

Strategic Regional Arterial

US Route 6/Illinois Route 7
from Cedar Road to Illinois Route 83 (Torrence Avenue)

Caton Farm Road/Bruce Road
from Illinois Route 59 to Cedar Road

Cedar Road
from Bruce Road to Illinois Route 7

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation
February, 1995

FOREWORD

The US Route 6 corridor is designated as a Strategic Regional Arterial from Illinois Route 59 in Will County to Illinois Route 83/Torrence Avenue in Calumet City. While it is referred to as the US Route 6 corridor, this SRA travels along several roadways. Starting from the west, it follows Caton Farm Road, Bruce Road, Cedar Road, Illinois Route 7, 159th Street, 162nd Street, and River Oaks Drive.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

The US Route 6 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high-volumes of long-distance traffic. 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.

Included in this report are: a description of the SRA study objectives and process; a detailed explanation and analysis of the existing route conditions; recommendations for improvements; and documentation of the process including comments received.

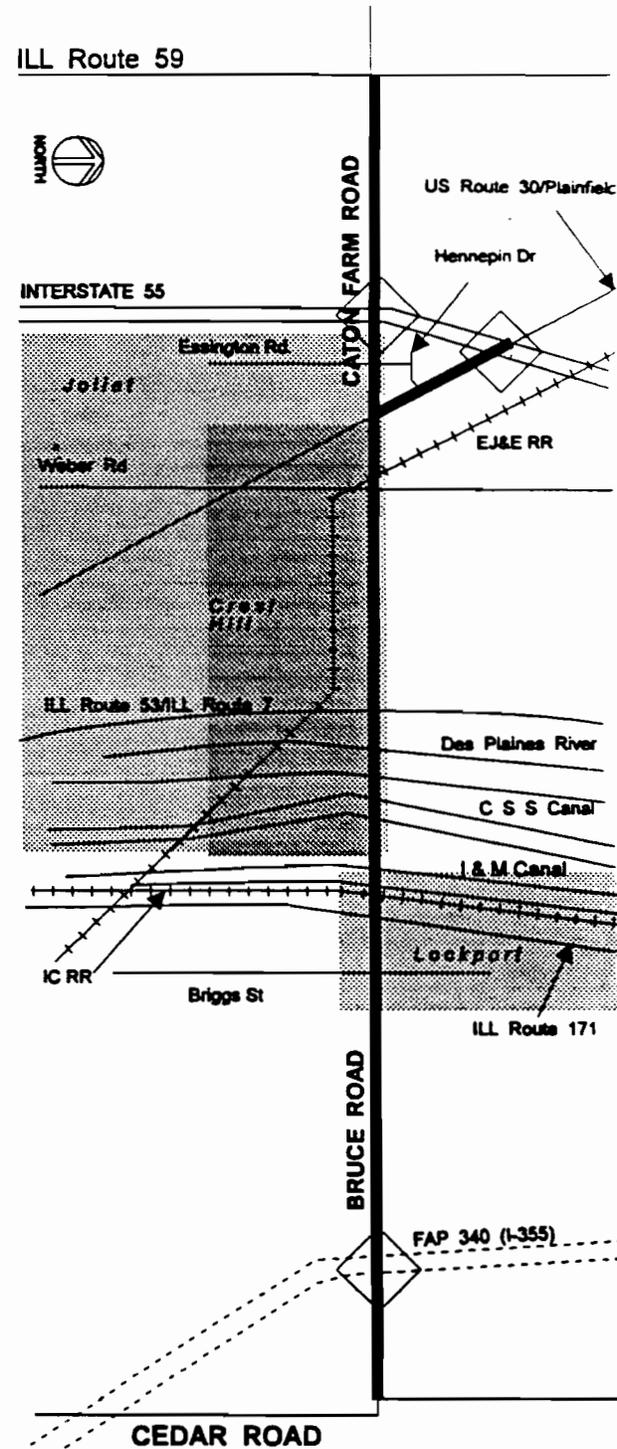
Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

SRA studies during the last twenty-four months have resulted in the following specific segment recommendations for this route's nine segments.

