACCIDENT RATE	3.96 / MVM 0.74 / MEV	6.12 / MVM 1.35 / MEV	1.80 / MVM	0.79 / MEV	2.85 / MVM	
TRANSIT ROUTES		PAGE BUS ROUTE 634	METRA RAIL NONE		PAGE BUS ROUTE 665	
SHOULDER USE						

75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS

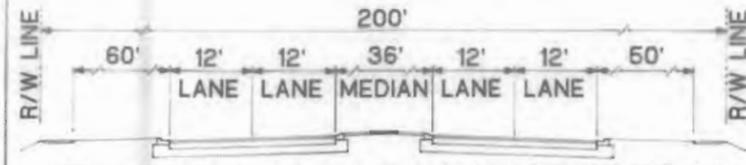
SRA Strategic Regional Arterial Planning Study **EXHIBIT A12**

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

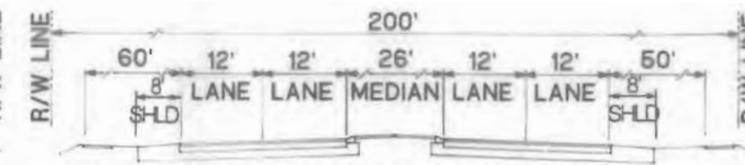
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 200 400 600 800 feet

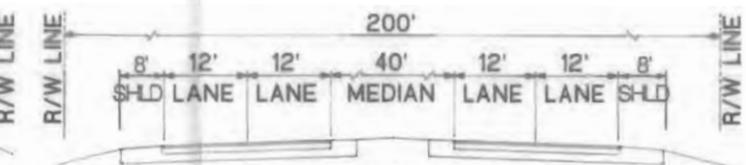
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



ROADWAY SECTION A - A
ADAMS ST to CASS AVE



ROADWAY SECTION B - B
CASS AVE to PLAINFIELD RD

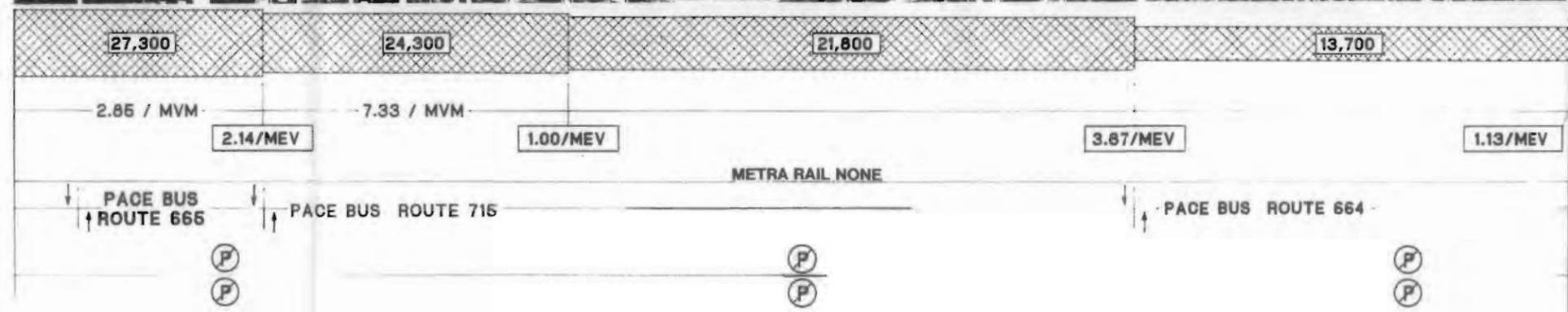


ROADWAY SECTION C - C
PLAINFIELD RD to ILL 83

NOTE: SIDEWALKS PROVIDED FROM PLAINFIELD RD TO CLARKSON HILLS RD.



1988-1990
AVERAGE
DAILY
TRAFFIC
ACCIDENT
RATE
TRANSIT
ROUTES
SHOULDER
USE



75th STREET/ U.S. 30/ U.S. 34 - EXISTING CONDITIONS



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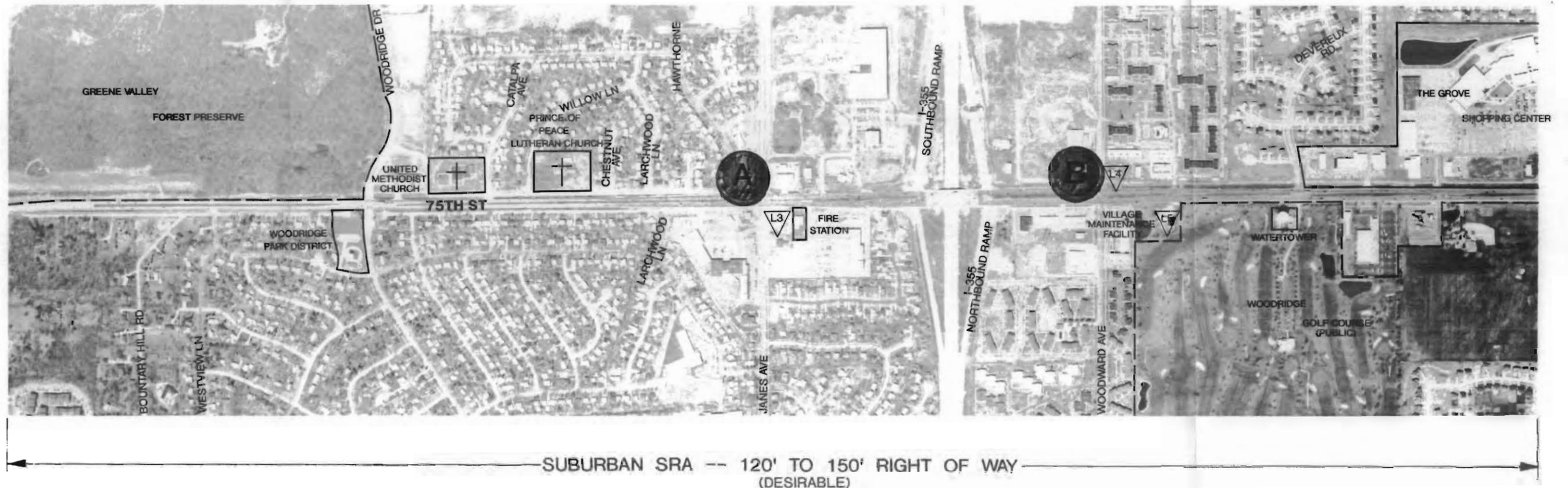


A) JANES AVENUE INTERSECTION

B) WOODWARD AVENUE INTERSECTION

- Multiple commercial driveways

- Multiple commercial driveways



LEGEND

- A Planning Focus Area I.D.
- ☼ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland
- † ⚙ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- ▨ Floodplain

SRA Strategic Regional Arterial Planning Study **EXHIBIT B11**

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

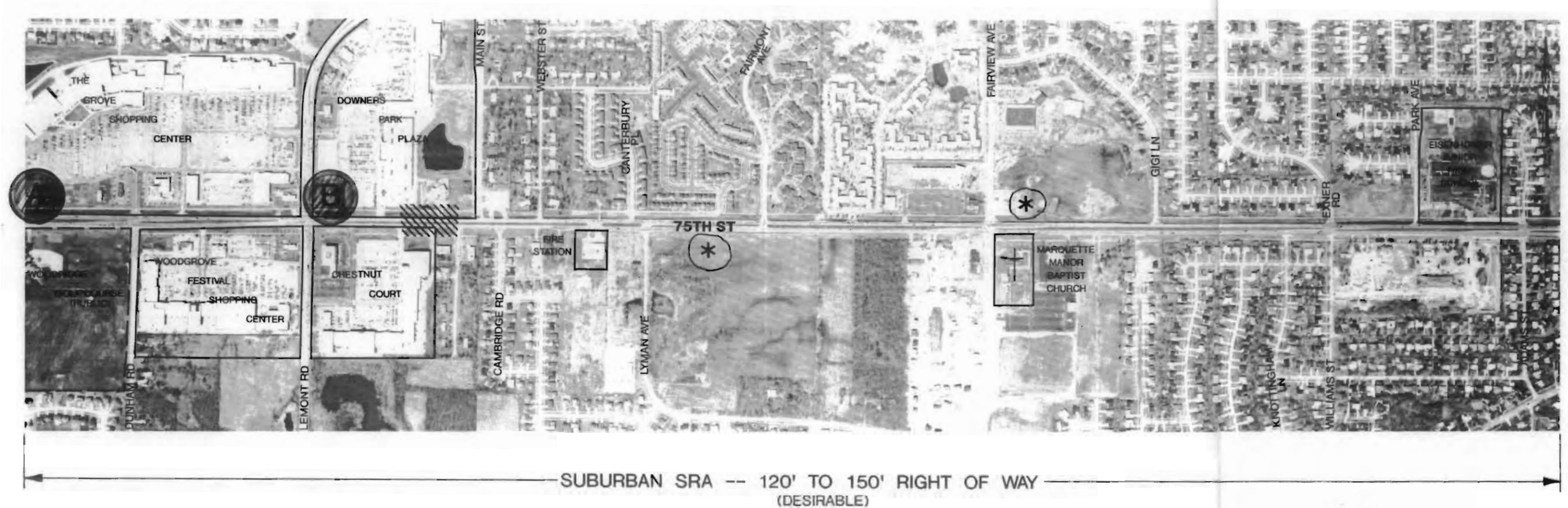
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A) DEVEREUX ROAD TO MAIN STREET

B) LEMONT ROAD INTERSECTION

- Multiple commercial driveways and street intersections



LEGEND

- A Planning Focus Area I.D.
- (C) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- ▨ Floodplain

SRA Strategic Regional Arterial Planning Study **EXHIBIT B12**

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

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A) CASS AVENUE INTERSECTION

- Multiple commercial driveways

B) PLAINFIELD ROAD INTERSECTION

- Acute angle intersection affects operation
- Multiple commercial driveways

C) CLARENDON HILLS ROAD INTERSECTION

- Multiple commercial driveways

D) ILLINOIS ROUTE 83 INTERSECTION

- Heavy turning volumes



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY
(DESIRABLE)

LEGEND

- A Planning Focus Area 1.D
- Ⓜ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- ▨ Floodplain

75th STREET/ U.S. 30/ U.S. 34 - PLANNING FOCUS AREAS

Prepared by CH2M HILL in association with
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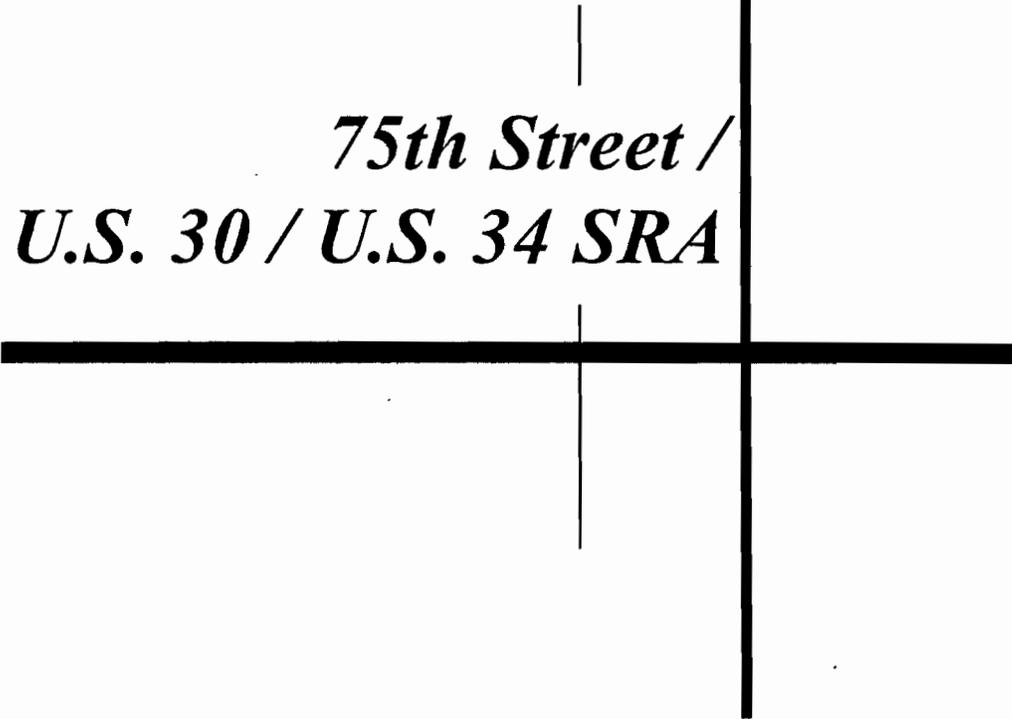
SRA Strategic Regional Arterial Planning Study EXHIBIT B13

Summary

The 75th Street/U.S. 30/U.S. 34 SRA corridor, which is approximately 27 miles long, is characterized by many different land uses and environmental concerns. The character of the roadway changes drastically from its western terminus at Illinois 47 to its eastern terminus at Illinois 83. The western end of the corridor (rural segment) is primarily undeveloped and probably will not develop in the near future. As the corridor travels east, the land is developing rapidly with expansion of existing development as well as new construction occurring. This area, although undeveloped in many locations, is not expected to remain undeveloped for long.

Along the eastern end of the corridor, new development becomes less intense, although there are areas of open land that are expected to develop in the near term in the vicinity of Fairmont Avenue and Fairview Avenue in Darien and Downers Grove. Traffic volumes also increase dramatically as the corridor continues west to east, from a low of 4,200 vpd near Illinois 47 to a high of 34,800 vpd near the I-355 interchange. Over the next 20 years, although the upward traffic trend is expected to continue, the volumes from the east and west ends of the corridor are expected to converge, except for the extreme western portion of the corridor where volumes are expected to remain lower than the rest of the corridor.

The planning framework within which the recommended plan was developed is explained in Chapter III. Topics discussed in Chapter III include route design considerations, expected 2010 transportation system changes and traffic volumes, 2010 land use planning and development information, and any future areas of concern identified during improvement planning.



*75th Street /
U.S. 30 / U.S. 34 SRA*

Chapter III

**75th Street /
U.S. 30 / U.S. 34
SRA Planning Framework**



Chapter III

75th Street/U.S. 30/U.S. 34 SRA Planning Framework

Long range planning for the 75th Street/U.S.30/U.S. 34 corridor must be based on transportation, land use and community concerns. Regional transportation needs require balancing with local interests, plans and constraints.

This chapter outlines the planning framework within which the 75th Street/U.S. 30/U.S. 34 corridor should be viewed. It includes both existing problems and conditions, as well as expected or forecast conditions for the long range. The following is a summary of the important elements of the corridor planning framework.

- Functional classification (the roles of SRA's in general, and 75th Street, U.S. 30, and U.S. 34 specifically, in serving regional transportation needs)
- SRA route design considerations and characteristics
- Long range forecasts of highway traffic activity along the 75th Street/U.S. 30/U.S. 34 corridor
- Other planned transportation improvements within, crossing, or near the 75th Street/U.S. 30/U.S. 34 corridor
- Long range land use plans for the communities along the corridor and DuPage, Kane and Kendall Counties
- Existing safety and traffic operational problems along the 75th Street/U.S. 30/U.S. 34 corridor
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

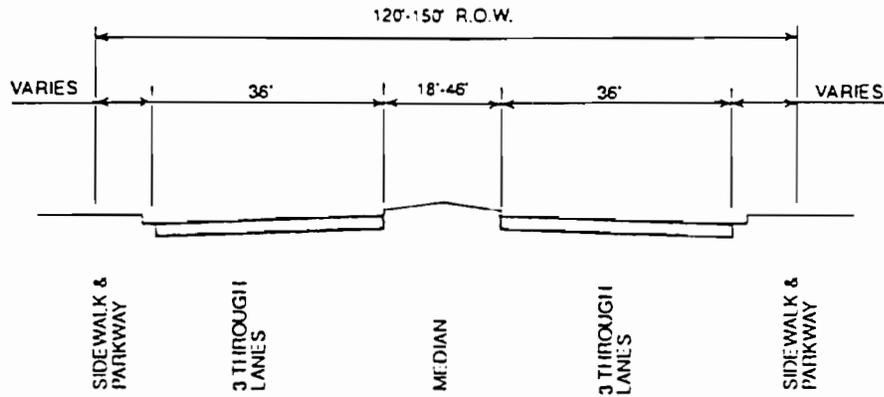
These comprehensive, and often conflicting inputs were used to establish a basic plan for the 75th Street/U.S. 30/U.S. 34 corridor, which specifies:

- The number of continuous through lanes in each direction along 75th Street, U.S. 30, and U.S. 34
- Locations of future major signalized intersections
- Locations of special intersection design needs(i.e., possible interchanges)
- A general approach to access management, including the type of cross section by location, locations of major access points and off-SRA improvements
- The need for and locations of special or unique highway solutions

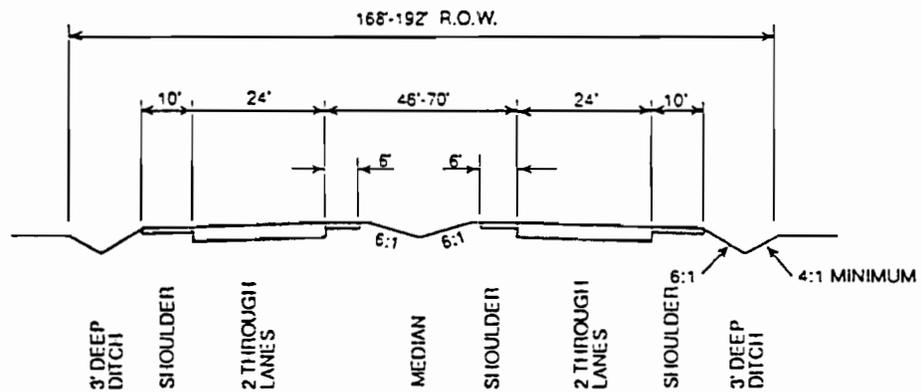
Functional Classification

Previous planning efforts by Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) have established the 75th Street/U.S. 30/U.S. 34 corridor as a Strategic Regional Arterial. Furthermore, all but the extreme western portion of the corridor is classified as suburban. From Illinois 47 to Orchard Road (approximately 3½ miles), the corridor is classified as a rural SRA.

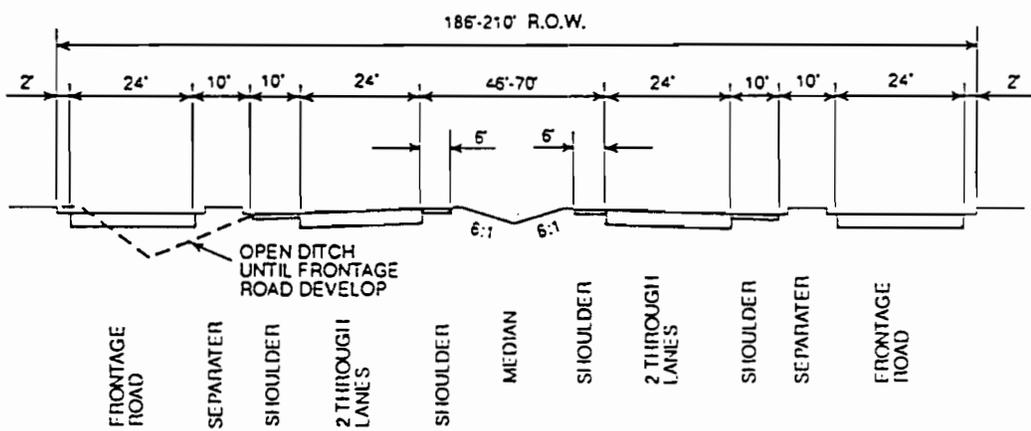
Planning guidelines developed for all SRA corridors specify that rural SRAs be planned as four-lane, continuous arterials. Suburban SRAs should desirably be planned as six-lane, continuous arterials. These guidelines represent an initial goal of planning for the 75th Street/U.S. 30/U.S. 34 corridor. As a minimum, it is essential that any SRA be planned for a minimum of four continuous through lanes (two in each direction).



Suburban Classification
Orchard Road to Illinois 83



RURAL



RURAL WITH FRONTAGE ROADS

Rural Classification
Illinois 47 to Orchard Road

SRA DESIRABLE CROSS SECTION



Route Design Considerations

The SRA Design Concept Report, which serves as a guide in the planning of the SRA system, presents desirable cross sections for each SRA route designation in order to ensure adequate traffic service and geometric design within the right-of-way width indicated. The SRA desirable cross section for the suburban designation is shown on Exhibit 3.

Desirable rural SRAs require up to 210 feet of right-of-way in order to provide for an open, wide median; open drainage; shoulders; and adequate clear zones. Provision for a frontage road also is included in the 210 feet. Where no frontage roads are planned, a 192-foot right-of-way is specified in the Design Concept Report. Table 12 describes other information about the desirable route characteristics of rural SRAs.

The desirable suburban SRA concept cross section includes 120 to 150 feet of right-of-way. This width accommodates a six lane (three in each direction) roadway with a 18 to 46 foot raised median. The typical cross section implies a closed drainage system by including curb and gutter at the pavement edge. Other information about the desirable route characteristics of a suburban SRA are listed in Table 13.

Note that the existing two lane, open drainage cross section along U.S. 30 and U.S. 34 is considerably different than the desirable suburban SRA cross section. The existing four lane cross section along 75th Street, with 200 feet of right-of-way is closer to the desirable characteristics of a suburban SRA. As summarized in Chapter II, most of the existing 75th Street is suburban in character, with more than the desirable 150 feet of right-of-way. Along U.S. 34, the proposed IDOT improvements will upgrade the existing facility to a four lane roadway (two lanes in each direction) which will improve its character from a rural facility to a suburban facility. Along U.S. 30, most of the existing facility is rural in character, with right-of-way at the lower limit (120 feet) of the desirable suburban SRA right-of-way. Moreover, in recent years, the land use adjacent to the corridor has transitioned from rural in character to suburban. Continuous development along U.S. 34 nearly limits the possibility of acquiring significant, continuous right-of-way.

Table 12
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', raised
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	Project 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 Clearances	New Structures: 16' - 3" Existing Structures: 14' - 6"
Loading	Off-street loading

Table 13
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 ap 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/WB60 Type II truck route New Structures: 16' - 3" Existing Structures: 14' - 6"
Loading	Off-street loading

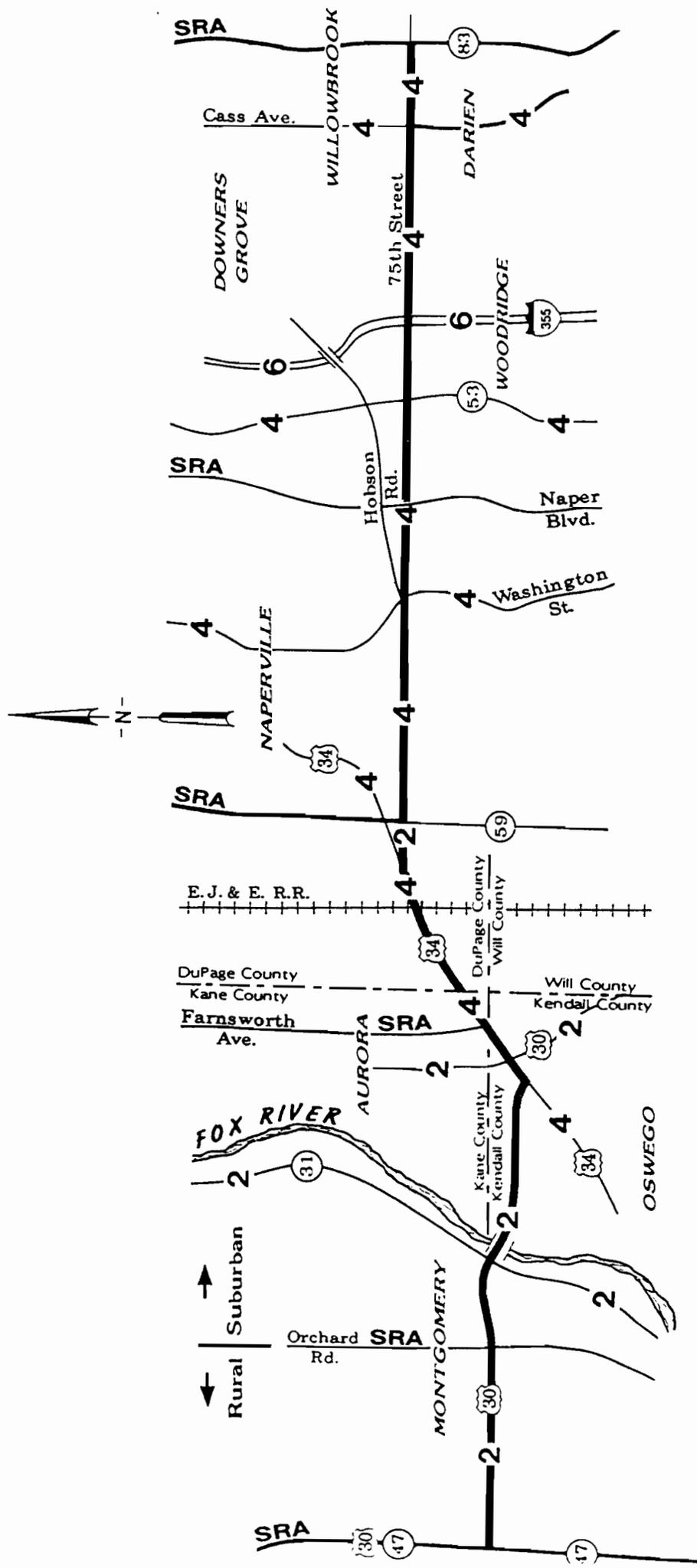
The 2010 Transportation Network

In a more regional context (see Exhibit 4), the corridor is crossed by six other SRA routes (Illinois 47, Orchard Road, Farnsworth Avenue, Illinois 59, Naper Boulevard, and Illinois 83). These routes, in combination with the 75th Street/U.S. 30/U.S. 34 corridor, form a network of roadways that are intended to supplement the freeway system of northeastern Illinois by serving long-distance, regional through regional trips as well as shorter local trips. Other major arterials that cross the corridor include Douglas Road, Montgomery Road, Eola Road, Book Road, Washington Street, Illinois 53, I-355, Lemont Road, Cass Road, and Plainfield Road. These non-SRA routes will also have a significant impact on the operation of the corridor in the future.

The 75th Street segment is primarily the only continuous major east-west arterial roadway south of Interstate 88 in DuPage County. A possible exception is U.S. 34, but that roadway follows a more northeasterly-southwesterly direction. Interstate 88 is located approximately four miles north of 75th Street. Numerous lower class roads parallel the corridor at much closer distances, but none has the necessary continuity or functional classification to act as an alternative route for the regional trips the 75th Street/U.S. 30/U.S. 34 SRA is intended to serve.

The 75th Street/U.S. 30/U.S. 34 corridor is also crossed by two railroad facilities. The Burlington Northern Railroad adjacent to Illinois 31 crosses under U.S. 30, while the Elgin, Joliet & Eastern Railroad west of the 75th Street/U.S. 34 intersection has an at-grade crossing with U.S. 34.

The proposed Fox Valley Expressway is regarded as a corridor of the future, and is beyond the Year 2010 Transportation Network System. The implementation of transit service on the Elgin, Joliet & Eastern Railroad is also considered beyond the Year 2010 Transportation Network System. Therefore, the expressway and initiation of transit service on the EJ & E Railroad were not included in the planning considerations of this study.



Legend
X-NUMBER OF EXISTING THROUGH LANES
 (Both Directions Of Travel)

Year 2010 and Existing Traffic

Forecasts of traffic volumes were prepared by CATS to illustrate the level and pattern of traffic under expected future conditions. The forecasts were based on regional land use assumptions furnished by the Northeastern Illinois Planning Commission (NIPC). They assume a network as specified in the year 2010 plan, with the full SRA system in place.

The traffic forecasts are used as a reference only — not as a primary tool in corridor sizing. They provide a means, particularly when compared to existing traffic, of judging the long range need for corridor improvements. In short, traffic volumes can be expected to increase over the next 20 years. Employment and population growth will continue to be significant in DuPage, Kane and Kendall Counties.

As Table 14 shows, the projected volume of traffic along 75th Street varies from approximately 20,000 vpd at the western end between U.S. 34 and Illinois 59 to approximately 50,000 vpd in the vicinity of I-355. Along U.S. 34, the projected volume of traffic varies from over 50,000 vpd west of 75th Street to less than 20,000 vpd near Montgomery Road. The projected volume of traffic along U.S. 30 varies from approximately 20,000 vpd between Douglas Road and U.S. 34 to approximately 10,000 vpd west of Orchard Road. In general, the CATS forecasts show a relatively continuous demand on the order of 20,000 to 40,000 vpd for most of the 75th Street/U.S. 30/U.S. 34 SRA.

It is forecast that the traffic volumes across the entire 75th Street/U.S. 30/U.S. 34 SRA are expected to increase though at different rates along the corridor. In general, the western end of the corridor is expected to experience growth in land use and traffic volume at a rate comparable to recent history. On the east end of the corridor, growth in land use activity is expected to slow as the area matures, resulting in an expected lower rate of increase in the long term.

Table 14
"Year 2010" Average Daily Traffic (ADT) Forecast For Strategic Regional Arterial Route
75th Street/U.S. 30/U.S. 34

Location	Existing ADT (1986-1989)	2010 ADT Forecast ¹
U.S. 30 IL 47 to Orchard Road Orchard Road to Douglas Road Douglas Road to IL 34	4,200 - 4,700 8,500 - 13,800 10,300	< 10,000 10,000 - 20,000 20,000 - 30,000
U.S. 34 U.S. 30 to Farnsworth Avenue Farnsworth Avenue to Eola Road Eola Road to 75th Street	16,200 - 18,900 15,800 - 16,200 26,100	20,000 - 30,000 10,000 - 20,000 > 50,000
75th Street U.S. 34 to IL 59 IL 59 to Washington Street Washington Street to IL 53 IL 53 to I-355 I-355 to Fairview Avenue Fairview Avenue to Clarendon Hills Road Clarendon Hills Road to IL 83	4,800 20,500 - 23,300 23,100 - 23,600 25,600 - 34,800 28,200 - 34,900 21,800 - 27,300 13,700	20,000 - 30,000 20,000 - 40,000 20,000 - 40,000 30,000 - 50,000 30,000 - 40,000 20,000 - 40,000 30,000 - 40,000

¹Source: Chicago Area Transportation Study

Other Corridor Planning Activities

Roadway Improvements

Previous and concurrent planning information was obtained for the 75th Street/U.S. 30/U.S. 34 corridor from IDOT, CATS, DuPage County, Kane County, and the surrounding communities. All information received was considered in the planning effort, and some projects were considered as existing conditions. The projects in progress or proposed along 75th Street include a planning study for a six lane cross section from Washington Street to Naper Boulevard. Also identified as a long range improvement (in the next 10 years) along 75th Street is a six lane cross section from I-355 to Cass Avenue. A Phase II study of U.S. 34 from Aurora Avenue in Naperville to Illinois 71 in Oswego is currently underway. This study, which encompasses the entire portion of the U.S. 34 segment of the corridor, will design the widening of U.S. 34 to a four lane roadway with an eighteen (18) foot barrier median and closed drainage. Right-of-way acquisition is also proposed which will widen portions of the existing right-of-way to 110 feet and 120 feet. As part of the proposed IDOT improvements, the existing interchange at U.S. 34 and U.S. 30/Hill Avenue will be removed and replaced with an at-grade intersection. Left turn lanes will be provided at the new intersection as well as at all existing intersections.

There is one project that was considered more long range in nature. A Phase I study for U.S. 30 from Illinois 31 to U.S. 34 is currently underway. It is expected that U.S. 30 will be recommended for four lanes of travel (two in each direction).

Another concurrent study that was considered in the planning process includes a study undertaken by the City of Naperville. The study identifies the need for a western bypass of Naperville that would follow Plainfield-Naperville Road from the south and curve westward north of 75th Street to Book Road. The bypass would eventually connect with Ogden Avenue.

City and Village Comprehensive Plans

Most of the communities along 75th Street, U.S. 30, and U.S. 34 specifically address these routes in their future comprehensive plans. This information was collected by reviewing comprehensive plans that were provided by the municipality. The gathered information was then considered in the recommendations for the corridor. Table 15 lists those plans that were reviewed in conjunction with overall corridor planning

Table 15 Summary of Previous and Concurrent Planning Studies Relevant to 75th Street/U.S. 30/U.S. 34	
Study, Plan, or Report	Source
Transportation Planning Studies <ul style="list-style-type: none"> ● CATS 2010 Transportation System Development Plan ● U.S. Route 34 Corridor Study-Oswego to IL 59 (1986) Preliminary ● Traffic Analysis, Center Point of Woodridge, Woodridge, Illinois (1991) ● Traffic Impact Analysis, Proposed Shopping Center, Darien, Illinois (1990) ● Traffic Signal Justification Analysis, Lyman/75th Street intersection, Darien, Illinois (1990) ● Project Report-Categorical Exclusion, U.S. 30 over the Fox River-Kendall Co (1987) ● Fox Valley Freeway Corridor Feasibility Study, Project Information Brochure (1992) ● IL Route 83 Corridor Study and Plan ● Intersection Study-IL 83/75th Street ● Median Opening Study-75th Street 	CATS IDOT Village of Woodridge Village of Darien Village of Darien IDOT IDOT Village of Willowbrook Village of Willowbrook Village of Willowbrook
Land Use and Comprehensive Plans <ul style="list-style-type: none"> ● Comprehensive Plan (1985) ● Comprehensive Plan (1984) ● Comprehensive Plan (1988) ● Naperville Comprehensive Master Plan (1985) ● Comprehensive Land Use Plan (1989/2010) ● Future Land Use Plan (1983) Revised ● Comprehensive Plan (1990) 	Village of Woodridge City of Aurora Village of Oswego City of Naperville Village of Sugar Grove Village of Downers Grove Village of Willowbrook

Transit Improvements

A few transit related improvements in the vicinity of the corridor have been proposed, studied, or planned for by others (See Table 16). There are several new bus routes or upgrades of bus routes planned for the corridor. However, at the time of this report, no specific bus routes have been identified. The current Pace bus routes serve as collector routes serving passenger generators. Most bus routes cross the corridor and serve Metra stations on the Burlington Northern line. Bus routes are currently non-existent in the western portions of the corridor. However, with rapidly increasing population growth in these areas, Pace is planning to eventually add more service to these areas. At this time, however, no finalized routes have been identified.

Metra is studying the potential of using the EJ & E Railroad as a commuter rail service. The study focuses on the segment from Aurora to Barrington. This project is not part of the 2010 transportation plan, and is considered long range. A possible location for a commuter station is at the intersection of U.S. 34 and the EJ & E Railroad. Metra is also evaluating the extension of the Burlington Northern line to Sugar Grove and/or Montgomery. This extension would serve the Aurora Airport, the growing residential/office/industrial area of Sugar Grove and the westward expansion of Aurora.

Table 16
 Future Transit Facilities and Operations Proposed and/or Planned for By Others for
 75th Street/U.S. 30/U.S. 34

Transit Facility or Route	Location	Status/Comment
New Bus Routes	See "Status/Comment"	No specific Pace routes identified; however, plans are to eventually add additional service along the corridor
Upgraded Service on Existing Bus Routes	Not yet specified	
New Metra Stations/Stops	See "Status/Comment"	There are no recommended improvements in the near future
New Metra Service	EJ & E RR	General Study--Long Range Plan
New Park'n'Ride Facilities/Operation	Proposed at intersecting SRA routes	

Future Land Use and Development

Information regarding existing and future land use plans was obtained from field observations, input from the 75th Street/U.S. 30/U.S. 34 corridor Advisory Panel, and the various communities and counties (See Table 15).

Future Conditions

Land use adjacent to the 75th Street/U.S. 30/U.S. 34 corridor varies. The land-use at the western end of the corridor, west of Orchard Road, is primarily agricultural. Residential land uses are planned or exist throughout the remainder of the corridor. The following are notable areas of evolving land use, or locations where particularly intensive development is anticipated:

- From Illinois 47 to Orchard Road, the corridor land use is primarily agricultural. Some residential developments are located near Orchard Road.
- Land uses north of U.S. 30 between Orchard Road and the Fox River are, and will continue to be, industrial.
- Residential land uses will primarily be located along U.S. 30 from the Fox River east to U.S. 34. Near the U.S. 30/Douglas Road intersection, commercial land uses are present. South of U.S. 30 between Douglas Road and U.S. 34, industrial land uses are planned.
- Along U.S. 34, land uses will be predominantly residential. Industrial developments are planned along Farnsworth Avenue north of U.S. 34.
- Residential developments are planned for areas along 75th Street between U.S. 34 and Illinois 59. Industrial developments are planned south of U.S. 34 and east of the E. J. & E. Railroad tracks.
- East of Illinois 59, future land uses will be office and residential, as well as forest preserve.

- Residential land uses are dominant along 75th Street from Plainfield-Naperville Road to Greene Road. The Springbrook Forest Preserve exists along 75th Street from Greene Road to Woodridge Drive.
- Land uses focus on commercial/residential development from Janes Avenue to Illinois 83. A concentrated area of commercial development exists along 75th Street from Janes Avenue to Lemont Road.

Existing Environmental Constraints, Unique Conditions, and Areas of Concern

U.S. 30 from Illinois 47 to Orchard Road

Within this segment numerous wetlands are located on both sides of the roadway. The desirable cross-section for a rural SRA route requires 168-210 feet of R.O.W. The existing R.O.W. along U.S. 30 is 120 feet. Implementation of any standard SRA cross-section would imply significant R.O.W. acquisitions along this rural section of U.S. 30.

U.S. 30 in the Fox River Vicinity

There are currently three structures that cross Illinois 31, River Road, and the Fox River. Two of the bridges that cross Illinois 31 and River Road, are four lanes wide. However, the bridge that crosses Illinois 31 is, in effect, only two lanes wide since the two outside lanes are utilized for merge/diverge lanes for the U.S. 30/Illinois 31 interchange. The geometrics of the interchange are very tight and consequently the curves have small radii and slow design speeds. The structure across the Fox River is only two lanes wide with approximately three foot shoulders. The type of structure limits the ability to widen the bridge to a four lane structure, subsequently an additional structure will be required.

Elgin, Joliet & Eastern Railroad Crossing

Presently, an at-grade railroad crossing exists along U.S. 34 at the Elgin, Joliet & Eastern Railroad crossing. This track, although currently experiencing little train traffic, may ultimately be utilized for future rail commuting purposes. Increased train traffic crossing an SRA at-grade would be undesirable.

75th Street/U.S. 34 Intersection

The existing 75th Street and U.S. 34 roadway alignments intersect at an acute angle. Presently, the 75th Street/U.S. 34 intersection is constructed so that 75th Street curves prior to the intersection in order to create a ninety (90) degree angle with U.S. 34.

The environmental concerns along U.S. 34 consist of a community park located in the southwest quadrant of the U.S. 34/Fox River Grove intersection and a forest preserve that exists on both sides of the roadway approximately one-quarter mile east of Long Grove Road.

75th Street from Olympus Road to Naper Boulevard

The cross-section of 75th Street, although within the 200 feet of R.O.W., has been shifted from the center of the R.O.W. This shift may require that widening along this section of 75th Street be accomplished entirely on one side.

The DuPage County Division of Transportation plans to conduct a widening study along 75th Street from Washington Street to Naper Boulevard. This study would include the aforementioned intersections as well as the widening of the structure over the West Branch of the DuPage River.

Steep Grade East of Illinois 53

A steep grade exists east of the 75th Street/Illinois 53 intersection. This steep hill currently contributes to safety problems and has resulted in the classification of the 75th Street/Illinois 53 intersection as a high accident location.

Cass Avenue Intersection

The existing historical site (Old Lace School Museum) located in the northwest corner of the 75th Street/Cass Avenue intersection could conflict with future R.O.W. requirements along Cass Avenue.

Plainfield Road Intersection

The 75th Street and Plainfield Road roadway alignments intersect at an acute angle. The sharp angle of this intersection contributes to poor traffic operations at the intersection. Left turns along Plainfield Road are prohibited.

Community Concerns, Interests, and Attitudes

The interests of the communities through which the 75th Street/U.S. 30/U.S. 34 corridor passes are important factors in arriving at a reasonable, feasible consensus plan for the corridor. A 75th Street/U.S. 30/U.S. 34 Corridor Advisory Panel was established, comprised of elected officials and technical staff from the communities. Three rounds of meetings were held to assist the study team. The first two meetings were held to present SRA concepts; to discuss and comment on the corridor; and to provide background on community interests, concerns, etc. Due to the length of this corridor, two Advisory Panels were formed. Consequently, there were a total of six meetings.

Chapter V contains minutes from the first three meetings, held on October 17 and 18, 1991 and February 25 and March 27, 1992, and October 6 and October 8, 1992 as well as two public hearings held on October 29 and November 5, 1992. The following is a summary of key concerns discussed:

- There was much discussion of, and interest in, consolidating the U.S. 30/U.S. 34 area and extending the west section of U.S. 30 through the existing "tee" intersection eastward to 95th Street. This would, in effect, create a continuous east-west route south of the City of Aurora. Concern was voiced that this area will continue to grow and that this should be considered.
- There was some concern with the Proposed Fox Valley Expressway and how that affected the SRA recommendations. However, it was noted by IDOT that the Fox Valley Expressway is regarded as a Corridor of the Future (i.e. Post 2010), and therefore is considered beyond the planning horizon of this SRA study.
- With a few exceptions, the panel generally concurred with the need for 75th Street to have a six lane cross section. There was some question, however by the Village of Willowbrook with the need to implement a six lane segment along 75th Street from Plainfield Road to Illinois 83. During this SRA study, the Village Board passed a resolution opposing consideration of any widening of 75th Street along this segment "for the foreseeable future."

Recommended SRA Corridor Concept for 75th Street/U.S. 30/U.S. 34

Based on the above input, a recommended concept for the corridor was established (illustrated in Exhibit 5).

The concept's elements are as follows:

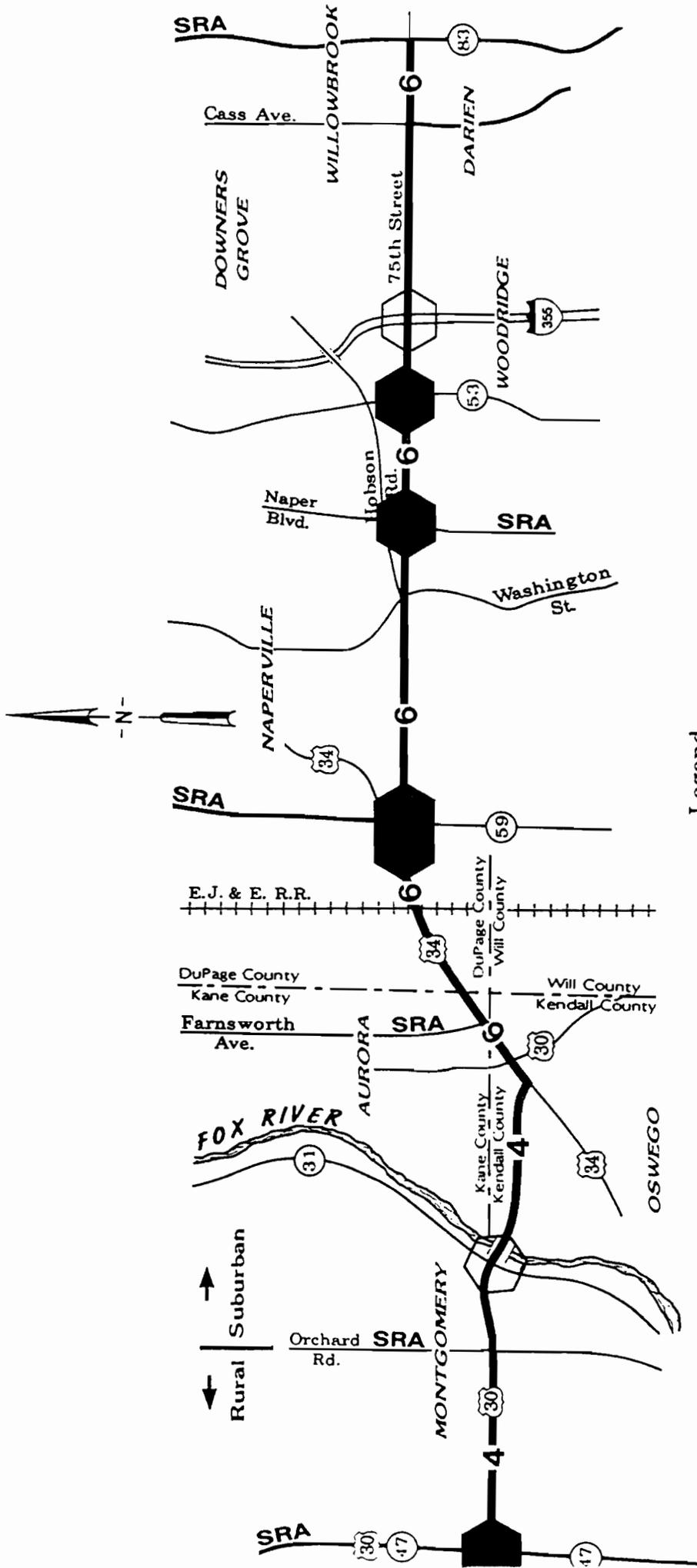
- 1) A continuous four lane rather than a six lane arterial is recommended for the U.S. 30 portion of the corridor. This suburban section is not projected to accommodate the future through traffic volumes that would necessitate six through lanes. A six lane arterial is recommended, however, for U.S. 34 and 75th Street. The logical split from a six lane cross section was seen to occur at the U.S. 34/U.S. 30 intersection. Not only did the skewed intersection accommodate the necessary transition well, the future traffic volumes indicated that the capacity of four lanes would be adequate. The length of this portion of the SRA and general level of traffic volume expected in the long term suggest that a properly designed four lane SRA would be sufficient along U.S. 30. Consolidation of future access for development that will occur west of this intersection is seen to also assist in promoting efficient through traffic movement.

- 2) Special attention is required to ensure sufficient intersection capacity, particularly at the SRA/SRA intersections. Intersection capacity analyses for future conditions were performed to identify the necessity for intersection turn lane improvements. Spot widening for double left turn lanes and separate right turn lanes will be required at identified locations.

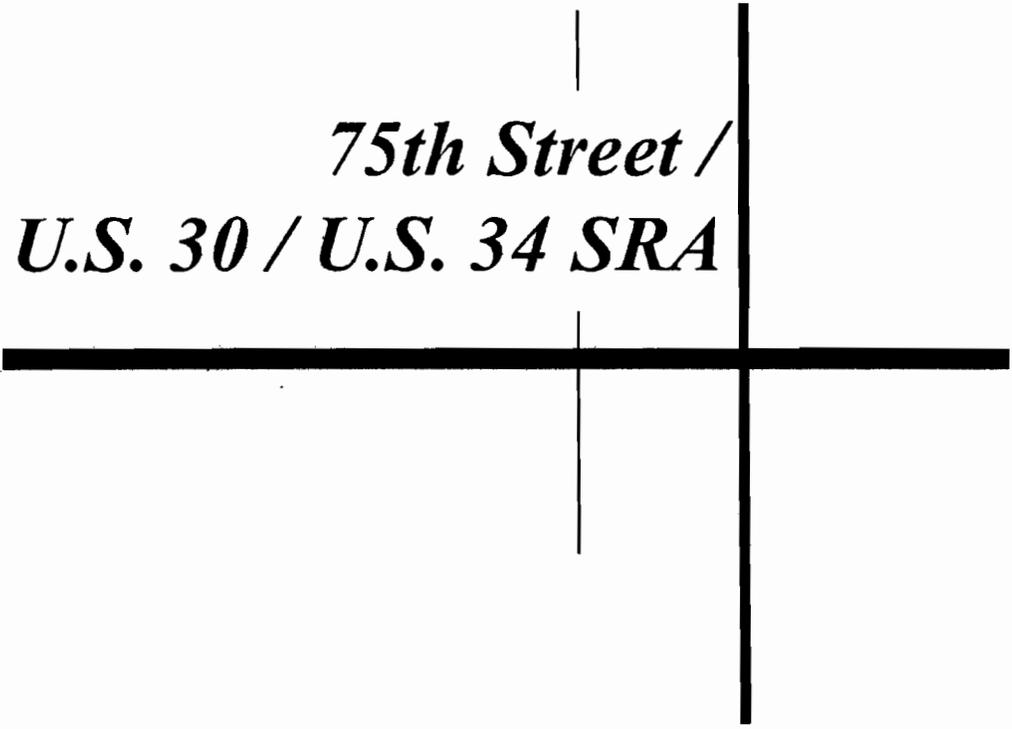
- 3) Consideration should be given to implementing grade separations or interchanges at the intersections of 75th Street/U.S. 34, 75th Street/Naper Boulevard, and 75th Street/Illinois 53. Interchanges already exist at Illinois 31 and I-355. Right-of-way should be preserved for long term interchanges at U.S. 30/Illinois 47 and 75th Street/Illinois 59. These areas indicate that at-grade intersections are not likely to accommodate ultimate traffic volumes.

- 4) The design of the SRA should, wherever possible, accommodate local community desires regarding aesthetics, mitigation of adverse impacts, etc. Provisions for landscaped medians, for example, may be an important design feature in much of the corridor. Retaining walls have been identified to be utilized in areas affected by steep grades. Transit facilities have been illustrated as a future traffic mitigation measure.

Chapter IV outlines in greater detail the proposed plan for the 75th Street/U.S. 30/U.S. 34 corridor, including cross section, right-of-way, access control, traffic control, and intersection design requirements



- Legend**
- X-NUMBER OF FUTURE THROUGH LANES
(Both Directions Of Travel)
- - MAJOR INTERSECTION FOR WHICH GRADE SEPERATION AND/ OR INTERCHANGE SHOULD BE CONSIDERED
 - - EXISTING INTERCHANGE



*75th Street /
U.S. 30 / U.S. 34 SRA*

Chapter IV

**Recommended 75th Street /
U.S. 30 / U.S. 34 SRA Plan**



Chapter IV

Recommended 75th Street/U.S. 30/U.S. 34 SRA Plan

This chapter details the recommended concept for the 75th Street/U.S. 30/U.S. 34 SRA corridor. For clarity, the discussion is organized according to the segments described in Chapter II (see Page II-1). For each segment, this chapter presents specific geometric and/or operational recommendations, and unique features or special roadway designs.

The plan is supplemented by an evaluation of the operational characteristics of the plan (i.e., level of service and operating speed under future traffic conditions). A planning level opinion of potential construction and right-of-way acquisition costs is also presented for each segment of the corridor. In addition, the drainage design has been evaluated for the proposed plan.

Right-of-way costs are based on a general assessment of acreage required based on the proposed typical section, existing right-of-way, and current unit costs of right-of-way acquisition as furnished by IDOT. In general, specific building acquisitions and/or damages are not identified. Actual right-of-way acquisition, damages, or both would be determined during Phase I studies.

Construction costs reflect the general magnitude of the proposed SRA relative to the existing roadway. Quantities were estimated on a per-mile basis, with provisions for major items such as new bridges, interchanges, and major intersection improvements.

The drainage improvement concept which consist of closing the existing open drainage system along certain areas of the corridor, cross section refinement, intersection design and interchange design can adequately be accomplished based on evaluation. There are no specific problems associated with transitioning between an open and closed drainage system. A detailed review of the DuPage and Kane County Stormwater Runoff Ordinances should be performed with the design of the roadway.

The exhibits that accompany each segment discussion present a design of the proposed roadway in relation to the existing roadway. The traveled way (i.e., edge of pavement to edge of pavement) is highlighted on the figure. Additional right-of-way requirements, lane arrangements at intersections, locations of proposed and existing signals, and the proposed typical SRA cross section are also shown. Appendix A provides a summary of signalized intersection capacity analyses. Also included within each segment are diagrams of key intersections showing lane arrangements, channelization, right-of-way, and special details.

Segment I - Aurora (West)
(U.S. 30 from Illinois 47 to U.S. 34)

Segment I of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 8¼ miles long, extending from Illinois 47 (a SRA) at the western terminus of the corridor to U.S. 34. Segment I includes the villages of Sugar Grove, Oswego, Montgomery, and Aurora (See Exhibits C1 to C4).

Cross Section and Geometric Characteristics

This segment has two recommended cross sections due to the two different classifications: rural and suburban. The recommended cross section (See Exhibits C1 to C2) along the rural portion of the segment (from Illinois 47 to Orchard Road) includes four basic through lanes (two in each direction), a 54-foot wide open median, full shoulders, and open drainage. The desirable cross section along this portion of the segment will require a 72 foot acquisition of right-of-way.

The recommended cross section (See Exhibits C2 to C4) along the suburban portion of the segment (from Orchard Road to U.S. 34) includes four basic through lanes (two in each direction), an 18-foot raised median, and closed drainage (i.e., curb and gutter) to be constructed within 120 feet of right-of-way. This right-of-way dimension should provide a sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions include 12-foot lanes and a full width raised median. The median, in this suburban portion, offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

Exhibits C1 to C4 show the recommended widening scheme. Beginning at the western terminus of the corridor (Illinois 47, another SRA), the right-of-way requirements for a potential future interchange are identified. Even though the year 2010 volumes do not suggest that an interchange is warranted at this location, it was recognized that the two intersecting SRA routes terminate at the intersection. In addition, U.S. 30 continues to the north with Illinois 47 before branching to the west at an interchange approximately

three miles to the north in Sugar Grove. The recommended interchange could provide the continuity along U.S. 30. Also, it is envisioned that this area of Kane and Kendall Counties will continue to develop aggressively, thus potentially requiring an interchange as a post-2010 improvement. This interchange, which should be designed with continuity for U.S. 30, is recommended as a post-2010 improvement. Proceeding east, all widening is recommended on the north side so that the existing U.S. 30 roadway can be utilized for the eastbound lanes of the recommended four lane cross section. In addition, widening the right-of-way on one side preserves the farmhouses on the south side of U.S. 30. The 72 foot right-of-way requirement could result in the acquisition of six farmhouses on the north side of U.S. 30 (See Exhibit C1 to C2).

West of Orchard Road, the widening narrows to form a 30 foot median width. The transition occurs on the westbound lanes due to the existing homes on the north side of U.S. 30 near Blackberry Road (See Exhibit C2). The eastbound lanes will also transition so that west of Orchard Road, U.S. 30 will have a four lane cross section with a 30 foot median centered within the 120 feet of right-of-way. East of Orchard Road, U.S. 30 will further transition to an 18 foot median centered within the 120 feet of right-of-way. The 30 foot median at Orchard Road will allow for dual left turn lanes at the intersection.

Approaching the Illinois 31 interchange (See Exhibit C3), the median width transitions from an 18 foot median to a 12 foot median so that the existing bridge across Illinois 31 and the Burlington Northern (BN) Railroad tracks can be widened. Thereby precluding the need for a supplemental structure across these facilities will not be required. The transition from 18 feet to 12 feet will take place in the horizontal curve west of the Illinois 31 interchange. Crossing the Illinois 31/BN Railroad, the median will consist of two four (4) foot inside shoulders separated by a four foot barrier wall. The outside shoulders will be 8 feet in width with a 1.5 foot barrier wall. East of the Illinois 31/BN Railroad bridge, the roadway will widen to form a 23.5 foot median. This median width is required due to the improvements needed at the Fox River bridge.

Crossing the Fox River, a supplemental structure will be required south the existing structure. A 12 foot clearance can be provided between the two structures primarily for construction purposes. Based on previous IDOT plans to renovate the existing Fox River bridge, 4.5 foot inside and outside shoulders with 1.5 foot barriers walls are recommended. The new structure would accommodate a 4 foot inside and an 8 foot outside shoulder with 1.5 foot barrier walls. The recommended geometrics would form a 23.5 foot median. East of the Fox River, the median would narrow to an 18 foot median.

The four lane cross section with an 18 foot median continues east until west of Douglas Road where the median widens to a 30 foot median to accommodate dual left turn lanes (See Exhibit C4). The 30 foot median is required on both sides of the Douglas Road intersection. East of the Douglas Road intersection, the median narrows back to 18 feet. At the U.S. 30/U.S. 34 intersection, dual left turn lanes and a single right turn lane are recommended along U.S. 30. Details of the proposed intersection plans at Illinois 47, Orchard Road, Douglas Road and U.S. 30 are provided on exhibits D1 through D4.

Traffic Control, Operations, and Safety

Much of the land use and local street system in Segment I have yet to be developed. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control.

The traffic control diagrams at the top of each exhibit depict locations of potential signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. The exhibits also indicate locations of proposed median openings, for which design criteria specify a separation of ½ mile. Median openings are shown relative to existing land uses given

these criteria. Where an existing driveway intersects with U.S. 30 and no opening is shown, it is the intent of the plan that the driveway function only as right in/right out.

The traffic control plan for Segment I calls for the retention of existing signals at Illinois 47, Orchard Road, Briarcliff Road, Douglas Road, and U.S. 34. Additional proposed signalized intersections are also noted. In locating these, SRA guidelines for signal spacing were referenced with local network considerations, future land uses, and other constraints fixing the locations.

The western terminus of the 75th Street/U.S. 30/U.S. 34 SRA is an at-grade signalized intersection with Illinois 47, another SRA. Upgrading the existing intersection and signalization to include dual left turn lanes on the north approach and single left and right turn lanes on all other approaches, would serve the long range needs (See Exhibit C1). An interchange has been identified as a post-2010 improvement at this location. Since U.S. 30 and Illinois 47 are two SRA's that terminate at this intersection, an interchange emphasizing a continuous traffic flow along U.S. 30 is suggested. U.S. 30 continues north on Illinois 47 and splits to the west at an interchange approximately three miles to the north.

A new proposed signalized intersection is shown in the traffic control plan at a realigned Bertman Road with Dickson Road. The signal would be located more than one mile east of Illinois 47. The realignment will eliminate the off-set along U.S. 30. The intent of the SRA plan is that the Dickson Road/Bertman Road intersection be the access point for expected future development both north and south of U.S. 30. The other signalized intersection along this rural portion of the corridor is at Orchard Road. Future development roadway networks should be designed to enable access to U.S. 30 via Dickson Road/Bertman Road and Orchard Road.

The existing signalized intersection at Orchard Road would be upgraded significantly. Right-of-way to provide a 30 foot median for dual left turn lanes is recommended (see Exhibit C2). To the east, the SRA plan provides for a redesign of the existing Illinois 31 interchange. Right-of-way will be required to be provided for larger ramp curves. East of Douglas Road, the SRA plan provides for three future potential signal

locations to serve expected commercial and industrial development. The locations are recommended to be aligned with existing Fifth Street, and two locations to be determined as the adjacent land develops. The two locations should, however, be on either side of Waubensee Creek so that adequate spacing (approximately ½ mile) is provided. No other full signalized access points are recommended along U.S. 30. The SRA plan identifies the need for an internal roadway network (see Exhibit C4). This internal roadway system would serve future developments on either side of U.S. 30.

The traffic control and geometric plan for Segment I should result in significant improvements to safety as well as traffic operations. Signal locations meet SRA guidelines of ½ mile or greater. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the intent is to provide direction to Sugar Grove, Montgomery, Oswego, Aurora, and developers regarding future acceptable local circulation and access schemes.

As noted on the exhibits, all other crossing roadways are stop-sign controlled. Care should be taken to ensure that sufficient intersection sight distance is afforded for all stop-controlled intersections. Profile adjustments may also be necessary along with the relocation of cross street intersections. Improvements to signalized intersections, such as the addition of right- and left-turn lanes are also incorporated at signalized intersections (see Exhibits C1 to C4).

The addition of a raised median and turn lanes should also improve safety along this segment of U.S. 30. The raised median allows left turns only at selected locations and reduces the number of conflict points between cars. Thus, the number of opportunities for most severe accident types is reduced. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

Table 17 summarizes a planning-level intersection capacity analysis that was performed for all existing and future signalized intersections along U.S. 30. The analysis used the "Year 2010" ADT SRA forecasts provided by CATS as a guide in the analysis of these intersections. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A. The capacity analysis indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios of less than 1.0 for all intersections within Segment I. This in turn should result in reasonable levels of service during peak periods.

Intersection of U.S. 30 and:	Lane Arrangements ¹		Year 2010 ADT (vpd)		V/C for Intersection ⁴
	SRA	Crossroad	SRA ²	Crossroad ³	
IL 47*	L-TT-R	L-TT-R	10,600	20,000	0.53
Bertman Road	L-TT-R	L-TR	10,600	5,000	0.38
Orchard Road*	LL-TT-R	LL-TT-R	12,300	20,000	0.42
Briarcliff Road	L-TT-R	L-TR	17,700	5,000	0.51
Douglas Road	LL-TT-R	LL-TT-R	22,900	20,000	0.63
Fifth Street	L-TT-R	L-TR	22,900	5,000	0.61
Potential Signal	L-TT-R	L-TR	22,900	5,000	0.61
Potential Signal	L-TT-R	L-TR	22,900	5,000	0.61
U.S. 34	LL-R	L-TTT	22,900	27,600 ²	0.74

Note: * Denotes SRA corridor
¹ L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane
² ADT volumes provided by Chicago Area Transportation Study
³ Assumptions for two-way ADT volumes on crossroad:
20,000 ADT for four lane roadway
12,000 ADT for two lane major roadway
5,000 ADT for two lane minor roadway
⁴ V/C=Volume to capacity ratio

With respect to safety, the existing two-lane highway functions in a typical manner, with total segment accident rates ranging from 0.65 to 1.89 accidents per MVM (see Exhibits A1 to A4). Rates for four lane divided highways are typically 40 to 50 percent lower, with severe head-on and passing-related accidents reduced significantly. The improvements to the Fox River Bridge and the Illinois 31 interchange should improve safety substantially.

Public Transportation

The Metra Burlington Northern commuter rail line operates north of, and parallel to U.S. 30. METRA is evaluating the extension of this to Sugar Grove and/or Montgomery. This extension would serve the Aurora Airport, the growing residential/office/industrial area of Sugar Grove and the westward expansion of Aurora. Bus routes are currently nonexistent in the western portions of the corridor. However, with rapidly increasing population growth in these areas, Pace is planning to eventually add more service to these areas. At this time, however, no finalized routes have been identified. Future bus turnouts can be provided within the recommended 120 feet right-of-way. Consideration should be given to the bus shelters and paved sidewalks for pedestrians. The appropriate standards for locating and marking bus stops should be followed.

Consideration should be given to the preservation of right-of-way at or near the Illinois 47 and Orchard Road intersections, as well as at or near the Illinois 31 interchange, for park and ride facilities. The facilities would primarily serve commuters that use I-88 (East-West Tollway) or would use the extended METRA Burlington Northern commuter line. The most feasible locations for this facility have been shown on the exhibits (see Exhibits C1 to C3).

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment I is \$48.8 million in 1991 dollars (See Table 18). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. (In Segment I, new and/or reconstructed bridges are required at five separate structures over the Blackberry Creek, Illinois 31/BN Railroad, River Road, Fox River, and Waubensee Creek.)

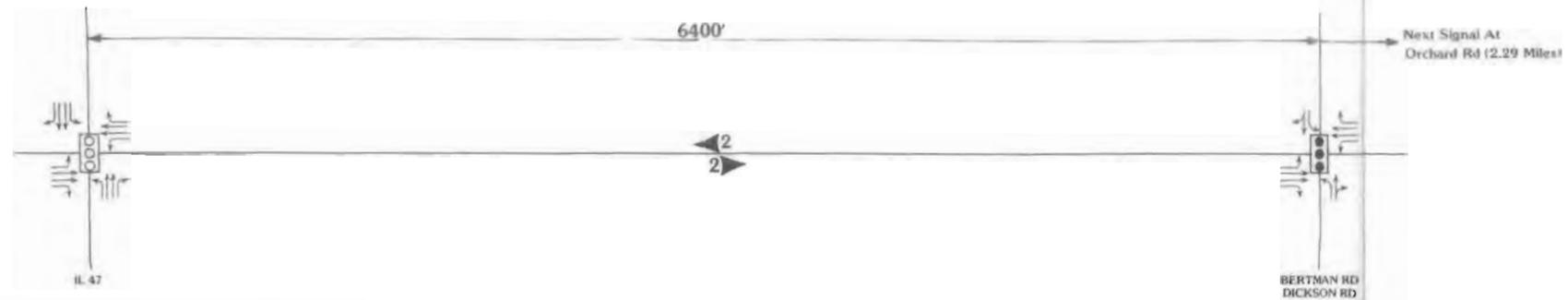
The construction cost is estimated to be \$44.3 million, which includes improving U.S. 30 from a two lane roadway to a four lane roadway with a 54 foot open median and open drainage from Illinois 47 to Orchard Road and a four lane roadway with an 18 foot raised median and closed drainage from Orchard Road to U.S. 34. Other construction costs include the costly renovation, widening and new construction of major structures over

Illinois 31 and Burlington Northern Railroad and the Fox River. The cost of these improvements will total \$8.85 million. An additional cost that is included in the total estimate is the recommended interchange at Illinois 47. This improvement, however, is considered a possible post-2010 improvement and is estimated to cost \$3.0 million.

Right-of-way costs in 1991 dollars are estimated to be \$4.3 million.

Table 18
 Opinions of Construction and Right-of-Way Cost for
 Strategic Regional Arterial Improvements
 Along U.S. 30 Segment I
 (1991 Dollars)

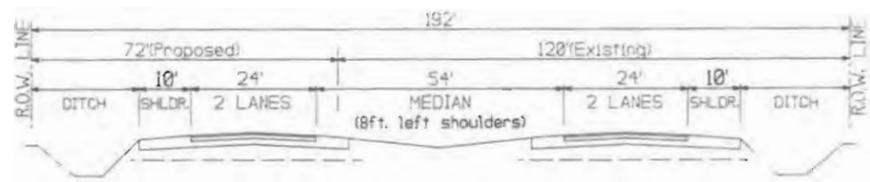
Roadway Reconstruction	\$27,600,000
Intersections/Interchanges (IL 47 (SRA), Bertman Road, Orchard Road (SRA) and 3 potential intersections)	5,400,000
Structures and Retaining Walls (Five Separate Bridges over Blackberry Creek, IL 31/BN Railroad, River Road, Fox River, Waubensee Creek)	11,300,000
Other	0
Subtotal	\$44,300,000
Right-of-Way	4,300,000
TOTAL	<u>\$48,600,000</u>



All Crossroads Stop Controlled Unless Otherwise Indicated



Legend	
	-EXISTING SIGNAL
	-POTENTIAL SIGNAL
	-SIGNAL TO BE REMOVED
	-PROPOSED LANE ARRANGEMENT
	-NUMBER OF LANES
	-FUTURE RIGHT OF WAY LINE
	-BUS STOP



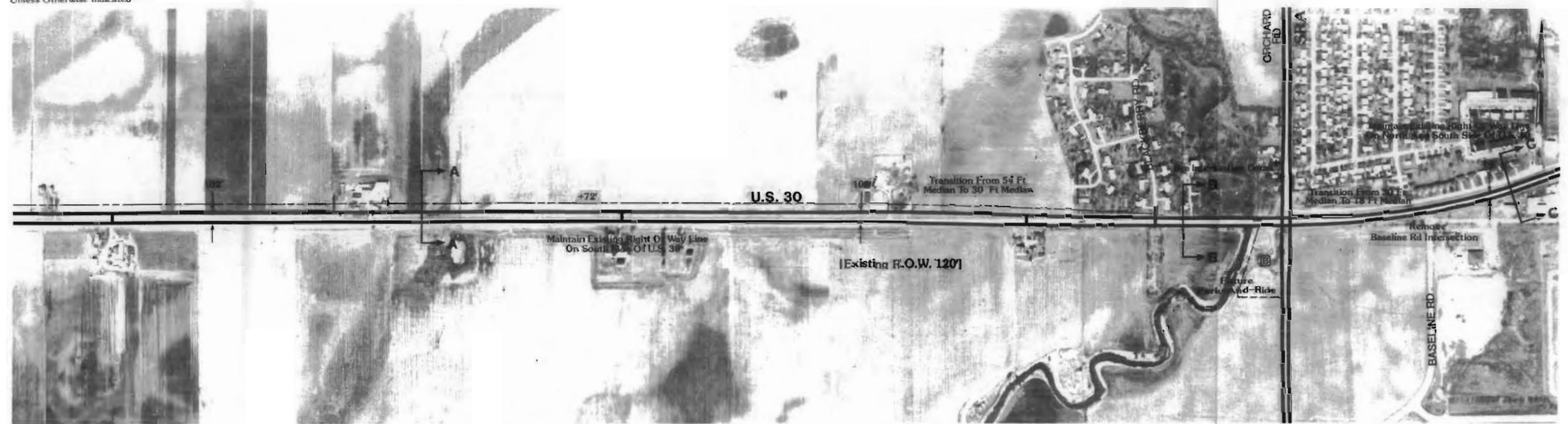
75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION



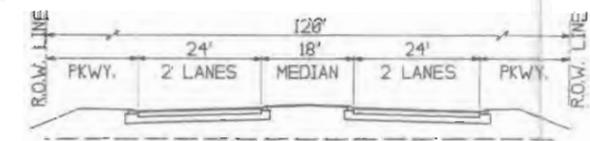
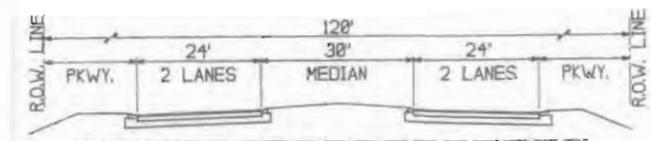
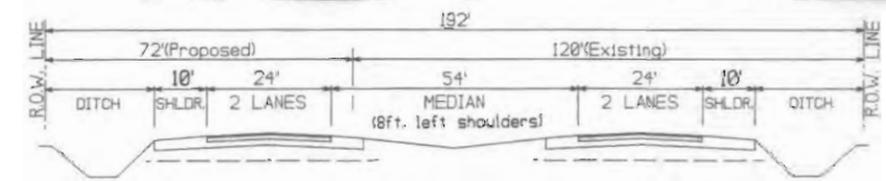


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP

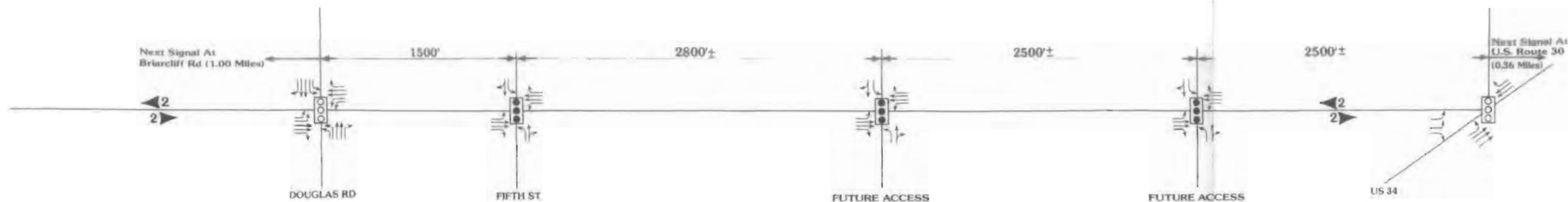


75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

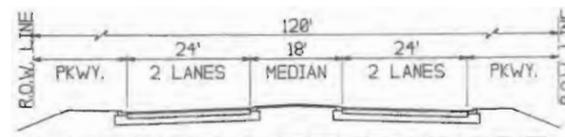
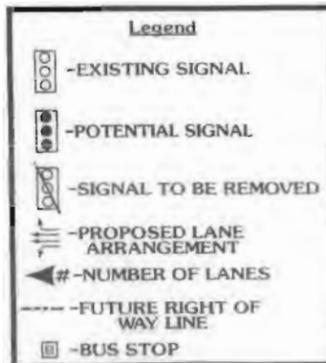
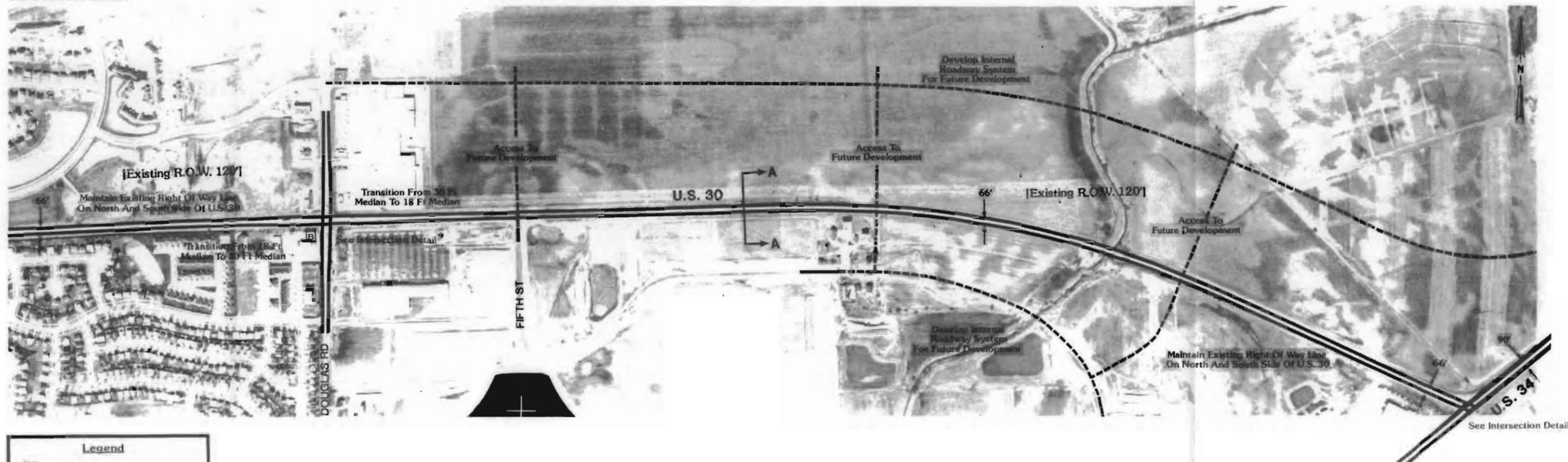
SRA Strategic Regional Arterial Planning Study **EXHIBIT C2**

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION





All Crossroads Stop Controlled Unless Otherwise Indicated



ROADWAY SECTION A - A
BRIARCLIFF RD to U.S. 34
*30FT Median Developed On Both Approaches To Intersection

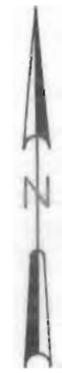
75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

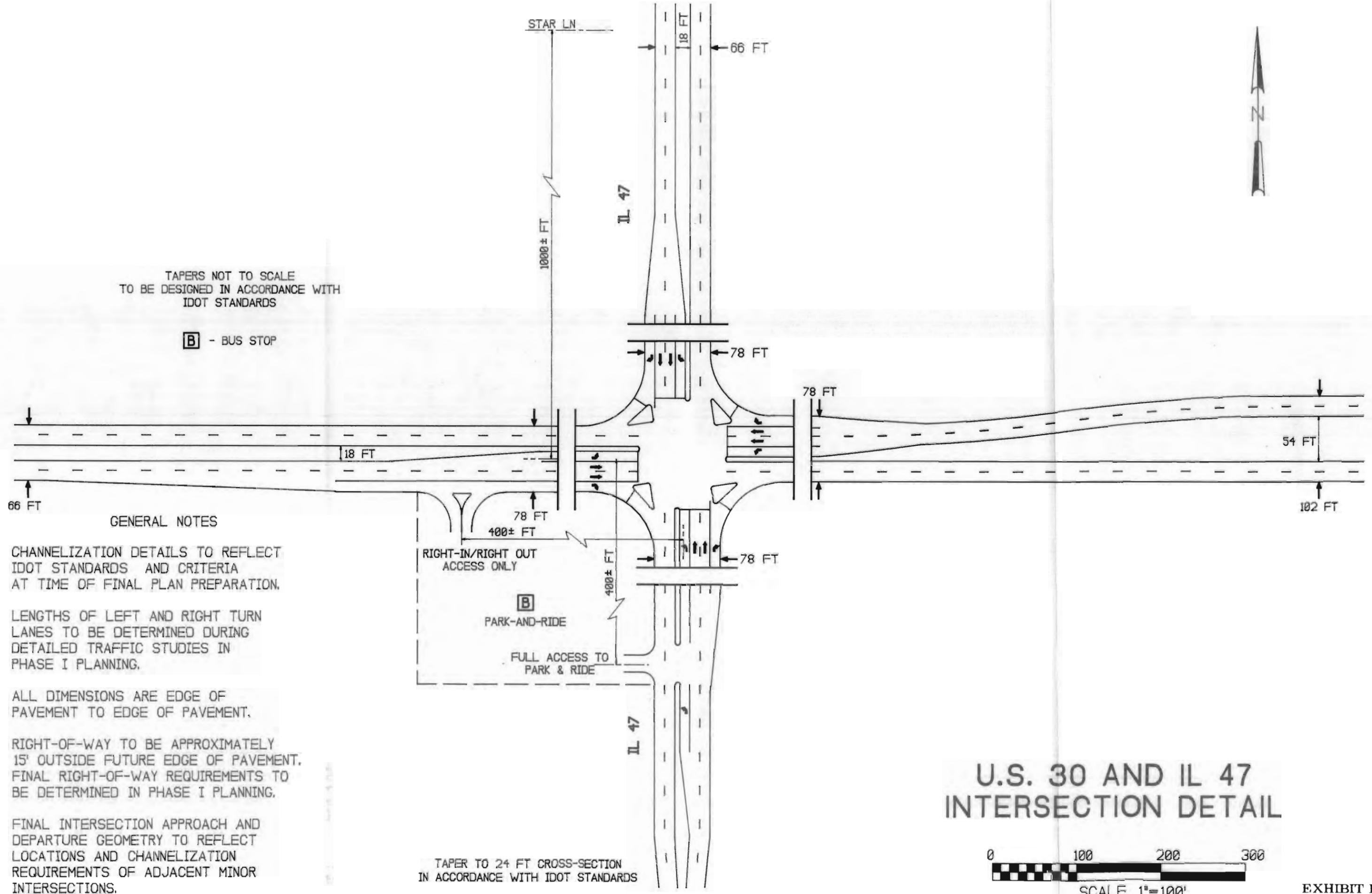
ILLINOIS DEPARTMENT OF TRANSPORTATION





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

B - BUS STOP



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER TO 24 FT CROSS-SECTION
IN ACCORDANCE WITH IDOT STANDARDS

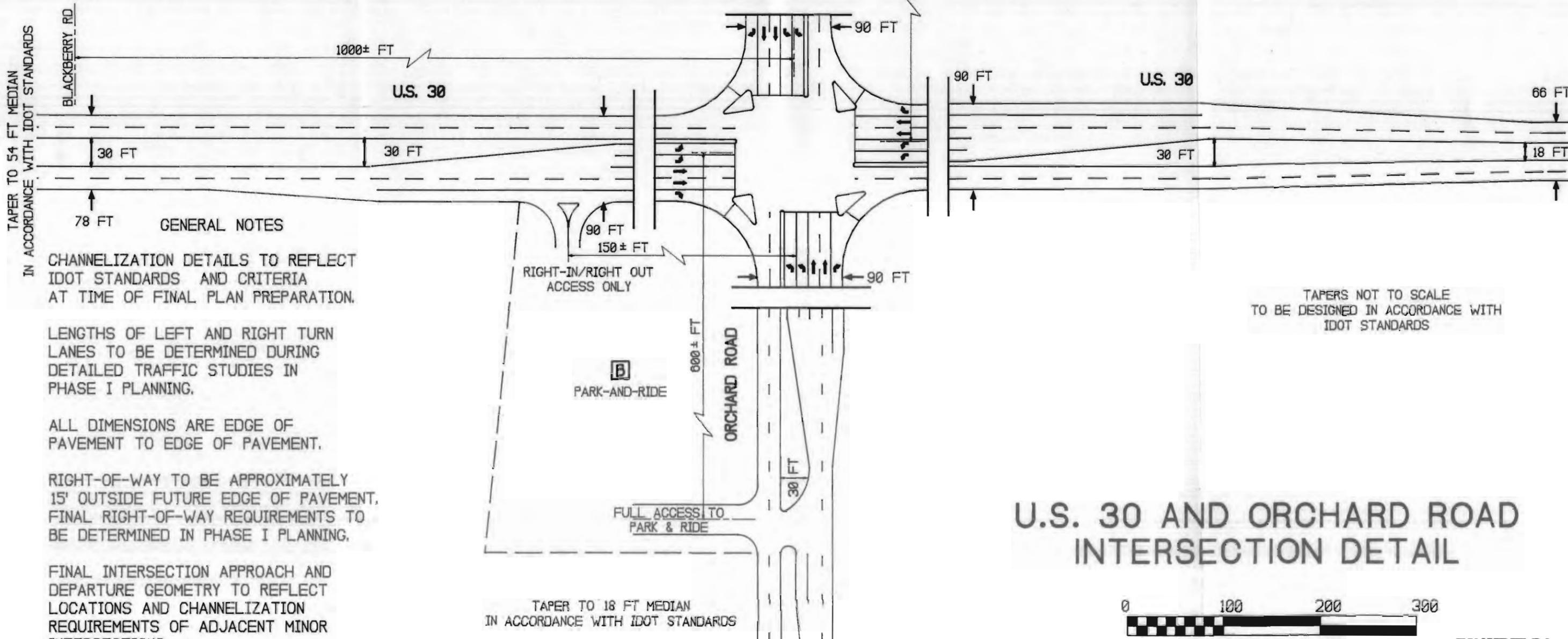
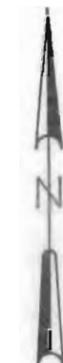
U.S. 30 AND IL 47 INTERSECTION DETAIL



SCALE 1"=100'

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

B - BUS STOP



TAPER TO 54 FT MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS

GENERAL NOTES

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IDOT STANDARDS AND CRITERIA
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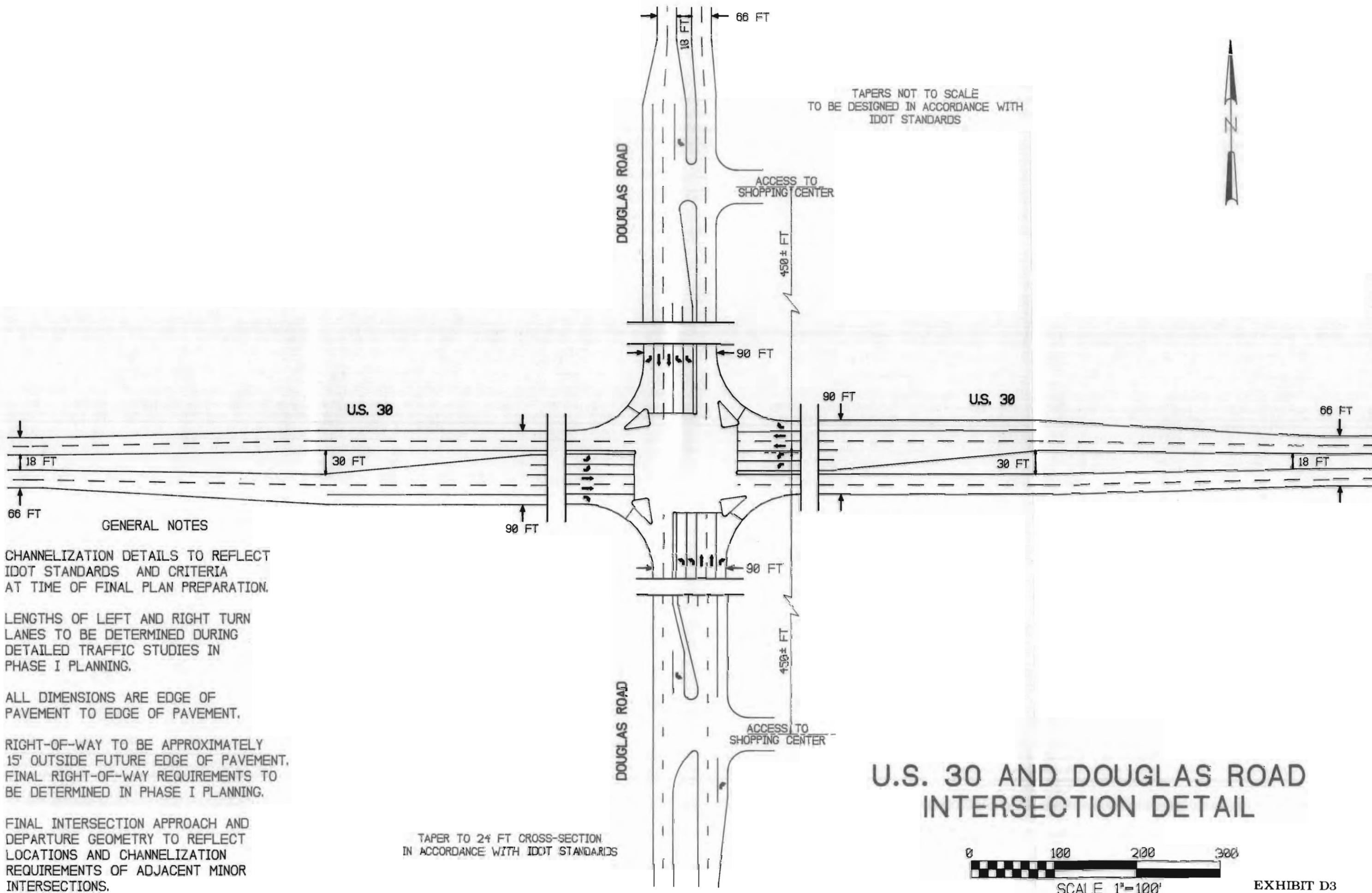
FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

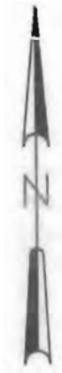
**U.S. 30 AND ORCHARD ROAD
INTERSECTION DETAIL**



SCALE 1"=100'



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

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FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER TO 24' FT CROSS-SECTION
IN ACCORDANCE WITH IDOT STANDARDS

**U.S. 30 AND DOUGLAS ROAD
INTERSECTION DETAIL**



SCALE 1"=100'

GENERAL NOTES

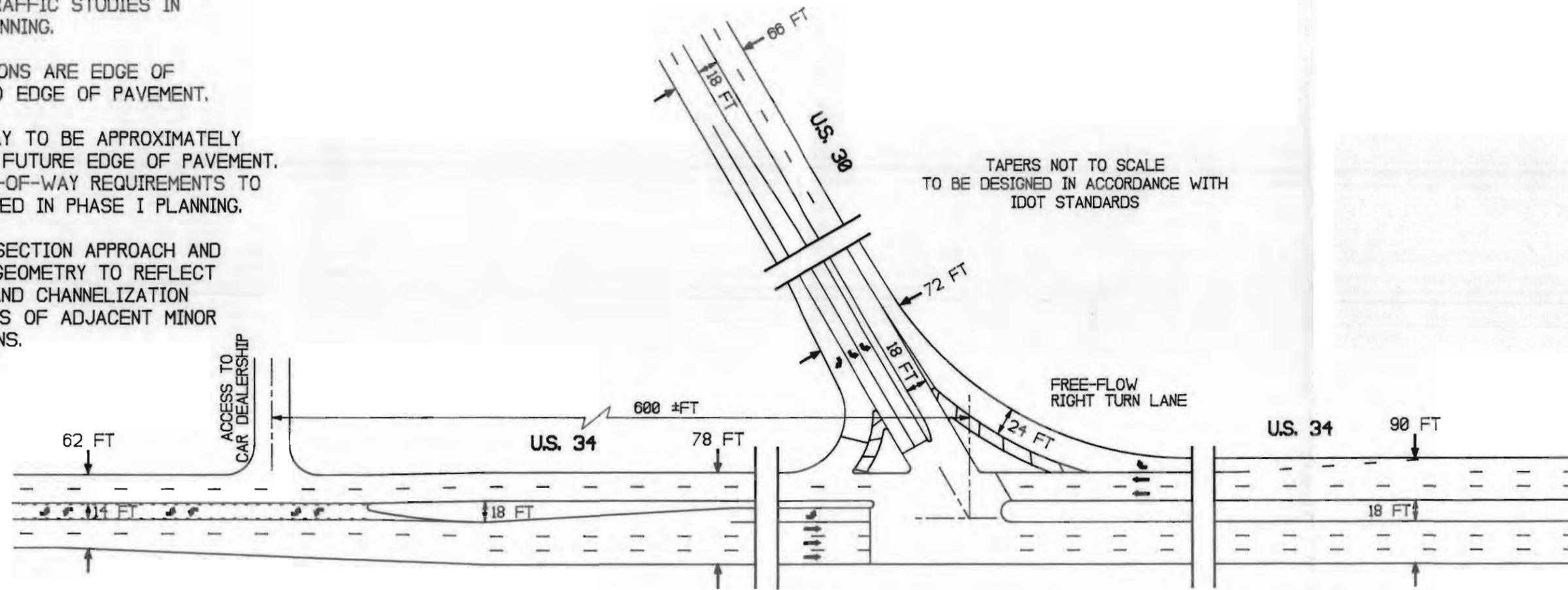
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TAPERS NOT TO SCALE TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

U.S. 30 AND U.S. 34 INTERSECTION DETAIL



SCALE 1"=100'

Segment II - Aurora (East)
(U.S. 34 from U.S. 30 to 75th Street)

Segment II of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 4 miles long, extending along U.S. 34 from U.S. 30 to 75th Street. Segment II extends through Kane, Kendall and DuPage counties, including the City of Aurora (see Exhibits C5 and C6).

Cross Section and Geometric Characteristics

The recommended cross section (see Exhibits C5 and C6) within this segment includes six basic through lanes (three in each direction), an 18-foot raised median and closed drainage (i.e., curb and gutter). This cross section can be constructed within 120 feet of right-of-way. This right-of-way dimension should provide a sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions reflect full SRA standards, i.e., 12-foot lanes and a full width raised median. The median itself offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

Within Segment II are specific locations where the above dimensions require modifications. Various locations along this segment of the corridor will require additional right-of-way. One section of the corridor, beginning at approximately 1200 feet west of U.S. 30/Hill Avenue, will require ten (10) additional feet of right-of-way on the north side of U.S. 30 for approximately 800 feet to the east. Immediately east of Eola Road, an additional ten (10) feet of right-of-way will be required on the north side for approximately 650 feet. At this location development of a 30-foot median is recommended to allow for double left turn lanes on U.S. 34. Further east of Eola Road, only five (5) additional feet of right-of-way is required. This additional five feet is needed on both the north and south sides of U.S. 34. On the north side, the additional five feet is needed from approximately 650 feet east of Eola Road to 75th Street. On the south side, the additional five feet is needed from approximately 1000 feet east of Eola Road to 75th Street. As part of this right-of-way acquisition, some forest preserve land will be required. On the south side of U.S. 34, a distance of approximately 500 feet west of the EJ & E Railroad will need to be acquired. On the north side, a distance of approximately 900 feet which generally aligns

across from the existing 75th Street intersection will also be needed. No other right-of-way acquisitions are required along U.S. 34 (See Exhibits C5 and C6).

Developing the recommended cross section will require various improvements to the existing conditions and constraints. West of the U.S. 34/Farnsworth Avenue intersection, the median will require widening to 30 feet to accommodate dual left turn lanes at the intersection. Also, Farnsworth Avenue is recommended to be relocated to align opposite Hafenrichter Road. This would eliminate the two offset intersections. East of the U.S. 34/Farnsworth Avenue intersection, the median should taper back to 18 feet.

Due to the elevation differences between residential developments and the roadway along U.S. 34 in the Montgomery Road vicinity, it is recommended that a retaining wall be constructed to buffer the six lane cross section. The retaining wall would minimize the right-of-way needed as a result of the recommended widening. This retaining wall, approximately 8 to 12 feet in height, should begin at approximately 700 feet west of Montgomery Road and continue to Fox Valley Drive, approximately 1200 feet east of Montgomery Road. West of Eola Road, the median will require widening to 30 feet to accommodate dual left turn lanes at the U.S. 34/Eola Road intersection. East of the intersection, the median should taper back to 18 feet.

At the Elgin, Joliet & Eastern Railroad tracks, U.S. 34 is recommended to be grade separated. Metra is currently evaluating the potential for commuter service on this rail line. The potential for increased traffic on the rail line suggests that grade separation is essential. Due to the residences west of the railroad tracks and the limited right-of-way along U.S. 34, it is recommended that U.S. 34 go under the EJ & E. By going under the railroad tracks, noise and aesthetic impacts will be minimized. In addition, the slopes required to support U.S. 34 going over the railroad tracks would necessitate the acquisition of homes on either side of the roadway. Consequently, U.S. 34 should go under the tracks. Retaining walls will be required as part of this improvement. The desirable suburban SRA guidelines suggest that the clearance under the railroad structure be a minimum of 16 feet 3 inches. This clearance will require U.S. 34 to begin the profile change approximately 800 feet west and east of the railroad tracks. Details of the proposed

intersection plans at Farnsworth Avenue and Eola Road are provided on exhibits D5 and D6.

Traffic Control, Operations, and Safety

Much of the land and local street system in the western part of Segment II have yet to be developed. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control. Along the eastern part of the segment, however, much of the land use and local street system is well established in the U.S. 34 vicinity.

The traffic control diagrams at the top of each SRA plan exhibit indicate locations of potential signalized intersections, the lane arrangements at these locations and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. Median access breaks are shown on the plan, but are limited primarily to at-grade intersections. Where no median break is shown, it is the intent of the plan that the driveway function as a right in/right out.

The traffic control plan for Segment II calls for the retention of existing signals at U.S. 30/U.S. 34, Hill Avenue/U.S. 30, Montgomery Road, Eola Road, and Long Grove Road. Additional proposed signalized intersections are also noted. In locating these future signals, SRA guidelines for signal spacing were referenced, and local network considerations and future land uses were reviewed to fix the locations. The desirable signal spacing for suburban SRAs is ¼ mile.

The western terminus of Segment II is located at the U.S. 30/U.S. 34 intersection. A general up-grade of this intersection will include six lanes on U.S. 34 (three lanes in each direction), dual left turn lanes on U.S. 30, and continuous right turn flow from U.S. 34 to U.S. 30. West of the U.S. 30/U.S. 34 intersection, U.S. 34 would narrow to a four lane cross section (two lanes in each direction). To accomplish this lane reduction, the

westbound outside lane on U.S. 34 would become a drop lane and form the continuous right turn lane at the intersection (See Exhibit C5).

A new proposed signalized intersection is shown in the plan at a realigned Farnsworth Avenue (a SRA) with Hafenrichter Road. The realignment will eliminate the off-set. The intent of the SRA plan is that the Farnsworth Avenue/Hafenrichter Road intersection be the access point for expected future development both north and south of U.S. 34. This intersection would conform to the SRA guidelines of dual left turn lanes, three through lanes, and a right turn lane on all approaches. Further east, two additional traffic signals are identified. These signals would be located at Ridge Avenue and at a future access somewhere between Farnsworth Avenue and Ridge Avenue. The future access should be located so that proper signal spacing is maintained along the corridor. New signalization is also recommended at Fox Valley Road.

At Eola Road, a 30 foot median is proposed for dual left turn lanes. At Village Green Drive, the existing intersection is recommended to be restricted to right in/right out maneuvers only. Left turns at Village Green Drive can be made via Eola Road or Long Grove Road. At the EJ & E Railroad, U.S. 34 is recommended to go under the railroad tracks. Because of this grade separation and the grades required to go under the tracks, Frontenac Road is recommended to be cul-de-saced at U.S. 34. Access from Frontenac Road to U.S. 34 from the south can be accomplished via Meadow Lakes Drive. To the north, an east-west connection is recommended to provide access to U.S. 34 from Frontenac Road. This connection would require the acquisition of two to three homes. At the 75th Street/U.S. 34 intersection, an interchange has been identified. This interchange would improve the capacity of the two skewed, major intersecting routes (See Exhibit C6). Eastbound traffic on U.S. 34 would go under westbound traffic on 75th Street. Access to Gregory Street would be limited to right in/right out only.

The traffic control and geometric plan for Segment II should result in significant improvements to safety as well as traffic operations. For the most part, signal locations meet SRA guidelines of ¼ mile or greater. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal

warrants be met. Also, the intent of the plan is to provide direction to the City of Aurora and property owners regarding acceptable local circulation and access schemes.

The addition of a raised median and turn lanes should also improve safety along this segment of U.S. 34. The raised median allows left turns only at selected locations, and reduces the number of conflict points between cars, and thus the number of opportunities for most severe accident types. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

To verify the reasonableness of the recommended improvements, a planning level intersection capacity analysis was performed. Table 19 shows the results of that analysis, which was performed for all existing and future signalized intersections along U.S. 30. The analysis used the "Year 2010" ADT SRA forecasts provided by CATS as a guide in the analysis of these intersections. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A.

The capacity analysis shown in Table 19 includes existing and proposed intersections along U.S. 34. The recommended plan would accommodate the CATS ADT forecast at most intersections. However, at two intersections, the calculated v/c ratios were greater than 1.0. These intersections, Long Grove Road (v/c = 1.18) and Meadow Lakes Drive (v/c = 1.04), have computed v/c ratios higher than 1.0 primarily because of the significant ADT forecast of 55,700 and 44,700 vpd on U.S. 34. These V/C ratios indicate that the intersections could service 82% and 96% of the forecasted daily traffic. However, the adjustment and fine tuning of the signal timing once the signal is installed should allow the recommended cross section to service all the expected volume. All other intersections have expected V/C ratios of below 0.70 and should operate efficiently with the recommended improvements.

Public Transportation

The Elgin, Joliet & Eastern Railroad (EJ & E RR) crosses U.S. 34 west of 75th Street. Metra is currently evaluating the potential for commuter service on this rail line. One possible station location has been identified near U.S. 34. Other locations have been proposed along the EJ & E at a distance of one mile north and south of the corridor. Station locations have only been identified between Barrington and Aurora. The actual opening date for the year commuter operation to commence is uncertain. The EJ & E RR currently crosses U.S. 34 at-grade. The recommended plan calls for grade separation with U.S. 34 going under the railroad tracks.

There are no bus routes proposed to be added for Segment II. However, as population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the recommended 120 feet right-of-way. Consideration should be given to bus waiting shelters and paved sidewalks for pedestrians, and the appropriate standards for locating and marking bus stops should be followed.

Consideration should be given to preservation of right-of-way at or near the Farnsworth Avenue intersection for a potential park and ride facility. The facility would primarily serve commuters that use I-88 (East-West Tollway). The most feasible locations for this facility have been shown on the exhibits (see Exhibit C5).

Table 19
Evaluation of Signalized Intersection Operations Along
Segment II-U.S. 34 (U.S. 30 to 75th Street)

Intersection of U.S. 34 and:	Lane Arrangements ¹		Year 2010 ADT (vpd)		V/C for Intersection ⁴
	SRA	Crossroad	SRA ²	Crossroad ³	
U.S. 30/Hill Avenue	L-TTT-R	L-T-TR	27,600	12,000	0.62
Farnsworth Avenue*	LL-TTT-	LL-TTT-	27,600	20,000	0.51
Potential Signal	R	R	27,600	5,000	0.55
Ridge Avenue	L-TTT-R	L-TR	19,500	5,000	0.44
Montgomery Road	L-TTT-R	L-TR	18,200	12,000	0.50
Fox Valley Drive	L-TTT-R	LL-TR	18,200	5,000	0.43
Eola Road	L-TTT-R	L-TR	29,800	20,000	0.66
Long Grove Road	LL-TTT-	L-TT-R	55,700	12,000	1.18
Meadow Lakes Drive	R	L-TR	44,700	12,000	1.04
	L-TTT-R	L-TR			
	L-TTT-R				

Note: * Denotes SRA corridor

¹ L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane

² ADT volumes provided by Chicago Area Transportation Study

³ Assumptions for two-way ADT volumes on crossroad:

20,000 ADT for four lane roadway

12,000 ADT for two lane major roadway

5,000 ADT for two lane minor roadway

⁴ V/C=Volume to capacity ratio

Construction and Right-of-Way Costs

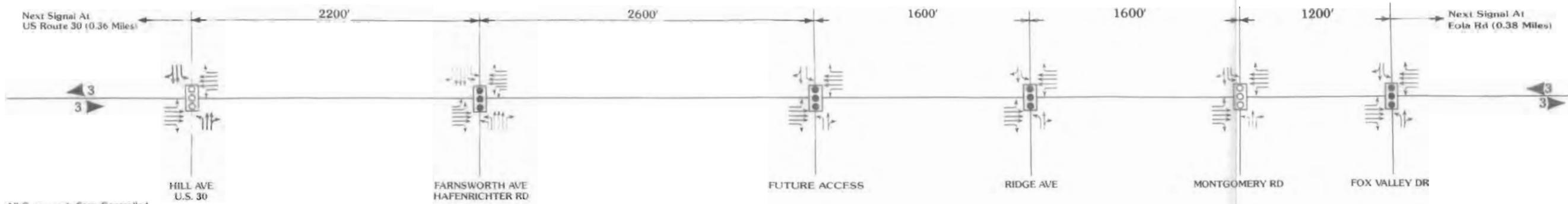
The consultant's opinion of the total cost of the recommended plan for Segment II is \$25.9 million in 1991 dollars (See Table 20). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. (In Segment II, one new bridge is required at the EJ & E Railroad.)

The construction cost is estimated to be \$25.4 million which includes improving U.S. 34 from a four lane roadway to a six lane roadway with a raised median and closed drainage. Construction costs include the recommended EJ & E Railroad grade separation and the realignment of Farnsworth Avenue. The construction of the grade separation at the EJ & E Railroad is estimated at \$1.6 million.