Segment 1: Caton Farm Road/Bruce Road from Illinois Route 59 to Cedar Road; and US Route 30 from Interstate 55 to Caton Farm Road (an SRA Connector)

- Develop four 12 ft. through lanes, raised median and curb and gutter in a right-of-way expanded to 80 ft. or 100 ft. along Caton Farm Road/Bruce Road.
- Develop four 12 ft. through lanes, mountable median and curb and gutter in a right-of-way expanded to 90 ft. or 125 ft. along US Route 30 from Caton Farm Road to Hennepin Drive (SRA Connector).
- Improve signalized intersections on Caton Farm Road/Bruce Road at Illinois Route 59, Essington Road, Plainfield Road and Weber Road.
- Provide signals at proposed Interstate 55 interchange ramps, Illinois Routes 53/7, Illinois Route 171/Collins Street, Briggs Street and Cedar Road as warranted.
- Manage access with right-in/right-out only; median breaks limited to important intersections and 1/4 mile intervals.
- Provide park-and-ride facilities at Illinois Route 59, the future I-355 interchange and US Route 30 at I-55.
- Provide bridge over Des Plaines River Valley to a new Bruce Road alignment as proposed in Lockport Township Study, 1991.
- Coordinate pedestrian/bicycle linkages with existing and proposed paths in I&M National Heritage Corridor.
- Widen structures over Du Page River, Interstate 55, and two locations of Fraction Run.
- Replace structure over EJ&E Railroad.

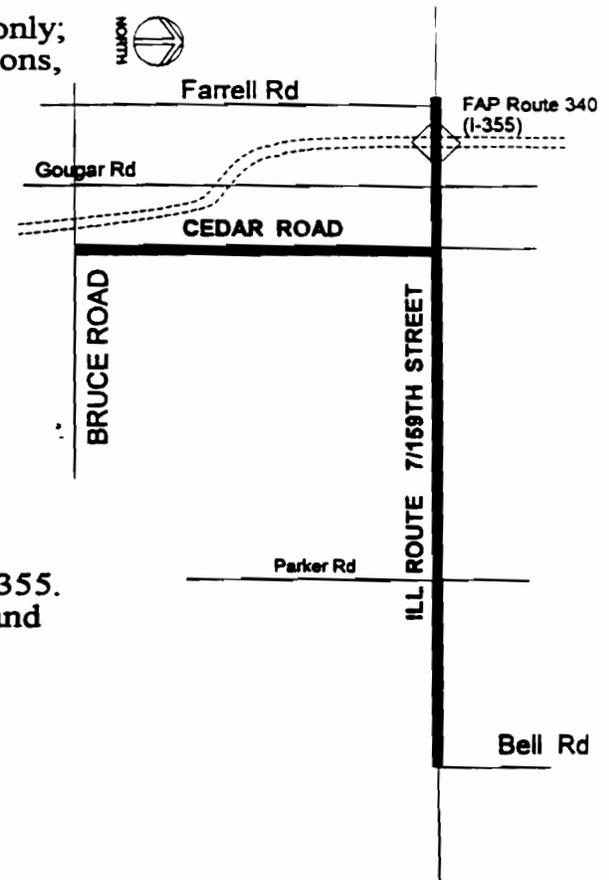


Segment 2: Cedar Road from Bruce Road to Illinois Route 7/159th Street

- Develop four 12 ft. through lanes, raised median and curb and gutter in a right-of-way limited to 100 ft.
- Manage access with right-in/right-out only; median breaks limited to key intersections, Homer Township Fire Department and Luther J. Schilling School.