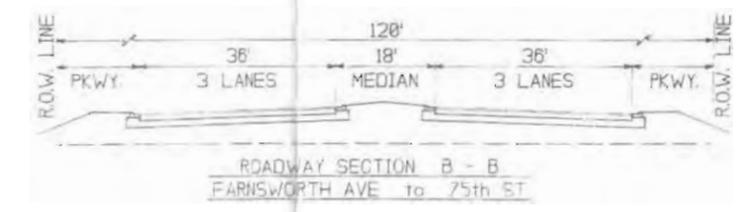
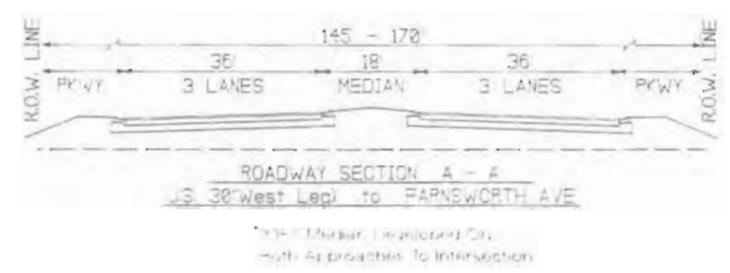
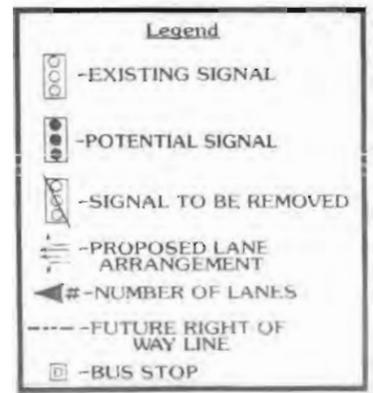
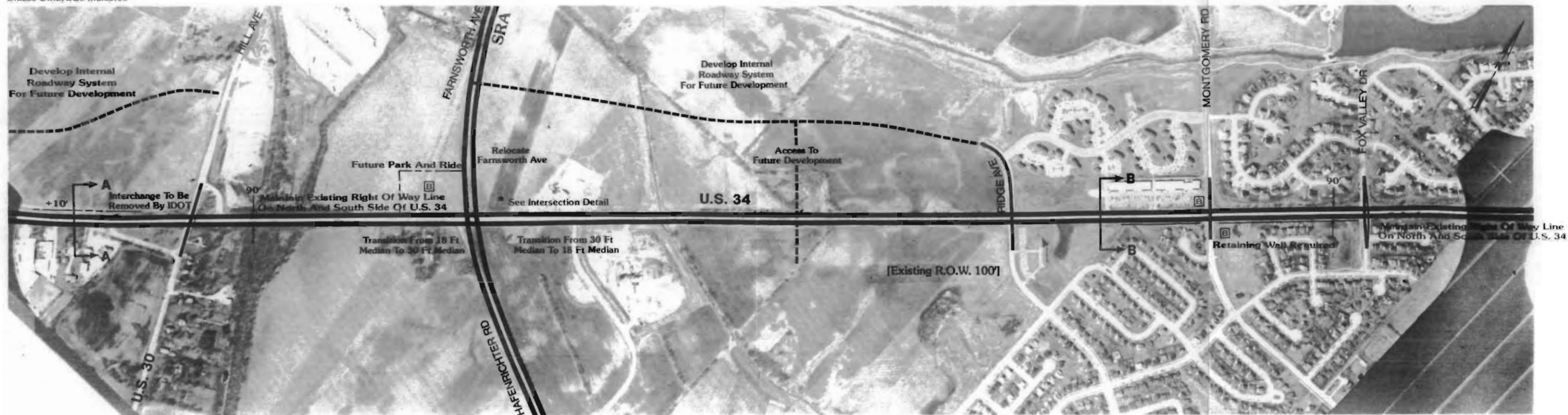
Right-of-way costs in 1991 dollars are estimated to be \$560,000.

Table 20
 Opinions of Construction and Right-of-Way Cost for
 Strategic Regional Arterial Improvements
 Along U.S. 34-Segment II
 (1991 Dollars)

Roadway Reconstruction	\$18,600,000
Intersections/Interchanges (Farnsworth Ave (SRA), future access, Ridge Avenue, Fox Valley Drive, Meadow Lakes Drive	1,600,000
Structures and Retaining Walls (EJ & E Railroad and 75th Street)	5,200,000
Other	0
Subtotal	\$25,400,000
Right-of-Way	560,000
TOTAL	<u>\$25,960,000</u>



All Crossroads Stop Controlled Unless Otherwise Indicated

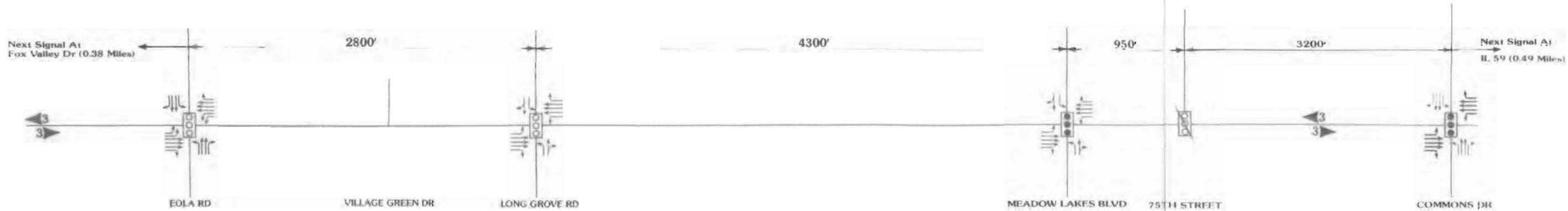


75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

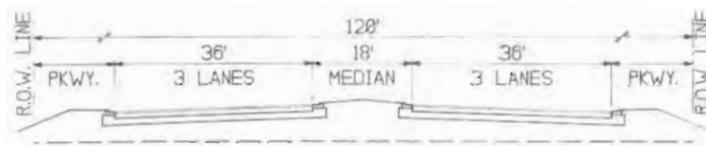
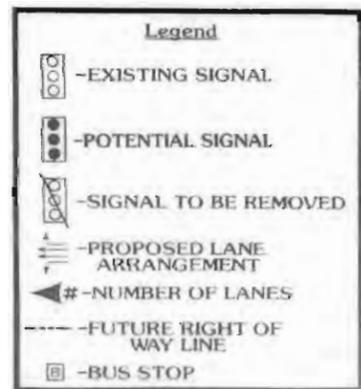
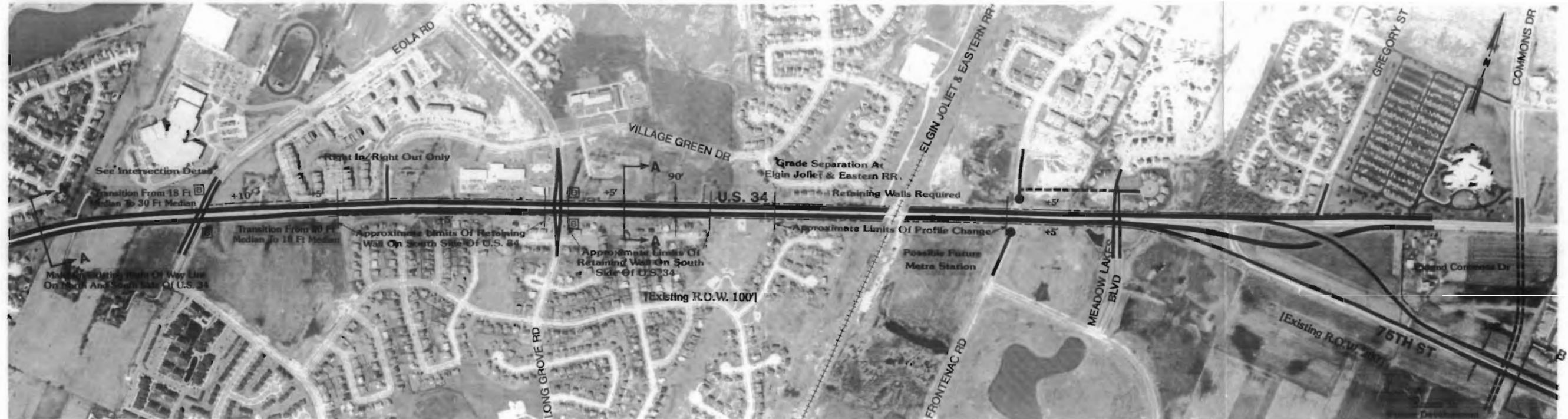


Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
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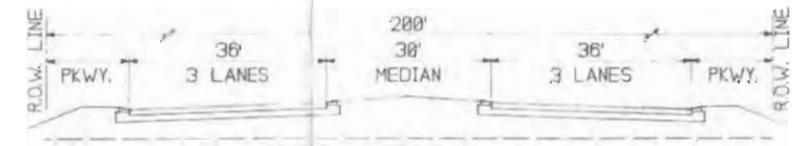


All Crossroads Stop Controlled Unless Otherwise Indicated



ROADWAY SECTION A - A
FARNSWORTH AVE TO 75th ST

*30'± Median Developed On Both Approaches to Intersection



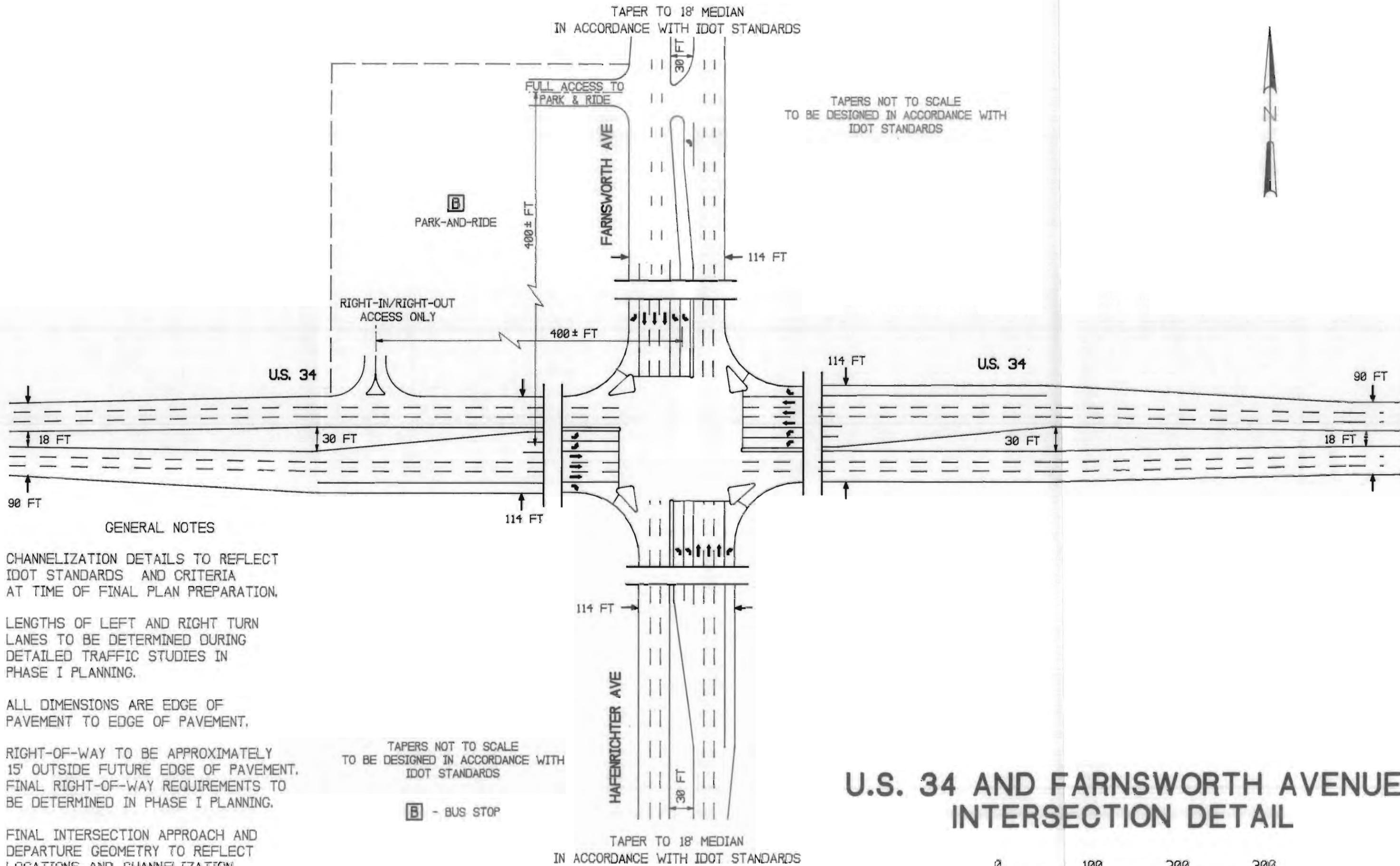
ROADWAY SECTION B - B
U.S. 34 TO ILL 59

75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION





GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

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TAPERS NOT TO SCALE TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

B - BUS STOP

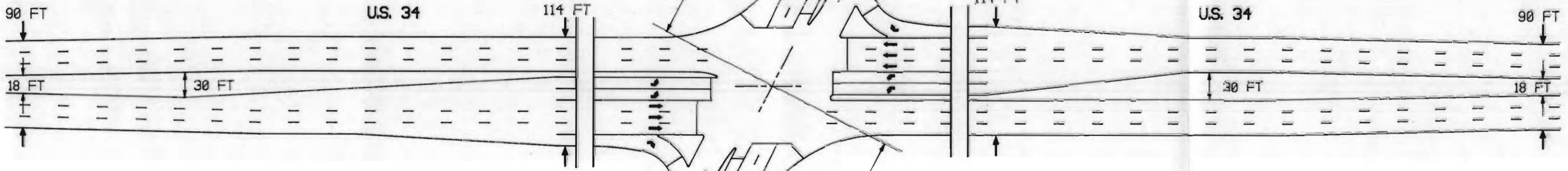
U.S. 34 AND FARNSWORTH AVENUE INTERSECTION DETAIL



ACCESS TO
WAUBANSEE HIGH SCHOOL



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
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DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

U.S. 34 AND EOLA ROAD INTERSECTION DETAIL



SCALE 1"=100'

EXHIBIT D6

**Segment III - Naperville
(75th Street from U.S. 34 to Illinois 53)**

Segment III of the 75th Street/U.S.30/U.S. 34 SRA is approximately 8¼ miles long, extending along 75th Street from U.S. 34 to Illinois 53. The segment is located in the southern part of DuPage County and includes the Cities of Aurora and Naperville.

Cross Section and Geometric Characteristics

The recommended cross section (See Exhibits C7 to C10) within this segment include six basic through lanes (three in each direction), the existing variable width raised median and closed drainage (i.e., curb and gutter). This cross section can be constructed within 200 feet of right-of-way. The 200 foot right-of-way dimension provides sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions reflect full SRA standards, i.e., 12-foot lanes and a full width raised median. The raised median itself offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

All widening along 75th Street will be on the outside of the existing lanes. This widening can be easily accomplished within the 200 feet of right-of-way. For the most part, 75th Street is centered or is fairly close to being centered within the right-of-way. However, one section, from Clyde Road to west of Naper Boulevard, is aligned off-center from the right-of-way centerline. This section is off-centered approximately 20 feet to the south. Consequently, 75th Street will be required to be widened on the north side in this section. A detail of the proposed intersection plan at IL 59 is provided on exhibit D7.

Traffic Control, Operations, and Safety

Much the land use and local street system in Segment III is well established; however, areas west of Plainfield-Naperville Road are undeveloped and in transition or evolving. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control.

The traffic control diagrams at the top of each SRA plan exhibit indicate locations of proposed or ultimate signalized intersections, the lane arrangements at these locations and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. Median access breaks are shown on the plan, but are limited primarily to at-grade intersections. Where no median break is shown, it is the intent of the plan that the driveway function as a right in/right out.

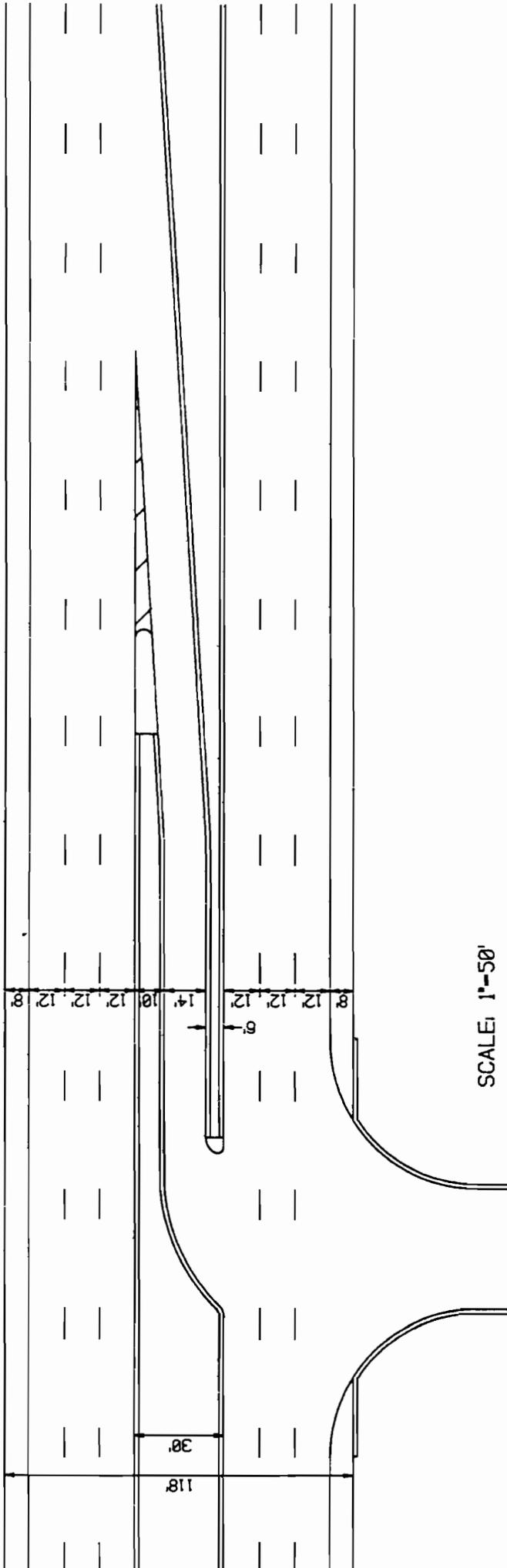
The traffic control plan for Segment III calls for the retention of existing signals at Illinois 59, Book Road, Plainfield-Naperville Road, Modaff Road, Olympus Street, Washington Street, Wehrli Road and Greene Road (See Exhibit C7 to C10). Additional proposed signalized intersections are also noted. In locating these future signals, SRA guidelines for signal spacing were referenced and local network considerations and future land uses were reviewed to fix the locations. The desirable signal spacing for suburban SRAs is ¼ mile.

The plan calls for a potential signal at an extended Commons Drive. This extension has been identified in a municipality comprehensive plan. A potential new signal is also identified at a future access between Illinois 59 and Book Road. The specific location is to be determined as the land is developed. However, the future access should be located so that proper signal spacing is maintained along the corridor. The existing intersection at 75th Street and Illinois 59 should be up-graded to the desirable SRA guidelines. These include dual left turn lanes, three through lanes, and a right turn lane. It has been identified that this intersection could ultimately require grade separation. Therefore, right-of-way in the northeast quadrant of the intersection has been identified for future consideration for a possible connection between the two facilities. This connection would align across from an existing signalized shopping center driveway on Illinois 59.

Immediately east of Plainfield-Naperville Road is an existing access to the Hobson Plaza shopping center north of 75th Street and a future access to undeveloped land south of 75th Street. It is recommended that these driveways have restricted left turn out maneuvers. Left turns can be performed at Plainfield-Naperville Road. A typical design of a left turn in/no left turn out access is shown in Exhibit 6. This is a standard design for the DuPage County Highway Department.

At the 75th Street/Modaff Road intersection, a junior high school exists in the southeast quadrant. Crosswalks across 75th Street are currently provided at the intersection. As part of the recommended widening from a four lane to a six lane cross-section, it is recommended that the median of 75th Street be extended to the cross walk so that a pedestrian refuge is available for pedestrians crossing 75th Street.

Continuing east to Naper Boulevard, this intersection has also been identified as a location for a potential interchange. A connection between the two roadways is recommended in the southwest quadrant of the intersection. This connection, at its intersection with 75th Street, should provide dual left turn lanes (See Exhibit C9). 75th Street would bridge over Naper Boulevard. An exit ramp is also recommended for westbound traffic. This exit ramp would be provided right in/right out access to the Fox River Square shopping center in the northeast quadrant of the intersection. In addition, right turns only would be allowed at the exit ramp/Naper Boulevard intersection.



GENERAL NOTES

TAPER AND STORAGE LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

CHANNELIZATION DETAILS TO REFLECT IDOT AND DUPAGE COUNTY DOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

TYPICAL LEFT TURN IN/ NO LEFT TURN OUT SECTION

75th STREET/ U.S. 30/ U.S. 34

A frontage road system has been identified on the north side of 75th Street from College Road to Palomino Drive. This one-way westbound frontage road would run from Palomino Drive to Ranchview Drive, align across from the existing Ranchview Drive and would become a signalized intersection. Left turn out restrictions would be placed at College Road and Palomino Drive. Vehicles taking a left at Palomino Drive onto 75th Street would be required to use the frontage road to Ranchview Drive and utilize the traffic signal. Vehicles taking a left turn at College Road onto 75th street would be required to perform a right turn onto 75th Street and then a U-turn at Wehrli Road. It should be noted, however, that as development occurs between Wehrli Road and College Road, a connection should be provided so that the need for a U-turn could be eliminated. The centerline of 75th Street at this location is off-center approximately 20 feet to the south. Subsequently, the frontage road could be provided within the existing 200 feet of right-of-way (See Exhibit C9).

Due to the steep slope east of Illinois 53 on 75th Street, this intersection has also been identified as a future interchange. The interchange would be a "tight diamond" with 75th Street going over Illinois 53. Traffic signals would be required on Illinois 53 at the ramp terminals. Since 75th Street has 200 feet of right-of-way, no additional right-of-way should be required as part of this improvement.

The traffic control and geometric plan for Segment III should result in significant improvements to safety as well as traffic operations. Signal locations meet SRA guidelines of ¼ mile or greater, or are deliberately spaced to allow progressive signalization along 75th Street. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the plans intent is to provide direction to Aurora, Naperville, and developers regarding acceptable local circulation and access schemes.

The existing raised median will continue to provide safe operations along the corridor. The raised median allows left turns only at selected locations, reduces the number of conflict points between cars and thus the number of opportunities for most severe accident types. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

A planning level intersection capacity analysis was performed for all existing and future signalized intersections along this segment of 75th Street. Table 21 shows the results of that analysis. The analysis utilizes CATS "Year 2010" SRA forecast traffic volumes as a general reference. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A.

The capacity analysis indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios for Segment III. These in turn would result in reasonable levels of service during peak periods. All intersections have expected V/C ratios of below or near 1.00 and should operate efficiently with the recommended improvements.

Table 21
Evaluation of Signalized Intersection Operations Along
Segment III - 75th Street

Intersection of 75th Street and:	Lane Arrangements ¹		Year 2010 ADT (vpd)		V/C for Intersection ⁴
	SRA	Crossroad	SRA ²	₃ Crossroad	
Commons Road	L-TTT-R	L-TT-R	23,700	20,000	0.58
IL 59*	LL-TTT-	LL-TTT-R	33,700	39,500 ²	0.64
Proposed	R	L-TR	39,300	12,000	0.96
Book Road	L-TTT-R	L-TT-R	39,300	20,000	0.71
Plainfield-Naperville	L-TTT-R	L-TT-R	39,300	12,000	0.96
Road	L-TTT-R	L-TR	36,700	12,000	0.93
Modaff Road	L-TTT-R	L-TR	35,100	5,000	0.66
Olympus Drive	L-TTT-R	L-TT-R	35,100	22,800 ²	0.77
Washington Street	LL-TTT-	LL-R	34,900	14,900 ²	0.67
Naper Boulevard*	R	L-TR	34,800	12,000	0.90
Wehrli Road	LL-TTT	L-TR	34,700	5,000	0.65
Ranchview Drive	L-TTT-R	L-TR	26,700	12,000	0.80
Greene Road	L-TTT-R				
	L-TTT-R				

Note: * Denotes SRA corridor

¹ L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane

² ADT volumes provided by Chicago Area Transportation Study

³ Assumptions for two-way ADT volumes on crossroads:

20,000 ADT for four lane roadway

12,000 ADT for two lane major roadway

5,000 ADT for two lane minor roadway

⁴ V/C=Volume to capacity ratio

Public Transportation

Currently, few routes along 75th Street use the corridor. The few that do use part of the corridor, use only short segments of it. Most bus routes just cross the corridor. There are no recommended rail facilities or bus route additions for this section of 75th Street in the near future. However, as population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the 200 feet of right-of-way. Consideration should be given to bus waiting shelters and paved sidewalks for pedestrians, and the appropriate standards for locating and marking bus stops should be followed.

Consideration should be given to preservation of right-of-way in the northeast quadrant of the Illinois 59 intersection and in the southwest quadrant of the Naper Boulevard interchange for potential park and ride facilities. These facilities would primarily serve commuters that use I-88 (East-West Tollway) or the Northern Burlington METRA line. The most feasible locations for these facilities have been shown on the exhibits (see Exhibits C7 to C10).

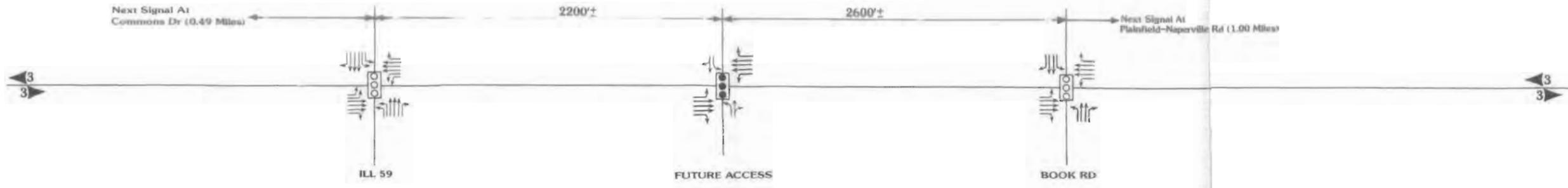
Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment III is \$59.0 million in 1991 dollars (See Table 22). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. In Segment III, two bridges will require reconstruction, one across the West Branch of the DuPage River and one across the East Branch of the DuPage River. Two new structures are also required as part of the recommended grade separation at Naper Boulevard.

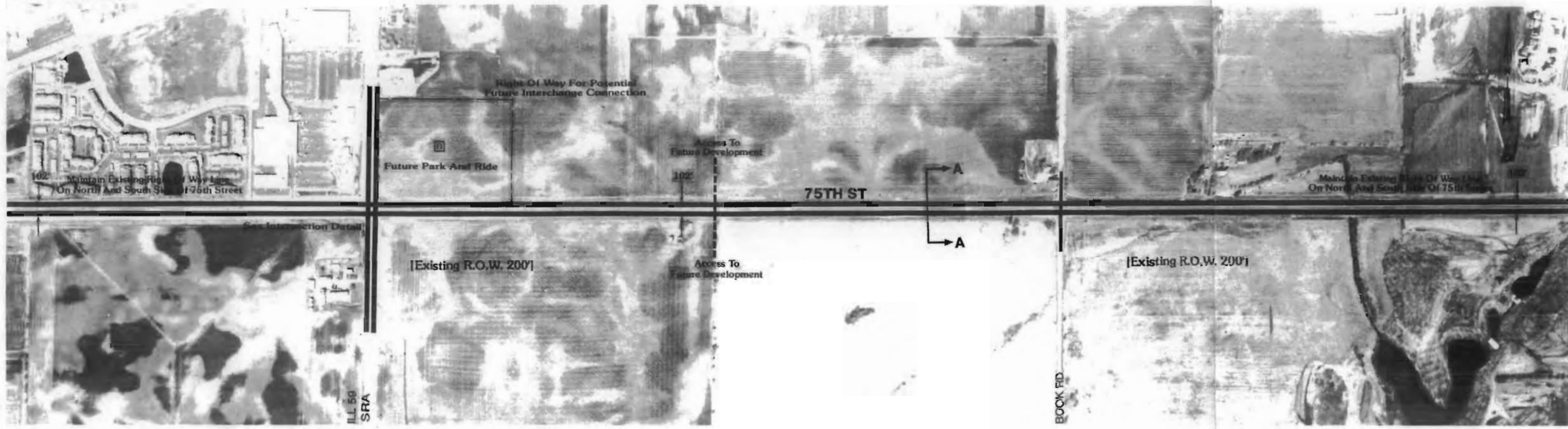
The construction cost is estimated to be \$51.5 million, which includes improving 75th Street from a four lane roadway to a six lane roadway with a raised median, and closed drainage. Other construction costs include the recommended 75th Street/Illinois 53 interchange. The construction of this interchange is estimated at \$7.5 million. An additional cost that is included in the total estimate is the recommended interchange at Illinois 59. This improvement, however, is considered a possible post-2010 improvement and is estimated to cost \$6.0 million.

Right-of-way costs in 1991 dollars for a future interchange at 75th Street/
 Illinois 59 are estimated to be \$7.5 million.

Table 22 Opinions of Construction and Right-of-Way Cost for Strategic Regional Arterial Improvements Along 75th Street - Segment III (1991 Dollars)	
Roadway Reconstruction	\$32,750,000
Intersections/Interchanges (IL 59 (SRA), future access, Naper Blvd connection, Ranchview Dr, IL 53)	14,900,000
Structures and Retaining Walls (Naper Blvd and DuPage Rivers)	3,850,000
Other	0
Subtotal	\$51,500,000
Right-of-Way (Future interchange at IL 59)	7,500,000
TOTAL	<u>\$59,000,000</u>

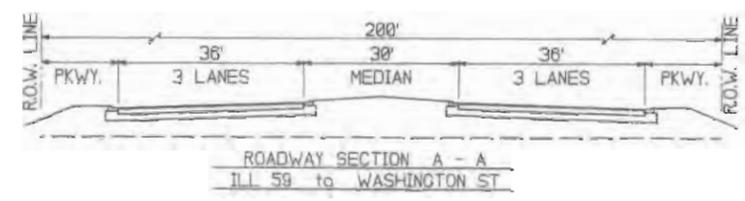


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP

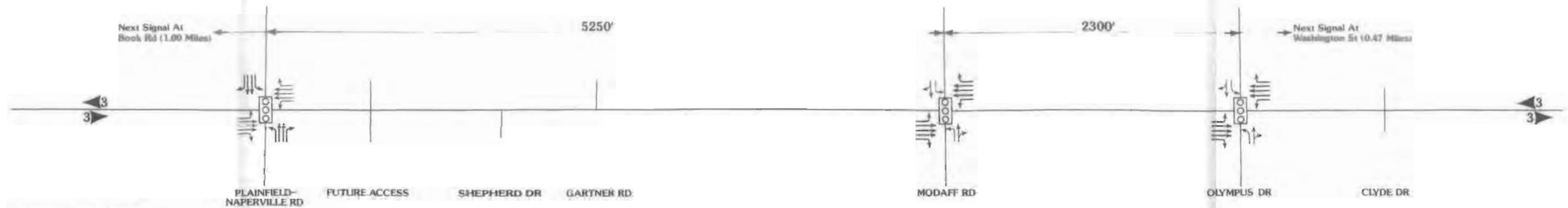


75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

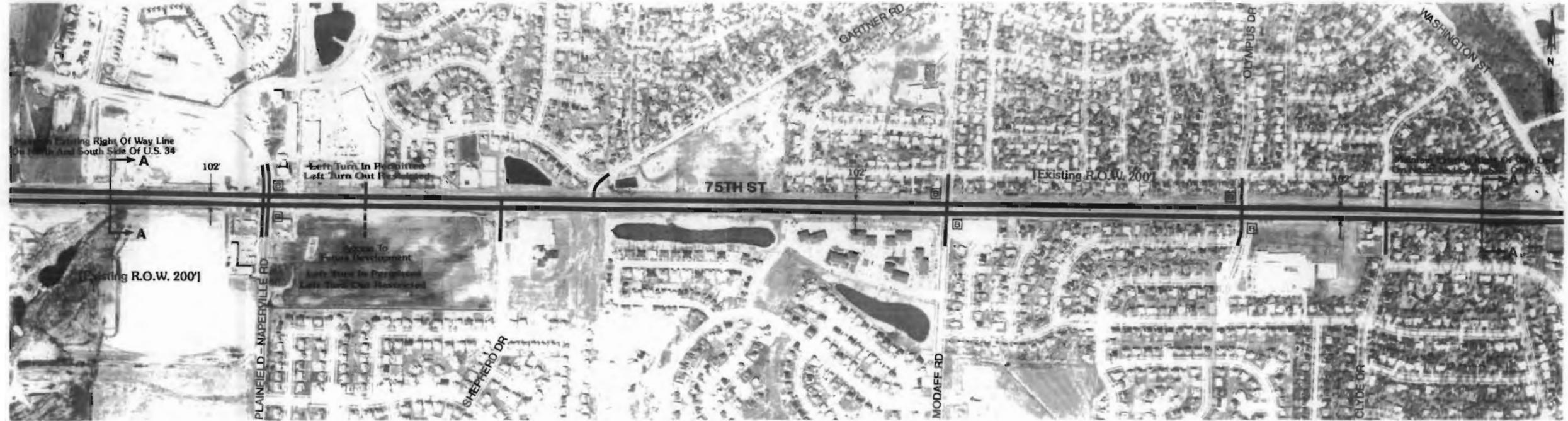


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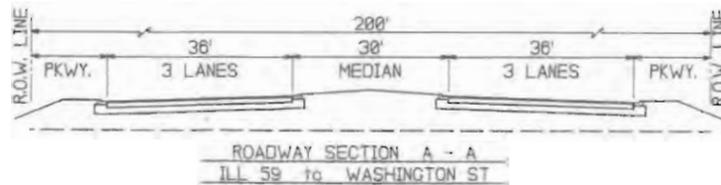


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



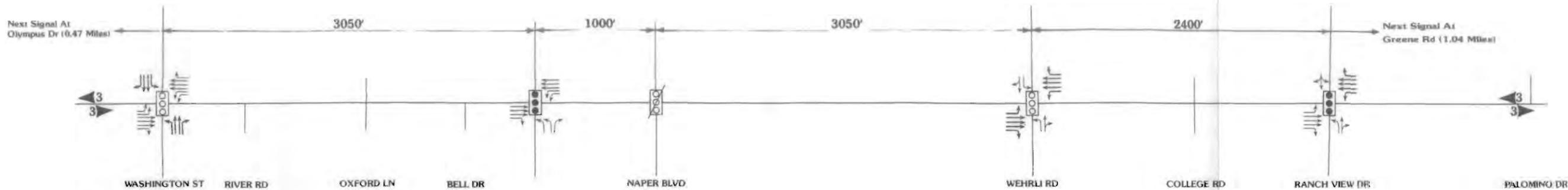
75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



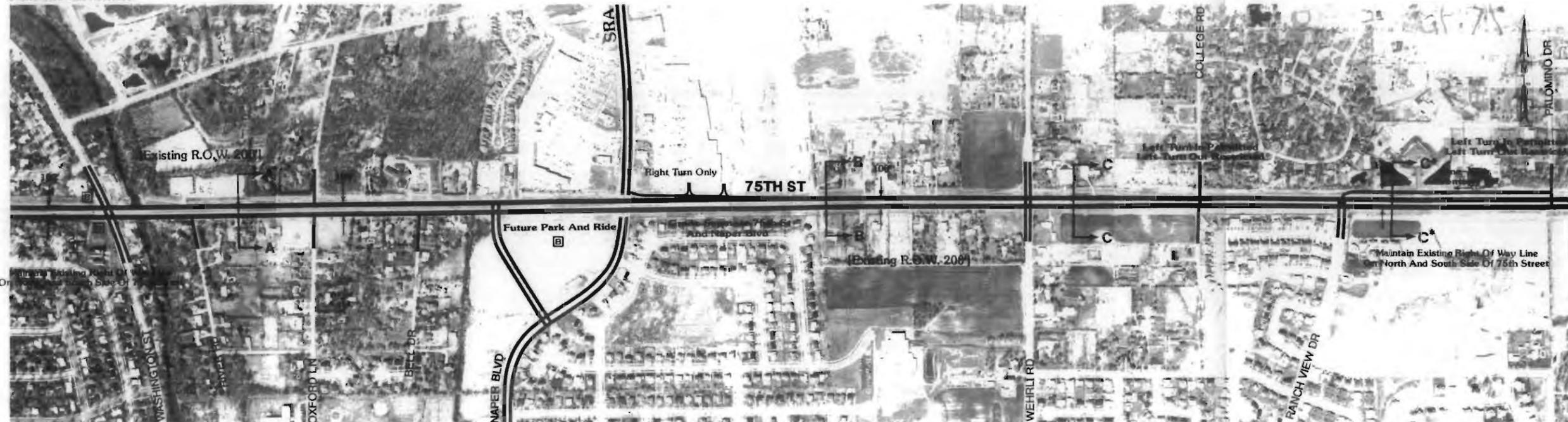
Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

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Scale: 0 200 400 600 800 feet

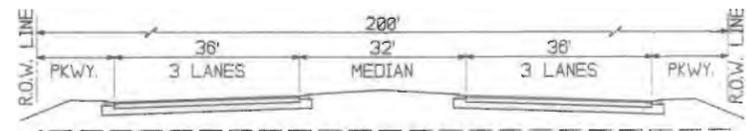


All Crossroads Stop Controlled Unless Otherwise Indicated

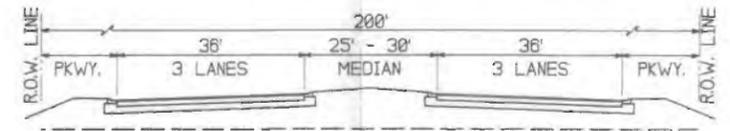


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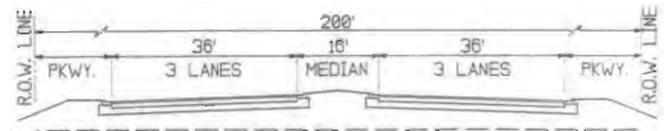
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



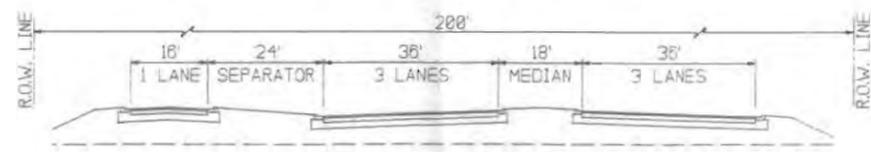
ROADWAY SECTION A - A
WASHINGTON ST to NAPER BLVD



ROADWAY SECTION B - B
NAPER BLVD to WEHRLI RD



ROADWAY SECTION C - C
WEHRLI RD to ILL 53



ROADWAY SECTION C* - C*
RANCHVIEW DR to PALOMINO DR

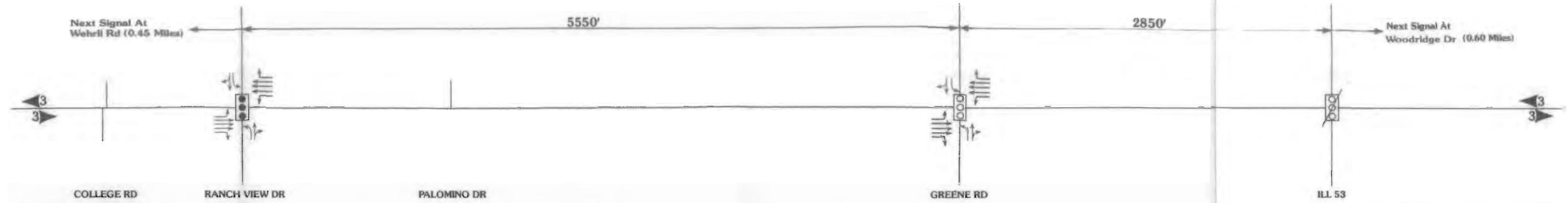
75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



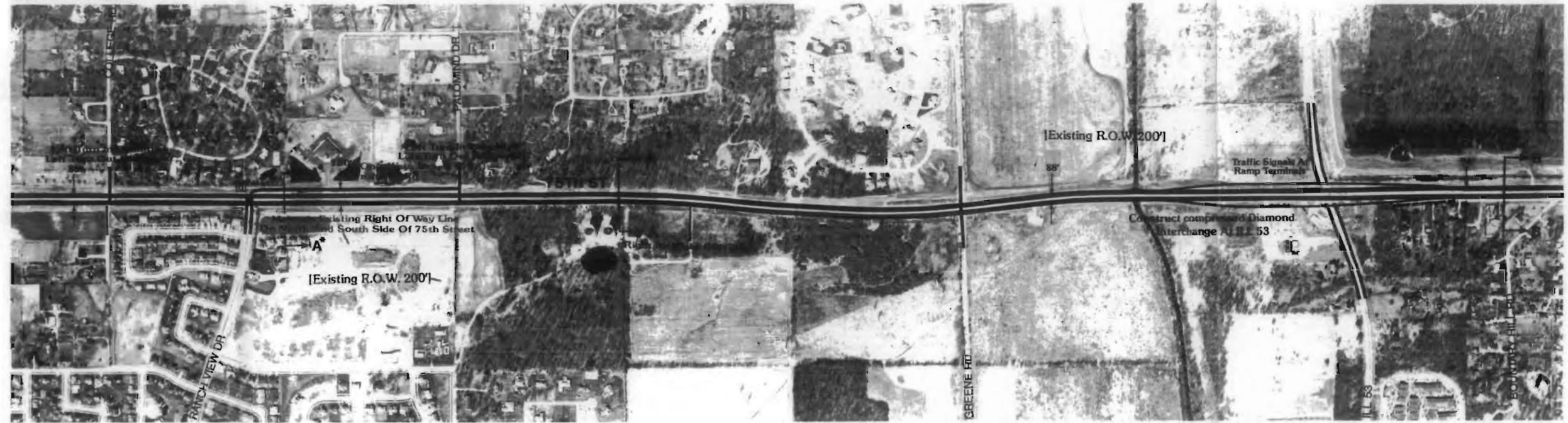
Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

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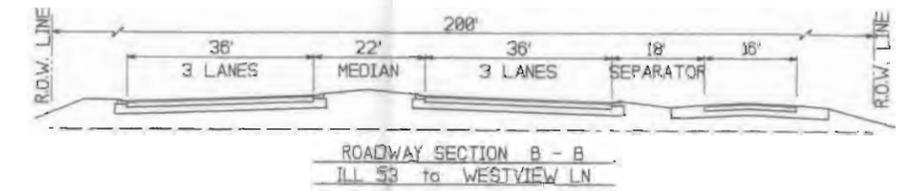
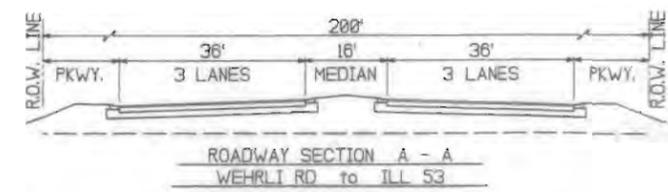
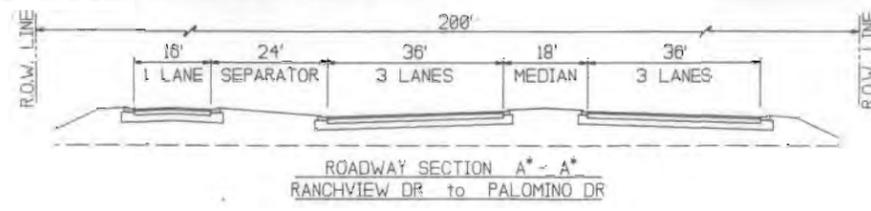


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

ACCESS TO SHOPPING
CENTER (SIGNALIZED)

FULL ACCESS TO
PARK & RIDE

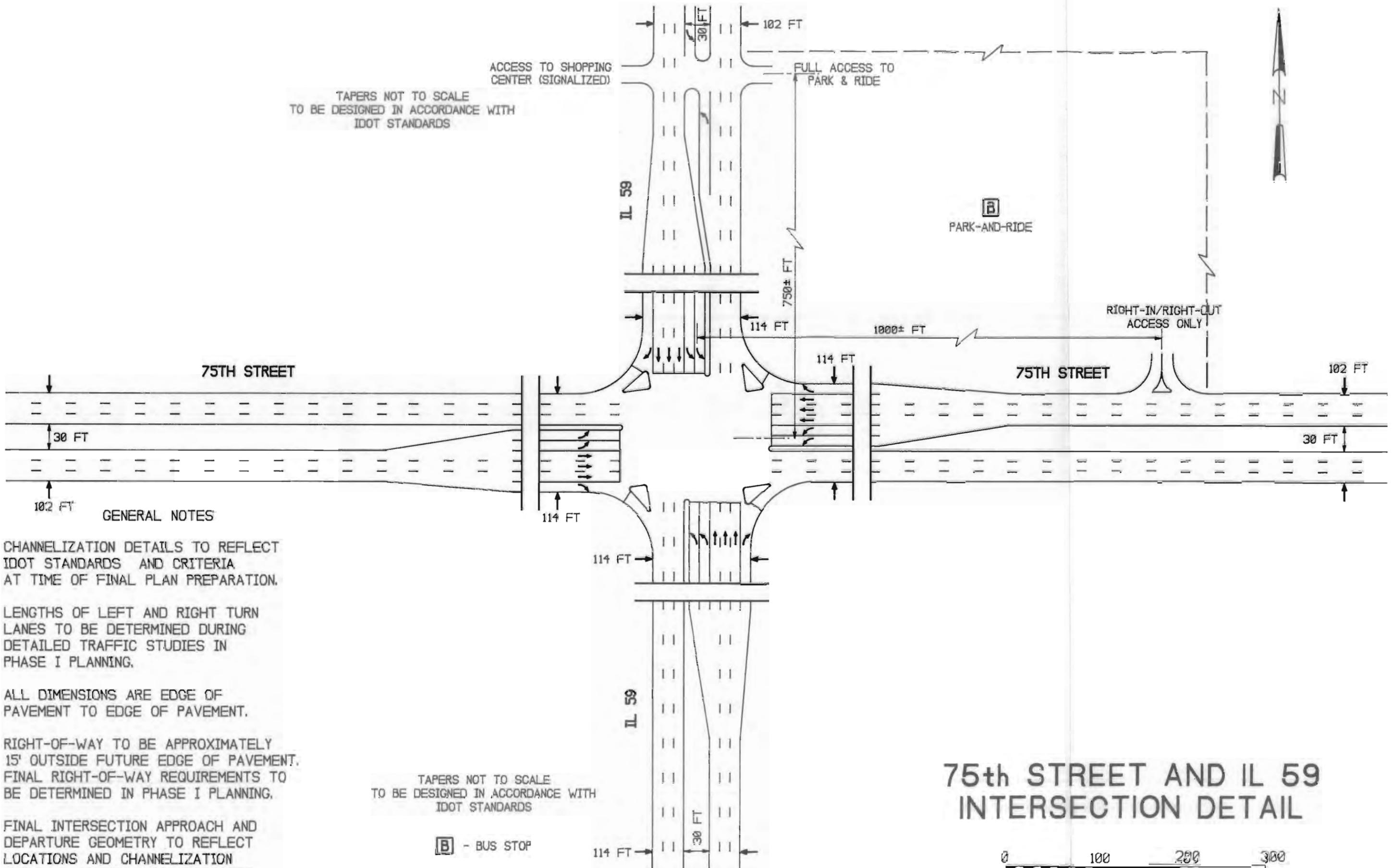
IL 59

B
PARK-AND-RIDE

RIGHT-IN/RIGHT-OUT
ACCESS ONLY

75TH STREET

75TH STREET



10.2 FT GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGE OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

B - BUS STOP

75th STREET AND IL 59 INTERSECTION DETAIL



SCALE 1"=100'

**Segment IV - Downers Grove
(75th Street from Illinois 53 to Illinois 83)**

Segment IV of the 75th Street/U.S. 30/U.S. 34 SRA is approximately 6¼ miles long, extending along 75th Street from Illinois 53 to Illinois 83. The segment is located in the southern part of DuPage County and includes villages of Woodridge, Downers Grove, Darien and Willowbrook.

Cross Section and Geometric Characteristics

The recommended cross sections (See Exhibits C11 to C13) within this segment include six basic through lanes (three in each direction), the existing variable width raised median and closed drainage (i.e., curb and gutter). This cross section can be constructed within 200 feet of right-of-way. The 200 foot right-of-way dimension provides sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions reflect full SRA standards, i.e., 12-foot lanes and a full width raised median. The raised median itself offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

It should be noted that this is a planning study. One of the goals is to provide a consistent cross-section to reduce driver confusion. The eastern end of the study area is not likely to warrant widening to a six lane cross-section based exclusively on traffic volume, particularly east of Plainfield Road. The design guidelines suggest maintaining a consistent cross-section east of Plainfield Road, but this would likely be a low priority improvement project.

All widening along 75th Street will be on the outside of the existing lanes. This widening can be easily accomplished within the 200 feet of right-of-way. For the most part, the existing median widths are wide enough to accommodate dual left turn lanes, where needed. However, the intersection at Lemont Road does not have sufficient median width to accommodate the dual left turn lanes that are recommended at that location. Consequently, this intersection will need to be widened through its median as well.

Details of the proposed intersection plans at Lemont Road, Cass Avenue, Plainfield Road, and IL 83 are provided after the exhibits.

Traffic Control, Operations, and Safety

Much of the land and local street system in Segment IV is well established; however, there are some areas, such as south of 75th Street east of Lyman Avenue that are still evolving. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals and the maintenance of median access control.

The traffic control diagrams at the top of each SRA plan exhibit indicate locations of proposed or ultimate signalized intersections, the lane arrangements at these locations and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. Median access breaks are shown on the plan, but are limited primarily to at-grade intersections. Where no median break is shown, it is the intent of the plan that the driveway function as a right in/right out.

The traffic control plan for Segment IV calls for the retention of existing signals at Woodridge Drive, Janes Avenue, the I-355 Ramps, Woodward Avenue, Dunham Road, Fairview Avenue, Exner Road/Williams Street, Adams Street, Cass Avenue, Plainfield Road, Clarendon Hills Road and Illinois 83 (See Exhibits C11 to C13). Additional proposed signalized intersections are also noted. In locating these future signals, SRA guidelines for signal spacing were referenced and local network considerations and future land uses were reviewed to fix the locations. The desirable signal spacing for suburban SRAs is ¼ mile.

As mentioned in the Segment III discussion, an interchange is recommended at Illinois 53. This interchange would be a "tight diamond" with 75th Street going over Illinois 53. East of the existing intersection is a frontage road on the south side of 75th Street. In order to accommodate an interchange at this location, this frontage may require reconfiguration so

that access can be provided to the four or five homes located south of 75th Street and east of Illinois 53. At the Woodridge Drive intersection, the culs-de-sac at the end of the frontage roads south of 75th Street will require reconfiguration or modification to accommodate the recommended six lane cross section. The cul-de-sac west of Woodridge Drive could be removed and the frontage road terminated at the last home served by the frontage road. Tennis courts in the southwest quadrant of the 75th Street/Woodridge Drive intersection currently are accessed via Woodridge Drive. The cul-de-sac east of Woodridge Drive will require reconfiguration. In addition, guardrails or retaining walls will be required on both sides of 75th Street because of elevation differences between the 75th Street and the frontage roads on both sides of 75th Street. These guardrails or retaining walls will be needed from west of Woodridge Drive to west of Janes Avenue. From west of Janes Avenue to east of Woodward Avenue, no improvements are identified. The recommended plan should tie into this section.

East of Woodward Avenue at the drive serving the Woodridge Village Hall, left turns out should be restricted. Left turns onto 75th Street from this driveway can be made via internal connections to Woodward Avenue. The traffic control plan calls for the introduction of a new traffic signal at Devereux Road. This signal is proposed for both efficient and safe access to the residential development to the north and the golf course to the south. Left turns out are also restricted at the western driveway to The Grove shopping center and the miniature golf course across 75th Street to the south. Exiting left turning vehicles from the shopping center can utilize the traffic signal at Dunham Road. Exiting vehicles from the miniature golf course will be required to perform a right turn onto 75th Street and then a U-turn at Dunham Road.

At Lemont Road, dual left turns should be provided. As mentioned previously, the median width at Lemont Road is insufficient for dual left turn lanes. Therefore, additional consideration will be required in the Phase I study to accommodate dual left turn lanes at this location. The existing median break at the Fire Station west of Lyman Avenue will remain. However, Lyman Avenue and Canterbury Place will be restricted to right in/right out only. Left turning vehicles at Lyman Avenue can utilize the traffic signal at Fairview Avenue and left turning vehicles at Canterbury Place can utilize a future traffic at Fairmont Avenue. This future traffic signal is proposed for both efficient and safe

access to the residential subdivisions to the north and the undeveloped land to the south. This signalized intersection will be the main entrance for the commercial zoned property to the south.

Due to the elementary and junior high schools on the north side of 75th Street and the concentrated residential developments on the south side, a possible elevated cross walk has been identified west of Adams Street. This crosswalk would serve the Lace Elementary and Eisenhower Junior High Schools. The Cass Avenue intersection will require upgrading to accommodate the projected volumes in the future. This upgrade will include dual left turn lanes and right turn lanes on all approaches. Additional right-of-way will be required on Cass Avenue to accommodate this improvement. The dual left turn lanes on 75th Street should be easily provided since additional pavement for these lanes is currently provided.

The Plainfield Road intersection will also require upgrading to accommodate the projected volumes. As with Cass Avenue, dual left turn lanes are recommended on 75th Street and separate right turn lanes on Plainfield Road. Restricted left turns on Plainfield Road would remain in effect. A potential traffic signal has been identified at Farmingdale Drive. This signal is proposed for both efficient and safe access to the residential subdivisions to the south. It is recommended that the existing driveway to the north for the Our Lady of Peace Church and school be removed. Vehicles entering the church/school from 75th Street can use the right in driveway immediately to the west. Entering vehicles from the west can use entrances on Plainfield Road. Left turning vehicles onto 75th Street will be required to exit via Plainfield Road and use Clarendon Hills Road.

At Illinois 83, the eastern terminus of the 75th Street/U.S. 30/U.S. 34 corridor, an upgrade of the intersection is recommended. A left turn lane, a through lane, a through/right turn lane, and a right turn lane are recommended on the west approach. Dual left turn lanes on this approach are not necessary since much of the eastbound to northbound traffic currently utilizes Plainfield Road to travel to Illinois 83.

In order to align 75th Street on the west approach of the intersection to the east approach, the roadway is required to make an "S" curve west of the intersection (see Exhibit C13). This is due to only 100 feet of right-of-way on 75th Street east of Illinois 83.

The traffic control and geometric plan for Segment IV should result in significant improvements to safety as well as traffic operations. Signal locations meet SRA guidelines of ¼ mile or greater, or are deliberately spaced to allow progressive signalization along 75th Street. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the plan's intent is to provide direction to Woodridge, Downers Grove, Darien, Willowbrook, and developers regarding acceptable local circulation and access schemes.

The raised median currently exists and will continue to provide safe operations along the corridor. The raised median allows left turns only at selected locations, and reduces the number of conflict points between cars, and thus the number of opportunities for most severe accident types. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

To verify the reasonableness of the recommended improvements, a planning level intersection capacity analysis was performed. Table 23 shows the results of that analysis, which was performed for all existing and future signalized intersections along this segment of 75th Street. The analysis utilizes CATS ADT "Year 2010" SRA forecast traffic volumes as a general reference. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A.

The capacity analyses indicate that the recommended plan should produce acceptable volume to capacity (v/c) ratios for Segment IV. These in turn would result in reasonable levels of service during peak periods. The analyses of a few intersections, including Janes Avenue, I-355 Southbound Ramp, Plainfield Road, and Illinois 83 show an estimated v/c of 1.00, 1.03, 1.00, and 1.20, respectively. These v/c ratios indicate that the recommended intersection lane arrangements at Janes Avenue and Plainfield Road have a capacity that essentially matches the expected traffic volume, and at Illinois 83 the v/c ratio indicates

that the intersection could service 80% of the expected daily traffic. These somewhat high v/c ratios are explained by a high CATS forecast volume in these area. However, an adjustment and fine tuning of the signal timing once the signal is installed should allow the recommended cross section and the intersection to operate satisfactorily with the expected volume. All the other existing or proposed signalized intersections are also expected to operate sufficiently.

Table 23
Evaluation of Signalized Intersection Operations Along
Segment IV - 75th Street

Intersection of 75th Street and:	Lane Arrangements ¹		Year 2010 ADT (vpd)		V/C for Intersection ⁴
	SRA	Crossroad	SRA ²	Crossroad ³	
Woodridge Drive	L-TTT-R	L-TR	35,700	12,000	0.92
Janes Avenue	LL-TTT-R	L-TT-RR	64,000	20,000	1.00
I-355 Southbound Ramp	LL-TTT	LL-RR	64,000	20,000	1.03
I-355 Northbound Ramp	LL-TTT	LL-RR	42,700	20,000	0.74
Woodward Avenue	LL-TTT-R	LL-T-TR	42,700	20,000	0.86
Dunham Road	L-TTT-R	L-TR	38,400	5,000	0.70
Devereux Road	L-TTT-R	L-TR	38,400	12,000	0.95
Lemont Road	LL-TTT-R	LL-TT-R	38,800	20,100 ²	0.71
Fairmont Avenue	L-TTT-R	L-TR	30,800	5,000	0.59
Fairview Avenue	L-TTT-R	L-TR	33,600	12,000	0.89
Exner Road	L-TTT-R	L-TR	33,600	5,000	0.63
Adams Street	L-TTT-R	L-TR	32,200	5,000	0.61
Cass Avenue	LL-TTT-R	LL-TT-R	35,900	27,600 ²	0.79
Plainfield Road	LL-TTT	TT-R	35,900	23,800 ²	1.00
Clarendon Hills Road	L-TTT-R	L-T-TR	32,300	12,000	0.69
IL 83 [*]	L-T-TR-R	LL-TTT-R	32,300	50,000 ²	1.20

Note: ^{*} Denotes SRA corridor

¹ L = Left turn lane; T = Through lane; R = Right turn lane; and TR = Through and right turn lane

² ADT volumes provided by Chicago Area Transportation Study

³ Assumptions for two-way ADT volumes on crossroad:

20,000 ADT for four lane roadway

12,000 ADT for two lane major roadway

5,000 ADT for two lane minor roadway

⁴ V/C = Volume to capacity ratio

When developing the recommended plan and, more specifically, the lane arrangements at signalized intersections, consideration was given to the likelihood that these crossroads would ever realize the forecasted CATS traffic volumes, and the impacts associated with providing the capacity dictated by the forecast volumes. With these considerations, only the additional capacity to accommodate a reasonable growth in future traffic is recommended at intersections such as Illinois 83.

Public Transportation

Currently, few routes along 75th Street use the corridor. The few that do use part of the corridor, use only short segments of it. Most bus routes just cross the corridor. There are no recommended rail facilities or bus route additions for this section of 75th Street in the near future. However, as population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the 200 feet right-of-way. Consideration should be given to bus waiting shelters and paved sidewalks for pedestrians, and the appropriate standards for locating and marking bus stops should be followed.

Consideration should be given to preservation of right-of-way at or near the I-355 Ramp intersections and Illinois 83 for potential park and ride facilities. It is noted however, that the acquisition of right-of-way at these locations may be difficult due to the high level of development in these areas. These facilities would primarily serve commuters that use I-355 (North-South Tollway) or I-55 (Stevenson Expressway).

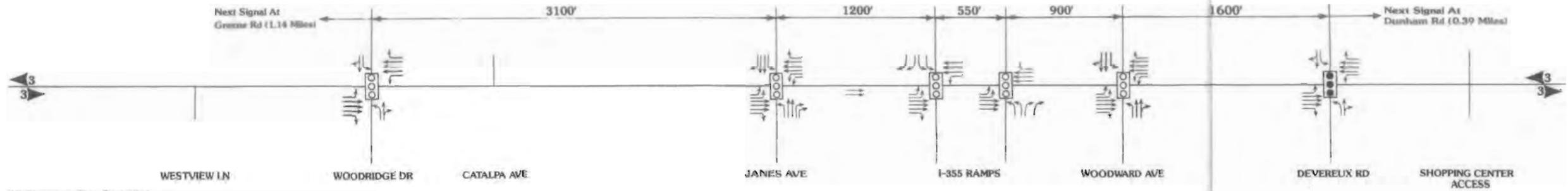
Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment IV is \$21.0 million in 1991 dollars (See Table 24). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. The construction cost is estimated to be \$21.0 million, which includes improving 75th Street from a four lane roadway to a six lane roadway with a raised median, and closed drainage. There are no new structures or interchanges recommended for this segment.

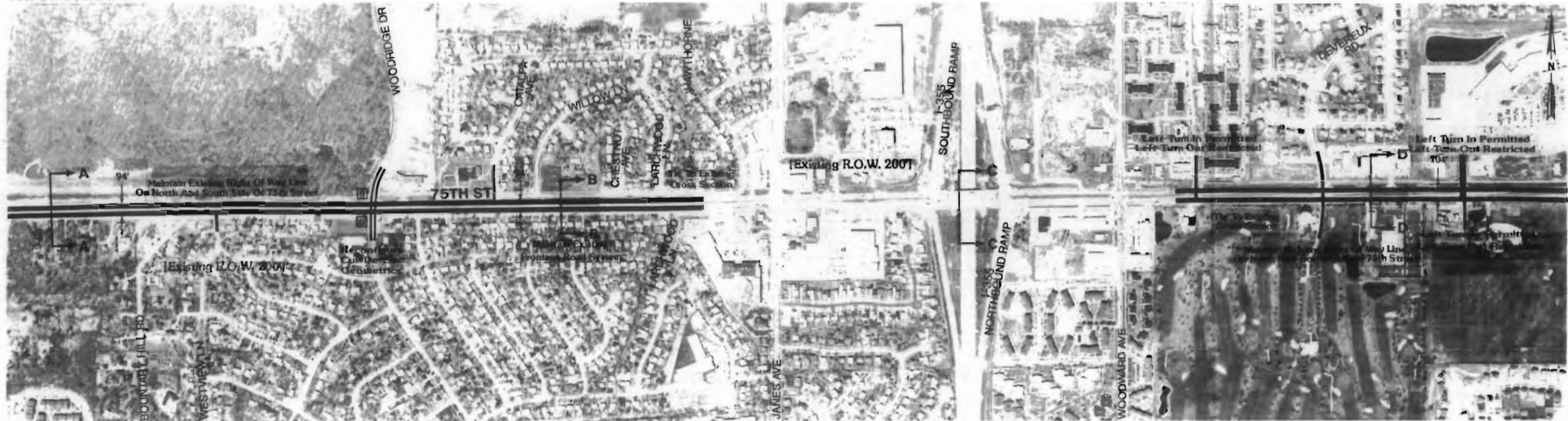
No significant right-of-way acquisition is identified in Segment IV.

Table 24
 Opinions of Construction and Right-of-Way Cost
 for Strategic Regional Arterial Improvements
 Along 75th Street - Segment IV
 (1991 Dollars)

Roadway Reconstruction	\$19,700,000
Intersections/Interchanges (Devereux Road, Fairmont Avenue, Farmingdale Drive, IL 83)	1,300,000
Structures and Retaining Walls	0
Other	0
Subtotal	\$21,000,000
Right-of-Way	0
TOTAL	<u>\$21,000,000</u>

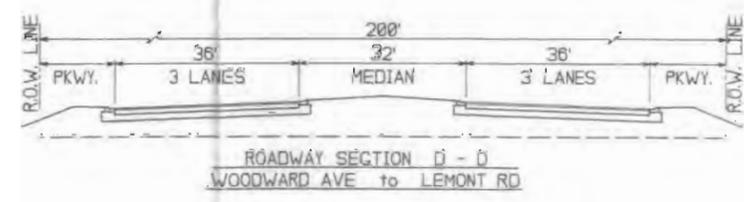
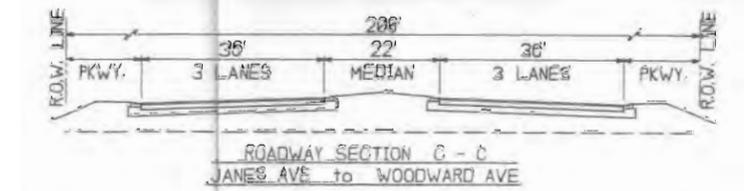
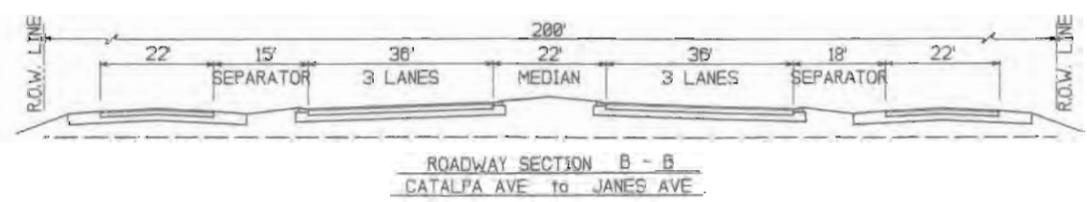
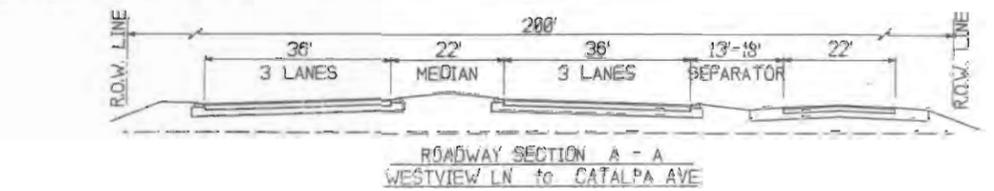


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

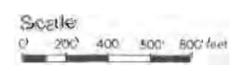
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

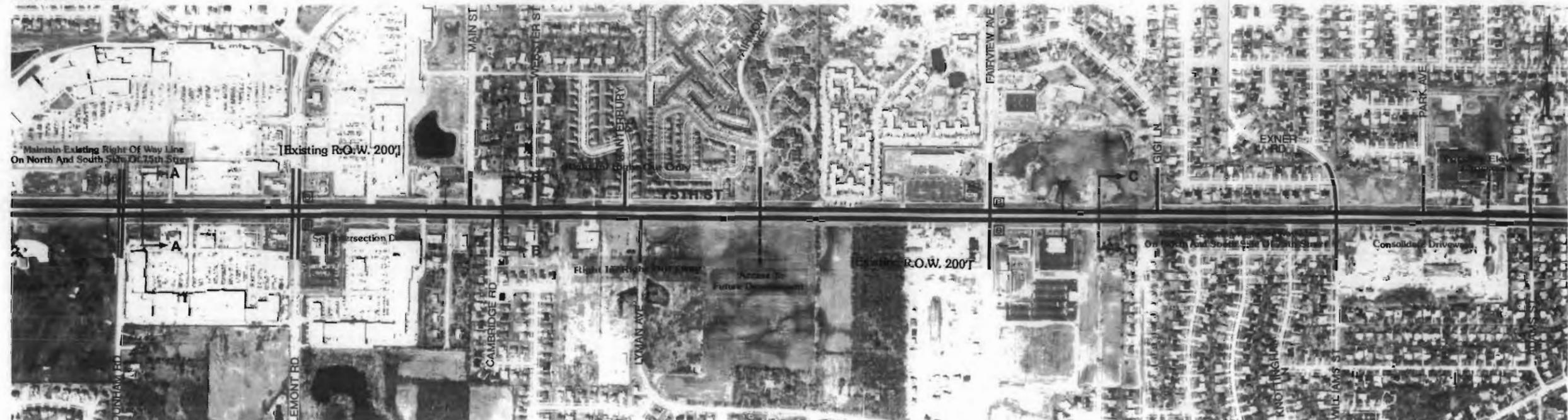
Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



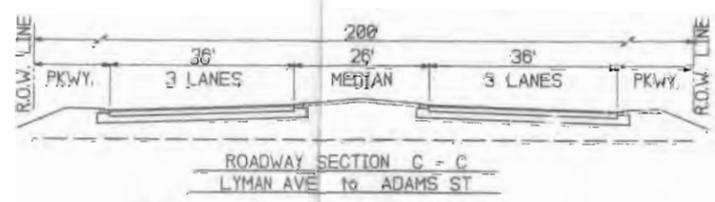
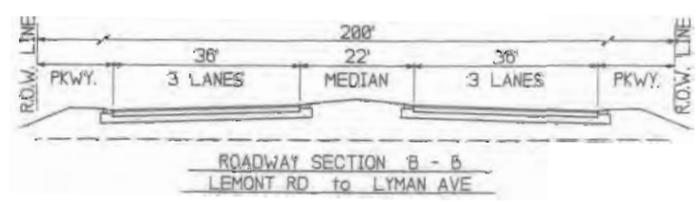
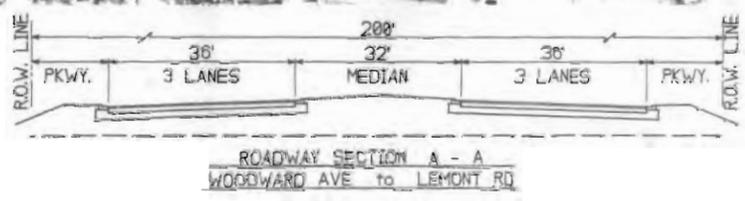


All Crossroads Stop Controlled Unless Otherwise Indicated



Legend

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP

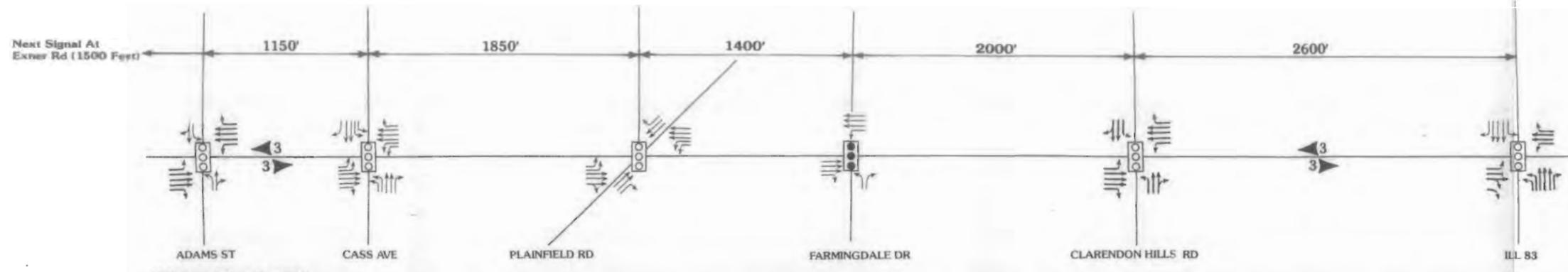


75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN



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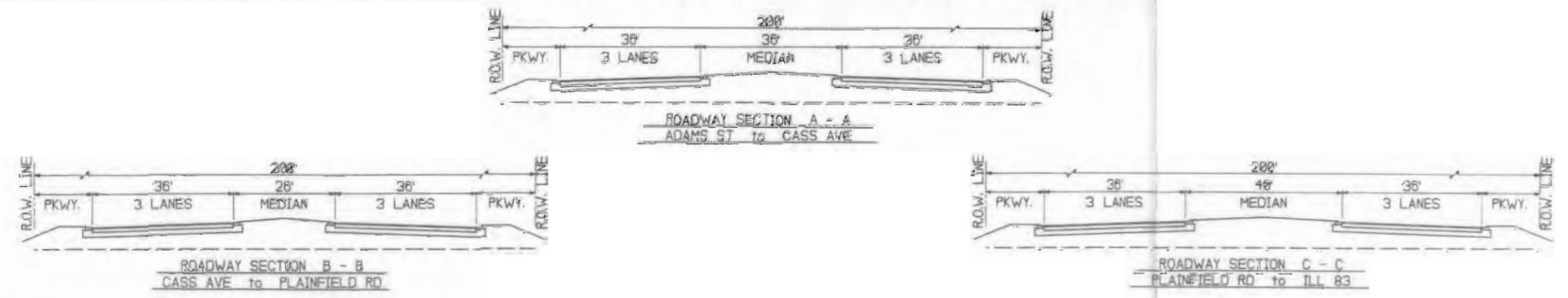


All Crossroads Stop Controlled Unless Otherwise Indicated



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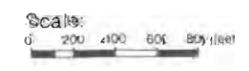
- EXISTING SIGNAL
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- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP



75th STREET/ U.S. 30/ U.S. 34 - PROPOSED PLAN

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

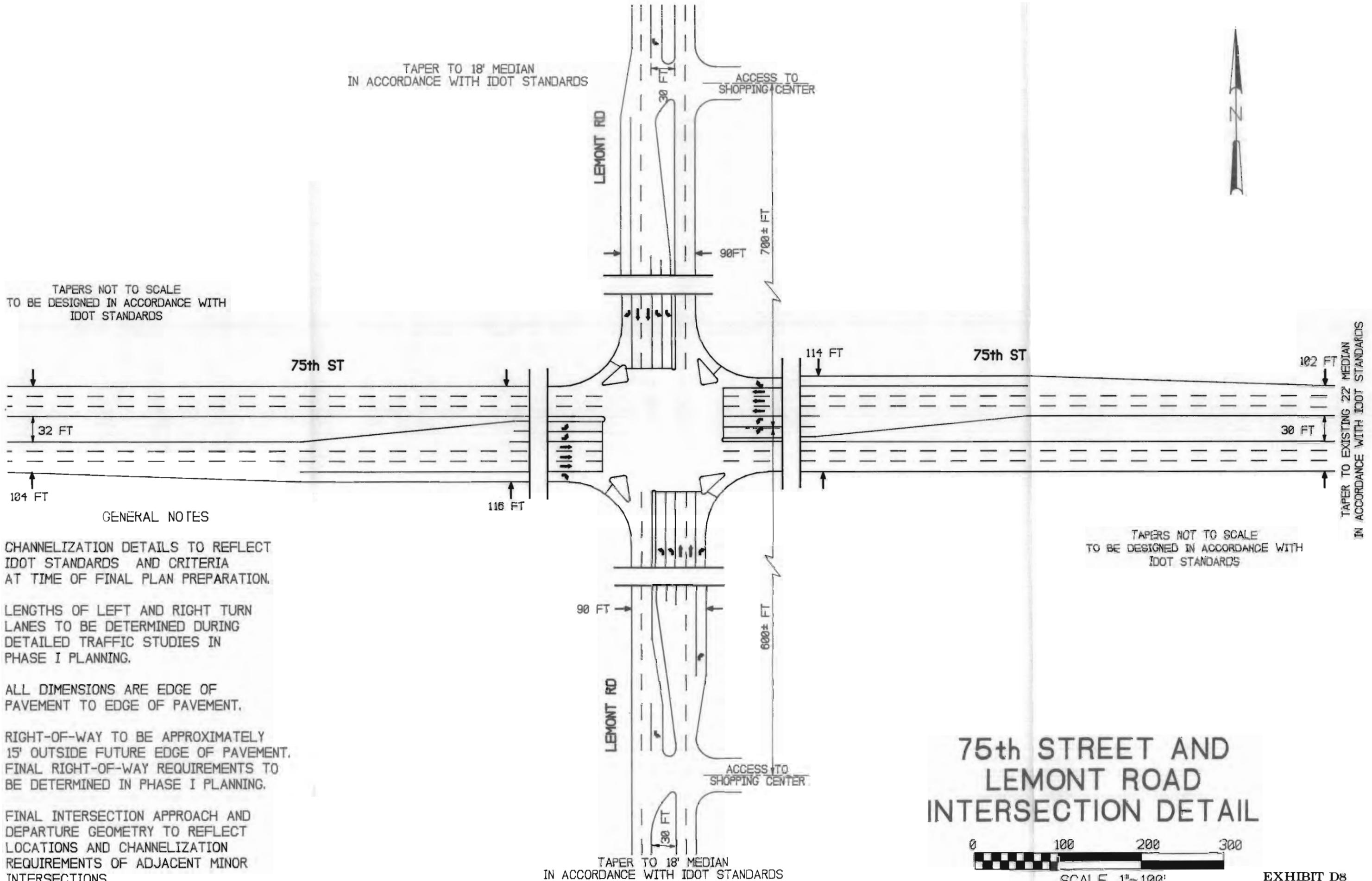


SRA Strategic Regional Arterial Planning Study

EXHIBIT C13

TAPER TO 18' MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



TAPER TO EXISTING 22' MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

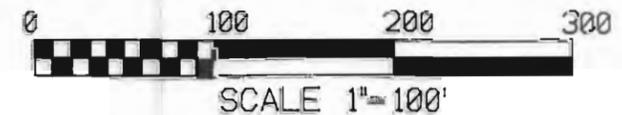
ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

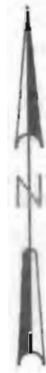
FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER TO 18' MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS

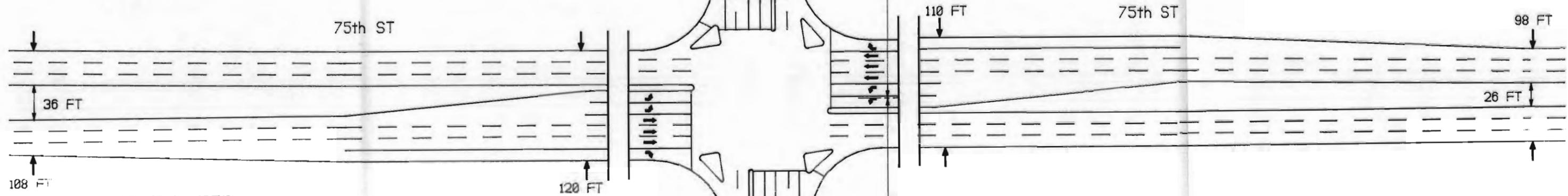
75th STREET AND LEMONT ROAD INTERSECTION DETAIL



TAPER TO 18' MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



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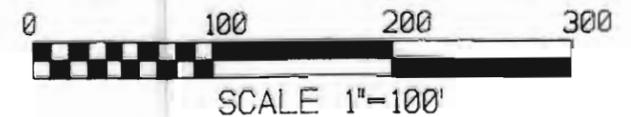
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LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPER TO 18' MEDIAN
IN ACCORDANCE WITH IDOT STANDARDS

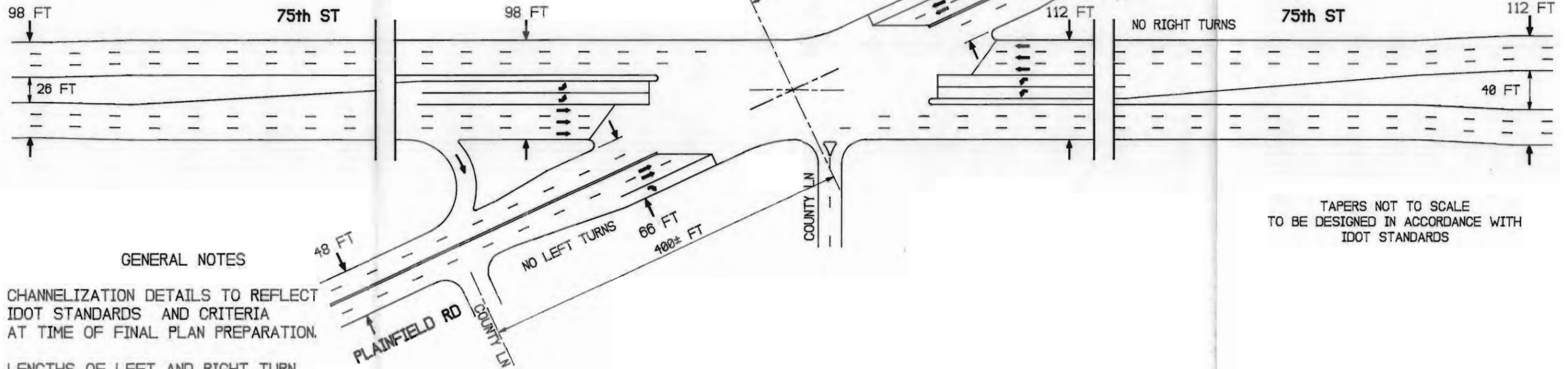
TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

75th STREET AND CASS AVENUE INTERSECTION DETAIL





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
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AT TIME OF FINAL PLAN PREPARATION.

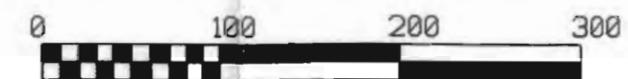
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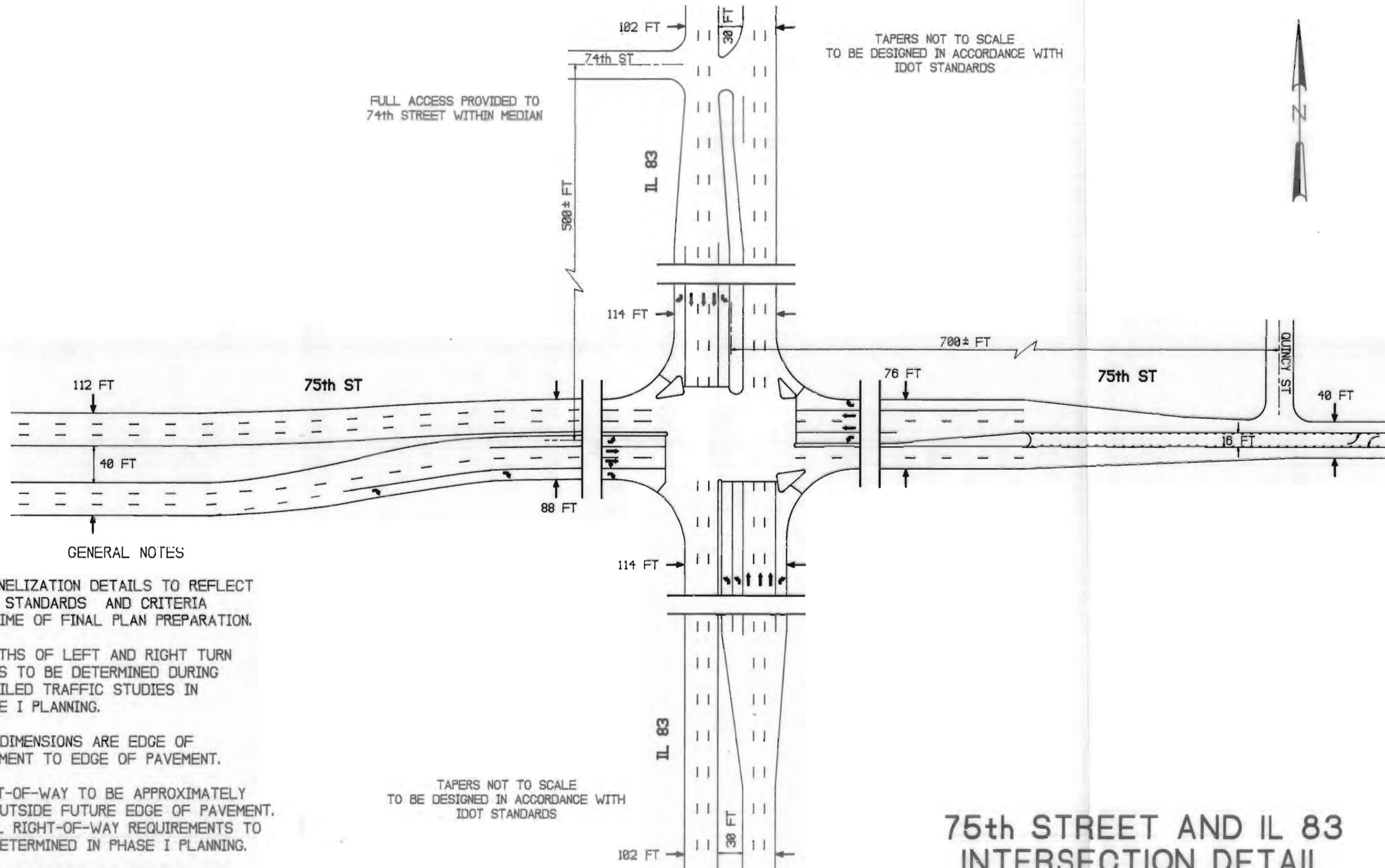
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DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

75th STREET AND PLAINFIELD ROAD INTERSECTION DETAIL



SCALE 1"=100'



FULL ACCESS PROVIDED TO 74th STREET WITHIN MEDIAN

TAPERS NOT TO SCALE TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

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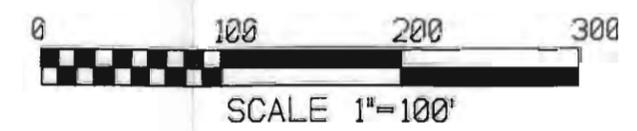
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TAPERS NOT TO SCALE TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS

75th STREET AND IL 83 INTERSECTION DETAIL



75th Street/U.S. 30/U.S. 34 Corridor Operation and Cost Summary

This study addresses long-range transportation needs along the 75th Street/U.S. 30/U.S. 34 SRA. The following paragraphs summarize the expected operations and capacity of the 75th Street/U.S. 30/U.S. 34 corridor under future conditions. The summary also includes the overall opinions of the total costs to implement the plan as recommended. In addition, because of the significant investment required for implementing the recommended plan, a prioritization scheme was developed and is discussed below.

Operational Analysis of the 75th Street/U.S. 30/U.S. 34 Corridor

An evaluation of traffic operations during high demand (peak) periods was performed for the entire corridor. Techniques, procedures and assumptions consistent with the *1985 Highway Capacity Manual* (Transportation Research Board Special Report 209) were used. The corridor was evaluated as a rural, multi-lane highway from the western terminus at Illinois 47 to the Orchard Road intersection. East of Orchard Road the corridor was evaluated as a suburban multi-lane arterial.

The 2010 CATS SRA traffic forecast was used to develop theoretical peak period traffic volumes for analysis purposes. Assumptions were made for the general volumes of crossroad traffic and for patterns of turning movements.

Other assumptions for signalization (G/C, cycle lengths, effects of progression) were made consistent with the intersection analyses. These are documented in Appendix A. All data requirement or assumptions were compatible with the SRA plan, and guidelines in the HCM.

Table 25
75th Street/U.S. 30/U.S. 34
Operational Analysis--Rural SIRA Segments

From	To	Length (Miles)	Year 2010 CATS SIRA Average Daily Traffic (vpd)	Design Hour Volume ¹ (vph)	Service Flow Rate ² (vphpl)	V/C	Average Travel Speed	Level of Service ³
Illinois 47	Bertman Road	1.2	10,600	1035	575	0.37	48	B
Bertman Road	Orchard Road	2.3	10,000	975	540	0.35	50	B

¹Design Hour Volume = Year 2010 ADT x K x D
 Assumed Values--K = 0.15 D = 0.65

²Service Flow Rate = $DHV / [N \times f_L \times PHF]$
 Where N = 2 Lanes

f_L = 1.00 (Table 7-10 of Highway Capacity Manual)
 PHF = 0.90 (Table 7-11 of Highway Capacity Manual)

³LOS per definitions for arterials in Chapter 11 of Highway Capacity Manual

Rural Portion of 75th Street/U.S. 30/U.S. 34

Table 25 summarizes the analysis of the western 3½ miles of the 75th Street/U.S. 30/U.S. 34 corridor. The 2010 CATS forecast traffic can be accommodated at level-of-service B for the entire length. Average travel speeds in the rural sections would be greater than 45 mph during peak periods.

Suburban Portion of 75th Street/U.S. 30/U.S. 34

East of Orchard, the corridor is considered suburban. Its quality of operation is a function of the character of the arterial (which affects the safe operating speed under free flow conditions), the number and spacing of signalized intersections, and the delay and level-of-service at those intersections.

Appendix A shows a operational analysis of each signalized intersection along the corridor. Table A-2 in Appendix A summarizes the operational assumptions that were used to generate the arterial analysis for each intersection and arterial segment.

Table 26 below describes the results of the analysis for the full year 2010 CATS forecast. The following is evident from reviewing the intersection analysis and Table 26.

- Reasonable speeds and levels-of-service are achievable along most of the corridor. Only two sections along 75th Street have low arterial speeds and low arterial LOS. Along these sections, from Janes Avenue to Woodward Avenue and from Cass Avenue to Illinois 83, the level of theoretical 2010 traffic produces V/C ratios greater than 1.00 at certain key intersections. The resulting LOS E to F at these intersections produces the low arterial speeds and low arterial LOS. The intersections include Janes Avenue, I-355 SB Ramp, Plainfield Road and Illinois 83.

- Arterial and intersection LOS along U.S. 30 and U.S. 34 are fairly high, with the exception of a segment from Montgomery Road to Meadow Lakes Drive. The LOS drops in this area due to the year 2010 forecast east of Eola Road. Along 75th Street, the year 2010 forecast produces some lower LOS in the I-355 area and at Illinois 83.

Table 26 also includes a sensitivity analysis of the expected, peak period operations for 75th Street, U.S. 30/U.S. 34 under future traffic levels less than those forecast by CATS. For the corridor along U.S. 30 a full 100 percent of year 2010 volume was retained. Along U.S. 34 and 75th Street arterial operations were evaluated for traffic at 90 percent of the CATS forecast. Note that, with the only exception at Illinois 83, the SRA plan produces level-of-service D for arterial operations at 90 percent of CATS forecast traffic.

Table 26
 Summary of 75th Street/U.S. 30/U.S. 34 Suburban Arterial Analysis

Segment	Segment Length (Miles)	Number of Signalized Intersections	Free Flow Operating Speed (MPH)	100% of CAITS "2010" Forecast		90% of CAITS "2010" Forecast	
				Average Peak Period Speed (MPH)	(LOS) ¹	Average Peak Period Speed (MPH)	(LOS) ¹
U.S. 30 Orchard Road to Douglas Road	3.05	2	40	44	A	44*	A
Douglas Road to U.S. 34	1.76	4	40-45	31	B	31*	B
U.S. 34 U.S. 30 to Montgomery Road	1.88	5	35-40	25	B	25	B
Montgomery Road to Meadow Lakes Dr	1.95	4	35	15	D	17	D
75th Street U.S. 34 to Illinois 59	1.12	2	45	33	B	33	B
Illinois 59 to Book Road	0.91	2	45	24	C	25	C
Book Road to Plainfield- Naperville Road	1.00	1	45	28	C	29	C
Plainfield-Naperville Road to Washington Street	1.90	3	40	26	C	26	C
Washington Street to Wehrli Road	1.34	2	40	26	C	27	C
Wehrli Road to Greene Road	1.50	2	45	28	B	28	B
Greene Road to Janes Avenue	1.73	2	35	24	C	25	B
Janes Avenue to Woodward Avenue	0.50	3	30	13	E	15	D
Woodward Avenue to Lemont Road	0.95	3	30	17	D	17	D
Lemont Road to Cass Avenue	2.02	5	35-40	24	C	25	C
Cass Avenue to Illinois 83	1.49	4	35	12	E	14	E
Overall Average Arterial Speed (MPH)							
* Assumes 100% of CAITS "2010" Forecast							

¹LOS per definitions for arterials in Chapter 11 of Highway Capacity Manual

Implementation Costs

A total investment, in 1991 dollars of \$152.7 million will be necessary to implement all of the recommended plan. This estimate of cost includes, approximately \$140.3 million in roadway, intersection/interchange and structural improvements and \$12.4 million in right-of-way acquisition. The estimate of costs does not include park and ride right-of-way acquisition and construction costs. Because of the significant investment required for implementation, a prioritization scheme was developed and is discussed below. The total cost was divided into short-term, basic, and post-2010 recommendation sections.

Project Prioritization

The SRA plan will require construction over many years. Table 28 presents a suggested program of implementing the recommended improvements, categorized in three areas.

Short Term Recommendations

Short-term implementation recommendations represent plan elements or projects that address immediate problems and/or needs that are generally low cost in nature; or that are intended to reflect specific known plans, activities, etc. that are expected to occur well before 2010. Examples of short-term improvements include intersection upgrading and signalization, or frontage road or other localized reconstruction to accommodate planned development. The total cost for the short-term recommendations is estimated to be \$3.25 million in 1991 dollars.

Table 27
Opinions of Construction and Right-of-Way Cost for Strategic
Regional Arterial Improvements Along 75th Street/U.S. 30/U.S. 34
(1991 Dollars)

Summary of Total Cost -- All Segments

	Short Term ^a	Basic 2010 Plan ^a	Recommended Post-2010 ^{a,b}	Possible Post-2010 ^{a,c}	Total ^d
Roadway Reconstruction	1,700,000	95,090,000	0	0	96,790,000
Intersections/Interchanges	400,000	14,000,000	0	9,000,000	23,400,000
Structures and Retaining Walls	50,000	18,460,000	1,600,000	0	20,110,000
Other	0	0	0	0	0
Subtotal	2,150,000	127,550,000	1,600,000	9,000,000	140,300,000
Right-of-Way	1,100,000	3,800,000	0	7,500,000	12,400,000
TOTAL	3,250,000	131,350,000	1,600,000	16,500,000	152,700,000

^aSee Items listed on Table 28

^bThe recommended post-2010 item is a grade separation of the Elgin, Joliet & Eastern railroad.

^cPossible post-2010 items include interchanges at Illinois 47 and Illinois 59.

^dThe total column is the sum of the Short Term, Basic 2010 Plan, and Recommended Post-2010 columns.

Table 28
75th Street/U.S. 30/U.S. 34 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
Segment I: C1	Reserve R.O.W. along corridor	•			Will be necessary in order to accommodate future improvements Basic design feature necessary for accommodating through traffic Intersection improvement contingent on traffic volume growth Need to obtain and protect Long range area traffic growth should determine timing and need for interchange Intersection reconstruction should be timed to coordinate with development Basic design feature Basic design feature Improvement needs to be coordinated with bridge widening to east Improvement required to implement SRA through lane capacity Basic design feature Add lane improvements
	Implement Recommended Cross-Section		•		
	Improve H. 47 intersection		•		
	Reserve R.O.W. for grade separation	•			
C2	Grade separate at H. 47			•	
	Realign Bertman Rd to opposite Dickson Road		•		
	Implement Recommended Cross-Section		•		
	Implement Recommended Cross-Section		•		
C3	Rebuild the H. 31 interchange		•		
	Rebuild Fox River Bridge and H. 25 Bridge		•		
	Implement Recommended Cross-Section		•		
	Improve Douglas Road intersection		•		
C4	Implement Recommended Cross-Section		•		
	Improve Douglas Road intersection		•		

Table 28
75th Street/U.S. 30/U.S. 34 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
Segment II: C5	Reserve R.O.W. along corridor	•			Will be necessary in order to accommodate future improvements
	Implement Recommended Cross-Section		•		
	Align Farnsworth Avenue and Hafentrichter Rd	•			
	Signalize Ridge Avenue	•			
	Signalize Fox Valley Drive		•		
C6	Implement Recommended Cross-Section		•		Basic design feature Eliminates inefficient offset Timing dependant on growth Recommended to occur when the recommended cross-section is implemented Basic design feature Add lanes as part of basic plan implementation Eliminate grade crossing - dependant on the initiation of transit service on IJ & E; Timing dependent on growth Required when IJ & E; grade separation occurs Required as part of basic plan
	Improve Fiola Road interseccion		•	•	
	Grade separation at IJ & E; RR		•		
	Signalize Meadow Lakes Drive	•			
	Eliminate Frontenac Drive interseccion			•	
	Grade separation of 75th Street and U.S. 34		•		

Table 28
75th Street/U.S. 30/U.S. 34 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
Segment III: C6	Reserve R.O.W. along corridor	•			Will be necessary to accommodate future improvements Timing dependant on growth Basic design feature Add lanes to improve capacity Possible ultimate improvement Basic design feature Basic design feature Add lanes to meet future capacity requirements New signal west of shopping center on 75th Street Part of basic plan implementation Provides alternative access to secondary street Eliminates current high accident location
	Signals at Commons Drive		•		
	Implement Recommended Cross-Section		•		
	II, 59 intersection improvement		•		
	II, 59 grade separation			•	
	Implement Recommended Cross-Section		•		
	Implement Recommended Cross-Section		•		
	Washington Street intersection improvement		•		
	Naper Blvd grade separation		•		
	Restrict access at College Road		•		
C10	New signal at Ranchview Drive		•		
	Frontage Road on north side between Palomino Drive and Ranchview Drive		•		
	Implement Recommended Cross-Section		•		
	Grade separation at II, 53		•		

Table 28
75th Street/U.S. 30/U.S. 34 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
Segment IV: C11	Implement recommended Cross-Section		•		Basic design feature
	Frontage road cul-de-sac reconfiguration at Woodridge Drive		•		Required as part of widening
	Turn restrictions east of Woodward Avenue		•		Required as part of widening
	New signal at Devereux Road	•			Provides alternative access to adjacent properties
C12	Implement Recommended Cross-Section		•		Basic design feature
	Lemont Road intersection widening		•		Required to add capacity
	New signal at Fairmont		•		Provides alternative access for adjacent properties
C13	Grade separated pedestrian crossing east of Park Avenue	•			Serves local needs
	Implement Recommended Cross-Section		•		Basic design feature
	Cass Avenue intersection improvement		•		Additional capacity required
	New signal at Farmingdale Drive		•		Provides alternative access to adjacent properties
	Improve Illinois 83 intersection		•		Basic design feature

Basic SRA Plan

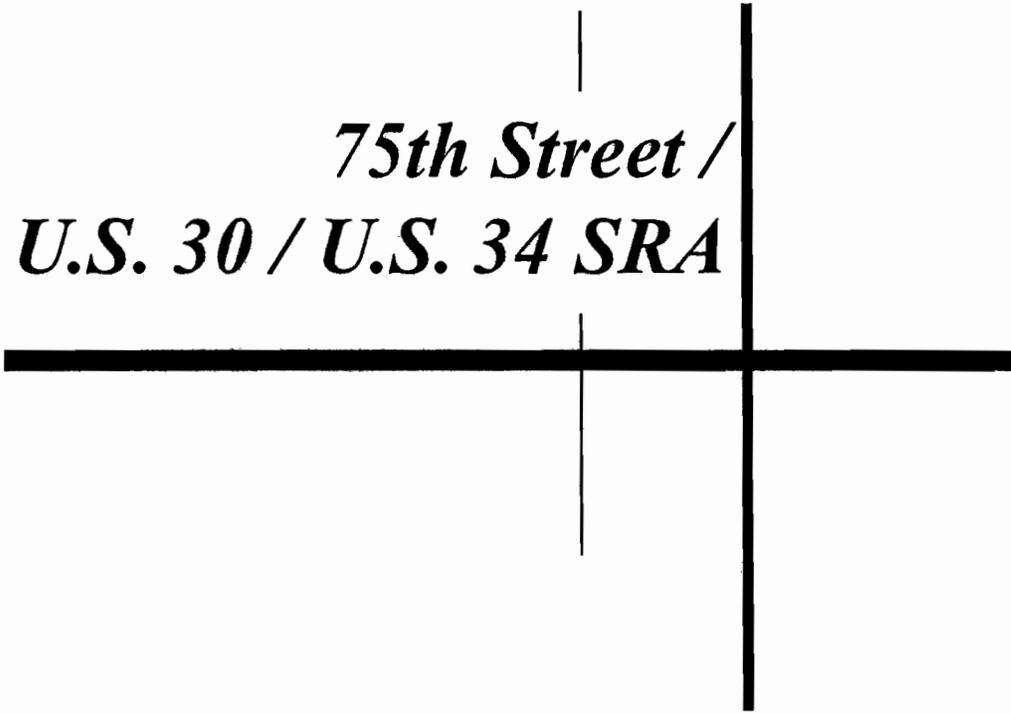
Basic SRA Plan recommendations represent those elements or projects to be constructed within the normal course of prioritization for any SRA project. These will generally include most plan elements not designated as short-term, with only notable exceptions specified as post-2010 recommendations. Although some recommendations are considered as part of the basic SRA plan, they may include plan elements that should await implementation of other improvements. For example, since the CATS projects volumes along 75th Street from Clarendon Hills Road to Illinois 83 are lower than projected volumes to the west, the widening from 4 to 6 lanes along this section could be delayed until after widening is implemented to the west. In addition, expansion of the rural portion from 2 to 4 lanes should be timed with long term traffic needs, and possibly with the eventual reconstruction of the existing lanes of roadway. The total cost of the basic 2010 plan is estimated to be \$131.35 million in 1991 dollars.

Post 2010 Plan

Post 2010 Plan Recommendations represent elements of the SRA plan that are considered lower priority for a number of reasons. They may include high cost elements (e.g., new interchanges, river crossings, etc.) for which operational needs may not occur for many years. A small portion of the 75th Street/U.S. 30/U.S. 34 SRA plan represents such long term needs.

The primary post-2010 recommendation (see Table 28) shown on the plan is the grade separation of the Elgin, Joliet, and Eastern railroad. This improvement is dependant on the initiation of possible transit service on the EJ & E. The total cost for this improvement is estimated to be \$6.0 million in 1991 dollars.

The possible post-2010 items (see Table 27) include interchanges at Illinois 47 and Illinois 59. The total cost of these two items is estimated to be \$16.5 million in 1991 dollars.



*75th Street /
U.S. 30 / U.S. 34 SRA*

Chapter V

Public Involvement



Chapter V

Public Involvement

The public hearing process includes three elements: The SRA Advisory Panel Meetings, the Bimonthly Newsletter and the Public Hearing.

Advisory Panels

Two advisory panels were established to assist/comment on the study of the 75th Street/U.S. 30/U.S. 34 from Illinois 47 to Illinois 83. The east panel included community officials from Willowbrook, Darien, Downers Grove, Woodridge, Naperville and Aurora, and were primarily concerned with 75th Street and U.S. 34 from the eastern terminus at Illinois 83 to the DuPage/Kane County Line. The west panel was established to assist in the study of U.S. 34 and U.S. 30 from the DuPage/Kane County Line to the western terminus at Illinois 47 and included representatives from Naperville, Aurora and Montgomery. Three Advisory Panel Meetings were held at key junctures throughout the study. The first Advisory Panel meetings were held on October 17, 1991 (East Panel and October 18, 1991 (West Panel). At these meetings, the existing conditions and concerns along the corridor were presented. The second Advisory Panel meetings were held on February 25, 1992 (East Panel) and March 27, 1992 (West Panel). At these meetings the overall long-range alternatives for the corridor were discussed. The third round of panel meetings were held October 6, 1992 (East Panel) and October 8, 1992 (West Panel). At these meetings the draft final report was reviewed with panel members.

Newsletters

Bimonthly newsletters were published and distributed to panel coordinators, panel members, and local community officials. These newsletters were intended to update the local units of government on the study of issues and progress.

Public Hearing

Two public hearings were held, one in DuPage County and the second in Kane County. These public hearings were held prior to final publishing of the SRA corridor report, to allow public comment on the recommended plan. The DuPage County Public Hearing was held on October 29, 1992 and the Kane County Public Hearing was held on November 5, 1992.