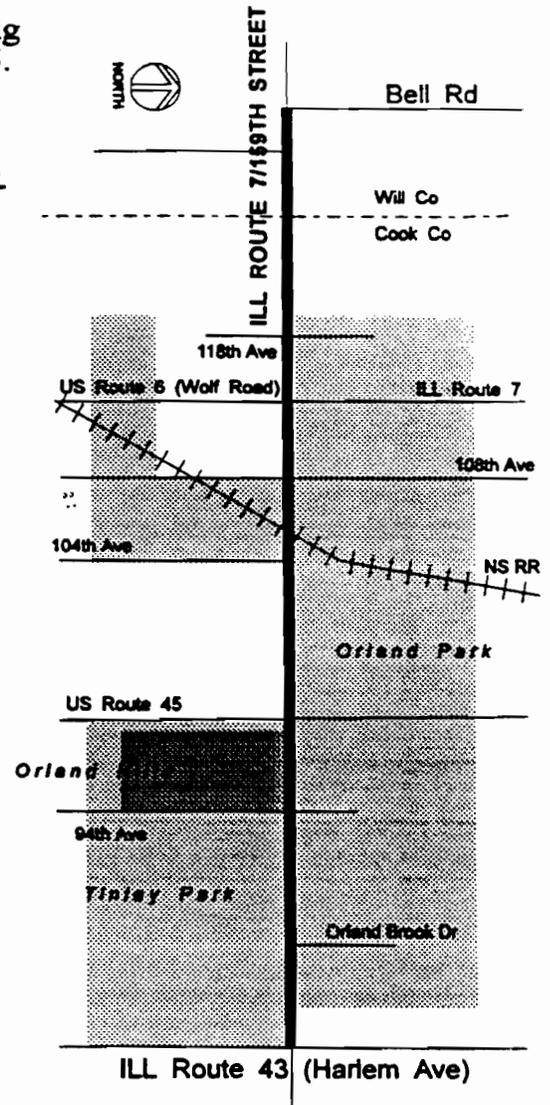
Segment 3: Illinois Route 7/159th Street from Cedar Road to Bell Road and from Farrell Road to Cedar Road as an SRA Connector

- Develop four 12 ft. through lanes, raised median, curb and gutter in the existing 100 ft. right-of-way.
- Coordinate interchange with proposed FAP Route 340 (I-355), including expanding the right-of-way to 200 ft. within the interchange limits.
- Provide a park-and-ride facility near I-355.
- Provide traffic signals at Farrell Road and Parker Road as warranted.
- Improve signalized intersection at Cedar Road.
- Manage access with right-in/right-out movements at select unsignalized intersections and median breaks spaced at 1/4 to 1/2 mile intervals.



Segment 4: Illinois Route 7/159th Street from Bell Road to Illinois Route 43/Harlem Avenue

- Develop four 12 ft. through lanes, raised median and curb and gutter in the existing 100 ft. right-of-way west of US Route 45. Utilize a 4 ft. raised median from 104th Avenue to Ravinia Avenue.
- Develop six 12 ft. through lanes, raised median and curb and gutter, in a right-of-way expanded to 120 ft. east of US Route 45.
- Improve signalized intersections at Bell Road, US Route 6/Wolf Road, 108th Avenue, US Route 45/96th Avenue and Illinois Route 43/Harlem Avenue.
- Provide signals at Will-Cook Road and Orland Brook Drive as warranted.
- Coordinate with Orland Park's realignment of 118th Avenue to Will-Cook Road intersection.
- Provide park-and-ride facilities at Bell Road and US Route 45/96th Avenue.
- Manage access with right-in/right-out only; median breaks limited to select unsignalized intersection at 1/4 and 1/2 mile intervals.
- Widen structure at 104th Avenue and provide new structure over NS Railroad.
- Coordinate additional pedestrian/bicycle linkages with existing and proposed paths near Wolf Road and the Spring Creek Greenway.