Copies of the meeting minutes for each of the Panel Advisory meetings, Advisory Panel correspondence, and Public Hearing minutes are contained in this chapter. A copy of each of the newsletters is also included.

Advisory Panel Meeting Minutes



113 Fairfield Way
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Fax 708 351-8164

MEMORANDUM

TO: Eugene Ryan (CATS)
Rich Staff (IDOT)

FROM: John M. Bittenob

DATE: October 24, 1991

SUBJECT: Minutes of the October 17, 1991
SRA Panel Meeting #1
Corridor #12 - 75th Street\U.S. 34

ATTENDEES: Tim Neuman - CH2M Hill
Dave B. Miller - Metro Transportation Group
John M. Bittenob - Metro Transportation Group
Rich Starr - IDOT
John Rielly - CATS
John E. Loper - DuPage Co. Div. of Transportation
Mahender Vasandani - DuPage Co. Planning Department
Ned Becker - City of Naperville
Melissa Bolz - DuPage Mayors & Managers Conference
John T. Fay - Village of Willowbrook
Naneil Newlon - Village of Woodridge
Joseph Fennell - Village of Woodridge
Jeff Livergood - Village of Downers Grove
Tim Gagen - City of Darien
Mark Kazich - City of Darien

COPIES TO: Tim Neuman - CH2M Hill
Dave Miller - Metro Transportation Group

This first Panel Meeting for Corridor #12 was held at 9:00 AM on Thursday, October 17, 1991 at the Woodridge Village Hall. This panel is one of two panels designated for this corridor.



I. INTRODUCTION

- A. John Rielly from CATS opened the meeting by giving a brief overview of the 2010 Transportation Plan and the SRA system. He explained the SRA concepts and the magnitude of the SRA project.
- B. Rich Starr from IDOT discussed the SRA analytic process and the steps the study would go through in the next year. He also noted that this study was a pre-Phase I study and that there were a total of five separate SRA studies.
- C. Tim Neuman from CH2M Hill was introduced and gave a brief introduction to CH2M Hill's role and Metro Transportation Group's involvement in the SRA project.
- D. Dave Miller from Metro gave an overview of the corridor that was being presented and discussed the materials in the Focus Area handout that was distributed to each of the panel members present. Dave also mentioned that a Design Concept Report had been prepared that will serve as a guideline for desirable SRA parameters.

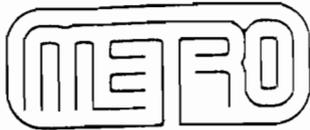
II. PRESENTATION

- A. John Buttenob from Metro presented the corridor aeriels. John went through each aerial presentation board and briefly mentioned the "hot spots" or areas of concern that might interfere with the desirable SRA parameters (high accident locations, multiple commercial driveways, etc). It was mentioned that high accident locations were intersections that experienced an average of 25 or more accidents per year or at least 30 accidents during any one year.
- B. After the aerial presentation, Dave Miller discussed the last page of the handout which lists the types of improvements that might be considered for the ultimate design of the SRA. Dave also urged any village, city, or county official that thought something had been omitted and should be addressed in the study, to contact either Tim Neuman or himself.
- C. Tim Neuman then stressed that it was up to the various municipalities to give the corridor manager, via CH2M Hill, comprehensive plans, land-use plans, traffic plans, etc. that could affect the scope of the study. Tim then opened the floor to questions.



III. QUESTIONS

- A. Maheder Vasandani of DuPage Co. Planning Department asked what the next steps would be. It was answered that the next primary step would be to focus on the "hot spots" and develop alternatives for each area of concern. Rich Starr added that there would be coordination between the consultant, IDOT, and the DuPage County Division of Transportation before any recommendations were suggested.
- B. John T. Fay of the Village of Willowbrook made the comment that it would be beneficial to receive a draft report, summary, or map of the recommendations before the next panel meetings were held.
- C. Tim Gagen of the City of Darien asked how the SRA improvements would impact the adjacent land uses. Tim Neuman replied that the question had been raised previously and that it was at the top of the list of issues to be addressed. He continued by stating that future land-use and comprehensive plans will play an important role in this area.
- D. Ned Becker of the City of Naperville made the comment that coordination among the various communities involved with the corridor is critical. He asked if there were any plans to coordinate the communities so they can have local input. The response was that it was vital that communities give as much input as possible so that the final report is a good product. It was stressed that the neighboring communities "work together" so that consistency is maintained throughout the corridor. It was also pointed out that any feedback about the Design Concept Report would help in the planning process for a better product.
- E. Rich Starr made the comment that some of the mayors and public citizens involved with previous SRA corridors have been opposing the SRA concept.
- F. John Reilly discussed how traffic was generated for the year 2010 by using the socio-economic factors obtained from NIPC. These factors are directly related to the future land uses.
- G. Mahender Vasandani gave an example of coordination among various jurisdictions by mentioning a project that DuPage County and four other municipalities have been working on. These jurisdictions are investigating the traffic impact of various developments along a eleven mile section of North



Avenue in DuPage County. They are in the process of incorporating an ordinance that would supersede village ordinances on curb-cuts, additional lanes, etc.

- H. It was mentioned by Jim Fay from the Village of Willowbrook that the primary purpose of the SRA is to move traffic, and that the various communities need to work together toward this effort. He also noted an example of inconsistent planning along IL 83 in which the roadway narrows from a six-lane cross section, to a four-lane cross section, and back to a six-lane cross section.
- I. A question was raised about who will approve the final report. Rich Starr answered by stating that IDOT had contracted with a consultant, but IDOT would approve the report along with the consent of the DuPage County Division of Transportation, since part of the corridor (75th Street) was under their jurisdiction.
- J. A question regarding funding was also raised. The response was that no funding was available at the present time. However, the SRA project could possibly obtain federal funding under the Highways of National Significance federal program.
- K. Mr. Fay also asked about traffic count information. Dave Miller replied that the consultant was receiving traffic counts from various jurisdictions, however the study would be primarily using CATS projections. He added that the study would not be a typical detailed traffic study but rather a planning study.

DATE: 10/17/91

SIGN IN SHEET FOR SRA MEETING

TE 75TH Street / U.S. 34

CORRIDOR # 12

COMPANY/ ORGANIZATIONS NAME & ADDRESS	PERSON IN ATTENDANCE
CH2M Hill 1033 University St Evanston IL (708) 866 9400	300 Tim Neuman
Village of Woodridge	Joseph Fennell
DuPage Mayors & Managers Conf.	Melissa Bolz
DuPage County DOT	JOHN E. LOPEK
Harris Transportation Group	PAUL MILLER
Metro Transportation Group	JOHN BUTTENOB
DuPage County Department	MAHENDER VASANDANI
CITY OF DEERFIELD	Tim Goyens & Mark Kujala
Village of Deerfield	Jeff Livergood
Chicago Area Transit Study 300 W Adams St Ch. 60606	John Kelly
Village of Woodridge	Nanell Newton
CITY OF WOODRIDGE	TED BELGER
Village of Woodridge	JOHN T. FAY
IDOT	RICH STARR



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MEMORANDUM

TO: Eugene Ryan (CATS)
Rich Staff (IDOT)

FROM: John M. Bittenob

DATE: October 24, 1991

SUBJECT: Minutes of the October 18, 1991
SRA Panel Meeting #1
Corridor #12 - U.S. 30/U.S. 34

ATTENDEES: Dave B. Miller - Metro Transportation Group
John M. Bittenob - Metro Transportation Group
Rich Starr - IDOT
Eugene Ryan - CATS
Ned Becker - City of Naperville
Jim Nanningna - City of Aurora
Terry Heffron - Kane County Division of Transportation

COPIES TO: Tim Neuman - CH2M Hill
Dave Miller - Metro Transportation Group

This first Panel Meeting for Corridor #12 was held at 2:00 PM on Friday, October 18, 1991 at the Aurora City Hall. This panel is one of two panels designated for this corridor.

I. INTRODUCTION

- A. Eugene Ryan from CATS opened the meeting by giving a brief overview of the 2010 Transportation Plan and the SRA system. He explained the SRA concepts and the magnitude of the SRA project.
- B. Rich Starr from IDOT discussed the SRA analytic process and the steps the study would go through in the next year. He also noted that this study was a pre-Phase I study and that there were a total of five separate SRA studies.



- C. Dave Miller from Metro gave an overview of the corridor that was being presented and discussed the materials in the Focus Area handout that was distributed to each of the panel members present. Dave also mentioned that a Design Concept Report had been prepared that will serve as a guideline for desirable SRA parameters.

II. PRESENTATION

- A. John Buttenob from Metro presented the corridor aeriels. John went through each aerial presentation board and briefly mentioned the "hot spots" or areas of concern that might interfere with the desirable SRA parameters (limited right-of-way, narrow structures, etc).
- B. After the aerial presentation, Dave Miller discussed the last page of the handout which lists the types of improvements that might be considered for the ultimate design of the SRA. Dave also urged any village, city, or county official thought that something had been omitted and should be addressed in the study, to contact either Tim Neuman or himself.

III. QUESTIONS

- A. Ned Becker of the City of Naperville questioned during the presentation whether the selected panel members were the appropriate people to have on the panel. Dave Miller replied that others from within the communities may need to be involved with the SRA project.
- B. Jim Nanningna of the City of Aurora made a statement regarding the IDOT Phase I study on U.S. 34. He mentioned that in a recent meeting with IDOT officials, IDOT was not concerned with number of curb-cuts along the roadway and that it would be up to the City of Aurora to negotiate with the land owners regarding the number of curb-cuts allowed. It was agreed upon by the members present that this was not consistent with the SRA concept. Rich Starr was to clarify this issue with the IDOT officials involved.



- C. Ned Becker also made a statement that regarded interchanges. He was concerned that the perception the public will make regarding interchanges is that the SRA corridor will be like an expressway. He added that interchanges should be recommended for all SRA/SRA intersections and that this should be mentioned initially so that the concept is on the table early. He believes that this approach will most likely result in positive responses.

Rich Starr made the comment that not all SRA/SRA intersections need to have interchanges and that Subset #1 did not recommend many interchanges. Dave Miller added that the study would identify the potential for interchanges.

- D. Dave stated that the primary purpose of this meeting was to bring the panel members together to discuss the SRA study and to answer any questions the panel members may have. He stressed that it is important that the consultant be knowledgeable about the corridor and that it was up to the various municipalities to give the corridor managers any information that is relevant to the corridor. He further stated that the consultant would try to submit the recommended corridor improvements approximately two weeks prior to the second panel meeting so that there would be adequate time to review.
- E. Ned Becker inquired whether all departments of IDOT District 1 were fully aware of the SRA project. Rich Starr responded that he thought so. Eugene Ryan added that everyone should be aware of the project and that some of the parameters of the SRA concept were already being implemented along some of the SRA corridors. Dave mentioned that he has noticed traffic signals along SRA routes were becoming more difficult to obtain during the last year or so.

DATE: 10/18/91

SIGN IN SHEET FOR *SRA* MEETING

TE U.S. 30 / U.S. 34

CORRIDOR # 12

COMPANY/ ORGANIZATIONS NAME & ADDRESS	PERSON IN ATTENDANCE
Metro Transportation Group	JOHN BUTTENOB
Jim WANNINGA - COA	" "
BEN STALL IDOT	
VED BECKER - IDOT	
Terry Heffron Kane Council	
DAVE MILLS	
Metro Transportation	



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MEMORANDUM

TO: Eugene Ryan (CATS)
Rich Starr (IDOT)

FROM: John M. Bittenob

DATE: February 27, 1992

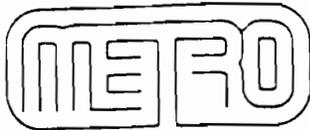
SUBJECT: Minutes of the February 25, 1992
SRA Panel Meeting #2
Corridor #12 - 75th Street/U.S. 34

ATTENDEES:

Tim Neuman - CH2M Hill
Vitas Maciukevicius - Metro Transportation Group
John Bittenob - Metro Transportation Group
Rich Starr - IDOT
Kathleen Rodi - CATS
Melissa Bolz - DuPage Mayors & Managers Conference
John Loper - DuPage County Division of Transportation
Joseph Fennell - Village of Woodridge
Jeff Livergood - Village of Downers Grove
David Pierce - City of Aurora
Luis Guarin - City of Aurora
Peter J. Haurykiewicz - City of Aurora
Arthur Benner - City of Darien
John T. Fay - Village of Willowbrook
Mahender Vasandani - DuPage County Planning Department
Ned Becker - City of Naperville

COPIES TO:

Tim Neuman - CH2M Hill
Dave Miller - Metro Transportation Group



The second Panel Meeting for Corridor #12 was held at 9:00 A.M. on Tuesday, February 25, 1992 at the Woodridge Village Hall. This panel is one of two panels designated for this corridor.

I. INTRODUCTION

Tim Neuman from CH2M Hill opened the meeting with a brief overview of the SRA project and a brief discussion of the SRA concepts. He indicated that his panel meeting was to inform the panel on where the consultant was going in regards to alternatives being considered. He added that the alternatives being considered thus far were more of an overall regional overview and that considerations were not specific yet. He noted that the scale of the exhibits to be presented were 1"=2000' and the intent of the meeting was to give the panel members a broad look of the entire corridor even though this panel would concentrate on the DuPage County portion of the corridor.

II. PRESENTATION

Vitas Maciukevicius from Metro presented the exhibits. He first presented the "existing conditions" exhibit. Vitas briefly identified the existing cross sections of the routes and some of the major signalized intersections. He also mentioned the existing ADT volumes and some multiple driveway areas along the corridor. The second exhibit presented was the "planning framework" exhibit. This exhibit included the CATS ADT volume forecast as well as the future land uses. After describing the land uses in the legend, Vitas pointed out the concentrated areas of commercial, open space, and industrial land uses along the corridor. The final exhibit presented was the "alternatives being considered" exhibit. Vitas first mentioned the planned IDOT improvements along U.S. 34. These improvements include a four lane cross section with an eighteen foot barrier median.



The existing right-of-way will be widened from 100 feet to 110-120 feet. Vitas added that an additional lane in each direction to be added on the outside of the planned IDOT improvements was the recommendation along U.S. 34. This would make the future cross section along U.S. 34 a six lane cross section with an 18-30 foot barrier median. The wider median at certain locations would provide sufficient width for dual left turn lanes. Along 75th Street, the recommendation was to provide a six lane cross section as well. Vitas noted the existing right-of-way width along 75th Street was 200 feet which is greater than 120-150 foot right-of-way guideline for the suburban SRA and that this wide right-of-way would allow for frontage roads if needed. He also mentioned that the existing median width along 75th Street was 24-36 feet which is wide enough for dual left turn lanes. Vitas continued by indicating the intersections that have been identified for a possible interchange. These locations along 75th Street include U.S. 34, IL 59 , Naper Boulevard, IL 53, and Cass Avenue/Plainfield Road. Vitas pointed out that the challenge along the eastern portion of the corridor would be the 75th Street/Cass Avenue/Plainfield Road area because of its triangular formation and the heavy turning volumes associated with the unique shape.

Tim Neuman clarified that the identified interchanges were only alternatives being considered and that the possible interchanges would be tested to determine if the alternative is feasible. He summarized by stating that DuPage County had done a good job in preserving the right-of-way along 75th Street and that no new signals were planned along this portion of the corridor.

III. QUESTIONS

Mahonder Vasandani asked if any level-of-service analyses had been done and how the corridor will work with the projected volumes. Tim responded by indicating that the consultant had not done any analyses at this point but that step would be a part of the process. He also added that the alternatives, as shown on the exhibit, were independent of the projected volumes and that these volumes are primarily used for reference.



Mayor Pierce of Aurora asked about the time frame for the remaining portions of the project. Tim answered that the next panel meeting would be held sometime in the summer and that a draft report would be sent to panel members two weeks prior to the meeting. The draft report will have a 1"=400' scale sketch of the corridor and will include our recommendations for the corridor.

John Fay asked if the draft report would have lane configurations in it and added that he thought the west leg of 75th Street at IL 83 should have dual left turn lanes, a through lane, a shared through/right turn lane, and a separate right turn lane. He also noted that addressing the left turns at 75th Street and Plainfield Road would be crucial. Tim replied that the draft report would include the lane configurations. Mr. Fay continued by stating that the village of Willowbrook was sending a traffic study, conducted by Metro, to IDOT that identified IL 83 improvement which includes the IL 83/75th Street intersection.

Tim Neuman stated that interchanges are the most costly to implement and that there was no funding for the SRA projects at this time. He continued in saying that because interchanges are extremely costly, it may be necessary to improve intersections identified for grade separation first.

John Fay mentioned that because of the wide right-of-way along 75th Street, sidewalks should be provided and that it would be nice to have a comment about sidewalks in the draft report. Vitas answered that the plan is to provide sidewalks along 75th Street. It was added that the Village of Darien already has sidewalks along 75th Street. Vitas added that grade separated pedestrian walks would also be considered.

Tim Neuman mentioned that if there were any concerns with pedestrian/bicycle traffic or if there were any plans in general currently in progress along 75th Street that the Village or City should contact Melissa Bolz in writing.

Mayor Pierce asked that the consultant consider consolidating the U.S. 30/U.S. 34 area and extending the west section of U.S. 30 through the existing tee intersection eastward to 95th Street. He indicated that the Village of Aurora would be willing to work with the consultant to improve this area of the corridor. (Editors note: This portion of the corridor is reviewed by the other panel that will be meeting on March 27, 1992.)



A question was raised if mass transit along the corridor had been considered. Vitas responded that he was unaware of any Pace bus lines along the corridor. Tim Neuman added that as part of the next step in the project the mass transit topic would be considered. Melissa Bolz asked if H.O.V. lanes would be considered. Tim replied that the consultant was not considering H.O.V. lanes. He noted that communities experimenting with H.O.V. lanes on arterials are experiencing difficulty in enforcing them and that they really are not working.

Mayor Pierce asked about the Fox Valley Expressway. Rich Starr responded that the expressway was not a 2010 corridor and that it was considered a corridor of the future. He indicated the CATS projected volumes do not consider the Fox Valley Expressway. Vitas added that if the expressway was built, an intersection would be needed where it crossed the corridor. Mayor Pierce asked why the projected volumes along U.S. 34 dropped considerably from the 75th Street/U.S. 34 intersection to Montgomery Road if the Fox Valley Expressway was not part of CATS forecasts. Rich Starr was not sure and said he would check into it.

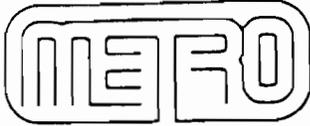
DATE: 2/25/92

SIGN IN SHEET FOR SRA MEETING

TE 75th Street / U.S. 34

CORRIDOR # 12

COMPANY/ ORGANIZATIONS NAME & ADDRESS	PERSON IN ATTENDANCE
DuPage Melors + Mays	Melissa Bolz
DuPage County Division of Transportation	JOHN LOFER
CHICAGO AREA TRANSPORTATION STUDY 300 WEST ADAMS CHICAGO, IL 60601	KATHLEEN LYNN RUDI
Joseph Fennett Village of Woodridge	Joseph Fennett
Jeff Livergood Village of Downers Grove MAYOR	Jeff Livergood
CITY OF AURORA IDOT	DAVID PIERCE
201 CENTER CT CITY OF AURORA - PLANNING	RICH STARR
	LUIS GUARIN
CITY OF DARIEN VILLAGE OF WILLOWBROOK	ARTHUR BENNER.
	JOHN T. FAY
CH2M Hill 1033 University St 300 Evanston DuPage County Development Dept	TIM NEUMAN IL.
CITY OF AURORA ENG. DEPT. 44 E. DOWNER PL. AURORA IL 60507	MAHENDER VASANDANI
	PETER J. HURZYKIEWICZ VILLAGE OF DARIEN



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MEMORANDUM

TO: Eugene Ryan (CATS)
Rich Starr (IDOT)

FROM: John M. Bittenob

DATE: April 1, 1992

SUBJECT: Minutes of the March 27, 1992
SRA Panel Meeting #2
Corridor #12 - U.S. 30/U.S. 34

ATTENDEES:

David Miller - Metro Transportation Group
Vitas Maciukevicius - Metro Transportation Group
John Bittenob - Metro Transportation Group
Rich Staff - IDOT
Kathleen Rodi - CATS
Peter Haurykiewicz - City of Aurora
Ned Becker - City of Naperville
John DuRocher - Village of Montgomery

COPIES TO: Tim Neuman - CH2M Hill
David Miller - Metro Transportation Group

The second Panel Meeting for Corridor #12 was held at 2:00 P.M. on Friday, March 27, 1992 at the Aurora City Hall. This panel is one of two panels designated for this corridor.



I. INTRODUCTION

Dave Miller from Metro Transportation Group opened the meeting with a brief overview of the SRA project and a brief discussion of the SRA concepts. He indicated that his panel meeting was to inform the panel on where the consultant was going in regards to alternatives being considered. He added that the alternatives being considered were not specific yet. He noted that the scale of the exhibits to be presented were 1" = 2000' and the intent of the meeting was to give the panel members a broad look of the entire corridor even though this panel would concentrate on the Kane and Kendall Counties portion of the corridor.

II. PRESENTATION

Vitas Maciukevicius from Metro presented the exhibits. He first presented the "existing conditions" exhibit. Vitas briefly identified the existing cross sections of the routes and some of the major signalized intersections. He also mentioned the existing ADT volumes and other SRA routes that intersect the corridor. The second exhibit presented was the "planning framework" exhibit. This exhibit included the CATS ADT volume forecast as well as the future land uses. After describing the land uses in the legend, Vitas pointed out the concentrated areas of industrial and agricultural land uses along the corridor. The final exhibit presented was the "alternatives being considered" exhibit. Vitas mentioned the cross-sections being considered along the corridor as well as the potential future signal locations between Douglas Road and U.S. 34 and the rural areas west of Orchard Road. He also discussed the potential for an interchange at the IL 47 and U.S. 30 intersection.

Dave added that the SRA concept for U.S. 30 was a six lane cross section however, due to the volumes and an overall system standpoint, only a four lane cross section was being considered. He noted that U.S. 34 northeast of U.S. 30 should be recommended for a six lane cross section and that U.S. 34 southwest of U.S. 30 would be a four lane cross section. Dave mentioned that since Orchard Road and Farnsworth Avenue were intersecting SRA routes, these intersections would be upgraded to provide dual left turn lanes and separate right turn lanes. He also noted that wider medians would be recommended in the rural area of the corridor since the land is presently undeveloped. He included that the next step would be to decide a certain median width.



III. QUESTIONS

Ned Becker asked Peter Haurykiewicz if he knew anything about the planned U.S. 30 extension. Mr. Haurykiewicz answered by stating that he knew about the extension and that it involved extending U.S. 30 eastward to connect with 95th Street. Dave asked if the plan was something that was definite or was still in the early planning stage. Mr. Haurykiewicz responded by saying that nothing was definite about the plan because most of it was outside their corporate limits. Ned said that the City of Naperville thought the plan was a good idea and was in support of the plan, however, it was outside of their corporate limits as well. Vitas mentioned that unless the plan was an adopted plan and there was funding to design and construct an improvement, the consultant could not include the plan into the SRA study. Dave added that whatever the final recommendation was for the SRA corridor, the U.S. 30 extension plan could still be considered. He added that flexibility would be needed to incorporate any other transportation plan with the final SRA recommendation. Mr. Becker asked Mr. Haurykiewicz if the U.S. 30 extension plan was Mayor Pierce's plan or if other agencies in the City of Aurora contributed to the plan. Mr. Haurykiewicz answered by stating that the planning and engineering departments were aware of the plan but it was not a formal plan.

Dave Miller concluded the meeting by stating that the consultant would incorporate the discussions made in the panel meetings and the IDOT review meeting to determine where to go next on the alternatives being considered. He mentioned that at the third panel meeting, to be held this summer, the preferred plan would be presented.

JMB/pr

DATE: 3.27-92

SIGN IN SHEET FOR *SRA* MEETING

E _____

CORRIDOR # _____

COMPANY/ ORGANIZATIONS NAME & ADDRESS	PERSON IN ATTENDANCE
Metro Transportation Group, Inc	DAVID MILLER
	JOHN BUTTENOS
CITY OF AURORA	VITAS MACIUKEVICIUS
	PETER J. HURZYKIEWICZ
IDOT	
	RICH STARR
CATS 300 W. ADAMS	KATHLEEN LYNN RUDI
CHICAGO IL 60606	
CITY OF NAPERVILLE	NED BECKER
JOHN BUTTENOS	
METRO Transportation Group	
JOHN DuRocher	
MONTGOMERY	JOHN DuRocher



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MEMORANDUM

TO: Eugene Ryan (CATS)
Rich Starr (IDOT)

FROM: Vitas Maciukevicius

DATE: October 14, 1992

SUBJECT: Minutes of the October 8, 1992
SRA Panel Meeting #3 - West Section
Corridor #12 - 75th Street/U.S. 30/U.S. 34

ATTENDEES:

Dave Miller, Metro Transportation Group
Vitas Maciukevicius, Metro Transportation Group
Ted Treesh, Metro Transportation Group
Kathleen Rodi, CATS
Jim Nanninga, City of Aurora
John DuRoucher, Village of Montgomery
Albert Holmes, Village of Montgomery
Jeff Humm, Village of Oswego
Phil Lazar, City of Aurora
Caroline Sieben, City of Aurora
Luis Guarin, City of Aurora
Rusty Erickson, City of Aurora

COPIES TO:

Tim Neuman, CH2M Hill
Dave Miller, Metro Transportation Group



The third panel meeting for the western section of Corridor #12 was held at 2:00 P.M. on Thursday, October 8, 1992, at the City Hall of Aurora. This was the second two panel meetings designated for this corridor.

I. INTRODUCTION

Dave Miller from Metro Transportation Group opened the meeting with a brief overview of what has been accomplished so far. Dave explained that the purpose of the third panel meeting was for the panel to provide input to the final report, which the panel had received a draft copy of before the meeting. Dave explained how the draft report was organized and the contents. Dave indicated that the draft report the panel had received was the exact report that would be presented at the public hearings to be held later. After the public hearings, the comments from this panel meeting and the public hearing would be incorporated into the final report document. The public hearing for this segment of Corridor #12 has been scheduled for November 5, 1992. The location was not yet known but would be relayed to the panel members when it is available.

II. PRESENTATION

Dave turned the floor over to Vitas Maciukevicius of Metro Transportation Group to walk through the proposed plan (Chapter 4 of the report) for the segment pertaining to this panel meeting, from ILL 47 to ILL 59.

Vitas began the corridor presentation from ILL 47, with various questions being raised as the presentation progressed.

For the section from ILL 47 to Orchard Road, a rural cross section (two lanes in each direction, 54 foot grass median, shoulders) is recommended due to the agricultural land use in that area. The ILL 47 intersection is shown as a post-2010 location for a future interchange if the land use growth and associated traffic volumes warrant such an improvement in the future.

Jeff Humm of Oswego asked if there were any cost analysis was done to compare a 54 foot median versus an 18 foot median and the additional right-of-way necessary to accommodate the wide median. Vitas indicated that a comparison was not done but a cost analysis was done for the proposed improvement and is contained in the report that includes the 54 foot median. Vitas also indicated that



if the future land use becomes urbanized, the suburban cross section with a narrower median would then be more appropriate.

Dave also mentioned that this study could be classified as a Pre-Phase I study. If there are any improvements going to be implemented, there would be a full Phase I study done to determine the appropriate geometrics, right-of-way, etc.

East of Orchard Road, a suburban cross section is recommended (two lanes in each direction, 18 foot raised median, curb and gutter). The ILL 31 interchange would have ramp improvements and the adjacent properties would still have access maintained by local roads. There would be improved ramp terminus at ILL 31.

The closing of Albright Road at U.S. 30 was questioned by John DuRoucher of Montgomery. Vitas indicated that the timing of that closure was not set in stone.

Jim Nanninga asked if the plan showed Baseline Road closed at U.S. 30. Vitas indicated that the plan did show Baseline Road closed.

Jim Nanninga also raised a question regarding the cross section. Since the speeds on the SRAs will be 40-45 mph, what do you do about the disabled vehicle with the problem of curbed road. The way Kane County addressed the issue was to have a 10 foot paved shoulder and then the curb and gutter. Are we looking at this type of cross section and have we addressed that at all. Vitas indicated that we have not shown a widened shoulder to accommodate the disabled vehicle. Dave indicated that all the corridors have had geometric review meetings with IDOT and there has been no comment as of yet regarding the outside curb. Jim indicated that when you are trying to maintain the higher speed and have limited access, you do not need the outside curb. Vitas indicated that substitution of a paved shoulder raises a drainage issue that he would have to defer to BASCOR. Dave also indicated that IDOT prefers to have a uniform cross section throughout the corridor.

The issue was raised by Jim Nanninga and John DuRoucher that trying to get a permit to access U.S. 30 and U.S. 34 was difficult for some and easy for others. John indicated that he has been trying to get additional curb cuts on U.S. 30 between Orchard and ILL 47 and the state has put their foot down. Jim raised a concern that the permits section has not received the report, or that Rich Starr sends the reports to permits but they don't read them. We should make this presentation to permits. Jim also indicated that IDOT has no problem giving away permits on U.S. 34.

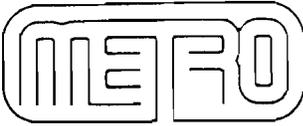


Between U.S. 34 and Douglas Road, the proposed access roads are acceptable to both Montgomery and Oswego and is consistent with the Montgomery Comprehensive Plan. John DuRoucher indicated that IDOT permit section will only allow two curb cuts in this section and the SRA draft report shows three. Vitas indicated that the locations are shown a ½ mile spacing, while the SRA Design Concept Report recommends signal spacing of ¼ mile spacing. John indicated that everything on the north side of U.S. 30 is under one owner. Also, any curb cut on the east side of Waubensee Creek would be beneficial since no crossing of the creek would be necessary to access U.S. 30 on the west side. No formal application for access has yet to be made with IDOT but it was verbally stated that no access to U.S. 30 would be allowed east of the creek.

Jim Nanninga asked what the position is regarding other types of access between the signalized intersections (i.e. right-in/right-out, left-in/no left-out). Regarding the no left turn out, Vitas indicated that IDOT has apprehension with this type of access. A limit of one between signals was a guideline, and that if it can be shown that you take left turns away from an intersection that would otherwise had to accommodate these movements, thus improving its operation, a no left out could be developed.

At U.S. 34, the cross section expands to a six lane cross section. Rusty Erickson questioned what criteria went into switching from a four lane cross section to a six lane cross section. Dave Miller indicated that several factors went into that decision, not as much policy. Factors cited were volumes, continuity of the system, and logical breaking points (i.e. U.S. 30 splitting from U.S. 34).

Aurora has looked at connecting 95th Street to the extension of U.S. 30 south of U.S. 34. Therefore, can the 6 lane section end at 75th Street since 95th Street will parallel U.S. 34 in the future. Vitas indicated that if those type of events do occur, that they will have a ripple effect on the future traffic volumes, but this document was prepared on what information was available at the time. This study is for the projected year 2010. If the situation is different in 10 years, then a reaction has to occur that considers alternatives. Vitas indicated that there are some constraints between Farnsworth Avenue and 75th Street in going to a six lane cross section, but if other roadways are constructed or improved in the area that impact the U.S. 34 segment, then a four lane cross section could possibly be more appropriate. Rusty also indicated that Eola Road will be grade separated at the Burlington Northern railroad and that a lot of vehicles using ILL 59 would shift to Eola Road to go to North Aurora Road or Diehl Road to access the tollway. Aurora has also requested that the tollway authority study the possibility of an interchange at Eola Road, which would also shift some ILL 59 traffic to Eola



Road. Dave indicated that the reason for extending the six lane cross section to U.S. 30 was that 75th Street would be six lanes and U.S. 34 would be four lanes, feeding into each other, necessitating a six lane cross section. Dave indicated that the real key is the purchase of right-of-way and the focus was the right-of-way requirement if this cross section was necessary. Jim Nanninga asked that the report reflect that a four lane cross section from 75th Street to U.S. 30 would be adequate with the provision (right-of-way) for a six lane cross section if the volumes warrant it. It was asked that CATS take a look at the 50,000 to 60,000 ADT traffic projection for the section of U.S. 34 west of 75th Street. Kathleen Rodi stated that the volumes will be more realistic between 30,000 and 40,000.

Rusty Erickson stated that Aurora is in support of the Commons Drive extension from U.S. 34 to 75th Street. This connection should be a part of the interchange construction so when the interchange is complete, vehicles traveling west on 75th Street can access eastbound U.S. 34. Concern was also raised regarding the location of the traffic signal at Meadow Lakes Boulevard in relation to the grade change of westbound 75th Street where it connects to U.S. 34. Commons Drive essentially runs parallel to ILL 59 on the west side of the mall. Also, it has been discussed with Naperville to extend Commons Drive to North Aurora Road.

Jim Nanninga had one last comment that the Hill Avenue intersection should remain grade separated. The ramps could be altered to provide a safer interchange but feels that this intersection should remain grade separated. Develop another road system that can take Hill Avenue traffic to U.S. 34 at some other locations.

Dave Miller closed the meeting by stating that the public hearing would be from 2:00 to 8:00 P.M. on November 5, 1992, and encouraged all panel members attend.

11/8/92

15th St / U.S. 30 / U.S. 34

3RD PANEL MEETING

<u>NAME</u>	<u>AGENCY</u>	<u>PHONE</u>
J. TRESH	METRO TRANSPORTATION	
VE Miller	" "	
ATHLEEN RODE	CATS	
4 NAWWGA	AURORA	844-3220
CHR DUROCHET	Montgomery	
WERT J. HOLMES	Montgomery	
JEFF HUMM	OSWEGO	554-3242
Phil Lazar	CITY OF AURORA	844-3624
Caroline Sieben	" - Planning	"
LUIS GUARIN	" " " "	"
ZUSTY BRICKSON	CITY OF AURORA	844-3627
TAS MACIKVICIUS	METRO TRANSPORTATION GROUP	351-8100

M E M O R A N D U M

TO: Eugene Ryan (CATS)
Rich Starr (IDOT)

FROM: Elizabeth H. Weesner

DATE: October 13, 1992

SUBJECT: Minutes of the October 6, 1992
SRA Panel Meeting #3
Corridor #12 - 75th Street/U.S. 34

ATTENDEES:

Melissa Bolz - DuPage Mayors & Managers Conference
Dave Miller - Metro Transportation Group, Inc.
Tim Neuman - CH2M Hill
Lisa Weesner - Metro Transportation Group, Inc.
Rusty Erickson - City of Aurora
Luis Guarin - City of Aurora
Jim Nanwua - City of Aurora
Kathleen Rodi - CATS
Mark Kazich - City of Darien
Ned Becker - City of Naperville
Rich Starr - IDOT
Jeff Livergood - Village of Downers Grove
John Fay - Village of Willowbrook
Joe Fennell - Village of Woodridge
Mahender Vasandani - DuPage County Development Department

COPIES TO:

Tim Neuman - CH2M Hill
Dave Miller - Metro Transportation Group, Inc.
Vitas Maciukevicius - Metro Transportation Group, Inc.

The second Panel Meeting for Corridor #12 was held at 2:00 PM on Tuesday, October 6, 1992 at the Woodridge Village Hall. This panel was the third and final panel meeting designated for this corridor.

I. INTRODUCTION

Tim Neuman from CH2M Hill opened the meeting with a brief overview of the SRA process with regards to the panel meetings and public hearings. He indicated that this was the third and final panel meeting and the next opportunity for input would be at the public hearing. Plans presented today would be presented again at the public hearing and they were the proposed plan for the corridor. The plans presented today would focus on the DuPage County portion of the corridor. Tim reviewed the format of the report, which each panel member had previously received. He requested that they, if they had not already, read the final chapters. These chapters describe, in detail, the overall plan for the corridor.

II. PRESENTATION

Dave Miller from Metro presented the exhibits. Dave identified the proposed plan for the corridor in a broad overview. He identified that from the west boundary to the 30/34 intersection is proposed to be four lanes. This section includes the rural section of the corridor. At Route 30, Dave pointed out that the proposed plan would include six through lanes to the eastern boundary. It was added that the corridor currently has 200 feet of right-of-way for its entire length which provides flexibility in the consideration of improvements. Dave described various roadway details, which he added, were more fully described in the report.

Dave noted that the Village of Willowbrook has stated that in the foreseeable future they do not see the corridor, east of Clarendon Hills Road, being widened to six through lanes. The Village does not believe there is a demand that would necessitate widening due to the roadway connection from the corridor to Route 83 via Plainfield Road. Tim stated that the proposed plan is only a guide for the ultimate roadway improvements or widening. Dave further emphasized that in the immediate future the proposed plan is more of a guide for the acquisition of right-of-way.

III. QUESTIONS

Jim Nanwiua from the City of Aurora asked if a separation of Hill Street and Route 30 had been considered. Dave responded that it had been looked at in detail. The reason that this location had not been proposed to be grade separated is that IDOT was currently trying to do away with grade separation. Jim Nanwiua also asked if dual left turn lanes had been considered at Eola Road. Dave answered that dual left turn lanes were a high priority at the intersection of SRA to SRA routes, but it was difficult to determine the need for dual left turn lanes at other locations, especially side streets. He continued that if capacity analyses was acceptable without dual left turn lanes then only single left turn lanes were shown on the side street geometry. Rusty Erickson of the City of Aurora then proposed the issue of designating Eola Road as an SRA. They believe Eola Road to become a major arterial, especially if it is extended further north. Rich Starr of IDOT explained this information was beneficial in helping IDOT designate routes and suggested that the City of Aurora contact Terry Heffron to discuss.

Luis Guarin from the City of Aurora asked if a box culvert had been considered at Farnsworth and Hill. This would allow connection to the Aurora Park District bicycle system. Dave said that he did not recall and requested additional information.

Rusty Erickson from the City of Aurora mentioned his concern with the future 50-60,000 ADT shown in the vicinity of the Fox Valley Mall on the land use map. Tim responded that this number was misleading and the ADT was more likely in the 30,000 range. Kathleen Rodi from CATS explained that there was this large increase in the ADT in this area because this area was used as a centroid in the model and the number was an artifact of the way the assignment was done. Jim Nanwiua from City of Aurora then proposed that if the ADT was only 30,000 then why not keep four through lanes in this area. Tim stated that this section of the corridor had been designated as suburban. Therefore, unless there were other problems, six through lanes would be proposed from a system perspective.

Ned Becker from the City of Naperville mentioned that explaining this large ADT to the public may be difficult. Tim responded that we would not show the 50-60000 future ADT volume at the public meeting and he would talk to CATS as to a more appropriate value.

A concern was raised about all the recommendations, regarding the DuPage County's position. Dave explained that all the recommendations had been discussed with the County.

Ned Becker from the City of Naperville noted that the school, near Modaff Road, had a substantial volume of pedestrian traffic crossing 75th Street. Dave said that this location and the pedestrian traffic was specifically mentioned in the report (p. 4-23). The median is recommended to be designed as to provide refuge for pedestrians. Tim added that we should note improvements, such as this, on the plans.

Jeff Livergood from the Village of Downers Grove asked if signal warrants were met at Deveroy. Dave responded that the signal locations specified on the plans are potential signal locations. Actual signal warrant justification studies have not been done. The traffic signal locations that are specified meet the spacing criteria.

John Fay from the Village of Willowbrook commented that Willowbrook would like the east end of 75th Street to be designated as four through lanes, as is the west end of the corridor. Willowbrook reviewed the report and noted that from a 20 year stand point, this segment of the corridor would not require six through lanes. Plainfield Road provides continuity between 75th Street and Route 83 and 75th Street is not planned to be extended past Madison Street. Considering these two factors the ADT should not become as substantial as on other segments of the corridor. John Fay pointed out that in Chapter 2, p. 6, the report shows that this segment of the corridor has the second lowest future ADT. Chapter 4, p. 48-50 points out that Route 83 will carry a substantial volume of traffic and that Plainfield Road will carry a substantial volume of traffic to Route 83, thus avoiding the Plainfield Road to Route 83 portion of the corridor. Tim responded this is a planning study which is trying to determine if additional right-of-way should be acquired and will allow communities to start planning for future access locations. Tim stated that the corridor has 200 feet of right-of-way so six through lanes could be constructed. John Fay further questioned the necessity of six through lanes if they were not needed. Tim responded that the improvements were not programmed and will not be implemented, if they are deemed, in the future, to not be necessary. This could be after 2010. Rich Starr said that the improvements are prioritized and the segment of the corridor in Willowbrook will most probably be the last segment to be built. He added that the language in the report will be examined to determine if the issues of priority and demand could be expanded.

Mark Kazich from the City of Darien added that he would like to see four through lanes through Darien, as long as possible and that this be discussed in the report also. Seventy-fifth (75th) Street goes through their downtown and widening of 75th Street would not promote a sense of community.

Jeff Livergood from the Village of Downers Grove did not agree that the plan or report should be revised. He questioned how one could revise with no idea of

what will happen in 10 years. Tim responded that we will continue to try to treat things in an even handed manner.

Ned Becker asked what the "real" reason was that Willowbrook did not want six through lanes. He suggested it was because of merchants. John Fay disagreed and reiterated that the reasons Willowbrook does not want six through lanes is for the reasons previously stated. Ned stated that he believed that the plan should still retain six through lanes along that portion of the corridor and Willowbrook's position could be acknowledged in the report. Dave and Tim added that this is what they had suggested earlier. The six through lanes will continue to be shown, however, the report will be modified to further discuss flexibility and demand.

Mahender Vasandani from DuPage County Development Department asked if land use control and density measures had been considered as well as a control to determine if the SRA improvements were working. For instance, if in the future a big development occurs, then these improvements, may or may not be correct. Rich Starr responded that Nipci is currently conducting a pilot study that looks at land use and density controls.

Luis Guarin from the City of Aurora requested the an intersection detail be prepared for Hill Avenue and Route 30.

IV. CLOSING

Tim Neuman closed the meeting by announcing that the public hearing would be held on October 29, 1992 in Naperville and on November 4, 1992 in Oswego.

NOTE:

It should be noted that the second public hearing date has been changed to November 5, 1992 in Oswego.

Name

Organization

Melissa Bolz

DuPage Mayors + Mgrs. Conf.

Dave Miller

Metro

~~AT~~ Tim Neuman

CH2M Hill

Lisa Weesner

Metro

RUSTY ERICKSON

CITY OF AURORA

LUIS GUARIN

" " "

Jing Nishina
KATHLEEN ROBE

City of Aurora
CATS

MARK KAZICH

CITY OF DARIEN

NED BECKER

NAPERVILLE

RICH STARR

IDOT

Jeff Livergood

Village of Downers Grove

JOHN FAY

VILLAGE OF WILLOWBROOK

Joe Fennell

Village of Woodridge

MAHENDER
VASANDANI

DuPage County Development
Department

Advisory Panel Meeting Correspondence

A RESOLUTION STATING THE POSITION OF
THE MAYOR AND CITY COUNCIL OF THE CITY OF DARIEN
IN RELATION TO THE
75TH STREET/U.S. 34 STRATEGIC REGIONAL ARTERIAL STUDY

WHEREAS, the Advisory Panel for the Illinois Department of Transportation Chicago Area Transportation Study issued its draft final report entitled "Strategic Regional Arterial Study - 75th Street/U.S. 34 From Illinois Route 83 To The DuPage/Kane County Line, DuPage County", dated September, 1992, with respect to proposed future improvements to, and long range planning for, the 75th Street/U.S. 34 corridor; and,

WHEREAS, 75th Street has major social and economic impacts upon the character and citizens of the City of Darien; and,

WHEREAS, the City of Darien recognizes that its future is greatly dependent upon the nature and ultimate development of 75th Street; and,

WHEREAS, the City Staff reviewed said draft final report; and,

WHEREAS, the City Staff forwarded a recommendation to the Public Works Streets Committee of the City Council that the City of Darien should adopt certain positions with respect to the issues raised by said report; and,

WHEREAS, the Public Works Streets Committee forwarded its recommendation to the Mayor and City Council that the City of Darien adopt positions with respect to the report; and,

WHEREAS, the Mayor and City Council wish to express their position with respect to said report;

RESOLUTION NO. R-38-92

SECTION 5: Pedestrians access to safely allow pedestrians to cross 75th Street be provided at or near Fairview Avenue, Williams Street, Adams Street, Cass Avenue, Plainfield Road and Clarendon Hills Road. As three elementary schools, one junior high school, one senior high school, and major park sites are situated along or near 75th Street, the need to safely cross school children shall be maintained.

SECTION 6: Pedestrian facilities along the entire 75th Street corridor should be provided.

SECTION 7: Curb cuts should be limited, and existing driveways should be consolidated when possible, along the entire 75th Street corridor.

SECTION 8: Any future improvements to the signalized intersection of Plainfield Road and 75th Street should attempt to improve the existing angled alignment of this intersection.

SECTION 9: A uniform landscape maintenance program along the entire 75th Street corridor should be adopted. The City of Darien would recommend that the County of DuPage upgrade the landscaping and plantings along the 75th Street corridor and that the County of DuPage explore with the City of Darien and adjacent municipalities an agreement for uniform maintenance of the right-of-way within the 75th Street corridor, exclusive of pavement, storm sewers, traffic signals, signage and other structural elements of the roadway. The City encourages the other municipalities situated along the 75th

Exhibit "A"

Senator William F. Mahar
14700 Ravinia
Orland Park, Illinois 60462

Senator George Hudson
6301 South Cass Avenue
Westmont, Illinois 60559

Representative Jane Barnes
11759 South Southwest Highway
Palos Heights, Illinois 60463

Representative Thomas McCracken, Jr.
5757 South Cass Avenue
Westmont, Illinois 60559

Mr. Aldo Botti, Chairman
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Mr. Wallace Brown
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Ms. Gertrude Coit
DuPage County Board
421 N. County Farm Road
Wheaton, Illinois 60187

Ms. Barbara Purcell
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Ms. Lynn Montei
DuPage Mayors and Managers Conference
1220 Oak Brook Road
Oak Brook, Illinois 60521

Mr. Don Zeilinga
DuPage County Division of Transportation
130 North County Farm Road
P.O. Box 298
Wheaton, Illinois 60189

RESOLUTION NO. R-38-92

Mr. Timothy Neuman, P.E.
CH2M Hill
1890 Maple Avenue
Suite 200
Evanston, Illinois 60201

Mr. David Miller
Metro Transportation Group, Inc.
113 Fairfield Way
Bloomington, Illinois 60108-1577

STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, Joanne F. Coleman, City Clerk do hereby certify
that I am the duly qualified CITY CLERK of the CITY OF DARIEN of DuPage
County, Illinois, and as such officer I am the keeper of the records
and files of said City;

I do further certify that the foregoing constitutes a full, true
and correct copy of Resolution #R-38-92
Passed and Approved at the City Council Meeting of October 19, 1992.

_____.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and
seal this 20th day of October, 19 92.



City Clerk



Village of Willowbrook
7750 Quincy Street Willowbrook, Illinois 60521-5594
(708) 323-8215
Fax (708) 323-0787

EUGENE NOOSE
PRESIDENT
BERNARD A. OGLIETTI
VILLAGE ADMINISTRATOR
PATRICK T. SPATAFORE
VILLAGE CLERK

February 27, 1992

MAR - 5 1992

Ms Melissa Bolz
DuPage Mayors and Managers
500 North Gary Avenue
Carol Stream, Illinois 60188

Re: 75th Street
Strategic Regional Arterial (SRA) Study

Dear Ms Bolz:

This letter is in furtherance of discussions that occurred at the February 25, 1992, meeting of the 75th Street SRA Advisory Panel. The Village of Willowbrook's representative on the 75th Street SRA Advisory Panel, Director of Community Development John Fay, has advised me that the input of the Village of Willowbrook with respect to the proposed 75th Street SRA Plan has been requested within a two week time framework.

Whatever position the Village of Willowbrook takes with respect to the 75th Street SRA Plan is a policy matter. This position must be reviewed by both the Plan Commission and Board of Trustees. It is anticipated that this review will require approximately 60 to 90 days to complete. When the Village's review has been completed, I will forward to your attention a written summary of our position with regard to this matter.

Should you have any questions in the interim, please do not hesitate to contact Director of Community Development John T. Fay.

Yours truly,
Eugene Noose
Eugene Noose
Village President

EN:mp

cc: Board of Trustees
Bernard Oglietti, Village Administrator
John T. Fay, Director of Community Development
Dave Miller, P.E., Metro Transportation Group
Timothy Neuman, P.E., CH2M Hill



Village of Willowbrook
7750 Quincy Street Willowbrook, Illinois 60521-5594
(708) 323-8215
Fax (708) 323-0787

EUGENE NOCSE
PRESIDENT
BERNARD A. OGLIETTI
VILLAGE ADMINISTRATOR
PATRICK T. SPATAFORE
VILLAGE CLERK

May 27, 1992



Mr. David Miller
Metro Transportation Group, Inc.
113 Fairfield Way
Bloomington, Illinois 60108-1577

Dear Mr. Miller: *Dave*

The President and Board of Trustees at their regular meeting of May 26, 1992, unanimously adopted Resolution No. 92-R-19, entitled "A Resolution Stating the Position of the President and Board of Trustees of the Village of Willowbrook in Relation to the 75th Street/U.S. 34 Strategic Regional Arterial Study." Enclosed please find a Certified Copy of Resolution 92-R-19.

Should you have any questions regarding the enclosed resolution, please do not hesitate to contact the undersigned.

Yours truly,

John T. Fay
John T. Fay, AICP
Director of Community Development

JTF:dfw

Enclosure

CC: Bernard A. Oglietti, Village Administrator

May 27, 1992

I, PATRICK T. SPATAFORE, VILLAGE CLERK FOR THE VILLAGE OF WILLOWBROOK, DO HEREBY CERTIFY THAT THE ATTACHED IS A TRUE AND CORRECT COPY OF VILLAGE OF WILLOWBROOK RESOLUTION NO. 92-R-19, "A RESOLUTION STATING THE POSITION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK IN RELATION TO THE 75TH STREET/U.S. 34 STRATEGIC REGIONAL ARTERIAL STUDY."

Patrick T. Spatafore
Patrick T. Spatafore
Village Clerk

Darlene Wilson
Deputy Village Clerk

RESOLUTION NO. 92-R- 19

A RESOLUTION STATING THE POSITION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK IN RELATION TO THE 75TH STREET/U.S. 34 STRATEGIC REGIONAL ARTERIAL STUDY

WHEREAS, on February 25, 1992, the Advisory Panel for the Illinois Department of Transportation Chicago Area Transportation Study issued its preliminary report entitled "Strategic Regional Arterial Study - 75th Street/U.S. 34 From Illinois Route 83 To The DuPage/Kane County Line, DuPage County" with respect to proposed improvements to, and long range planning for, the 75th Street/U.S. 34 corridor; and,

WHEREAS, 75th Street has major social and economic impacts upon the character and citizens of the Village of Willowbrook; and,

WHEREAS, the Village of Willowbrook recognizes that its future is greatly dependent upon the nature and ultimate development of 75th Street; and,

WHEREAS, the Plan Commission of the Village of Willowbrook reviewed said preliminary report at its meeting of April 21, 1992; and,

WHEREAS, the Plan Commission forwarded its recommendation that the Village of Willowbrook adopt a certain position with respect to the issues raised by said preliminary report; and,

WHEREAS, the Village Staff reviewed said preliminary report and the recommendation of the Plan Commission; and,

WHEREAS, the Village Staff forwarded its recommendation that the Village of Willowbrook adopt a certain position with respect to

the issues raised by said preliminary report; and,

WHEREAS, the President and Board of Trustees wish to express their position with respect to said preliminary report.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that it is the position of the President and Board of Trustees that:

1. The ultimate cross-section for 75th Street between Plainfield Road and Illinois Route 83 should be four (4) lanes of travel, two (2) lanes in each direction, i.e. that the existing cross section for that portion of 75th Street be maintained for the foreseeable future.
2. Channelization improvements for Clarendon Hills Road should be provided where it intersects with 75th Street, specifically, right turn lanes should eventually be added to supplement the northbound and southbound thru and left turn lanes on Clarendon Hills Road.
3. Pedestrian signals at the intersections of 75th Street and Illinois Route 83, and 75th Street and Clarendon Hills Road, should be provided.
4. A median opening at the intersection of 75th Street and Eleanor Place should be provided.
5. Pedestrian facilities along the entire 75th Street corridor should be provided.
6. Curb cuts should be limited, and existing driveways should be consolidated, along the entire 75th Street corridor.
7. A uniform landscape maintenance program along the entire 75th Street corridor should be adopted. The Village of Willowbrook would propose that the County of DuPage upgrade the landscaping and plantings along the 75th Street corridor and that the County of DuPage and the Village of Willowbrook enter into an agreement for uniform maintenance of the right-of-way within the 75th Street corridor, exclusive of pavement, storm sewers, traffic signals, signage and other structural

elements of the roadway. The Village encourages the other municipalities situated along the 75th Street corridor, including the City of Darien and the Village of Woodridge, to join and participate in the afore-described uniform maintenance program.

BE IT FURTHER RESOLVED by the President and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Village Clerk be and the same is hereby directed to file a certified copy of this Resolution with the following:

Senator William F. Mahar
14700 Ravinia
Orland Park, Illinois 60462

Senator George Hudson
6301 South Cass Avenue
Westmont, Illinois 60559

Representative Jane Barnes
11759 South Southwest Highway
Palos Heights, Illinois 60463

Representative Thomas McCracken, Jr.
5757 South Cass Avenue
Westmont, Illinois 60559

Mr. Aldo Botti, Chairman
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Mr. Wallace Brown
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Ms. Gertrude Coit
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Mr. Kenneth Moy
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Ms. Barbara Purcell
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Ms. Patricia Trowbridge
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Mr. Don Zeilinga
DuPage County Division of Transportation
130 North County Farm Road
P.O. Box 298
Wheaton, Illinois 60189

Mr. Carl Fry, Superintendent of Highways
DuPage County Division of Transportation
130 North County Farm Road
P.O. Box 298
Wheaton, Illinois 60189

Mr. James Slifer, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Mr. Wally Kos
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Mr. Brian Bottomley
Illinois Department of Transportation
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Schaumburg, Illinois 60196-1096

Mr. Rick Starr
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Mr. Dalip Bammi
DuPage County Development Department
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1220 Oak Brook Road
Oak Brook, Illinois 60521

Ms. Lynn Montei, Executive Director
DuPage Mayors and Managers Conference
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Oak Brook, Illinois 60521

Ms. Melissa Bolz
DuPage Mayors and Managers Conference
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Mr. Aristide Biciunas, Executive Director
Chicago Area Transportation Study
300 West Adams Street
Second Floor
Chicago, Illinois 60606

Mr. Eugene Ryan
Chicago Area Transportation Study
300 West Adams Street
Second Floor
Chicago, Illinois 60606

Mr. Lawrence Christmas, Executive Director
Northeastern Illinois Planning Commission
400 West Madison Street
Chicago, Illinois 60606

Mr. William Murphy, Mayor
Village of Woodridge
1900 West 75th Street
Woodridge, Illinois 60517

Mr. Ronald Ghilardi, President
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532

Mr. Carmen Soldato, Mayor
City of Darien
1702 Plainfield Road
Darien, Illinois 60559

Ms. Betty Cheever, Mayor
City of Downers Grove
Civic Center
801 Burlington Avenue
Downers Grove, Illinois 60515

Mr. David Pierce, Mayor
City of Aurora
44 East Downers Place
Aurora, Illinois 60507

Mr. Samuel Macrane, Jr., Mayor
City of Naperville
175 Jackson Avenue
Naperville, Illinois 60566

Mr. Timothy Neuman, P.E.
CH2M Hill
1890 Maple Avenue
Suite 200
Evanston, Illinois 60201

Mr. David Miller
Metro Transportation Group, Inc.
113 Fairfield Way
Bloomington, Illinois 60108-1577

ADOPTED and APPROVED this 26th day of May, 1992.

APPROVED:

Eugene Moose
President

ATTEST:

Patrick T Spatofore
Village Clerk

ROLL CALL VOTE: AYES: 5 Conklin, Pretzer, Landsman, Farina, Seick

NAYS: 0 None

ABSENT: 1 LaMontagne

ABSTENTIONS: 0 None



DONALD G. ZEILENGA, DIRECTOR
KARL D. FRY P. E., COUNTY ENGINEER
DIVISION OF TRANSPORTATION

DuPage County
ALDO E. BOTTI
COUNTY BOARD CHAIRMAN

(708) 665-1155 (708) 682-7318

June 8, 1992

Mr. John T. Fay
Village of Willowbrook
7760 Quincy Street
Willowbrook, IL 60521-5594

Subject: 75th Street SRA Study

Dear ~~Mr. Fay~~ *John*

Thank you for your letter of May 27th regarding the Village's position on the future development of 75th Street. I have discussed your resolution with Mr. Karl Fry of the County's Division of Transportation and he advised me that in general, the County staff supports the Village's position. The SRA planning process is valuable toward shaping development patterns and access control policies to preserve our ability to utilize that corridor.

While our staff agrees that 75th Street within the Village may never need to be 6-lanes, they would be opposed to taking any action which would preclude that improvement should it become necessary at some distant point in the future. They also point out that future transit improvements may necessitate some widening of 75th Street to accommodate transit service.

It appears that several of the issues raised in the Village's resolution are of a more immediate concern and should be discussed outside the SRA planning process. The County DOT staff is available to discuss these concerns with you at any time.

Should you have any further questions regarding this matter, please call.

Sincerely,

Gertrude M. Coit (Best)

Gertrude Coit
Vice Chairman, Transportation Committee

130 N. COUNTY FARM ROAD • P. O. BOX 298 • WHEATON, IL 60189-0298
COUNTY BOARD COMMITTEE

Carl F. Roth Gertrude M. Coit William J. Maio, Jr. Robert W. Schroeder Constance Zimmermann
Chairman Vice Chairman



CITY OF DARIEN

In the County of DuPage and the State of Illinois
Incorporated 1969

March 17, 1992

MAR 19 1992

DU PAGE MAYORS & MANAGERS CONFERENCE
500 N. Gary Avenue
Carol Stream, Illinois 60188

Attention: Melissa Bolz, Assistant to the Director

RE: SRA STUDY - 75TH STREET

Dear Melissa:

Mr. Art Benner represented Darien at the February 25 meeting of the 75th Street SRA corridor panel to review the status of the study being undertaken to ascertain the future design and operation of 75th Street. Mr. Benner stated you wished to receive written comments from the communities, so they may be investigated and addressed by the consultant performing the study.

To that, the City of Darien wishes to offer the following.

1. Until more specific information is received or the need substantiated, the City offers no support, for or against, the six-lane design concept.
2. We do support a thorough pedestrian study. In addition to Hinsdale South High School at 75th and Clarendon Hills Road, there is also an elementary and junior high school on 75th Street west of Cass Avenue, and a recreational facility is currently being proposed by the Darien Park District at the northeast corner of 75th and Fairview. Therefore, we are asking that pedestrian crossing facilities be considered for these locations.
3. To promote pedestrian accessibility, we would favor sidewalk be constructed in the right-of-way parallel to 75th Street, in areas where there is currently none.
4. While we acknowledge 75th Street is an arterial route, and its primary function is to move traffic in an east-west fashion, 75th Street also intersects through "downtown" Darien. Therefore, we are reserved in any consideration of grade

CITY OF DARIEN

TO: DU PAGE MAYORS & MANAGERS CONFERENCE

March 17, 1992

Page Two

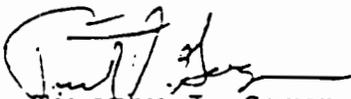
4. separation at the Cass Avenue or Plainfield Road intersections; we would not desire in having this corridor split the community as well as deter motorists from accessing the retail establishments along 75th Street, Plainfield Road and Cass Avenue.
5. As 75th Street is the major east-west route for entering Darien, we do support the concept of a raised landscaped median. We are currently working with the County to have City personnel maintain the existing right-of-way, and are seeking means to make it more aesthetically pleasing.
6. We are requesting the consultant review the existing land use within each community, as well as the recommended future uses, as intended in the respective comprehensive plans, to insure the 75th Street corridor can co-exist with what each community has planned along this corridor.

The City intends to stay informed regarding the consultant's recommendation for this route, and will take an active role in the monitoring of this study.

Should you have any questions, regarding our comments, please contact this office.

Sincerely,

CITY OF DARIEN


Timothy J. Gagen
CITY ADMINISTRATOR

/fm

cc: A. Benner
J. Kalchbrenner
M. Kazich



RECEIVED
AUG 26 1992

State of Illinois

Counties of DuPage and Will

THE VILLAGE OF WOODRIDGE

To all to whom these presents shall come greetings:

This is to certify that I, Dorothy M. Stahl, am the duly elected, qualified and acting Clerk for the Village of Woodridge, DuPage and Will Counties, Illinois; that I am the Keeper of the files, records, and seal of the said Village; that the following is a true, perfect and correct copy of

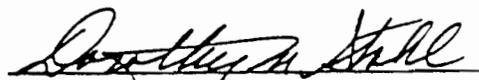
RESOLUTION NO.
R48-92

A RESOLUTION STATING THE POSITION OF THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WOODRIDGE IN RELATION TO THE 75TH STREET/U.S. 34 STRATEGIC REGIONAL ARTERIAL STUDY

As it appears from the files in my office now remaining, I further state that this certification is issued under my hand and seal of the Village of Woodridge as provided for in Chapter 110, Section 8-1202, of the Illinois Revised Statutes.

In Witness Whereof, I have hereunto set my hand and caused to be affixed the Corporate Seal of the Village of Woodridge, DuPage and Will Counties, Illinois.

Done at Woodridge, Illinois this 19th day of AUG. A.D. 19 92


DOROTHY M. STAHL
Village Clerk

RESOLUTION NO.
R48-92

A RESOLUTION STATING THE POSITION OF THE MAYOR AND BOARD
OF TRUSTEES OF THE VILLAGE OF WOODRIDGE IN RELATION TO THE
75TH STREET/U.S. 34 STRATEGIC REGIONAL ARTERIAL STUDY

WHEREAS, on or about February 25, 1992, the Advisory Panel for the Illinois Department of Transportation and Chicago Area Transportation Study issued a preliminary report entitled "Strategic Regional Arterial Study - 75th Street/U.S. 34 From Illinois Route 83 to the DuPage/Kane County Line, DuPage County" with respect to proposed improvements to and long-range planning for, the 75th Street/U.S. 34 corridor; and,

WHEREAS, 75th Street has major social and economic impact upon the character and citizens of the Village of Woodridge; and,

WHEREAS, the Village of Woodridge recognizes that its future will be greatly influenced by the nature and ultimate development of 75th Street; and,

WHEREAS, the Plan Commission of the Village of Woodridge reviewed said preliminary report at its meeting of July 6, 1992; and

WHEREAS, the Plan Commission forwarded its recommendation that the Village of Woodridge adopt a certain position with respect to the issues raised by said preliminary report; and,

WHEREAS, the Village Staff reviewed said preliminary report and the recommendation of the Plan Commission; and

WHEREAS, the Village Staff forwarded its recommendation that the Village of Woodridge adopt a certain position with respect to the issues raised by said preliminary report; and,

WHEREAS, the Mayor and Board of Trustees wish to express their position with respect to said preliminary report.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WOODRIDGE, DUPAGE AND WILL COUNTIES, ILLINOIS, a home rule municipality in the exercise of its home rule powers, as follows:

SECTION ONE: That it is the position of the Mayor and Board of Trustees that:

1. The collective planning process, involving all the communities along the route, is endorsed.

2. The basic alignment and ultimate cross-section through Woodridge, with six (6) lanes of travel plus turn lanes, is endorsed as an efficient way to accommodate existing and future traffic demands in the 75th Street corridor.
3. The Illinois Department of Transportation (IDOT), its consultant and the County of DuPage are encouraged to pay particular attention to the design of the intersection of Illinois Route 53 and 75th Street. Due to the sharp horizontal curve, elevation changes, heavy traffic volumes, and safety problems, this may be a difficult design problem. The Village should be involved in the planning process and have significant input into the design ultimately selected.
4. The study should give particular attention to the provision of safe pedestrian facilities and crossings and to the provision of emergency vehicle access.
5. There should be a significant landscaping element included within any future 75th Street improvement projects. A comprehensive landscape design and maintenance program should be implemented for the entire length of the Strategic Regional Arterial.
6. IDOT, its consultant, and the County of DuPage should examine the potential for alleviating 75th Street traffic through improvements intended to introduce or enhance alternate means of mass transportation. The air quality improvements attendant to alternate modes should be given due consideration in the evaluation of their potential for use in the 75th Street corridor.

SECTION TWO: That the Village Clerk be and the same is hereby directed to file a certified copy of this Resolution with the state, county, regional and local officials listed on Exhibit "A", attached hereto.

SECTION THREE: That this Resolution shall be in full force and effect from and after its adoption, approval and publication in pamphlet form as provided by law.

ADOPTED this 13th day of August, 1992.

Trustee Johannsen	<u>AYE</u>	Trustee Potempa	<u>AYE</u>
Trustee Murphy	<u>AYE</u>	Trustee Stansbury	<u>AYE</u>
Trustee Peterson	<u>AYE</u>	Trustee Wood	<u>AYE</u>

Mayor Murphy -

RESOLUTION NO. R48-92
Page Three

APPROVED this 13th day of August, 1992.

Mayor Murphy



ATTEST:


Village Clerk

Filed in the office of the Village Clerk and published in pamphlet form by authority of the Mayor and Board of Trustees of the Village of Woodridge, DuPage and Will Counties, Illinois, this 13th day of August, 1992.


Village Clerk

EXHIBIT "A"

Senator William F. Mahar
14700 Ravinia
Orland Park, Illinois 60462

Senator George Hudson
6301 South Cass Avenue
Westmont, Illinois 60559

Senator Thomas Dunn
57 North Ottawa, Suite 612
Joliet, Illinois 60431

Rep. Edward Petka
501 Division
P.O. Box 68
Plainfield, Illinois 60544

Rep. Jane Barnes
11759 South Southwest Highway
Palos Heights, Illinois 60463

Rep. Thomas McCracken, Jr.
5757 South Cass Avenue
Westmont, Illinois 60559

Rep. Larry Wennlund
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Wheaton, Illinois 60187

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DuPage County Board
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Mr. Wallace Brown
DuPage County Board
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Ms. Gertrude Coit
DuPage County Board
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Mr. Kenneth Moy
DuPage County Board
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Mr. John Case
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Mr. Robert Schillerstrom
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Mr. Robert Heap
DuPage County Board
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Mr. Robert Schroeder
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Ms. Mary Price
DuPage County Board
421 North County Farm Road
Wheaton, Illinois 60187

Mr. Don Zeilenga DuPage County Division of Transportation 130 North County Farm Road P.O. Box 298 Wheaton, Illinois 60189	Mr. Karl Fry, Super. of Highways DuPage County Division of Transportation 130 North County Farm Road P.O. Box 298 Wheaton, Illinois 60189
Mr. James Slifer, District Engineer Illinois Dept. of Transportation 201 West Center Court Schaumburg, Illinois 60196-1096	Mr. Wally Kos Illinois Dept. of Transportation 201 West Center Court Schaumburg, Illinois 60196-1096
Mr. Brian Bottomley Illinois Dept. of Transportation 201 West Center Court Schaumburg, Illinois 60196-1096	Mr. Rick Starr Illinois Dept. of Transportation 201 West Center Court Schaumburg, Illinois 60196-1096
Mr. Dalip Bammi DuPage County Development Dept. 11 North County Farm Road Wheaton, Illinois 60187	Mr. John Geils, President DuPage Mayors & Managers Conference 1220 Oak Brook Road Oak Brook, Illinois 60521
Ms. Lynn Montei, Executive Director DuPage Mayors & Managers Conference 1220 Oak Brook Road Oak Brook, Illinois 60521	Ms. Melissa Bolz DuPage Mayors & Managers Conference 1220 Oak Brook Road Oak Brook, Illinois 60521
Mr. Aristide Biciunas Executive Director Chicago Area Transportation Study 300 West Adams Street, Second Floor Chicago, Illinois 60606	Mr. Eugene Ryan Chicago Area Transportation Study 300 West Adams Street, Second Floor Chicago, Illinois 60606
Mr. Lawrence Christmas Executive Director Northeastern Illinois Planning Commission 100 West Madison Street Chicago, Illinois 60606	Ms. Betty Cheever, Mayor Village of Downers Grove Civic Center 801 Burlington Avenue Downers Grove, Illinois 60515
Mr. Ronald Ghilardi, President Village of Lisle 140 Burlington Avenue Lisle, Illinois 60532	Mr. Carmen Soldato, Mayor City of Darien 1702 Plainfield Road Darien, Illinois 60559
Mr. Eugene Noose, President Village of Willowbrook 160 Quincy Drive Willowbrook, Illinois 60521	Mr. David Pierce, Mayor City of Aurora 44 East Downers Place Aurora, Illinois 60507
Mr. Samuel Macrane, Jr., Mayor City of Naperville 100 South Eagle Street Naperville, Illinois 60566	Mr. Timothy Neuman, P.E. CH2M Hill 1890 Maple Avenue, Suite 200 Evanston, Illinois 60201
Mr. David Miller Metro Transportation Group, Inc. 133 Fairfield Way Loomingdale, Illinois 60108-1577	

Bi-monthly Newsletters

SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

THE SRA PROJECT

Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340-mile network of existing roads in the Northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials is shown on the map to the right.

Spacing of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, ranging from about 3 miles apart in the most densely developed areas to about 8 miles apart in predominantly rural areas. CATS estimates travel in the year 2010 will be 23 percent more than for 1980.

Design Concepts

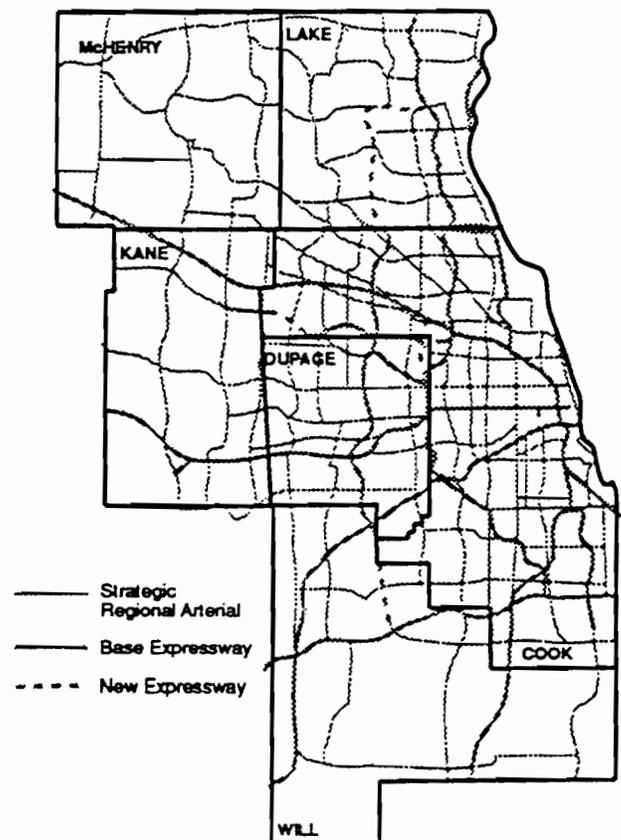
A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee on January 31, 1991, for use as a guide but not policy in the planning of the SRA system. Some of the design techniques and concepts recommended for use in implementing the objectives of the SRA system are:

- **Signalization**—Including provision of new signals, interconnection of signals, and signal timing;

- **Intersection Improvements**—Consisting of provision of turn lanes, channelization, and restriction of certain movements;
- **Adding Lanes**—To achieve a desirable cross section for urban, suburban, and rural areas;
- **Bus Service Improvements**—Including bus stops and traffic signal preemption;

(Continued on Page 4)

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



SRA—ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: Operation Green Light. Other activities are outlined below.

Develop Major Transit/Highway Facilities

This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways

If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements

There are two goals for this element: (1) to make

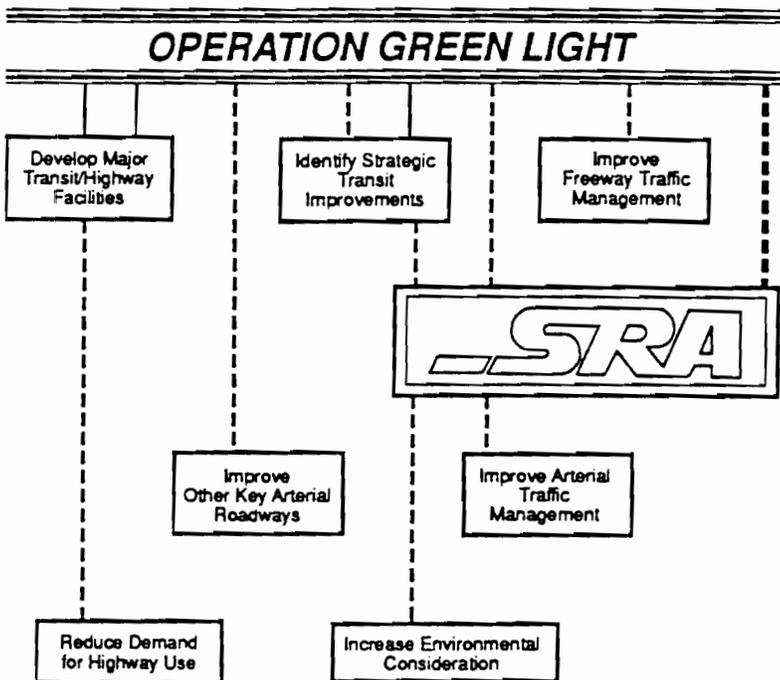
transit more convenient and swift and (2) to encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management

Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation of new toll collection equipment.

Improve Arterial Traffic Management

Like freeways, better information systems for these routes will reduce congestion. Providing this information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.



Reduce Demand for Highway Use

This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strategies. Ride-sharing and mass transit offer ways that commuters can help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration

Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.

STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

As shown in the illustration below, the two most important factors that define the classification of a street are its access function and movement function. Street classifications range from the freeway, which has complete access control and carries mostly through traffic, to local streets with unrestricted access and no through traffic.

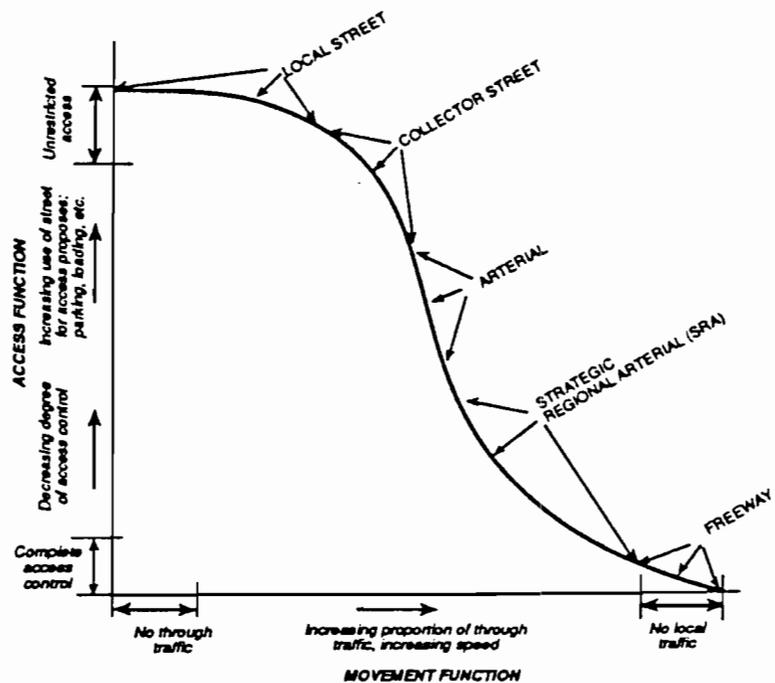
Freeway—The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA)—A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long-distance traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to ensure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, lane additions, and intersection widening are examples of typical improvements.

Arterial—An arterial has two functions: (1) the primary purpose of an arterial road is to carry traffic within the region; and (2) it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are connected directly. Usually, the roadway is not separate from the land around it.

Collector—The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and office developments. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local—A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*. October 1969. (Modified by CH2M HILL)

THE SRA PROJECT (Continued from Page 1)

- Access Management—To reduce conflicts and improve safety;
- Median Control—To provide for left-turning vehicles, direct turning movements to desired locations, and reduce centerline conflicts;
- Structural Clearance Improvements—Both vertical and horizontal clearances;
- Traffic Operational Improvements—Such as signing and pavement markings; and
- Drainage Problem Correction—Whenever required.

The design concepts also address criteria and conditions from removal of curb parking and implementation of high-occupancy vehicle (HOV) lanes.

Studies of SRA Routes

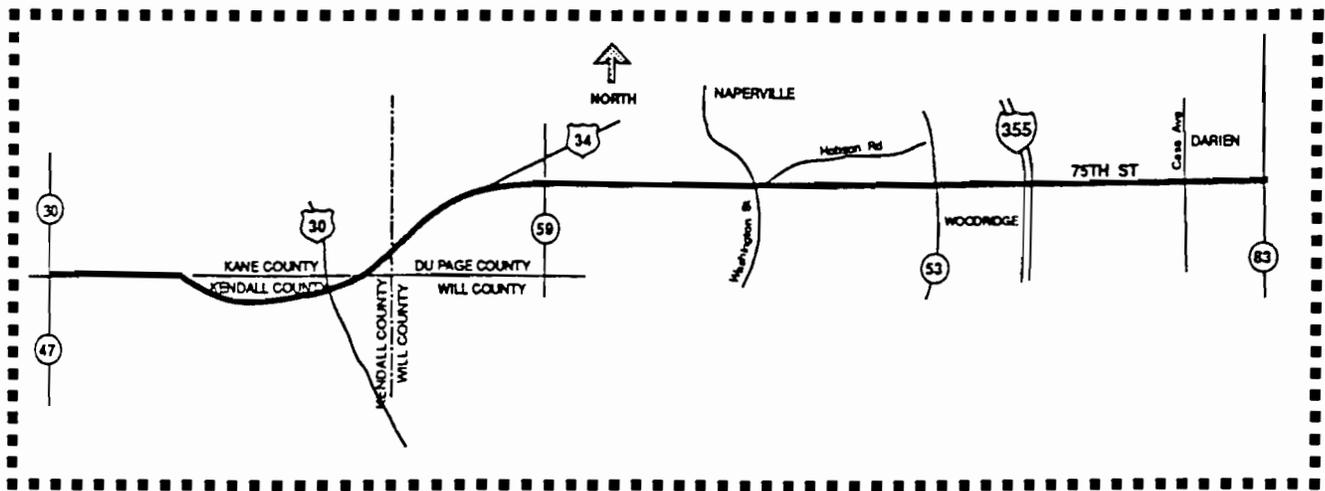
The concepts and standard developed thus far and modified or enlarged upon as work progresses will be applied to the entire 1,340 miles of SRA routes in five consecutive studies. This study, being accomplished by the consulting firm of CH2M HILL, Inc., is concerned with a total of 305 miles of SRA routes in 12 corridors. The routes selected for this phase of the SRA study

process reflect a variety of area types—from rural U.S. 14 in McHenry County to suburban settings such as Barrington Road in Cook County or County Farm Road in Du Page County, and urban Pershing Road and Archer Avenue in the City of Chicago. The resultant plans for each of these routes will include both short- and long-term improvements. Studies will be made of additional sets of roadways each year beginning in 1992 until the entire SRA system has been completed.

A second part of this project consists of identifying and evaluating performance parameters to be used for increasing the effectiveness of various improvements along the SRA routes. This work will be carried on concurrently with the individual SRA corridor analyses.

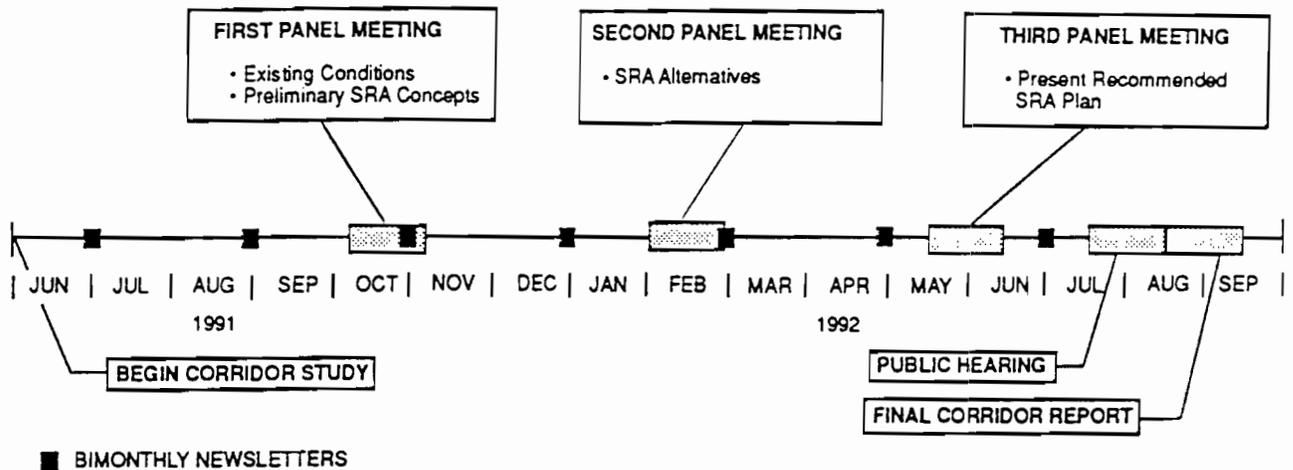
The 75th Street/U.S. 30 and 34 Corridor

The map pictured below shows the extent of the 75th Street/U.S. 30 and 34 SRA Corridor. The corridor extends west from Illinois Route 83 to Illinois Route 47 for a total length of approximately 27 miles. This Advisory Panel is concerned with the portion of the corridor from Illinois Route 83 to U.S. 34 in Du Page County.



STUDY PROCESS AND SCHEDULE

CORRIDOR 12-75th STREET/U.S. 30 AND 34 FROM ILLINOIS ROUTE 83 TO ILLINOIS ROUTE 47



ROLE OF THE ADVISORY PANEL

Who should be on the Panel?

The panel is composed of government representatives of jurisdictions along this corridor. The panel may also wish to add representatives from business and community organizations along the route.

What are the duties of the Panel?

The panel is responsible for reviewing and commenting on the study recommendations and conclusions. Panel members also assist the consultant team by identifying and assembling specific data and information about land use, transportation, and development within their respective jurisdiction. During July and August, the Chicago Area Transportation Study (CATS) will be contacting the advisory panels on behalf of the consultant team to gather corridor-specific data.

How often will the Panel meet?

There are three planned Panel meetings involving the consultant, the Illinois Department of Transportation, and CATS. The Advisory Panel may also elect to meet at other times. It would be the responsibility of the coordinator of the Panel to inform members of topics and arrange the program.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for consultant services. However, the consultant team does plan to meet informally with community officials, as needed, to gather information and identify local concerns.

SPOTLIGHT ON THE SPOTLIGHT

What to Expect in Future Editions. . .

The SRA Spotlight will be issued about every 2 months during the course of the study. Future issues will be designed to keep you abreast of study progress and answer your questions. Some features of future Spotlights will be:

- Reports on project developments such as panel meetings, public hearings, and other forums;
- A regular section presenting answers to questions raised at corridor meetings for this corridor, or in other corridors if the information would be universally useful;
- A status report to keep you up-to-date on study findings, and recommendations; and
- Announcements of forthcoming activities that will involve panel members and others in the corridor.

There is also a form on the facing page that you are encouraged to use to give us your views and ideas regarding future issues of the Spotlight.

.....
SRA SPOTLIGHT
.....

Publisher:

The Illinois Department of Transportation

Editor:

CEMHILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Melissa Bolz
Du Page Mayors and Managers Conference

Panel Members:

Aurora
Darien
Downers Grove
Naperville
Willowbrook
Woodridge

For More Information, Please Contact:

Melissa Bolz
Administrative Assistant
Du Page Mayors and Managers Conference
500 Gary Avenue
Carol Stream, Illinois 60187

LET US HEAR FROM YOU

Do You Have Questions or Comments? _____

Is Your Address Correct? _____

Please Send Questions, Comments, or Address Changes to:

**Melissa Bolz
Administrative Assistant
Du Page Mayors and Managers Conference
500 Gary Avenue
Carol Stream, Illinois 60187**

SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

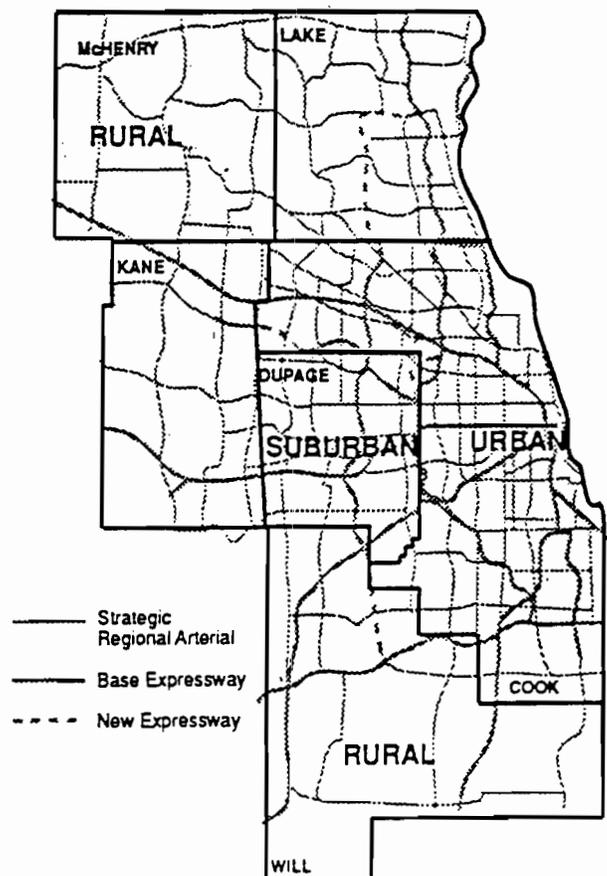
- Urban routes: Densities over 5.0 households per acre by 2010.
- Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.
- Rural routes: Densities less than 0.5 households per acre by 2010.

The areas for each route type are shown in the accompanying map. Urban routes are located in the City of Chicago and adjacent portions of more densely

developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

Access management is another key consideration

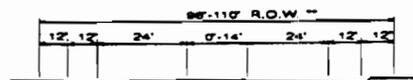
in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

Rural Routes

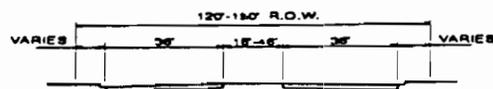
Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

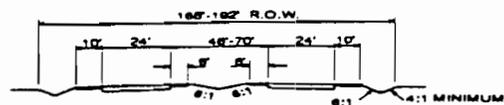
CROSS SECTIONS



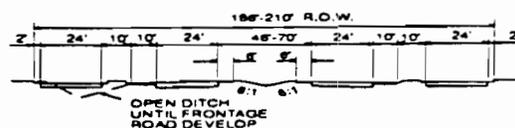
URBAN



SUBURBAN



RURAL



RURAL WITH FRONTAGE ROADS

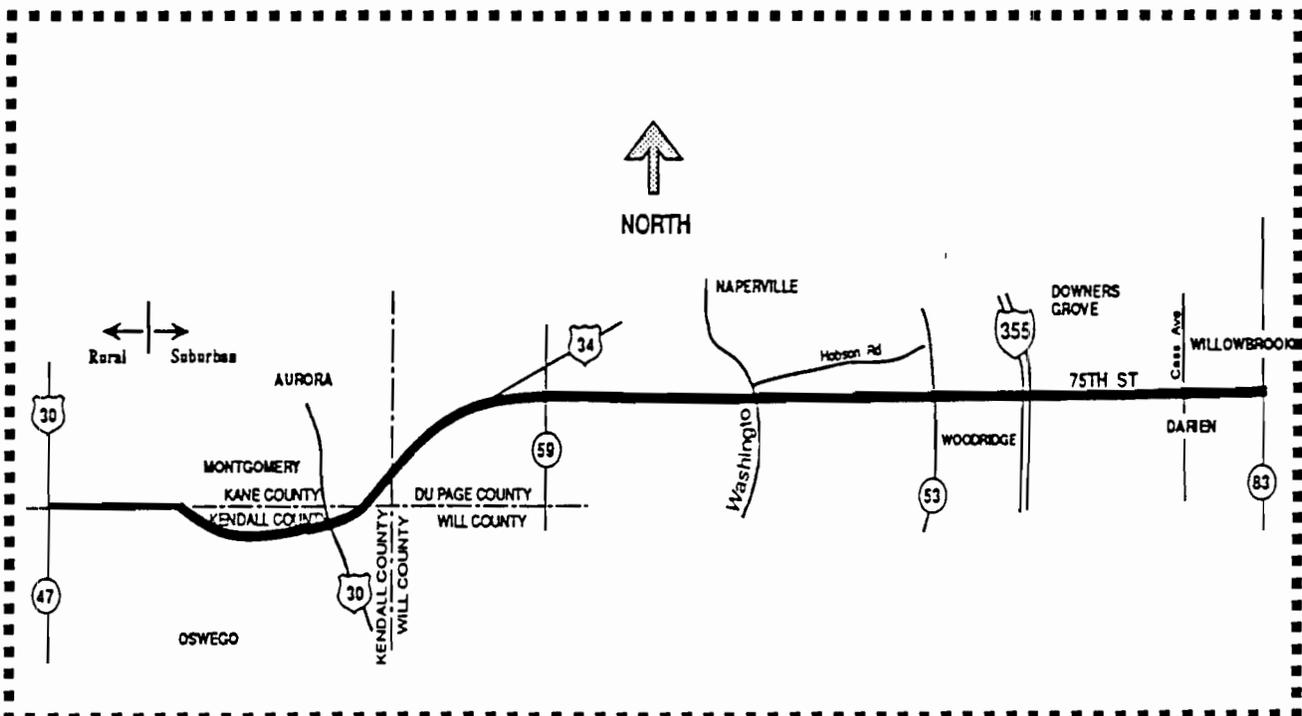
ROUTE TYPE CONSIDERATION IN THE 75th STREET/U.S. 30 AND 34 CORRIDOR

The 75th Street/U.S. 30 and 34 Corridor

75th Street (a major east-west arterial), U.S. 34 (a major east-west arterial), and all but the extreme western portion of U.S. 30 have been designated as suburban SRA routes. The ultimate 2010 desirable characteristics for these routes could include: 120 to 150 feet of right-of-way; three through traffic lanes in each direction; a raised median; dual left turn bays and single right turn bays at major intersections; curbs and gutters; prohibited parking along the route; and synchronized traffic signals at collector and arterial roadways.

The western portion of U.S. 30 has been designated as a rural SRA. The ultimate desirable characteristics for this portion of the corridor could include 170 to 210 feet of right-of-way; two through traffic lanes in each direction, with provision for an additional lane in each direction; a wide median; potential for frontage roads; prohibited parking along the route; and shoulders.

The existing cross section of the 75th Street segment is wide, and the existing right-of-way offers the potential for innovative alternatives. The U.S. 30 and U.S. 34 segments have relatively narrower right-of-way widths. Certain locations along these segments, especially in the Fox River area, will require special attention to achieve the desired cross sections.



YOU CAN HELP

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

- Please plan to attend panel meetings. These are important sessions that can set the tone for the remainder of the planning study.

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SRA SPOTLIGHT
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For:

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Advisory Panel

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Melissa Bolz

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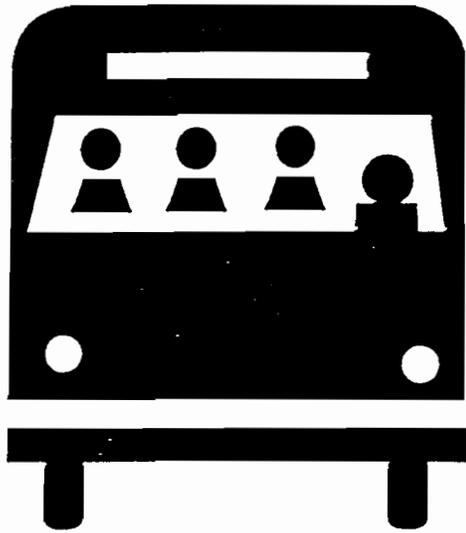
Please Send Questions, Comments, or Address Changes to:

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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

PUBLIC TRANSIT



The success of today's transportation system and the viability of its future depend on a "balanced" system, one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. A key element of this balanced system has long been to give preferential treatment to public transit and other high-occupancy vehicles (HOV).

The Strategic Regional Arterial (SRA) system is intended to accomplish certain specific objectives within the overall transportation system, one of which is to enhance public transportation and personal mobility. This may be accomplished by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

These strategies are being investigated for application in plans for each of the SRA routes under study.

Improved Transit Station Accessibility

Existing transit stations along SRA routes will be evaluated for potential improvements to increase accessibility from the SRA. Increased accessibility may motivate more people to make regional trips utilizing transit, thereby reducing the number of vehicles on the SRA. Accessibility could be improved by one or more of the following techniques.

- **Actuated Traffic Signals**—Transit station usage is extremely intensive during peak periods. Incorporating traffic signals with phasing and timing that responds to varying daily traffic levels will make transit stations more accessible and reduce delays. If new traffic signals are proposed at transit stations, they should meet the established traffic warrants and spacing of signals criteria.
- **Turn Lanes**—To maximize through traffic movements for vehicles not wishing to access transit stations, channelized right- and left-turn lanes could be constructed for vehicles turning into transit stations. If demand is high enough, dual left- and/or right-turn lanes might be constructed. Appropriate storage bays for turning vehicles must also be implemented.
- **Parking Improvements**—Parking lot expansion for commuters will be investigated. Preferential parking stalls nearest to transit stations could be designated for HOV. Secure bicycle parking also should be provided at most suburban transit stations.
- **Pedestrian Grade Separations**—If substantial parking for a transit station is located on the opposite side of a SRA, grade separation for the pedestrian movement could be considered. This would tend to reduce delays on the SRA caused by at-grade pedestrian flow, and would also improve safety and convenience for the pedestrians.

Improved Operating Conditions for Buses

A number of transit enhancements will be considered both to relieve traffic congestion and improve operating conditions for buses.

Bus Service on Rural SRAs

Bus services operating on rural SRAs should, if possible, be limited to express service. The buses should have signal preemption capability that can be deployed when they are running behind schedule. Because of the high-speed characteristics of these facilities, flag stops are not considered appropriate. Wherever possible, bus stops on these routes should be planned as public-private cooperative ventures in conjunction with activity centers. These off-the-road sheltered stops would also serve connecting routes and incorporate park-and-ride facilities. They would be located at 2- to 5-mile intervals. Bus stops should be located on the actual SRA routes when there are no opportunities for off-road facilities, and/or to serve riders transferring from connecting services.

Bus Service on Suburban SRAs

Similar to bus services for rural SRAs, bus services on suburban SRAs should be express buses. Where possible or feasible express bus service should be equipped with priority signal preemption capability that can be deployed when they are running behind schedule. Bus stop locations should occur every one-half to 1 mile. Variable factors to consider in locating the stops are:

- Whether there are intersecting bus routes with a corresponding potential for transferring riders; and
- Whether there are significant residential, commercial/retail, or office developments to be served along the route.

The stops would be designed as turnouts and would accommodate connecting services. Walkways to stops of intersecting services would facilitate transfers and promote safety. Near-side and far-side bus stop configurations would be planned to minimize distance between connecting lines.

Bus Service on Urban SRAs

On urban SRA routes that accommodate bus service, a number of transit service enhancements will be reviewed to determine their potential for relieving traffic congestion. One basic technique would be to remove parking from the bus travel lanes, and strictly enforce parking restrictions. Signal system modification represents another potential area for enhancement.

Bus stop turnouts are not considered practical on urban SRAs. On a route-specific basis, however, both the locations and spacing of bus stops will be reviewed. Major objectives would be to eliminate stops in excess of one per block, and to eliminate conflicts with right turns. Where the blocks are short, as in the central area, stops could be located at every second block.

Exclusive Bus Lanes

Another strategy to improve travel times is to establish exclusive lanes for buses and HOV during the morning and evening peak travel periods. This approach would be reserved for SRAs with at least three traffic lanes in each direction (see Figure 1, which illustrates the "diamond lane" concept). A companion measure essential to the effectiveness of exclusive lanes is minimizing access points to the roadway by eliminating curb cuts wherever possible.

Figure 2 illustrates median bus lane treatment on an urban SRA route. If this treatment is adopted, automobile left turns from the urban SRA route should be permitted only at other SRA routes.

Lanes on urban SRA routes could also be dedicated to buses that travel in the reverse direction from the normal traffic flow. Figure 3 gives an example of a typical transit contra-flow lane. Contra-flow lanes have been used in downtown Chicago, and have been very effective in reducing both bus travel times and bus operating expenses. However, because of accident potential, transit contra-flow lanes are generally only recommended when additional lanes cannot be added easily because of space limitations and where reserve capacity is available in the non-peak direction.

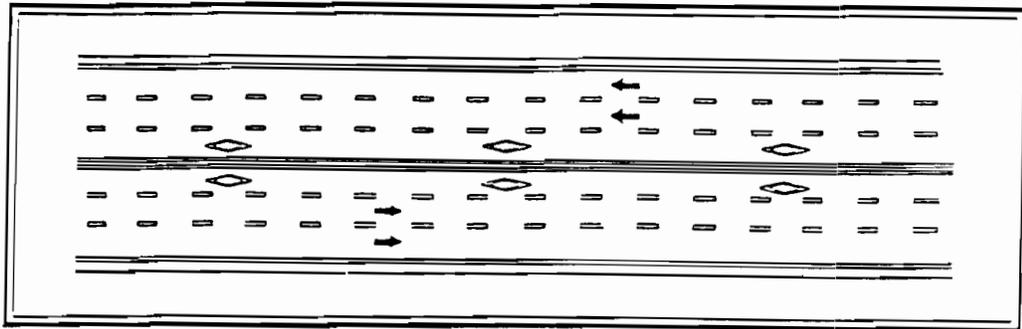


Figure 1 "Diamond Lanes"

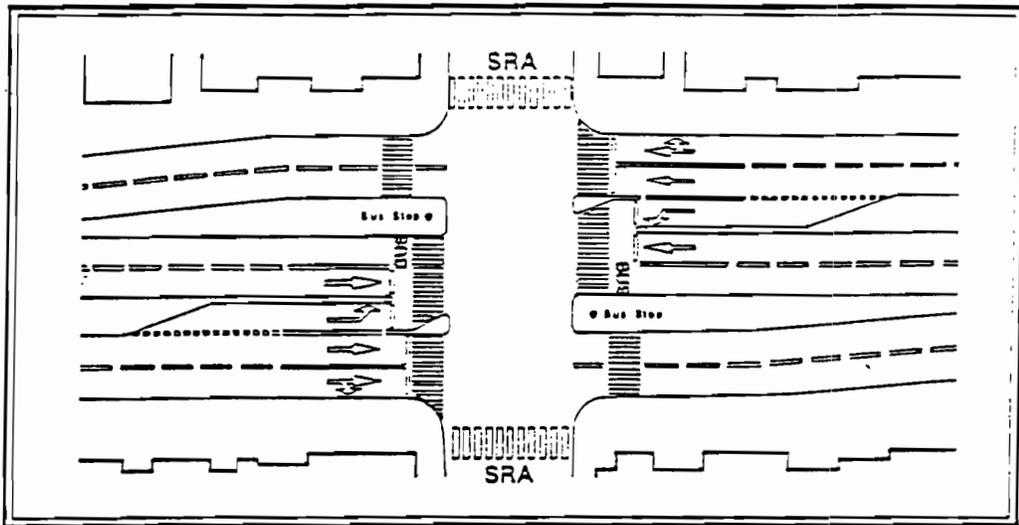


Figure 2 Center Bus Lane Treatment - Urban SRA

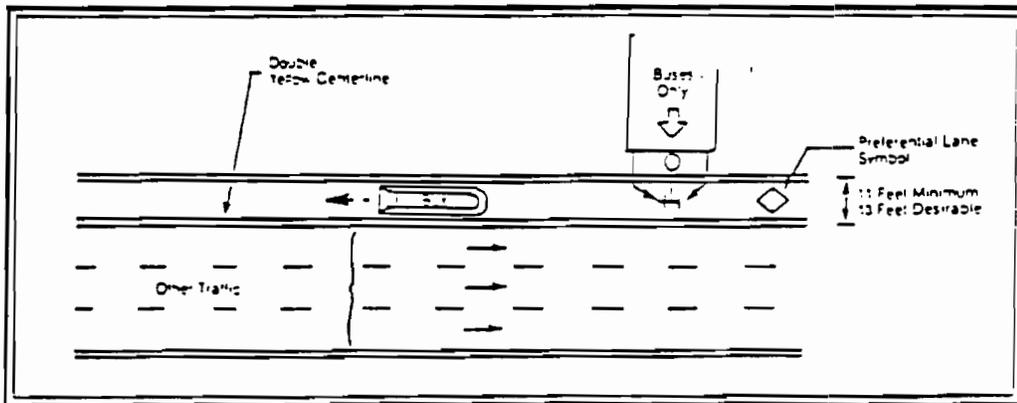


Figure 3 Typical Transit Contra-Flow Lane

Identifying Opportunities for Future Transit Facilities

Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. For example, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

75th Street/U.S. 30 and 34 Project Status

To date, about 30 percent of the study of 75th Street/U.S. 30 and 34 is complete. In October, IDOT and the consultant team held the first Advisory Panel Meeting. At this meeting, the existing conditions of the 75th Street/U.S. 30 and 34 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for February. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the 75th Street/U.S. 30 and 34 corridor. The third Advisory Panel Meeting is scheduled to take place in the late spring of 1992, and a Public Hearing is scheduled tentatively for late summer of 1992.

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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

Relationship of Transportation Planning to Land Use and Development

Land Use and the SRA Plan

The success of today's transportation system and the viability of its future depend upon integrating arterial improvements with future development plans. Road improvements have the potential to stimulate land use changes, which in turn, can impact the efficiency of the transportation system. Improved accessibility, a common component of transportation system improvement plans, can influence land development, particularly when combined with other contributing factors such as land availability, market trends, local zoning and land use policies, water and sewer extension policies, and proximity to population centers.