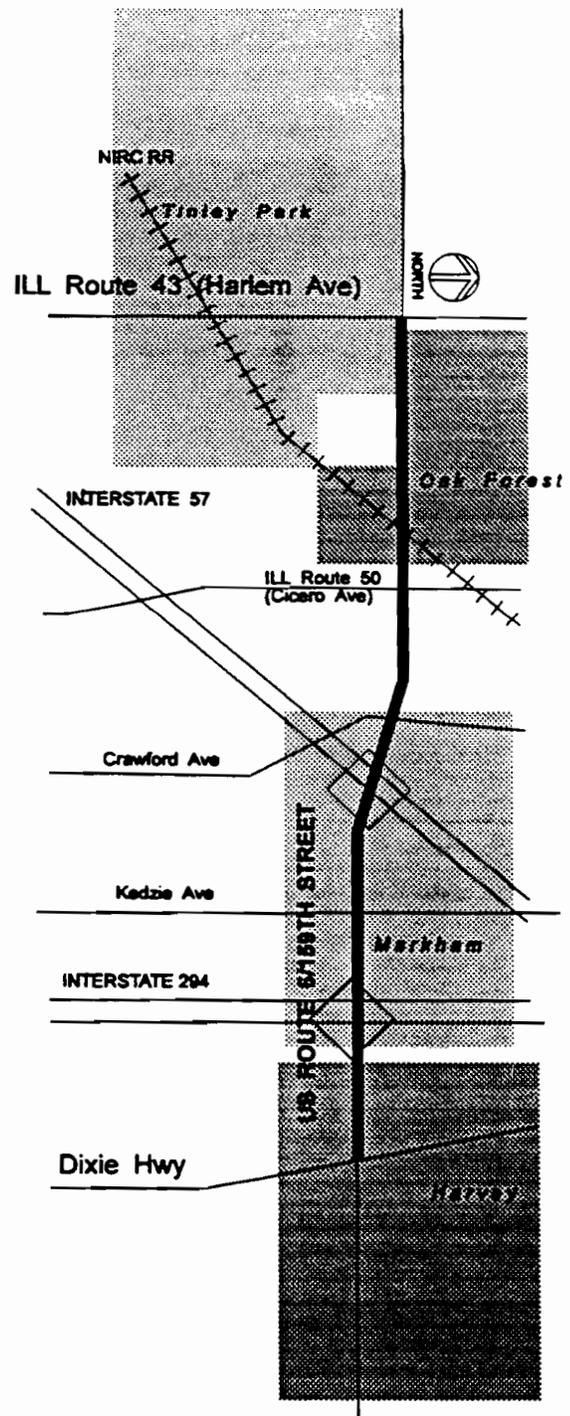


Segment 5: US Route 6/159th Street from Illinois Route 43/Harlem Avenue to Interstate 57

- Develop six 12 ft. through lanes, raised median and curb and gutter between Illinois Route 43/Harlem Avenue and Oak Park Avenue in a right-of-way expanded to 120 ft.
- Maintain four 12 ft. through lanes, flush median and curb and gutter in the existing 80 ft. to 100 ft. right-of-way between Oak Park Avenue and Interstate 57.
- Improve signalized intersections at Oak Park Avenue, Cicero Avenue and Crawford Avenue/Pulaski Road.
- Provide new structure carrying NIRC RR over US Route 6.
- Provide park-and-ride facility near Illinois Route 43.

Segment 6: US Route 6/159th Street from Interstate 57 to Dixie Highway

- Maintain four 12 ft. through lanes, flush median and curb and gutter from Interstate 57 to Kedzie Avenue and from Interstate 294 to Dixie Highway.
- Maintain four 12 ft. through lanes, one 12 ft. auxiliary lane eastbound, raised median and curb and gutter from Kedzie Avenue to Interstate 294.
- Manage access near Canterbury Shopping Center through the use of two median breaks and a signalized intersection.
- Provide a park-and-ride lot near I-294.
- Expand right-of-way to 100 ft. from Interstate 294 to Dixie Highway.

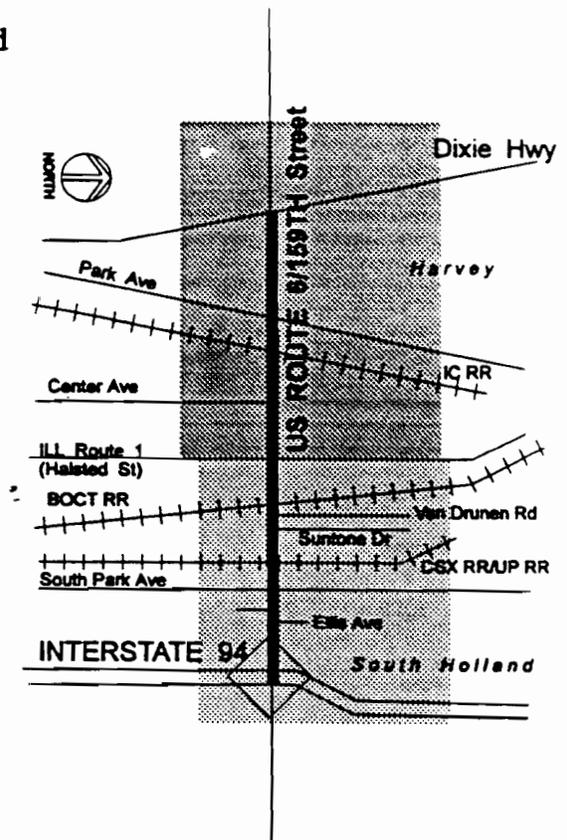


Segment 7: US Route 6/159th Street from Dixie Highway to Illinois Route 1/Halsted Street

- Develop four 11 ft. through lanes, flush median and curb and gutter in the proposed 76 ft. to 83 ft. right-of-way from Dixie Highway to Center Avenue.
- Develop four 11 ft. through lanes, flush median and curb and gutter in the expanded 76 ft. right-of-way from Center Avenue to Illinois Route 1/Halsted Street.
- Improve signalized intersections at Dixie Highway and Park Avenue.
- Provide park-and-ride facility near Dixie Highway.
- Replace structures carrying Illinois Central Railroad and Metra over US Route 6/159th Street.

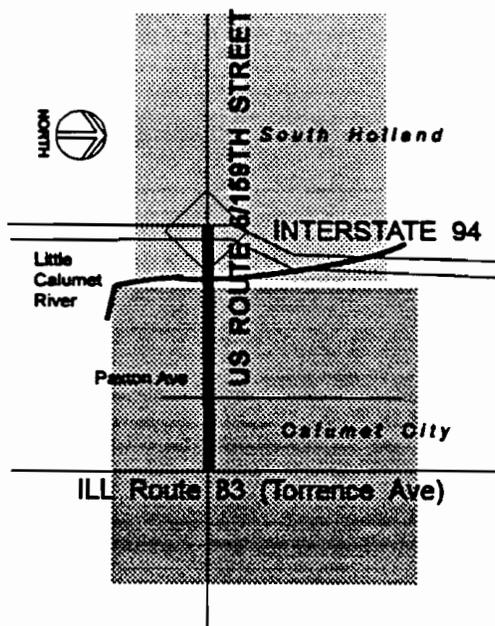
Segment 8: US Route 6/159th Street from Illinois Route 1/Halsted Street to Interstate 94

- Develop four 12 ft. through lanes, flush median and curb and gutter in the existing 100 ft. right-of-way.
- Improve signalized intersections at Illinois Route 1/Halsted Street and Chicago Road/South Park Avenue.
- Consider structure over BOCT Railroad and adjacent access modifications for post 2010 improvement.



**Segment 9: US Route 6/159th Street from Interstate 94
to Illinois Route 83/Torrence Avenue.**

- Develop six 12 ft. through lanes, raised median and curb and gutter in a right-of-way expanded to 120 ft. from Interstate 94 to Paxton Avenue and 110 ft. from Paxton Avenue to Illinois Route 83/Torrence Avenue.
- Avoid right-of-way takes in Cook County Forest Preserve Property.
- Improve signalized intersection at Illinois Route 83/Torrence Avenue.
- Widen structures over Little Calumet River.
- Provide right-in/right-out access only except at signalized intersections.



ORGANIZATION OF REPORT

This report on the Illinois Routes 6/Illinois Route 7/Caton Farm Road SRA route study is divided into five sections:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight; SRA route types, study objectives; the study process; desirable route characteristics; and the study data sources and methodologies.

Chapter Two. Route Overview, presents a general description of the SRA corridor including; land use characteristics, regional transportation facilities; route area and design characteristics, projected travel demand, and roadway/right-of-way discussion.