The Strategic Regional Arterial (SRA) network, which consists of 1,340 miles of existing roads, encompasses 146 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Within this network there are significant differences in the roadway environment that determine how various types of routes may function in the system. Land use impacts also will vary, depending upon whether the route traverses an urban, suburban, or rural area. In rural or suburban areas, there may be large tracts of vacant land that may undergo development, requiring coordinated access; in urban areas, maintaining or improving access and parking to existing developments are primary issues.

In high-demand areas, consideration of access management and design improvements are necessary to ensure maintenance of a good level of service. A key element of the SRA plan is to balance the goals of an arterial's function, to carry high volumes of long-distance traffic, with existing and future land use access needs. This may be accomplished by:

- Understanding future regional growth trends; and
- Understanding and accommodating local planning efforts.

Understanding Future Regional Growth Trends

By the year 2010, substantial increases in population, number of households, and employment are projected for the Chicago metropolitan region. Total population is projected to grow by 17.2 percent—from 7.1 million in 1980 to over 8.3 million by 2010. Population growth will be most significant outside of Cook County (which contains the city of Chicago) in the suburban counties. Each of the six counties, with the exception of Cook County, is projected to grow by nearly 50 percent over the 30-year period (1980 to 2010). The following table details population growth and percent change over the 30-year period.

Projected Population Change, 1980-2010				
County	1980	2010	Population Increase	Percent Change
Cook	5,253,700	5,567,400	313,700	6.0
DuPage	658,800	985,600	326,800	50.0
Kane	278,400	426,100	147,700	53.1
Lake	440,400	640,700	200,300	45.5
McHenry	147,900	235,800	87,900	59.4
Will	324,500	472,400	147,900	45.6
Region	7,103,600	8,327,900	1,224,300	17.2

Source: Northeastern Illinois Planning Commission

Changing demographics have altered household structure, bringing a dramatic increase in the number of single-person and single-parent-headed households, a factor that will continue to shape markets in the coming years. In the region, the number of households is projected to increase by 31.1 percent (774,000 new house-

75th Street/U.S. 30 and 34 Corridor

holds) between 1980 and 2010—reaching over 3.2 million. Nearly half of the new households will be in Cook County, which will add close to 350,000 households. Lake, Kane, McHenry, Will, and DuPage Counties will see the greatest percent change—with households increasing by well over 50 percent of 1980 levels.

Projected Household Change, 1980-2010				
County	1980	2010	Household Increase	Percent Change
Cook	1,879,400	2,228,000	348,600	18.5
DuPage	222,000	368,500	146,500	67.0
Kane	93,700	160,100	66,400	70.9
Lake	139,700	240,200	100,500	72.0
McHenry	49,100	87,800	38,700	78.8
Will	103,100	170,900	67,800	65.7
Region	2,486,700	3,260,700	774,000	31.1

Source: Northeastern Illinois Planning Commission

The region's employment is projected to increase by 34.6 percent by 2010—to over 4.5 million jobs. Cook, DuPage, and Lake Counties will continue to be the major employment centers in the region. Employment in DuPage County is projected to more than double over the 30-year time period—from 284,700 to 641,500 jobs. In Lake County, the number of jobs will increase from 162,000 to 306,700 between 1980 and 2010.

Projected Employment Change, 1980-2010				
County	1980	2010	Employment Increase	Percent Change
Cook	2,697,000	3,249,100	551,100	20.5
DuPage	284,700	641,500	356,800	125.3
Kane	119,100	174,400	55,300	46.4
Lake	162,000	306,700	144,700	89.3
McHenry	47,000	73,200	26,200	55.7
Will	91,700	134,100	42,400	46.2
Region	3,401,400	4,579,100	1,777,700	34.6

Source: Northeastern Illinois Planning Commission

Understanding and Accommodating Local Land Use Plans

To provide an SRA corridor plan that addresses future development, comprehensive land use plans requested from each community have been integrated into the SRA transportation planning effort. From these land use plans, it is possible to make a better determination of:

- Potential future access locations
- Need for frontage roads, collector roads, etc.
- Optimal future traffic signal locations
- Potential for development of transit plans

In existing or future areas of intense commercial development, SRA corridor planning can focus on:

- Consolidating driveways, coordinating closely-spaced access points
- Mitigating impacts to on-street parking
- Optimal median types and dimensions (such as raised versus flush medians)

In residential areas, or near parks and schools, the corridor plan can focus on:

- Accommodating pedestrian activities
- Addressing aesthetic issues to minimize adverse visual impacts of corridor improvements

It is important to note that local units of government control land use and development. The SRA corridor plan attempts to coordinate future transportation needs based on community plans, but if land use policy changes, or if a land use plan is not implemented, the transportation system will be affected. Thus, a good transportation system depends upon implementation of effective land use controls and enforcement of land use plans.

Land Use Considerations in the 75th Street/U.S. 30 and 34 Corridor

This SRA segment includes areas along 75th Street and U.S. 34 from Illinois Route 83 to the DuPage/Kane County line. The corridor is shown on the accompanying map. Within this segment, the corridor is designated a "suburban" SRA.

75th Street/U.S. 30 and 34 Corridor

Notable areas where land use is changing, or where trends imply future potential access concerns, are:

- Along U.S. 34, land uses will be residential.
- Land uses between U.S. 34 and Illinois Route 59 will be residential with some commercial and industrial uses.
- East of Illinois Route 59, future land use is expected to be office and residential, as well as forest preserve.
- Residential land uses predominate from Plainfield and Naperville Roads to Greene Road.
- Between Janes Avenue and Illinois Route 83, land uses are primarily commercial and residential.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservations for frontage roads, or providing enhanced access to the development or site.

75th Street/U.S. 30 and 34 Corridor Project Status

The second Advisory Panel Meeting for the 75th Street/U.S. 30 and 34 Corridor was held on February 25, 1992. At this meeting, alternative improvements under consideration were presented and discussed, and input was solicited from the panel members. The project team will continue to detail the plan, which will be presented and discussed at the third panel meeting in the summer of 1992.

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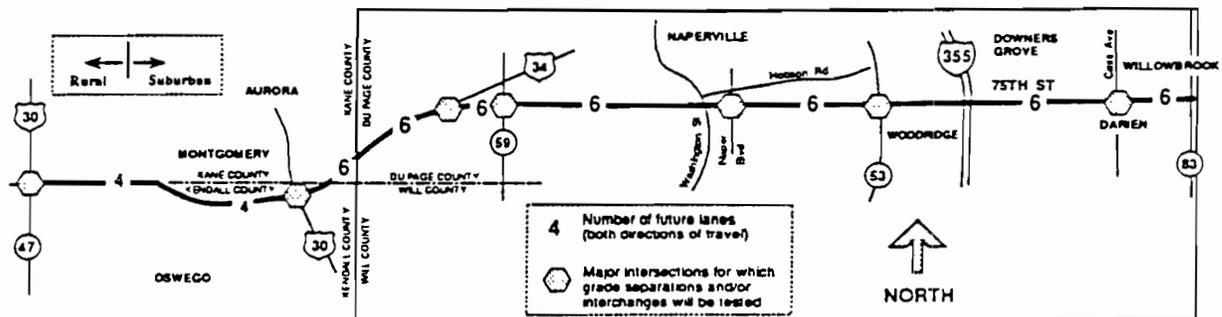
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75TH STREET/U.S. 30 AND 34 CORRIDOR CONCEPT PLAN



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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

The Function of a Strategic Regional Arterial

For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching use and design helps to ensure consistent, uniform flow, which contributes to operational efficiency and safety.¹ An area's street and highway system can be classified schematically by relating the proportion of *movement* function to *access* function. This concept is illustrated graphically in the accompanying chart. At its functional extreme, a local access or residential street is devoted almost entirely to providing access to abutting properties; the freeway, on the other hand, serves only the movement function.

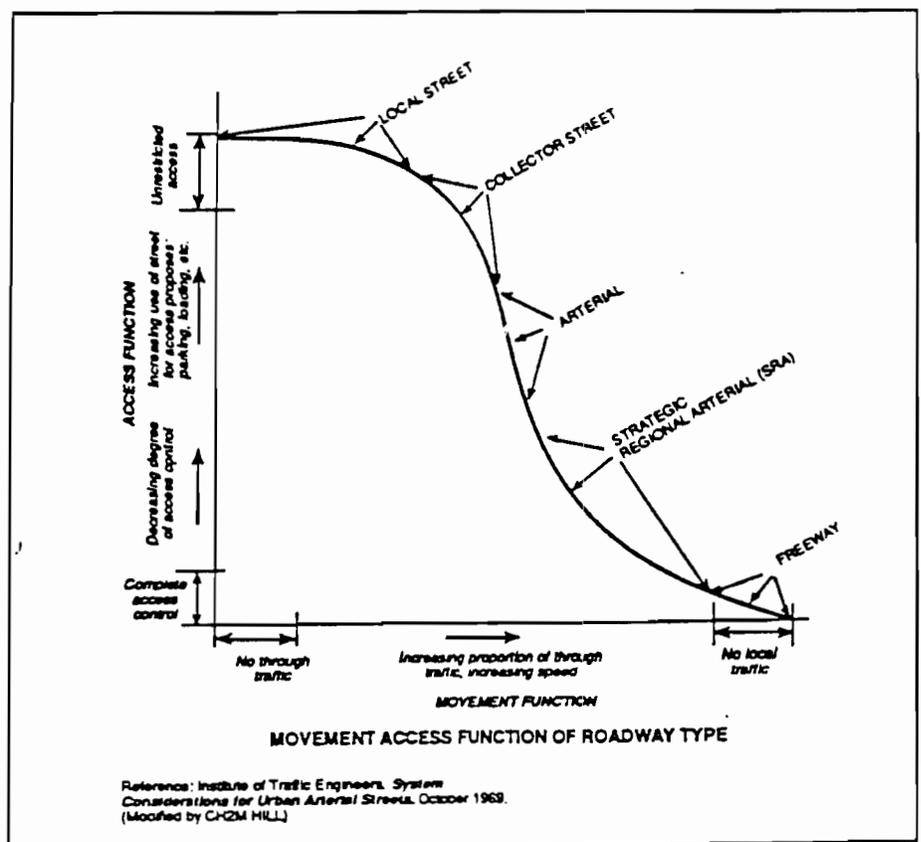
The Illinois Department of Transportation (IDOT) has designated 1,340 miles of existing roadways in northeastern Illinois as *Strategic Regional Arterials* (SRAs). This functional classification falls between the general "arterial" category and "freeway" class.

SRAs are intended to provide more of the movement function, and less access to abutting land uses, than

"arterial" roadways. Also, on SRAs trip lengths will be longer and movement will be faster than on other arterial or collector streets. However, despite the focus on accommodating the movement function, considering the access function also is vital because SRA routes pass through numerous villages and cities.

SRA Benefits

Communities affected by SRAs often ask: "What is achieved by the SRA system?" or "How will SRA improvements benefit my community?" The remainder



¹Gruen Associates. *Traffic Circulation Planning for Communities*. 1974.

of this newsletter addresses and provides answers to these questions.

Local communities benefit from SRA designation and planning by realizing the following improvements:

- Enhanced traffic safety
- Improved traffic operations
- Reduced environmental impacts
- Reduced neighborhood impacts
- Increased local land use and transportation planning

These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

Improvement Benefits

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

Safety

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

Intersection Improvements

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

Median Improvements

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a “refuge” for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and “un-parking” maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

75th Street/U.S. 30 and 34 Corridor

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When "through" traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business

district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for 75th Street/U.S. 30 and 34

The SRA plan for the 75th Street/U.S. 30 and 34 corridor should produce a range of benefits to the public and the local communities it serves. Heavy congestion currently occurs along U.S. 34. SRA improvements planned for this portion of the corridor would relieve this congestion, and improve safety and air quality.

West of the 75th Street terminus at U.S. 34, U.S. 30 improvements and controlled access for future development will accommodate projected development. The Fox River crossing and the Illinois 31 bridge area will be improved to promote through traffic.

75th Street/U.S. 30 and 34 Corridor

Corridor Planning Status

Since the last 75th Street/U.S. 30 and 34 Advisory Panel meeting on March 27, 25, 1992, consultant and IDOT staff have worked to develop and to refine the SRA plan. The figure below illustrates the basic SRA plan that will be presented to the panel later this summer. The 75th Street/U.S. 30 and 34 corridor is being planned as a six-lane suburban arterial from Illinois to the U.S. 30/34 intersection. West of the U.S. 30/34 intersection, a four-lane suburban section is planned to Orchard Road. West of Orchard Road, the four-lane section continues, but is designated "rural," and paved shoulders (instead of curb and gutter) are provided.

The consultant is completing the first draft of the SRA report, which will be submitted to IDOT staff for review. The third panel meeting will be scheduled for the near future.

SRA SPOTLIGHT

Publisher:

The Illinois Department of Transportation

Editor:

CHILL

For:

The Strategic Regional Arterials Plan
Advisory Panel

Coordinator:

Terry Heffron
Transportation Planner

Panel Members:

Aurora - David Pierce, Mayor, and Jim Nanninga,
Public Works Director

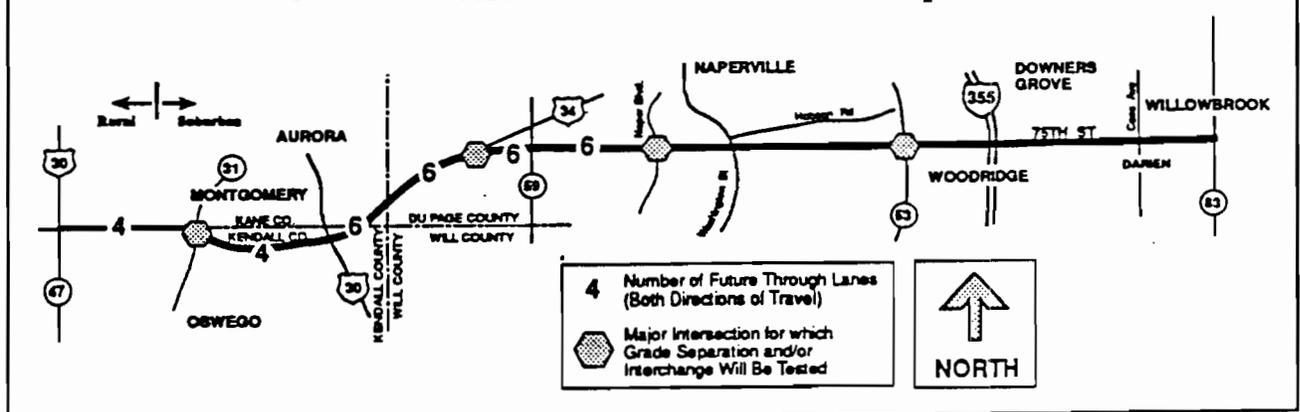
Montgomery - Raymond Kozloski, Mayor, and
Chris Liveris, Director of Public Works

Naperville - Samuel Macrane, Jr., Mayor, and
Ned Becker, Director of Transportation

Oswego - Richard A. Saletri, Mayor

Yorkville - Kenneth Kitoe, Jr., Mayor, and
J.T. Johnson, Director of Public Works

75th Street/U.S. 30 and 34 Corridor Concept Plan



Federal Legislation for Resource Protection

Legislation	Resource Affected	Responsible Agency	Summary
<i>Section 4(f) Evaluation</i>	Public park and recreation land; historic resources	Federal Highway Administration	Requires consideration, consultation, and alternative studies to determine that there are no feasible and prudent alternatives to the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge of significance, as determined by the official officer having jurisdiction. Also must address measures to minimize harm. Applies to properties eligible for the National Register of Historic Places.
<i>Section 6(f) of the Land and Water Conservation (LAWCON) Act</i>	Public recreation land developed with LAWCON funding	Federal Highway Administration	Recreation land purchased or improved under the LAWCON Act cannot be used unless replacement land of equal value, use, and size can be supplied. Precedes completion of the Section 4(f) Evaluation.
<i>Section 106 of the Historic Preservation Act</i>	Cultural resources	Advisory Council on Historic Preservation	Requires evaluation of the proposed project's effect on properties included, or eligible for inclusion, in the National Register of Historic Places, and allows the Advisory Council a reasonable opportunity to comment prior to project approval. Requires documentation of special effort to avoid or to minimize harm to any landmark that may be affected adversely. Precedes completion of the Section 4(f) Evaluation.
<i>Section 404 of the Clean Water Act</i>	Waterways and wetlands	U.S. Army Corps of Engineers and U.S. EPA	Requires permit for discharge of dredged or fill materials into jurisdictional waters of the United States, including wetlands. These waters include navigable waters and their tributaries, interstate waters, lakes, and intermittent streams.
<i>Wetlands Executive Order 11990</i>	Wetlands	Federal Highway Administration	Directs federal agencies to avoid unnecessary alteration or destruction of wetlands, and requires implementation of actions to minimize the loss or degradation of wetlands affected by a federal project, or by any project that receives federal funding.

continued from page 1 . . .

regulatory review and approval, and must include all possible measures to minimize harm. These measures might include replacement of lands, replacement of facilities impacted by the project, restoration of disturbed areas, incorporation of design features to minimize or avoid impact, or monetary compensation.

Sensitive Land Uses

Sensitive land uses also are a factor in road improvement and design decisions. Typical sensitive land uses include hospitals, schools, cemeteries, police and fire departments, and other community facilities. Emergency access is one consideration; roadway changes can impact access to and from facilities such as hospitals and police and fire departments. Noise standards (moving a roadway closer to buildings may exceed acceptable noise levels) and business and residential relocation issues are other factors to be considered. Finally, effort should be made to avoid impact to these sensitive facilities because they are integral to the physical and social fabric of the community. Whenever possible, adjustments in road design should be made to avoid disrupting such facilities.

Air Quality

Improved traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles traveling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions pose a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

How Do These Environmental Considerations Affect Roadway Design?

Each of these environmental considerations contributes to the basic SRA improvement concept and affects design solutions. Engineering design is tailored to avoid or minimize effects by:

- Adjusting the alignment (e.g., focus widening to one side of the facility or the other; realign the roadway to avoid an impact)
- Incorporating retaining walls to minimize the amount of right-of-way needed
- Adjusting cross-sectional features, such as median width, to minimize the right-of-way needed
- Implementing curb-and-gutter and closed drainage systems to minimize right-of-way taking

In some cases, the presence and location of sensitive or protected land uses affect the basic SRA corridor concept. In keeping with overall planning objectives, the ability to implement a full, desirable SRA cross section must be balanced against the environmental impacts that could result. Decisions to "downsize" a corridor segment because of environmental concerns have been made on many SRA corridors.

Environmental Concerns and SRA Planning for 75th Street/U.S. 30/ U.S. 34

The study to determine recommended improvements for the 75th Street/U.S. 30/U.S. 34 corridor has considered numerous environmental issues, including wetlands, parkland (forest preserve), natural habitat, and a historic site.

Wetlands are located on both sides of U.S. 30 approximately 1 mile west of Orchard Road, on both sides of U.S. 30 at Blackberry Creek immediately west of Orchard Road, and at the Fox River. As individual portions of the recommended plan are implemented, specific wetland delineation will be done and more definitive plans will be prepared to minimize effects and avoid identified wetlands.

75th Street/U.S. 30 and 34 Corridor

The existing U.S. 34 roadway area features two forest preserves and one community park. The community park, Cumberland Park, located in the southwest quadrant of the U.S. 34/Fox Valley Drive intersection, will not be affected by the proposed SRA corridor plan. The two forest preserves, one located on both sides of U.S. 34 approximately mile east of Long Grove Road, and the other located on the north side of U.S. 34 opposite the 75th Street/U.S. 34 intersection, will be affected slightly by the proposed plan: the plan will require 5 feet of right-of-way along the frontage of U.S. 34 at both of these forest preserves. However, the recommended plan minimizes the right-of-way impacts by utilizing retaining walls at various locations along U.S. 34.

The Springbrook Forest Preserve and Greene Valley Forest Preserve, as well as various wetland areas and community parks, are located along 75th Street. These environmental areas are not within the 200-foot existing right-of-way and will not be affected by the SRA corridor plan.

Corridor Status

The 75th Street/U.S. 30/U.S. 34 Draft Final Report has been submitted to the Chicago Area Transportation Study for distribution to the panel members.

The third panel meeting is scheduled for 2:00 p.m. on October 8, 1992, at the Aurora City Hall. At this meeting, the Draft Final Report and the recommended plan will be discussed in detail.

A location and date for the public hearing have not been selected at this time. The public hearing will be held in an "open house" format. Exhibits will be displayed and questions will be answered by project staff.

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SRA SPOTLIGHT
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For:

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SRA NEWSLETTER NO. 6

SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— “Pre-Phase I”

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as “Pre-Phase I” because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA.

The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

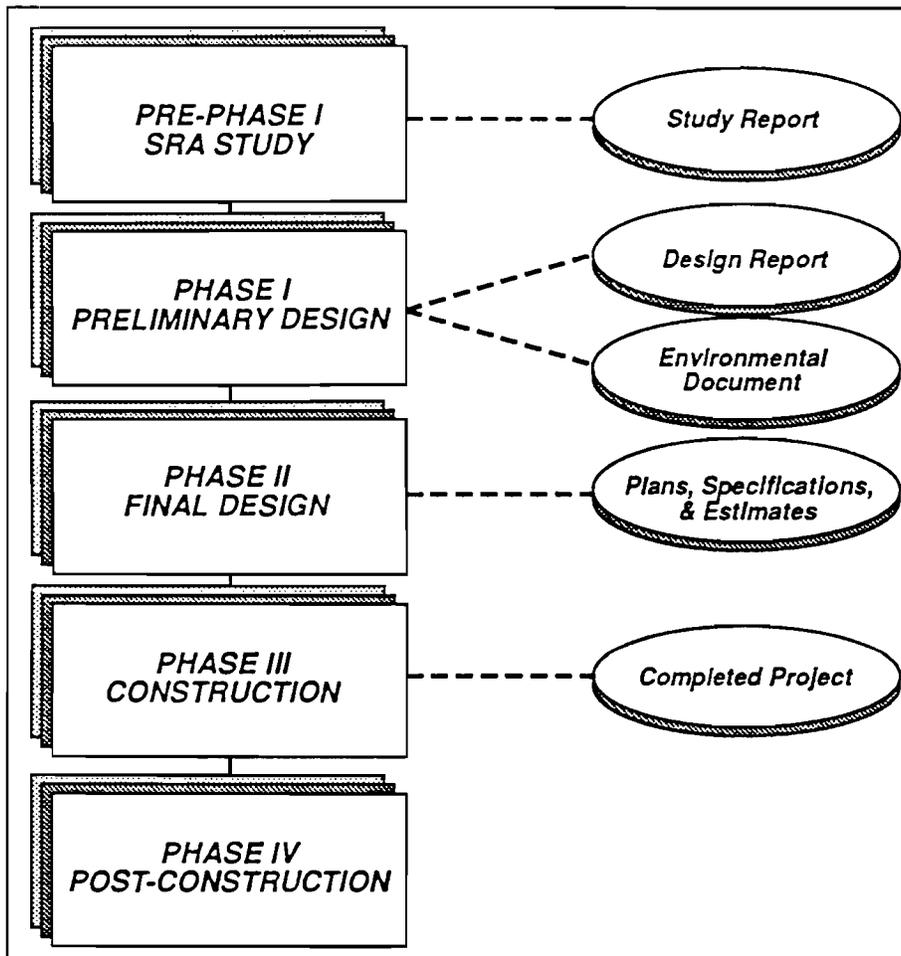
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA “Pre-Phase I” effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



*Phase II Studies—
Final Design*

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

*Phases III and IV—
Construction and
Post-Construction*

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

75th Street/U.S. 30 and 34 Corridor

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for 75th Street/U.S. 30 and 34

Since the last newsletter, there has been significant activity on the study of this corridor. The Draft Final Report was distributed, and panel meetings were held on October 6 and 8, 1992, to present the proposed plan and to discuss the report recommendations.

The panel presentations were followed by two Public Hearings. The Public Hearings were held on October 29, 1992, at the Naperville Government Complex and on November 5, 1992, at St. Anne's Church in Oswego, Illinois. Public attendance was minimal at each presentation. A limited number of written responses were received during the 30-day comment period.

The final recommended improvement plan and report are currently being generated. Public input is being considered as part of the process. Overall, the project has received a positive response, with the exception of a portion of 75th Street in the City of Darien and the Village of Willowbrook. These communities feel that the eastern end of the corridor will never require widening to six lanes. Resolutions have been passed by the respective City Councils and Village Boards in opposition to the proposed widening.

It is anticipated that the Final Report will be issued the spring of 1993.

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SRA SPOTLIGHT
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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

THE SRA PROJECT

Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340-mile network of existing roads in the Northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials is shown on the map to the right.

Spacing of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, ranging from about 3 miles apart in the most densely developed areas to about 8 miles apart in predominantly rural areas. CATS estimates travel in the year 2010 will be 23 percent more than for 1980.

Design Concepts

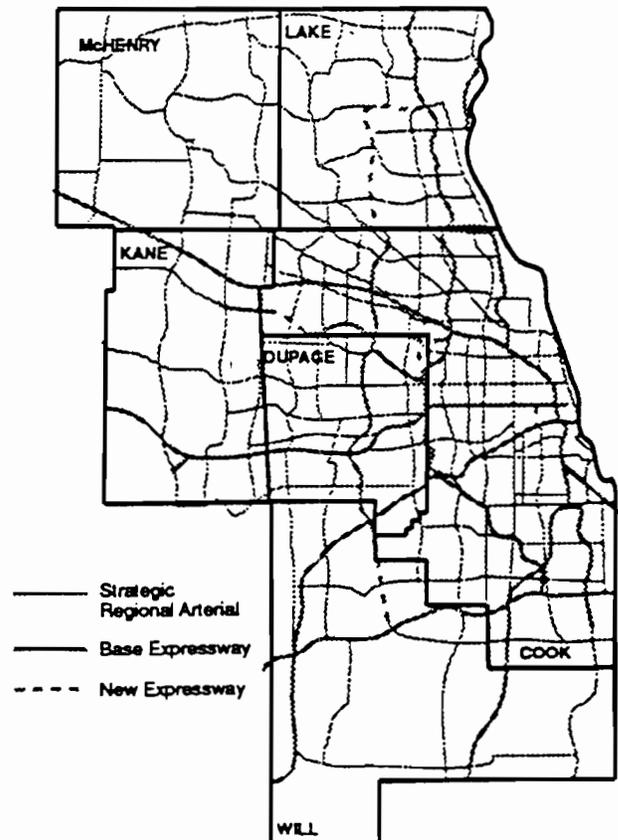
A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee on January 31, 1991, for use as a guide but not policy in the planning of the SRA system. Some of the design techniques and concepts recommended for use in implementing the objectives of the SRA system are:

- Signalization—Including provision of new signals, interconnection of signals, and signal timing;

- Intersection Improvements—Consisting of provision of turn lanes, channelization, and restriction of certain movements;
- Adding Lanes—To achieve a desirable cross section for urban, suburban, and rural areas;
- Bus Service Improvements—Including bus stops and traffic signal preemption;

(Continued on Page 4)

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



SRA—ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: Operation Green Light. Other activities are outlined below.

Develop Major Transit/Highway Facilities

This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways

If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements

There are two goals for this element: (1) to make

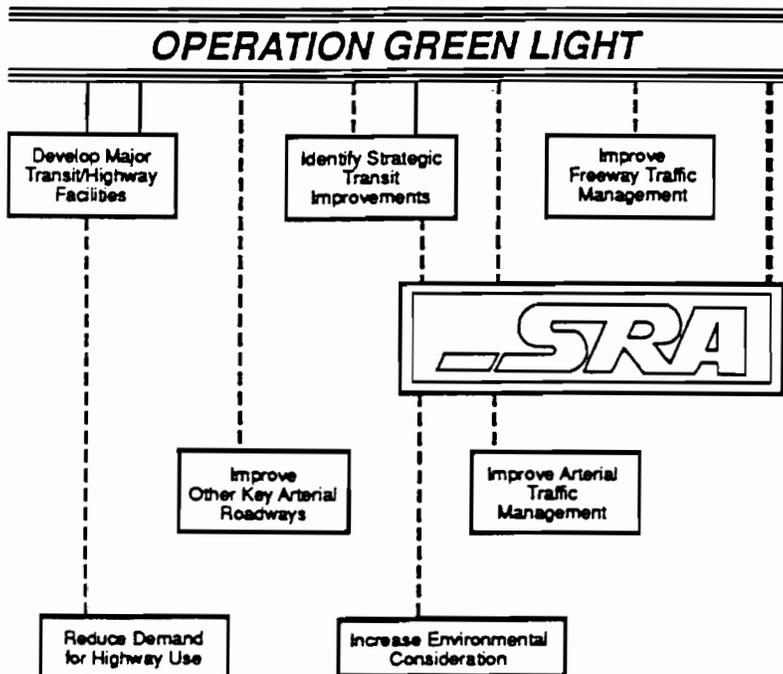
transit more convenient and swift and (2) to encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management

Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation of new toll collection equipment.

Improve Arterial Traffic Management

Like freeways, better information systems for these routes will reduce congestion. Providing this information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.



Reduce Demand for Highway Use

This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strategies. Ride-sharing and mass transit offer ways that commuters can help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration

Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.

STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

As shown in the illustration below, the two most important factors that define the classification of a street are its access function and movement function. Street classifications range from the freeway, which has complete access control and carries mostly through traffic, to local streets with unrestricted access and no through traffic.

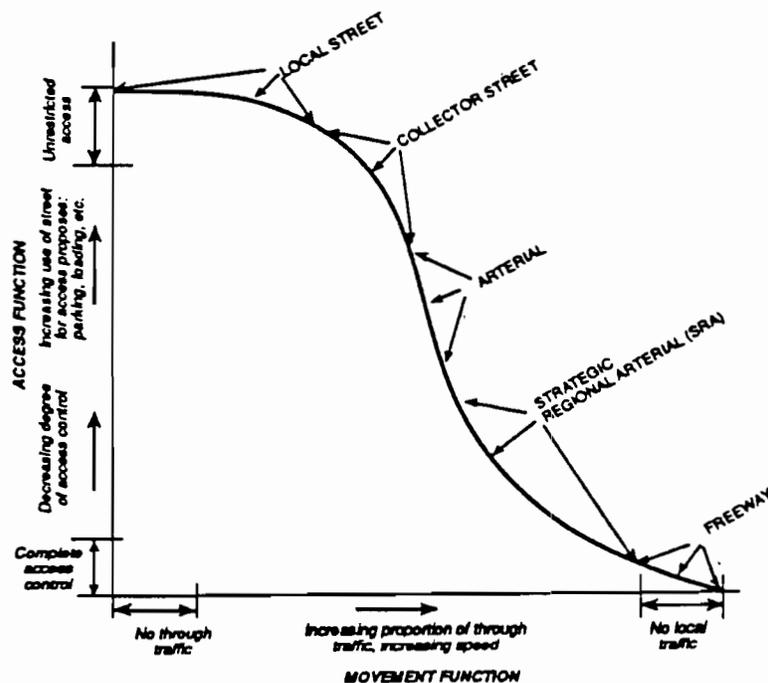
Freeway—The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA)—A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long-distance traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to ensure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, lane additions, and intersection widening are examples of typical improvements.

Arterial—An arterial has two functions: (1) the primary purpose of an arterial road is to carry traffic within the region; and (2) it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are connected directly. Usually, the roadway is not separate from the land around it.

Collector—The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and office developments. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local—A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers, *System Considerations for Urban Arterial Streets*, October 1969. (Modified by CH2M HILL)

THE SRA PROJECT (Continued from Page 1)

- Access Management—To reduce conflicts and improve safety;
- Median Control—To provide for left-turning vehicles, direct turning movements to desired locations, and reduce centerline conflicts;
- Structural Clearance Improvements—Both vertical and horizontal clearances;
- Traffic Operational Improvements—Such as signing and pavement markings; and
- Drainage Problem Correction—Whenever required.

The design concepts also address criteria and conditions from removal of curb parking and implementation of high-occupancy vehicle (HOV) lanes.

Studies of SRA Routes

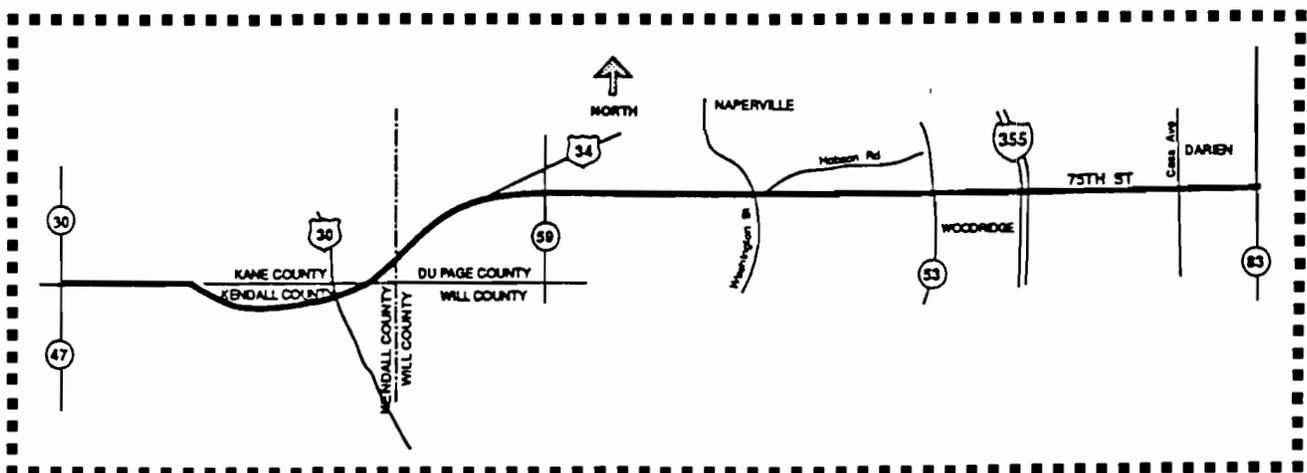
The concepts and standard developed thus far and modified or enlarged upon as work progresses will be applied to the entire 1,340 miles of SRA routes in five consecutive studies. This study, being accomplished by the consulting firm of CH2M HILL, Inc., is concerned with a total of 305 miles of SRA routes in 12 corridors. The routes selected for this phase of the SRA study

process reflect a variety of area types—from rural U.S. 14 in McHenry County to suburban settings such as Barrington Road in Cook County or County Farm Road in Du Page County, and urban Pershing Road and Archer Avenue in the City of Chicago. The resultant plans for each of these routes will include both short- and long-term improvements. Studies will be made of additional sets of roadways each year beginning in 1992 until the entire SRA system has been completed.

A second part of this project consists of identifying and evaluating performance parameters to be used for increasing the effectiveness of various improvements along the SRA routes. This work will be carried on concurrently with the individual SRA corridor analyses.

The 75th Street/U.S. 30 and 34 Corridor

The map pictured below shows the extent of the 75th Street/U.S. 30 and 34 SRA Corridor. The corridor extends west from Illinois Route 83 to Illinois Route 47 for a total length of approximately 27 miles. This Advisory Panel is concerned with the portion of this corridor from 75th Street to Illinois Route 47 in Du Page, Kane, and Kendall Counties.



SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

Environmental Considerations in SRA Transportation Improvement Planning

Discussion of Issues

In planning and implementation of roadway design projects, engineers and officials frequently face environmental considerations that complicate the projects' standard engineering aspects. Environmental considerations play a significant part in engineering design decisions, as highway designers and planners deal with the stringent requirements of various environmental regulatory agencies, and state and local governments (see table on page 2). Typical roadway design environmental issues include air quality, wetlands, and impacts to both sensitive land uses and to publicly-owned land (socioeconomic impact and potential land use change to the area also are considered, as discussed in Newsletter No. 4). Plans to avoid, minimize, or mitigate such impacts are integral to the design of a project and, ultimately, affect engineering solutions.

As part of the SRA project, an environmental analysis component has been conducted to inventory existing conditions and to identify environmental and land use characteristics that may conflict with, or be affected by, proposed roadway improvements. This initial inventory and identification would be supplemented by detailed analysis of these environmental effects as individual projects proceed to more advanced design. This newsletter reviews notable environmental and land use issues typically encountered in transportation projects, and discusses how they impact design decisions.

Wetlands

Wetlands are areas that are inundated or saturated by surface or groundwater, and support a variety of plant and animal species adapted to these conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas, and:

- Filter pollutants naturally;
- Enhance water quality;
- Provide natural watershed storage;
- Control flooding;
- Reduce erosion;
- Provide habitat for bird and animal life; and
- Provide aesthetic, recreational, educational, and socioeconomic benefits.

Because of these values, wetlands are protected by a variety of regulations at the local, state, and federal levels. Provisions for wetland protection, restoration, or replacement often are required before a project can proceed.

The presence of wetlands in the vicinity of road improvements influences location and design decisions. If possible, the project must *avoid* damage to wetlands. If avoidance is impractical, the project then must attempt to *minimize* adverse environmental impacts. Lastly, if wetland losses are unavoidable, the project's owner must arrange to *compensate* for destroyed or degraded wetlands through a process of restoring damaged wetlands or creating new ones.

Parkland

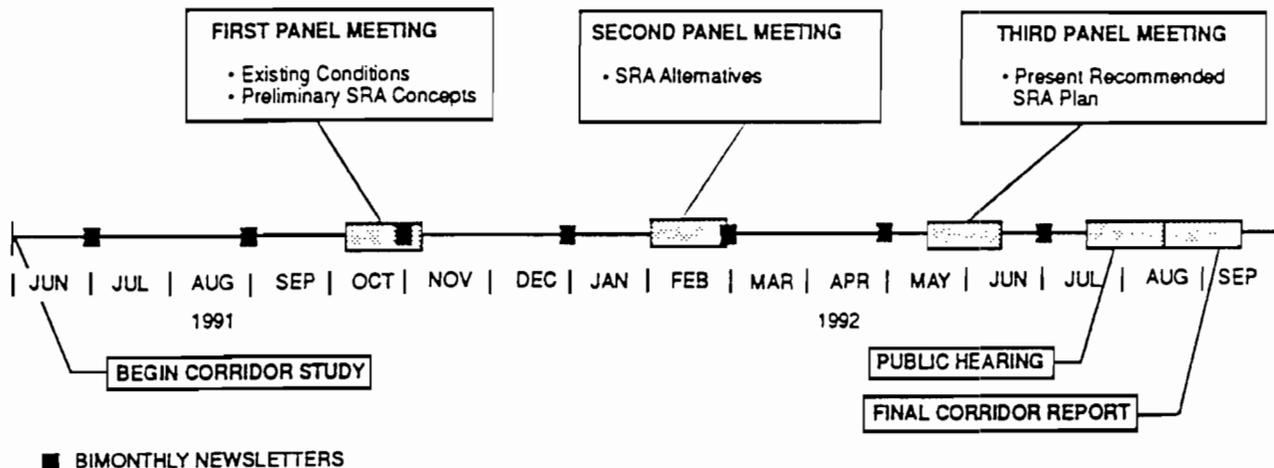
Public parkland is protected by federal regulatory provisions, and special effort must be made to preserve and protect such lands. These provisions apply to public recreation areas, including forest preserves; conservation districts; publicly-owned golf courses; state, county, or local parks; and sites and structures listed in the National Register of Historic Places.

Projects that would acquire or adversely affect public recreation land require additional federal

... continued on page 3

STUDY PROCESS AND SCHEDULE

CORRIDOR 12-75th STREET/U.S. 30 AND 34 FROM ILLINOIS ROUTE 83 TO ILLINOIS ROUTE 47



ROLE OF THE ADVISORY PANEL

Who should be on the Panel?

The panel is composed of government representatives of jurisdictions along this corridor. The panel may also wish to add representatives from business and community organizations along the route.

What are the duties of the Panel?

The panel is responsible for reviewing and commenting on the study recommendations and conclusions. Panel members also assist the consultant team by identifying and assembling specific data and information about land use, transportation, and development within their respective jurisdiction. During July and August, the Chicago Area Transportation Study (CATS) will be contacting the advisory panels on behalf of the consultant team to gather corridor-specific data.

How often will the Panel meet?

There are three planned Panel meetings involving the consultant, the Illinois Department of Transportation, and CATS. The Advisory Panel may also elect to meet at other times. It would be the responsibility of the coordinator of the Panel to inform members of topics and arrange the program.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for consultant services. However, the consultant team does plan to meet informally with community officials, as needed, to gather information and identify local concerns.

SPOTLIGHT ON THE SPOTLIGHT

What to Expect in Future Editions. . .

The SRA Spotlight will be issued about every 2 months during the course of the study. Future issues will be designed to keep you abreast of study progress and answer your questions. Some features of future Spotlights will be:

- Reports on project developments such as panel meetings, public hearings, and other forums;
- A regular section presenting answers to questions raised at corridor meetings for this corridor, or in other corridors if the information would be universally useful;
- A status report to keep you up-to-date on study findings, and recommendations; and
- Announcements of forthcoming activities that will involve panel members and others in the corridor.

There is also a form on the facing page that you are encouraged to use to give us your views and ideas regarding future issues of the Spotlight.

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SRA SPOTLIGHT
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Transportation Planner
41W011 Burlington Road
St. Charles, Illinois 60175

LET US HEAR FROM YOU

Do You Have Questions or Comments? _____

Is Your Address Correct? _____

Please Send Questions, Comments, or Address Changes to:

**Terry Heffron
Transportation Planner
41W011 Burlington Road
St. Charles, Illinois 60175**

SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment

- **Urban Routes**
- **Suburban Routes**
- **Rural Routes**

The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

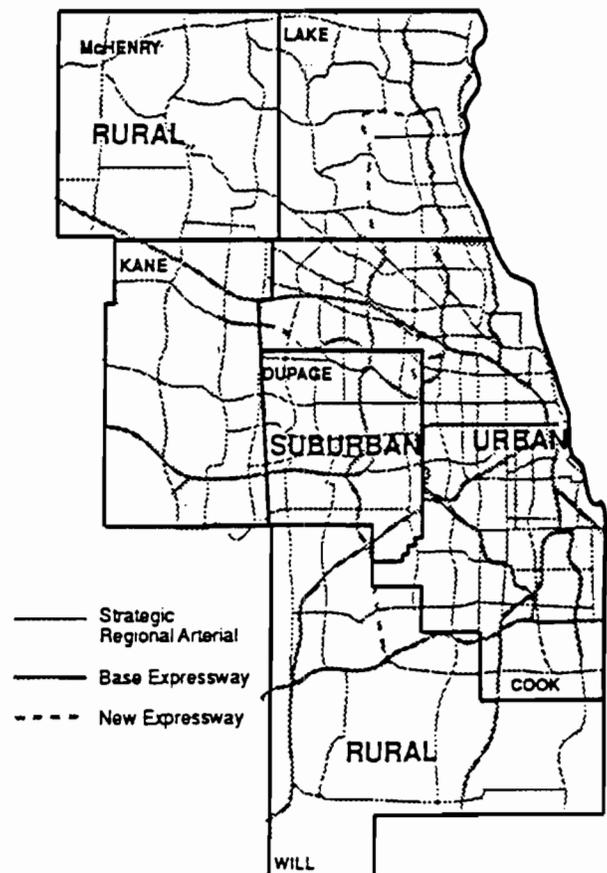
- **Urban routes:** Densities over 5.0 households per acre by 2010.
- **Suburban routes:** Densities between 0.5 and 5.0 households per acre by 2010.
- **Rural routes:** Densities less than 0.5 households per acre by 2010.

The areas for each route type are shown in the accompanying map. Urban routes are located in the City of Chicago and adjacent portions of more densely

developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

Access management is another key consideration

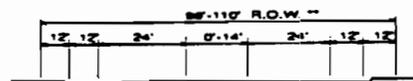
in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

Rural Routes

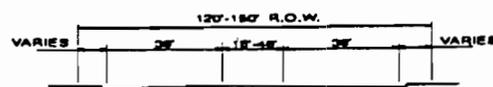
Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced drive ways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

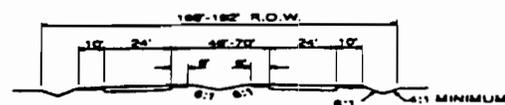
CROSS SECTIONS



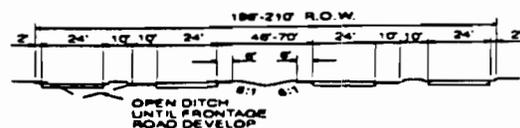
URBAN



SUBURBAN



RURAL



RURAL WITH FRONTAGE ROADS

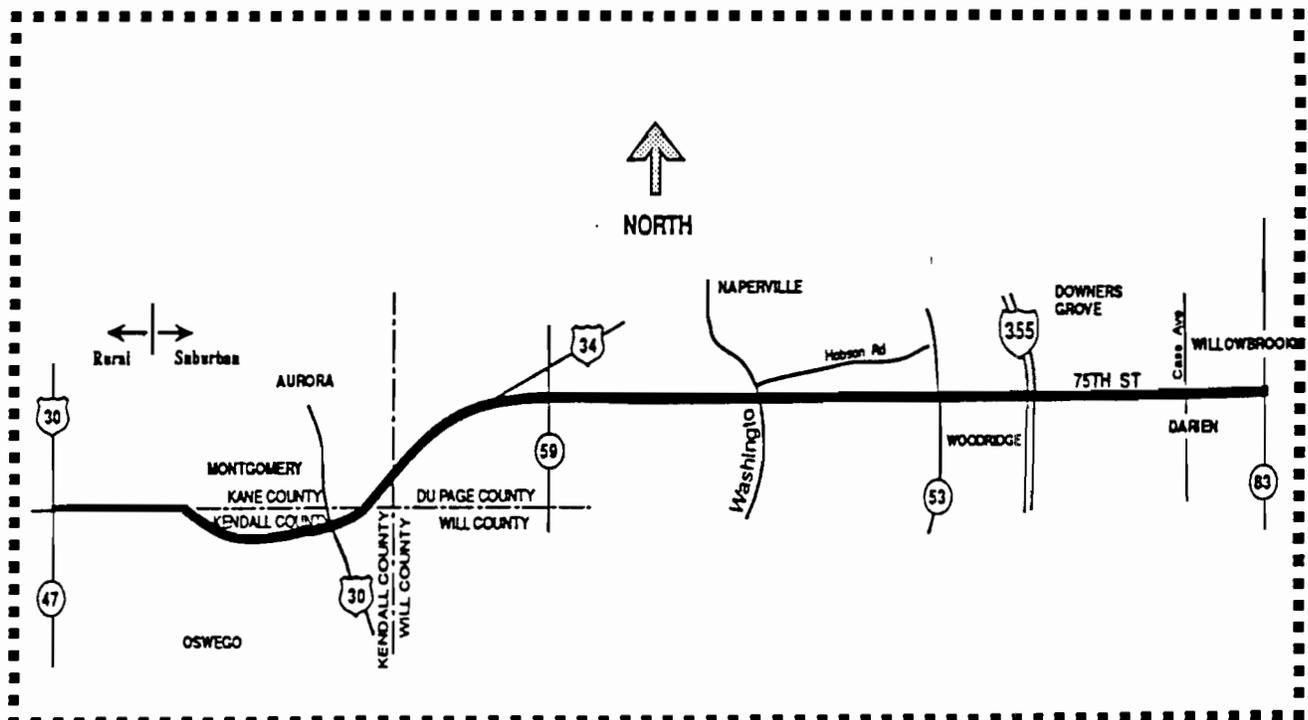
ROUTE TYPE CONSIDERATION IN THE 75th STREET/U.S. 30 AND 34 CORRIDOR

The 75th Street/U.S. 30 and 34 Corridor

75th Street (a major east-west arterial), U.S. 34 (a major east-west arterial), and all but the extreme western portion of U.S. 30 have been designated as suburban SRA routes. The ultimate 2010 desirable characteristics for these routes could include: 120 to 150 feet of right-of-way; three through traffic lanes in each direction; a raised median; dual left turn bays and single right turn bays at major intersections; curbs and gutters; prohibited parking along the route; and synchronized traffic signals at collector and arterial roadways.

The western portion of U.S. 30 has been designated as a rural SRA. The ultimate desirable characteristics for this portion of the corridor could include 170 to 210 feet of right-of-way; two through traffic lanes in each direction, with provision for an additional lane in each direction; a wide median; potential for frontage roads; prohibited parking along the route; and shoulders.

The existing cross section of the 75th Street segment is wide, and the existing right-of-way offers the potential for innovative alternatives. The U.S. 30 and U.S. 34 segments have relatively narrower right-of-way widths. Certain locations along these segments, especially in the Fox River area, will require special attention to achieve the desired cross sections.



YOU CAN HELP

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

- Please plan to attend panel meetings. These are important sessions that can set the tone for the remainder of the planning study.

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SRA SPOTLIGHT
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Publisher:

The Illinois Department of Transportation

Editor:

CHM HILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Terry Heffron
Transportation Planner

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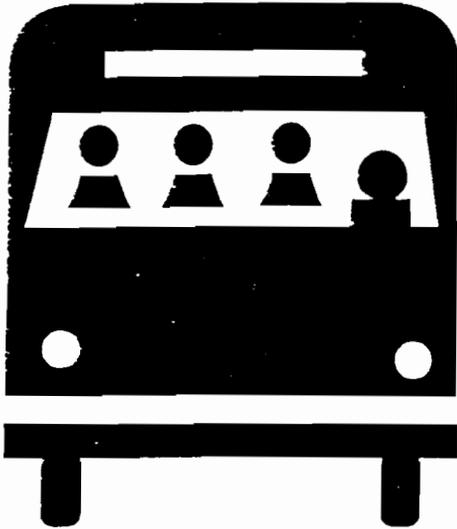
Please Send Questions, Comments, or Address Changes to:

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41W011 Burlington Road
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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

PUBLIC TRANSIT



The success of today's transportation system and the viability of its future depend on a "balanced" system, one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. A key element of this balanced system has long been to give preferential treatment to public transit and other high-occupancy vehicles (HOV).

The Strategic Regional Arterial (SRA) system is intended to accomplish certain specific objectives within the overall transportation system, one of which is to enhance public transportation and personal mobility. This may be accomplished by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

These strategies are being investigated for application in plans for each of the SRA routes under study.

Improved Transit Station Accessibility

Existing transit stations along SRA routes will be evaluated for potential improvements to increase accessibility from the SRA. Increased accessibility may motivate more people to make regional trips utilizing transit, thereby reducing the number of vehicles on the SRA. Accessibility could be improved by one or more of the following techniques.

- **Actuated Traffic Signals**—Transit station usage is extremely intensive during peak periods. Incorporating traffic signals with phasing and timing that responds to varying daily traffic levels will make transit stations more accessible and reduce delays. If new traffic signals are proposed at transit stations, they should meet the established traffic warrants and spacing of signals criteria.
- **Turn Lanes**—To maximize through traffic movements for vehicles not wishing to access transit stations, channelized right- and left-turn lanes could be constructed for vehicles turning into transit stations. If demand is high enough, dual left- and/or right-turn lanes might be constructed. Appropriate storage bays for turning vehicles must also be implemented.
- **Parking Improvements**—Parking lot expansion for commuters will be investigated. Preferential parking stalls nearest to transit stations could be designated for HOV. Secure bicycle parking also should be provided at most suburban transit stations.
- **Pedestrian Grade Separations**—If substantial parking for a transit station is located on the opposite side of a SRA, grade separation for the pedestrian movement could be considered. This would tend to reduce delays on the SRA caused by at-grade pedestrian flow, and would also improve safety and convenience for the pedestrians.

Improved Operating Conditions for Buses

A number of transit enhancements will be considered both to relieve traffic congestion and improve operating conditions for buses.

Bus Service on Rural SRAs

Bus services operating on rural SRAs should, if possible, be limited to express service. The buses should have signal preemption capability that can be deployed when they are running behind schedule. Because of the high-speed characteristics of these facilities, flag stops are not considered appropriate. Wherever possible, bus stops on these routes should be planned as public-private cooperative ventures in conjunction with activity centers. These off-the-road sheltered stops would also serve connecting routes and incorporate park-and-ride facilities. They would be located at 2- to 5-mile intervals. Bus stops should be located on the actual SRA routes when there are no opportunities for off-road facilities, and/or to serve riders transferring from connecting services.

Bus Service on Suburban SRAs

Similar to bus services for rural SRAs, bus services on suburban SRAs should be express buses. Where possible or feasible express bus service should be equipped with priority signal preemption capability that can be deployed when they are running behind schedule. Bus stop locations should occur every one-half to 1 mile. Variable factors to consider in locating the stops are:

- Whether there are intersecting bus routes with a corresponding potential for transferring riders; and
- Whether there are significant residential, commercial/retail, or office developments to be served along the route.

The stops would be designed as turnouts and would accommodate connecting services. Walkways to stops of intersecting services would facilitate transfers and promote safety. Near-side and far-side bus stop configurations would be planned to minimize distance between connecting lines.

Bus Service on Urban SRAs

On urban SRA routes that accommodate bus service, a number of transit service enhancements will be reviewed to determine their potential for relieving traffic congestion. One basic technique would be to remove parking from the bus travel lanes, and strictly enforce parking restrictions. Signal system modification represents another potential area for enhancement.

Bus stop turnouts are not considered practical on urban SRAs. On a route-specific basis, however, both the locations and spacing of bus stops will be reviewed. Major objectives would be to eliminate stops in excess of one per block, and to eliminate conflicts with right turns. Where the blocks are short, as in the central area, stops could be located at every second block.

Exclusive Bus Lanes

Another strategy to improve travel times is to establish exclusive lanes for buses and HOV during the morning and evening peak travel periods. This approach would be reserved for SRAs with at least three traffic lanes in each direction (see Figure 1, which illustrates the "diamond lane" concept). A companion measure essential to the effectiveness of exclusive lanes is minimizing access points to the roadway by eliminating curb cuts wherever possible.

Figure 2 illustrates median bus lane treatment on an urban SRA route. If this treatment is adopted, automobile left turns from the urban SRA route should be permitted only at other SRA routes.

Lanes on urban SRA routes could also be dedicated to buses that travel in the reverse direction from the normal traffic flow. Figure 3 gives an example of a typical transit contra-flow lane. Contra-flow lanes have been used in downtown Chicago, and have been very effective in reducing both bus travel times and bus operating expenses. However, because of accident potential, transit contra-flow lanes are generally only recommended when additional lanes cannot be added easily because of space limitations and where reserve capacity is available in the non-peak direction.

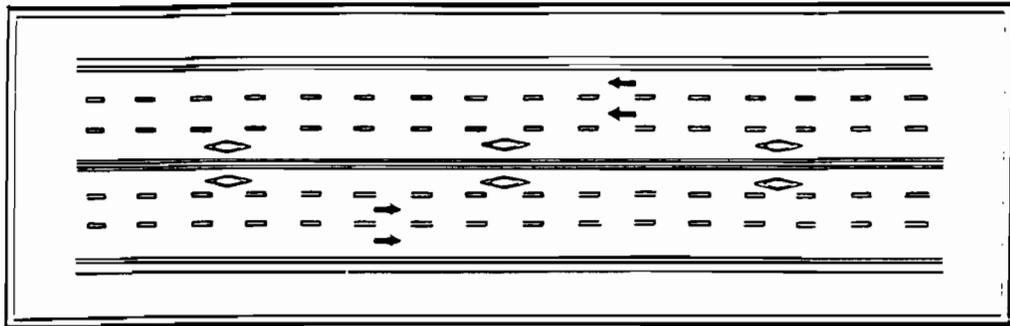


Figure 1 "Diamond Lanes"

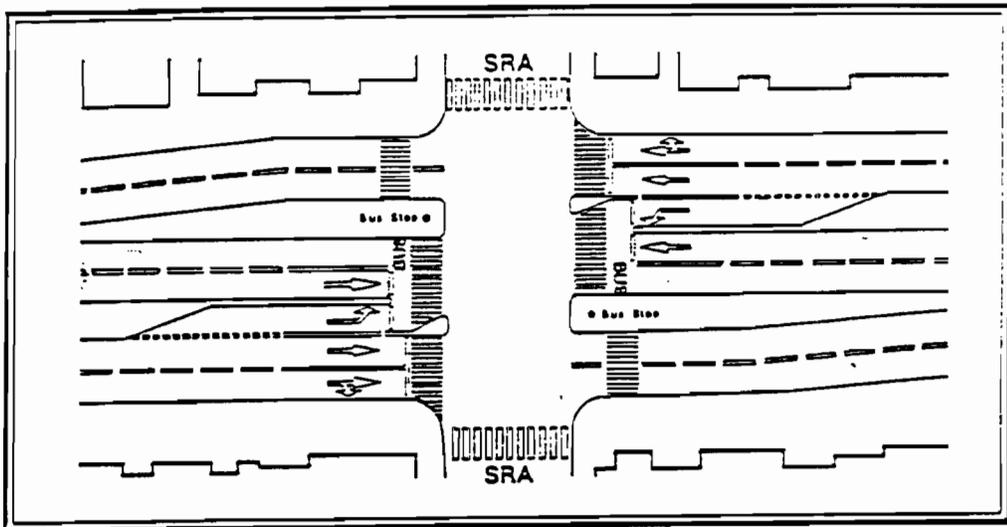


Figure 2 Center Bus Lane Treatment - Urban SRA

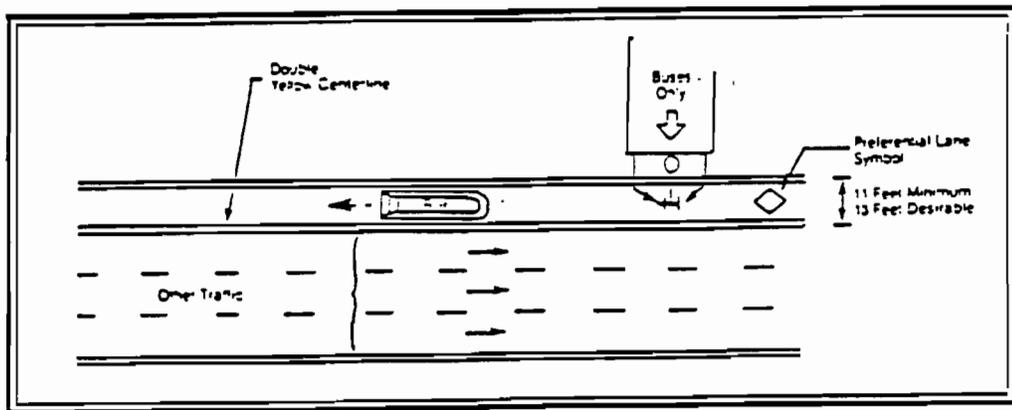


Figure 3 Typical Transit Contra-Flow Lane

Identifying Opportunities for Future Transit Facilities

Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. Foreexample, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

75th Street/U.S. 30 and 34 Project Status

To date, about 30 percent of the study of 75th Street/U.S. 30 and 34 is complete. In October, IDOT and the consultant team held the first Advisory Panel Meeting. At this meeting, the existing conditions of the 75th Street/U.S. 30 and 34 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for February. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the 75th Street/U.S. 30 and 34 corridor. The third Advisory Panel Meeting is scheduled to take place in the late spring of 1992, and a Public Hearing is scheduled tentatively for late summer of 1992.

SRA SPOTLIGHT

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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

Relationship of Transportation Planning to Land Use and Development

Land Use and the SRA Plan

The success of today's transportation system and the viability of its future depend upon integrating arterial improvements with future development plans. Road improvements have the potential to stimulate land use changes, which in turn, can impact the efficiency of the transportation system. Improved accessibility, a common component of transportation system improvement plans, can influence land development, particularly when combined with other contributing factors such as land availability, market trends, local zoning and land use policies, water and sewer extension policies, and proximity to population centers.

The Strategic Regional Arterial (SRA) network, which consists of 1,340 miles of existing roads, encompasses 146 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Within this network there are significant differences in the roadway environment that determine how various types of routes may function in the system. Land use impacts also will vary, depending upon whether the route traverses an urban, suburban, or rural area. In rural or suburban areas, there may be large tracts of vacant land that may undergo development, requiring coordinated access; in urban areas, maintaining or improving access and parking to existing developments are primary issues.

In high-demand areas, consideration of access management and design improvements are necessary to ensure maintenance of a good level of service. A key element of the SRA plan is to balance the goals of an arterial's function, to carry high volumes of long-distance traffic, with existing and future land use access needs. This may be accomplished by:

- Understanding future regional growth trends; and
- Understanding and accommodating local planning efforts.

Understanding Future Regional Growth Trends

By the year 2010, substantial increases in population, number of households, and employment are projected for the Chicago metropolitan region. Total population is projected to grow by 17.2 percent—from 7.1 million in 1980 to over 8.3 million by 2010. Population growth will be most significant outside of Cook County (which contains the city of Chicago) in the suburban counties. Each of the six counties, with the exception of Cook County, is projected to grow by nearly 50 percent over the 30-year period (1980 to 2010). The following table details population growth and percent change over the 30-year period.

Projected Population Change, 1980-2010				
County	1980	2010	Population Increase	Percent Change
Cook	5,253,700	5,567,400	313,700	6.0
DuPage	658,800	985,600	326,800	50.0
Kane	278,400	426,100	147,700	53.1
Lake	440,400	640,700	200,300	45.5
McHenry	147,900	235,800	87,900	59.4
Will	324,500	472,400	147,900	45.6
Region	7,103,600	8,327,900	1,224,300	17.2

Source: Northeastern Illinois Planning Commission

Changing demographics have altered household structure, bringing a dramatic increase in the number of single-person and single-parent-headed households, a factor that will continue to shape markets in the coming years. In the region, the number of households is projected to increase by 31.1 percent (774,000 new house-

75th Street/U.S. 30 and 34 Corridor

holds) between 1980 and 2010—reaching over 3.2 million. Nearly half of the new households will be in Cook County, which will add close to 350,000 households. Lake, Kane, McHenry, Will, and DuPage Counties will see the greatest percent change—with households increasing by well over 50 percent of 1980 levels.

Projected Household Change, 1980-2010				
County	1980	2010	Household Increase	Percent Change
Cook	1,879,400	2,228,000	348,600	18.5
DuPage	222,000	368,500	146,500	67.0
Kane	93,700	160,100	66,400	70.9
Lake	139,700	240,200	100,500	72.0
McHenry	49,100	87,800	38,700	78.8
Will	103,100	170,900	67,800	65.7
Region	2,486,700	3,260,700	774,000	31.1

Source: Northeastern Illinois Planning Commission

The region's employment is projected to increase by 34.6 percent by 2010—to over 4.5 million jobs. Cook, DuPage, and Lake Counties will continue to be the major employment centers in the region. Employment in DuPage County is projected to more than double over the 30-year time period—from 284,700 to 641,500 jobs. In Lake County, the number of jobs will increase from 162,000 to 306,700 between 1980 and 2010.

Projected Employment Change, 1980-2010				
County	1980	2010	Employment Increase	Percent Change
Cook	2,697,000	3,249,100	551,100	20.5
DuPage	284,700	641,500	356,800	125.3
Kane	119,100	174,400	55,300	46.4
Lake	162,000	306,700	144,700	89.3
McHenry	47,000	73,200	26,200	55.7
Will	91,700	134,100	42,400	46.2
Region	3,401,400	4,579,100	1,777,700	34.6

Source: Northeastern Illinois Planning Commission

Understanding and Accommodating Local Land Use Plans

To provide an SRA corridor plan that addresses future development, comprehensive land use plans requested from each community have been integrated into the SRA transportation planning effort. From these land use plans, it is possible to make a better determination of:

- Potential future access locations
- Need for frontage roads, collector roads, etc.
- Optimal future traffic signal locations
- Potential for development of transit plans

In existing or future areas of intense commercial development, SRA corridor planning can focus on:

- Consolidating driveways, coordinating closely-spaced access points
- Mitigating impacts to on-street parking
- Optimal median types and dimensions (such as raised versus flush medians)

In residential areas, or near parks and schools, the corridor plan can focus on:

- Accommodating pedestrian activities
- Addressing aesthetic issues to minimize adverse visual impacts of corridor improvements

It is important to note that local units of government control land use and development. The SRA corridor plan attempts to coordinate future transportation needs based on community plans, but if land use policy changes, or if a land use plan is not implemented, the transportation system will be affected. Thus, a good transportation system depends upon implementation of effective land use controls and enforcement of land use plans.

Land Use Considerations in the 75th Street/U.S. 30 and 34 Corridor

This SRA segment includes areas along 75th Street and U.S. 30/U.S. 34 from the DuPage/Kane County line to Illinois Route 47. The corridor is shown on the accompanying map. Within this segment, the corridor includes two SRA facility designations: "suburban" from the county line to west of Orchard Road, and "rural" from west of Orchard Road to Illinois Route 47.

75th Street/U.S. 30 and 34 Corridor

Notable areas where land use is changing, or where trends imply future potential access concerns, are:

- From Illinois Route 47 to Orchard Road, the corridor land use is primarily agricultural.
- Land uses north of U.S. 30 between Orchard Road and the Fox River are, and will continue to be, industrial.
- Land uses between the Fox River and the junction with U.S. 34 are planned to develop residential.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservations for frontage roads, or providing enhanced access to the development or site.

75th Street/U.S. 30 and 34 Corridor Project Status

The second Advisory Panel Meeting for the 75th Street/U.S. 30 and 34 Corridor was held on March 27, 1992. At this meeting, alternative improvements under consideration were presented and discussed, and input was solicited from the panel members. The project team will continue to detail the plan, which will be presented and discussed at the third panel meeting in the summer of 1992.

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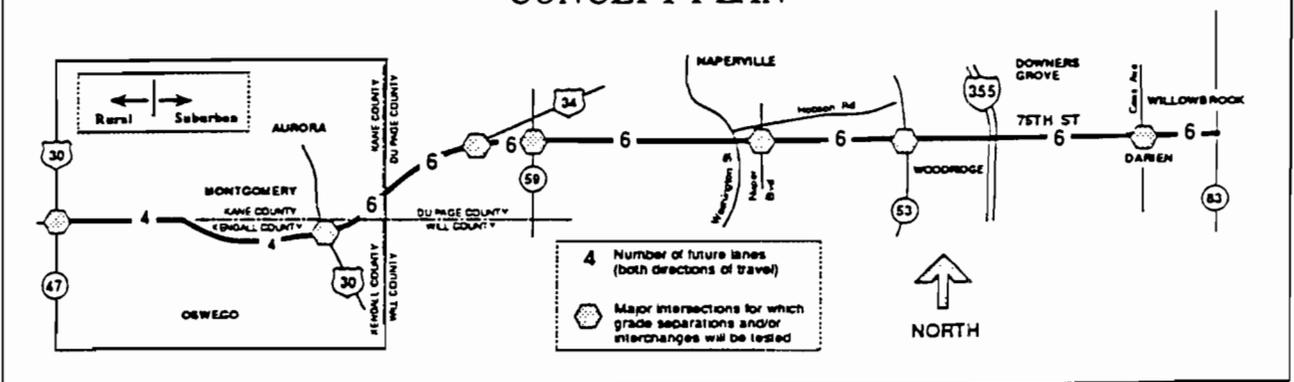
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75TH STREET/U.S. 30 AND 34 CORRIDOR CONCEPT PLAN



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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

The Function of a Strategic Regional Arterial

For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching use and design helps to ensure consistent, uniform flow, which contributes to operational efficiency and safety.¹ An area's street and highway system can be classified schematically by relating the proportion of *movement* function to *access* function. This concept is illustrated graphically in the accompanying chart. At its functional extreme, a local access or residential street is devoted almost entirely to providing access to abutting properties; the freeway, on the other hand, serves only the movement function.

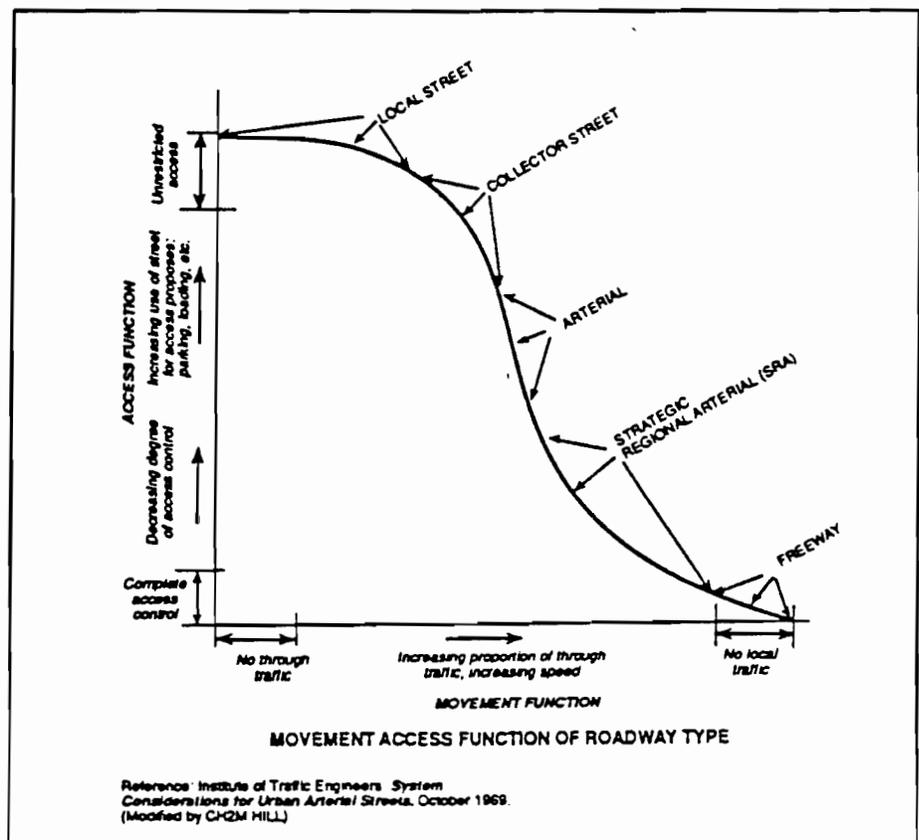
The Illinois Department of Transportation (IDOT) has designated 1,340 miles of existing roadways in northeastern Illinois as *Strategic Regional Arterials* (SRAs). This functional classification falls between the general "arterial" category and "freeway" class.

SRAs are intended to provide more of the movement function, and less access to abutting land uses, than

"arterial" roadways. Also, on SRAs trip lengths will be longer and movement will be faster than on other arterial or collector streets. However, despite the focus on accommodating the movement function, considering the access function also is vital because SRA routes pass through numerous villages and cities.

SRA Benefits

Communities affected by SRAs often ask: "What is achieved by the SRA system?" or "How will SRA improvements benefit my community?" The remainder



¹Gruen Associates. *Traffic Circulation Planning for Communities*. 1974.

of this newsletter addresses and provides answers to these questions.

Local communities benefit from SRA designation and planning by realizing the following improvements:

- Enhanced traffic safety
- Improved traffic operations
- Reduced environmental impacts
- Reduced neighborhood impacts
- Increased local land use and transportation planning

These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

Improvement Benefits

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

Safety

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

Intersection Improvements

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

Median Improvements

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a "refuge" for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and "un-parking" maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

75th Street/U.S. 30 and 34 Corridor

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When "through" traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business

district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for 75th Street/U.S. 30 and 34

The SRA plan for the 75th Street/U.S. 30 and 34 corridor should produce a range of benefits to the public and the local communities it serves. Heavy congestion currently occurs along U.S. 34. SRA improvements planned for this portion of the corridor would relieve this congestion, and improve safety and air quality.

West of the 75th Street terminus at U.S. 34, U.S. 30 improvements and controlled access for future development will accommodate projected development. The Fox River crossing and the Illinois 31 bridge area will be improved to promote through traffic.

75th Street/U.S. 30 and 34 Corridor

Corridor Planning Status

Since the last 75th Street/U.S. 30 and 34 Advisory Panel meeting on March 27, 25, 1992, consultant and IDOT staff have worked to develop and to refine the SRA plan. The figure below illustrates the basic SRA plan that will be presented to the panel later this summer. The 75th Street/U.S. 30 and 34 corridor is being planned as a six-lane suburban arterial from Illinois 83 to the U.S. 30/34 intersection. West of the U.S. 30/34 intersection, a four-lane suburban section is planned to Orchard Road. West of Orchard Road, the four-lane section continues, but is designated "rural," and paved shoulders (instead of curb and gutter) are provided.

The consultant is completing the first draft of the SRA report, which will be submitted to IDOT staff for review. The third panel meeting will be scheduled for the near future.

SRA SPOTLIGHT

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The Illinois Department of Transportation

Editor:

CEMHILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

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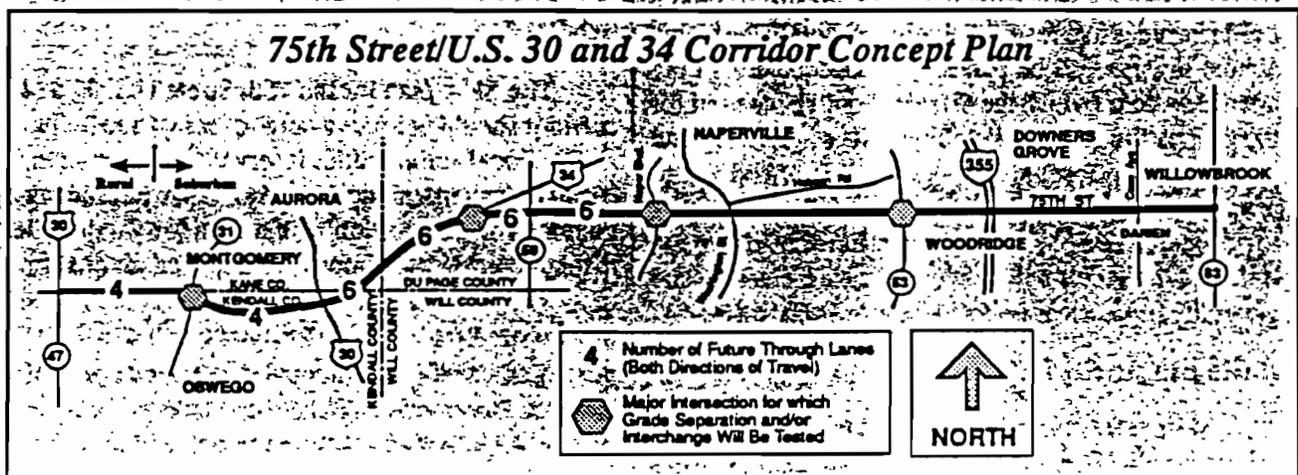
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SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

Environmental Considerations in SRA Transportation Improvement Planning

Discussion of Issues

In planning and implementation of roadway design projects, engineers and officials frequently face environmental considerations that complicate the projects' standard engineering aspects. Environmental considerations play a significant part in engineering design decisions, as highway designers and planners deal with the stringent requirements of various environmental regulatory agencies, and state and local governments (see table on page 2). Typical roadway design environmental issues include air quality, wetlands, and impacts to both sensitive land uses and to publicly-owned land (socioeconomic impact and potential land use change to the area also are considered, as discussed in Newsletter No. 4). Plans to avoid, minimize, or mitigate such impacts are integral to the design of a project and, ultimately, affect engineering solutions.

As part of the SRA project, an environmental analysis component has been conducted to inventory existing conditions and to identify environmental and land use characteristics that may conflict with, or be affected by, proposed roadway improvements. This initial inventory and identification would be supplemented by detailed analysis of these environmental effects as individual projects proceed to more advanced design. This newsletter reviews notable environmental and land use issues typically encountered in transportation projects, and discusses how they impact design decisions.

Wetlands

Wetlands are areas that are inundated or saturated by surface or groundwater, and support a variety of plant and animal species adapted to these conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas, and:

- Filter pollutants naturally;
- Enhance water quality;
- Provide natural watershed storage;
- Control flooding;
- Reduce erosion;
- Provide habitat for bird and animal life; and
- Provide aesthetic, recreational, educational, and socioeconomic benefits.

Because of these values, wetlands are protected by a variety of regulations at the local, state, and federal levels. Provisions for wetland protection, restoration, or replacement often are required before a project can proceed.

The presence of wetlands in the vicinity of road improvements influences location and design decisions. If possible, the project must *avoid* damage to wetlands. If avoidance is impractical, the project then must attempt to *minimize* adverse environmental impacts. Lastly, if wetland losses are unavoidable, the project's owner must arrange to *compensate* for destroyed or degraded wetlands through a process of restoring damaged wetlands or creating new ones.

Parkland

Public parkland is protected by federal regulatory provisions, and special effort must be made to preserve and protect such lands. These provisions apply to public recreation areas, including forest preserves; conservation districts; publicly-owned golf courses; state, county, or local parks; and sites and structures listed in the National Register of Historic Places.

Projects that would acquire or adversely affect public recreation land require additional federal

... continued on page 3

Federal Legislation for Resource Protection

Legislation	Resource Affected	Responsible Agency	Summary
<i>Section 4(f) Evaluation</i>	Public park and recreation land; historic resources	Federal Highway Administration	Requires consideration, consultation, and alternative studies to determine that there are no feasible and prudent alternatives to the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge of significance, as determined by the official officer having jurisdiction. Also must address measures to minimize harm. Applies to properties eligible for the National Register of Historic Places.
<i>Section 6(f) of the Land and Water Conservation (LAWCON) Act</i>	Public recreation land developed with LAWCON funding	Federal Highway Administration	Recreation land purchased or improved under the LAWCON Act cannot be used unless replacement land of equal value, use, and size can be supplied. Precedes completion of the Section 4(f) Evaluation.
<i>Section 106 of the Historic Preservation Act</i>	Cultural resources	Advisory Council on Historic Preservation	Requires evaluation of the proposed project's effect on properties included, or eligible for inclusion, in the National Register of Historic Places, and allows the Advisory Council a reasonable opportunity to comment prior to project approval. Requires documentation of special effort to avoid or to minimize harm to any landmark that may be affected adversely. Precedes completion of the Section 4(f) Evaluation.
<i>Section 404 of the Clean Water Act</i>	Waterways and wetlands	U.S. Army Corps of Engineers and U.S. EPA	Requires permit for discharge of dredged or fill materials into jurisdictional waters of the United States, including wetlands. These waters include navigable waters and their tributaries, interstate waters, lakes, and intermittent streams.
<i>Wetlands Executive Order 11990</i>	Wetlands	Federal Highway Administration	Directs federal agencies to avoid unnecessary alteration or destruction of wetlands, and requires implementation of actions to minimize the loss or degradation of wetlands affected by a federal project, or by any project that receives federal funding.

continued from page 1 . . .

regulatory review and approval, and must include all possible measures to minimize harm. These measures might include replacement of lands, replacement of facilities impacted by the project, restoration of disturbed areas, incorporation of design features to minimize or avoid impact, or monetary compensation.

Sensitive Land Uses

Sensitive land uses also are a factor in road improvement and design decisions. Typical sensitive land uses include hospitals, schools, cemeteries, police and fire departments, and other community facilities. Emergency access is one consideration; roadway changes can impact access to and from facilities such as hospitals and police and fire departments. Noise standards (moving a roadway closer to buildings may exceed acceptable noise levels) and business and residential relocation issues are other factors to be considered. Finally, effort should be made to avoid impact to these sensitive facilities because they are integral to the physical and social fabric of the community. Whenever possible, adjustments in road design should be made to avoid disrupting such facilities.

Air Quality

Improved traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles traveling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions pose a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

How Do These Environmental Considerations Affect Roadway Design?

Each of these environmental considerations contributes to the basic SRA improvement concept and affects design solutions. Engineering design is tailored to avoid or minimize effects by:

- Adjusting the alignment (e.g., focus widening to one side of the facility or the other; realign the roadway to avoid an impact)
- Incorporating retaining walls to minimize the amount of right-of-way needed
- Adjusting cross-sectional features, such as median width, to minimize the right-of-way needed
- Implementing curb-and-gutter and closed drainage systems to minimize right-of-way taking

In some cases, the presence and location of sensitive or protected land uses affect the basic SRA corridor concept. In keeping with overall planning objectives, the ability to implement a full, desirable SRA cross section must be balanced against the environmental impacts that could result. Decisions to "downsize" a corridor segment because of environmental concerns have been made on many SRA corridors.

Environmental Concerns and SRA Planning for 75th Street/U.S. 30/U.S. 34

The study to determine recommended improvements for the 75th Street/U.S. 30/U.S. 34 corridor has considered numerous environmental issues, including wetlands, parkland (forest preserve), natural habitat, and a historic site.

Wetlands are located on both sides of U.S. 30 approximately 1 mile west of Orchard Road, on both sides of U.S. 30 at Blackberry Creek immediately west of Orchard Road, and at the Fox River. As individual portions of the recommended plan are implemented, specific wetland delineation will be done and more definitive plans will be prepared to minimize effects and avoid identified wetlands.

75th Street/U.S. 30 and 34 Corridor

The existing U.S. 34 roadway area features two forest preserves and one community park. The community park, Cumberland Park, located in the southwest quadrant of the U.S. 34/Fox Valley Drive intersection, will not be affected by the proposed SRA corridor plan. The two forest preserves, one located on both sides of U.S. 34 approximately mile east of Long Grove Road, and the other located on the north side of U.S. 34 opposite the 75th Street/U.S. 34 intersection, will be affected slightly by the proposed plan: the plan will require 5 feet of right-of-way along the frontage of U.S. 34 at both of these forest preserves. However, the recommended plan minimizes the right-of-way impacts by utilizing retaining walls at various locations along U.S. 34.

The Springbrook Forest Preserve and Greene Valley Forest Preserve, as well as various wetland areas and community parks, are located along 75th Street. These environmental areas are not within the 200-foot existing right-of-way and will not be affected by the SRA corridor plan.

Corridor Status

The 75th Street/U.S. 30/U.S. 34 Draft Final Report has been submitted to the Chicago Area Transportation Study for distribution to the panel members. The third panel meeting is scheduled for 3:00 p.m. on October 6, 1992, at the Woodridge Village Hall. At this meeting, the Draft Final Report and the recommended plan will be discussed in detail.

The public hearing to be held in conjunction with this SRA study has been scheduled for October 29, 1992, at the new City of Naperville Government Center. The public hearing, which will be held from 2:00 to 8:00 p.m., will be in an "open house" format. At the public hearing, exhibits will be displayed and questions will be answered by project staff.

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SRA SPOTLIGHT
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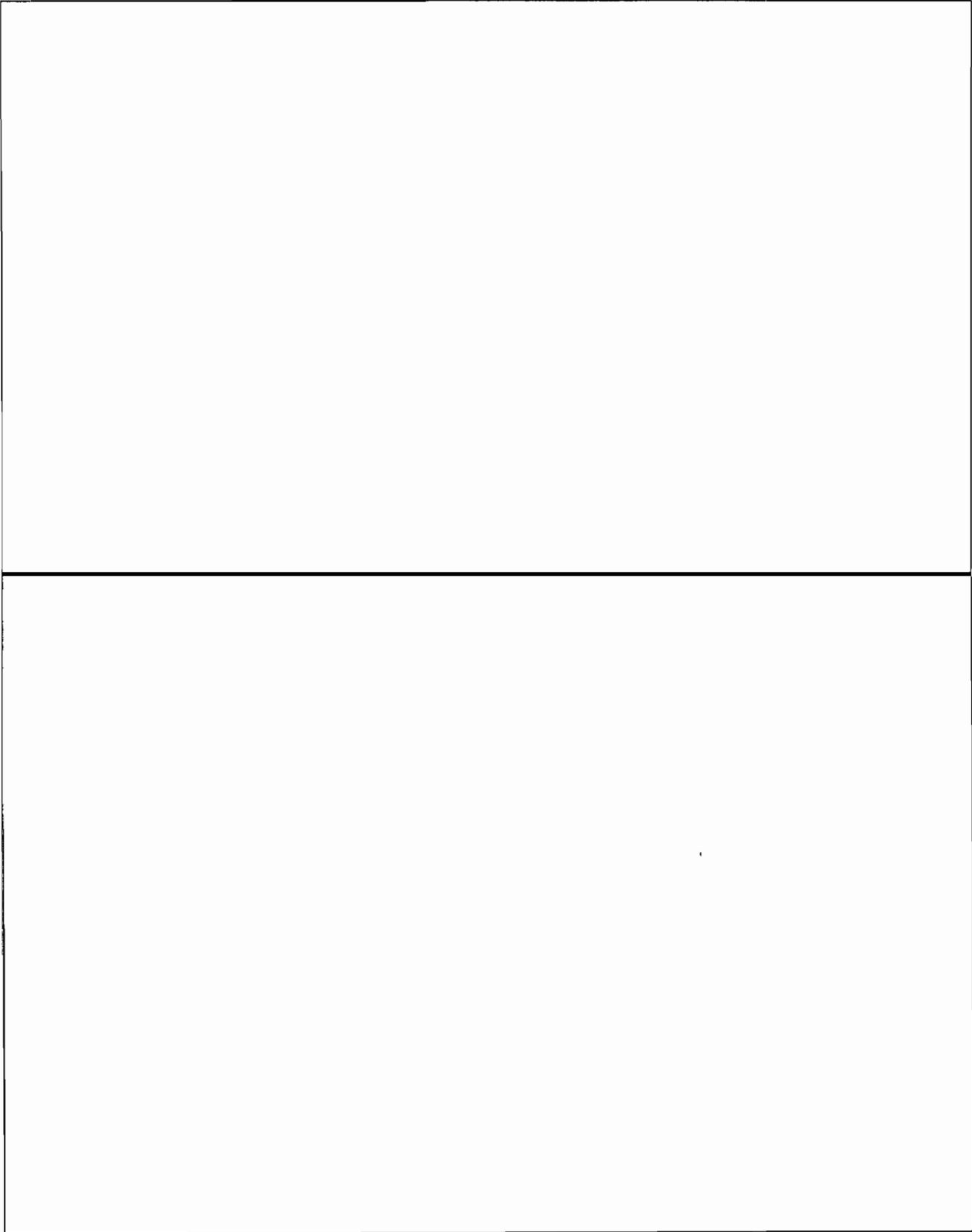
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SRA NEWSLETTER NO. 6



SRA SPOTLIGHT

75th STREET/U.S. 30 AND 34 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— “Pre-Phase I”

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as “Pre-Phase I” because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA.

The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

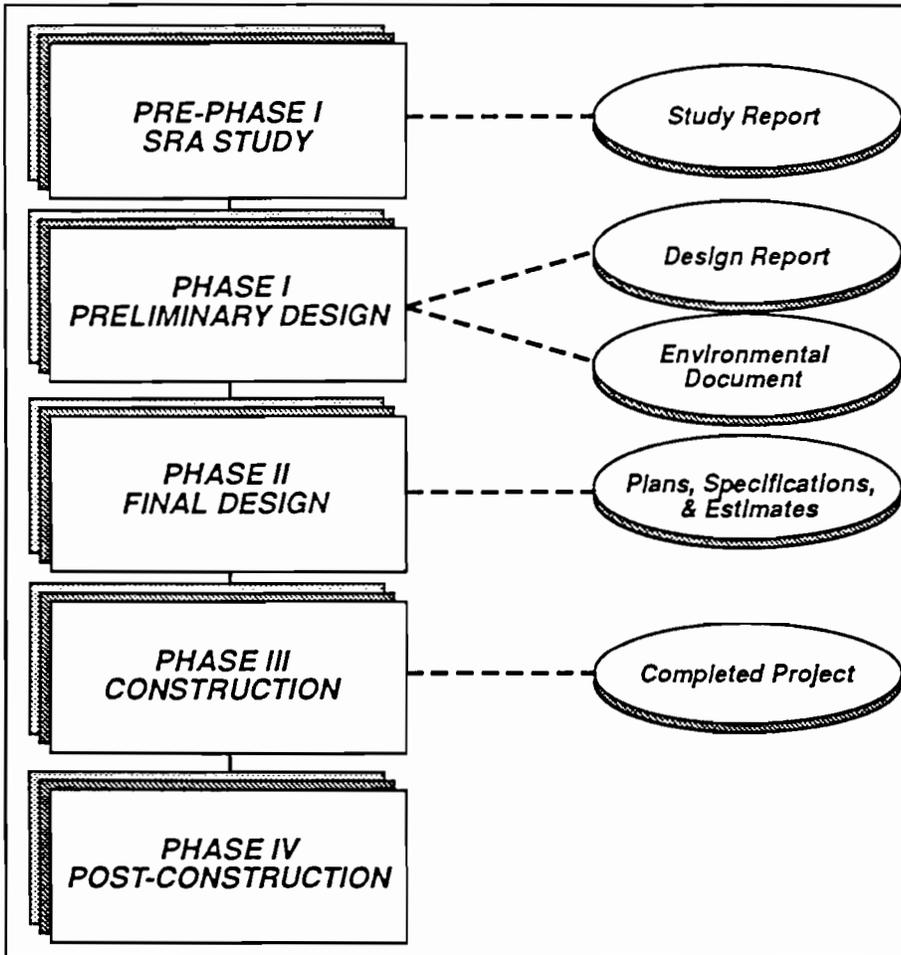
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA “Pre-Phase I” effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



Phase II Studies— Final Design

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

Phases III and IV— Construction and Post-Construction

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

75th Street/U.S. 30 and 34 Corridor

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for 75th Street/U.S. 30 and 34

Since the last newsletter, there has been significant activity on the study of this corridor. The Draft Final Report was distributed, and panel meetings were held on October 6 and 8, 1992, to present the proposed plan and to discuss the report recommendations.

The panel presentations were followed by two Public Hearings. The Public Hearings were held on October 29, 1992, at the Naperville Government Complex and on November 5, 1992, at St. Anne's Church in Oswego, Illinois. Public attendance was minimal at each presentation. A limited number of written responses were received during the 30-day comment period.

The final recommended improvement plan and report are currently being generated. Public input is being considered as part of the process. Overall, the project has received a positive response, with the exception of a portion of 75th Street in the City of Darien and the Village of Willowbrook. These communities feel that the eastern end of the corridor will never require widening to six lanes. Resolutions have been passed by the respective City Councils and Village Boards in opposition to the proposed widening.

It is anticipated that the Final Report will be issued the spring of 1993.

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Public Hearing Meeting Minutes

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
75TH STREET/)
U.S. ROUTE 30/)
U.S. ROUTE 34)
BETWEEN ILLINOIS ROUTE 47)
AND ILLINOIS ROUTE 83)

Transcript available for review
at Illinois Department of
Transportation—District 1
headquarters.

REPORT of comments made at the public
hearing of the above-captioned matter, taken before
Joan M. Kenny, C. S. R., a Notary Public in and for
the County of DuPage, State of Illinois, at the
Naperville Governmental Complex, 400 South Eagle
Street, Naperville, Illinois, on Thursday, the
29th day of October, A. D. 1992, during the hours
of 2:00 P. M. and 8:00 P. M.

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
75TH STREET/U.S.ROUTE 30/)
U.S. ROUTE 34 BETWEEN)
ILLINOIS ROUTE 47 AND)
ILLINOIS ROUTE 83)

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in and for the County of DuPage, State of Illinois,
at the St. Anne's Catholic Church, 551 Boulder Hill
Pass, Oswego, Illinois, on Thursday, the 5th day of
November, A. D. 1992, during the hours of 2:00 P. M.
and 8:00 P.M.

Public Hearing Comments and Responses

1



MEMORANDUM

TO: Illinois Department of Transportation

COPIES: File
Tim Neuman

FROM: Vitas P. Maciukevicius/Metro Transportation Group

DATE: May 18, 1993

SUBJECT: 75th Street/U.S. Route 30/U.S. Route 34
Public hearings

PROJECT: CHI 31495.11.A.5

The memorandum summarizes written and oral comments taken by IDOT, Metro staff or the court report at the two public hearings for the 75th Street/U.S. Route 30/U.S. Route 34 SRA held on October 29 and November 5, 1992. Also, responses are delineated in bold type following the comments.

A number of comments were directed at the 75th Street portion of the corridor. The included:

- Opposition to widening 75th Street in Darien because it would split the Village in half and in the Village of Willowbrook due to the limited volume of traffic east of Plainfield Road.

The entire length of 75th Street is shown to ultimately be widened to provide a six lane cross-section. The eastern end of the corridor has been identified to have a low future traffic volume as compared to the other segments of the corridor. However, the six lane cross-section is shown to produce and maintain continuity for the length of the 75th Street corridor.



- Some input was provided requesting bicycle paths and pedestrian crossings along the 75th Street section.

The recommended plan provides at-grade pedestrian crossings at signalized intersections. A single grade separated crossing (Exhibit C12) is shown to be located east of Park Avenue and west of Adams Street. Increased shoulder widths for bicyclists is currently being reviewed as part of the SRA design concept report.

- Some input was provided that requested improved and increased mass transit options.

The corridor has been shown to provide additional bus stops at signalized intersections in addition to those locations when bus routes (north/south) cross the corridor.

A number of comments were directed at the U.S. Route 30 and U.S. Route 34 portion of the corridor. They included:

- Concern regarding noise abatement, especially in areas that are shown to be widened near residential areas.

Noise abatement would be addressed as part of the environmental impact statement and the Phase I engineering portion of any (yet unfunded) design effort.

- Some input requesting assurances that there would not be any flooding that resulted from this improvement.

The storm water management issues would be addressed as part of any (yet unfunded) Phase I engineering.



- The validity of providing a cul-de-sac of Frontenac Road and a traffic signal at Meadow Lakes Boulevard was questioned. Frontenac Road was viewed as accommodating significantly more traffic.

The cul-de-sac at Frontenac Road was chosen in order to provide proper separation from the EJ&E Railroad tracks to the west. Any grade separations of U.S. Route 34 and those tracks would preclude the design of an at-grade solution at Frontenac Road.

*75th Street /
U.S. 30 / U.S. 34 SRA*

Appendix A

**Year 2010 Intersection
Planning Capacity Analysis
and Arterial Analysis**

TABLE A-1
 75th Street(U.S. 30)\U.S. 34
 Year 2010 Intersection Planning Capacity Analysis

	75th Street(U.S. 30)\U.S. 34										CROSS ROAD														
	TWO WAY					ROADSIDE					% L/TURN					LANES ON					TOTAL				
	ADT	K	D	FRIC	ROADSIDE	FRIC	ROADSIDE	TURN	%	L/TURN	VOLUME	APPROACH	V/C	ADT(1)	K	D	FRIC	ROADSIDE	TURN	%	L/TURN	VOLUME	APPROACH	V/C	
75th Street	32200	10%	60%	0.99	0.99	10%	10%	191	L-TTR	0.43				5000	10%	60%	0.99	0.99	30%	30%	90	L-TTR	0.18	0.61	
Adams St	35900	10%	60%	0.99	0.99	20%	20%	426	L-L-TTR	0.38				27600(2)	10%	60%	0.99	0.99	20%	20%	331	L-L-TTR	0.40	0.79	
Cass Ave	35900	10%	60%	0.99	0.99	30%	30%	640	L-L-TTR	0.43				23800(2)	10%	60%	0.99	0.99	0%	0%	0	TTR	0.57	1.00	
Plainfield Rd	29100	10%	60%	0.99	0.99	10%	10%	173	L-TTR	0.35				5000	10%	60%	0.99	0.99	30%	30%	90	L-R	0.18	0.53	
Farmingdale Rd	32300	10%	60%	0.99	0.99	10%	10%	192	L-TTR	0.43				12000	10%	60%	0.99	0.99	20%	20%	144	L-TTR	0.26	0.69	
Clarendon Hills Rd	32300	10%	60%	0.99	0.99	10%	10%	192	L-TTR-R	0.60				50000(2)	10%	60%	0.99	0.99	10%	10%	300	L-L-TTR	0.60	1.20	

(1) NOTE: Assumptions for Two-Way ADT volumes on cross road are as follows:

- 20000 ADT for four lane roadway
- 12000 ADT for two lane major roadway
- 5000 ADT for two lane minor roadway

(2) NOTE: ADT volumes provided by Chicago Area Transportation Study

Table A-2
 Suburban Arterial Level-of-Service Analysis Inputs
 75th Street/U.S. 30/U.S. 34

Intersection	Intersection Operations						Assumed Signal Operation					
	V/C ¹	Left Turn Volume ¹	Number of Left Turn Lanes ¹	G/C for Left Turn ²	Thru G/C ³	Capacity ⁴	Cycle Length ⁵ (Seconds)	Arrival Type ⁶	Progression Factor ⁷	Spacing to Next Intersection	Arterial Type/Class ⁸ and Speed	
Orchard Road	0.42	150	2	0.05	0.40	1280	120	III	1.00	10800	I-40	
Briarcliff Rd	0.51	110	1	0.05	0.60	1920	120	III	1.00	5300	I-40	
Douglass Rd	0.63	280	2	0.10	0.45	1440	120	III	1.00	1500	I-40	
Fifth St	0.61	140	1	0.10	0.60	1920	120	IV	0.72	2800	I-40	
Potential Signal	0.61	140	1	0.10	0.60	1920	120	V	0.72	2500	I-45	
Potential Signal	0.61	140	1	0.10	0.60	1920	120	V	0.72	2500	I-45	
U.S. 34	0.74	1370	2	0.45	-	-	090	III	1.00	1900	I-40	
U.S. 30/Hill Ave	0.62	165	1	0.10	0.50	2400	120	IV	0.73	2200	I-40	
Farnsworth Ave	0.51	330	2	0.10	0.45	2160	120	IV	0.72	2600	I-40	
Potential Signal	0.55	165	1	0.10	0.55	2640	120	IV	0.72	1600	II-35	
Ridge Ave	0.44	120	1	0.05	0.50	2400	120	V	0.53	1600	II-35	
Montgomery Rd	0.50	110	1	0.05	0.45	2160	120	V	0.53	1200	II-35	
Fox Valley Dr	0.43	110	1	0.05	0.50	2400	120	IV	0.72	2000	II-35	
Eola Rd	0.66	360	2	0.10	0.40	1920	120	IV	0.75	2800	II-35	
Long Grove Rd	1.18	335	1	0.20	0.40	1920	120	III	1.00	4300	II-35	
Meadows Lake Dr	1.04	270	1	0.20	0.40	1920	120	III	1.00	4150	II-35	
Commons Rd	0.58	140	1	0.10	0.45	2160	120	IV	0.72	2600	I-45	
IL 59	0.64	200	2	0.05	0.60	2880	120	IV	0.74	2200	I-45	
Potential Signal	0.96	235	1	0.15	0.40	1920	120	IV	0.88	2600	I-45	
Book Rd	0.71	235	2	0.10	0.55	2640	120	IV	0.77	5300	I-45	
Plainfield-Naperville	0.96	235	1	0.15	0.40	1920	120	IV	0.88	5250	I-45	

Table A-2
Suburban Arterial Level-of-Service Analysis Inputs
75th Street/U.S. 30/U.S. 34

Intersection	Intersection Operations						Assumed Signal Operation					
	V/C ¹	Left Turn Volume ¹	Number of Left Turn Lanes ¹	G/C for Left Turn ²	Thru G/C ³	Capacity ⁴	Cycle Length ⁵ (Seconds)	Arrival Type ⁶	Progression Factor ⁷	Spacing to Next Intersection	Arterial Type/Class ⁸ and Speed	
Modaff Rd	0.93	220	1	0.15	0.40	1920	120	IV	0.87	2300	I-40	
Olympus Dr	0.66	210	1	0.15	0.55	2640	120	IV	0.75	2500	I-40	
Washington St	0.77	420	2	0.15	0.35	1680	120	III	1.00	3050	I-40	
Naper Blvd Connection	0.67	420	2	0.15	0.40	1920	120	III	1.00	4050	I-40	
Wehrli Rd	0.90	205		0.15	0.35	1680	120	IV	0.86	2400	I-45	
Ranchview Dr	0.65	205	1	0.15	0.55	2640	120	III	1.00	5550	I-45	
Greene Rd	0.80	160	1	0.10	0.35	1680	120	III	1.00	6000	I-45	
Woodridge Dr	0.92	210	1	0.15	0.35	1680	120	III	1.00	3100	II-35	
Janes Ave	1.00	760	2	0.25	0.45	2160	120	III	1.00	1200	II-35	
I-355 SB Ramp	1.03	380	2	0.15	0.70	3360	120	V	0.82	550	II-30	
I-355 NB Ramp	0.74	255	2	0.10	0.65	3120	120	V	0.63	900	II-30	
Woodward Ave	0.86	255	2	0.10	0.50	2400	120	IV	0.84	1600	II-30	
Devereux Rd	0.70	225	1	0.15	0.60	2880	120	III	1.00	2050	II-30	
Dunham Rd	0.95	230	1	0.15	0.40	1920	120	IV	0.88	1350	II-30	
Lemont Rd	0.71	460	2	0.15	0.45	2160	120	III	1.00	3550	II-35	
Potential Signal	0.59	185	1	0.10	0.60	2880	120	III	1.00	1800	I-40	
Fairview Ave	0.89	200	1	0.15	0.35	1680	120	III	1.00	2650	I-40	
Exner Rd	0.63	200	1	0.15	0.55	2640	120	IV	0.73	1500	I-40	
Adams St	0.61	190	1	0.15	0.55	2640	120	V	0.53	1150	II-35	
Cass Ave	0.79	425	2	0.15	0.35	1680	120	V	0.67	1850	II-35	

Table A-2
Suburban Arterial Level-of-Service Analysis Inputs
75th Street/U.S. 30/U.S. 34

Intersection	Intersection Operations					Assumed Signal Operation					
	V/C ¹	Left Turn Volume ¹	Number of Left Turn Lanes ¹	G/C for Left Turn ²	Thru G/C ³	Capacity ⁴	Cycle Length ⁵ (Seconds)	Arrival Type ⁶	Progression Factor ⁷	Spacing to Next Intersection	Arterial Type/Class ⁸ and Speed
Plainfield Rd	1.00	640	2	0.20	0.25	1200	120	V	0.82	1400	11-35
Farmingdale Rd	0.53	175	1	0.10	0.55	2640	120	IV	0.72	2000	11-35
Clarendon Hills Rd	0.69	190	1	0.15	0.45	2160	120	III	1.00	2600	11-35
IL 83	1.20	190	1	0.15	0.35	1120	120	III	1.00	-	11-35

¹From Intersection Planning Capacity Analysis--Table B1

²G/C for left turns = LT Vol/LT Lanes x 1,500

³G/C for through movement = $\frac{V/C \text{ for SRA}}{V/C \text{ for Intersection}}$ - G/C (for left turns)

⁴Capacity = 1,600 * number of through lanes * G/C (for through movement)

⁵Assumption:
2-Phase signals 60-90 seconds
3-Phase signals 90-100 seconds
4-Phase signals 120-150 seconds

⁶Assume Type IV or Type V, depending on spacing of signals relative to SRA guidelines

⁷Per *Highway Capacity Manual* Table 11-6

⁸Per *Highway Capacity Manual* -- Assume Types I or II for suburban SRA's