Chapter Three. Summary of SRA Corridor Recommendations, presents a summary of existing route characteristics and recommended route improvements.

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements by segment.

<u>Section</u>	<u>Route Segment</u>
Section 4.1	1: Caton Farm Road/Bruce Road from Illinois Route 59 to Cedar Road; US Route 30 from Interstate 55 to Caton Farm Road as an SRA Connector
Section 4.2	2: Cedar Road from Bruce Road to Illinois Route 7/159th Street
Section 4.3	3: Illinois Route 7/159th Street from Cedar Road to Bell Road; and from Farrell Road to Cedar Road as an SRA Connector
Section 4.4	4: Illinois Route 7/159th Street from Bell Road to Illinois Route 43/Harlem Avenue
Section 4.5	5: US Route 6/159th Street from Illinois Route 43/Harlem Avenue to Interstate 57
Section 4.6	6: US Route 6/159th Street from Interstate 57 to Dixie Highway
Section 4.7	7: US Route 6/159th Street from Dixie Highway to Illinois Route 1/Halsted Street
Section 4.8	8: US Route 6/159th Street from Illinois Route 1/Halsted Street to Interstate 94
Section 4.9	9: US Route 6/159th Street from Interstate 94 to Illinois Route 83/Torrence Avenue

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way, location of existing traffic signals, existing transit usage and routes, and location of existing structures.

Environmental Characteristics. The existing environmental characteristics of the route include existing streams, wetlands and floodplains, historic buildings and districts, flora and fauna, hazardous waste and leaking underground storage tank (LUST) sites, and other environmental characteristics.

Existing and Projected Land Use and Development Characteristics. The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short term/low-cost and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement summarizes the public involvement process during the study, including the US Route 6 SRA "East" and "West" Advisory Panel Meetings, the Advisory Panel Newsletters, the Public Hearing and other efforts to promote local involvement in the study process.

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03b:	Segment 1
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Geometric Detail of Proposed Intersection Improvements

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GLOSSARY

- ADID** - Advanced Identified Wetland
- ADT** - Average Daily Traffic
- ATSF** - Atchison Topeka and Sante Fe (Railroad)
- BOCT** - Baltimore Ohio Chicago Terminal (Railroad)
- CAAA** - Clean Air Act Amendments of 1990
- CATS** - Chicago Area Transportation Study
- CBD** - Central Business District
- CD** - Collector Distributor (Road)
- CERCLIS** - Comprehensive Environmental Response Compensation
and Liability Act Information System
- CH** - County Highway
- CMAQ** - Congestion Mitigation and Air Quality Program
- CMS** - Congestion Management Systems
- CSX/UP** - CSX/Union Pacific (Railroad)
- DOT** - Department of Transportation
- EB** - Eastbound
- EJE** - Elgin Joliet and Eastern (Railroad)
- FHWA** - Federal Highway Administration
- FTA** - Federal Transit Administration
- HOV** - High Occupancy Vehicle
- IB** - Inbound
- IC** - Illinois Central (Railroad)
- IDOT** - Illinois Department of Transportation

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

ISTHA - Illinois State Toll Highway Authority

LOS - Level of Service

LRP - Long-Range Plan

LUST - Leaking Underground Storage Tank

MPO - Metropolitan Planning Organization

NAAQS - National Ambient Air Quality Standards

NB - Northbound

NIPC - Northeast Illinois Planning Commission

NIRC - Northeast Illinois Railroad Corporation

NS - Norfolk Southern (Railroad)

OB - Outbound

R.O.W. - Right-of-way

RR - Railroad

RTA - Regional Transportation Authority

SB - Southbound

SRA - Strategic Regional Arterial

STP - Surface Transportation Program

TMA - Transportation Management Areas

USEPA - United States Environmental Protection Agency

WB - Westbound

2010 TSD PLAN - Year 2010 Transportation System Development Plan
for the Northeast Illinois Region.

CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including US Route 6, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes (20,000 - 60,000 vehicles per day) of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

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

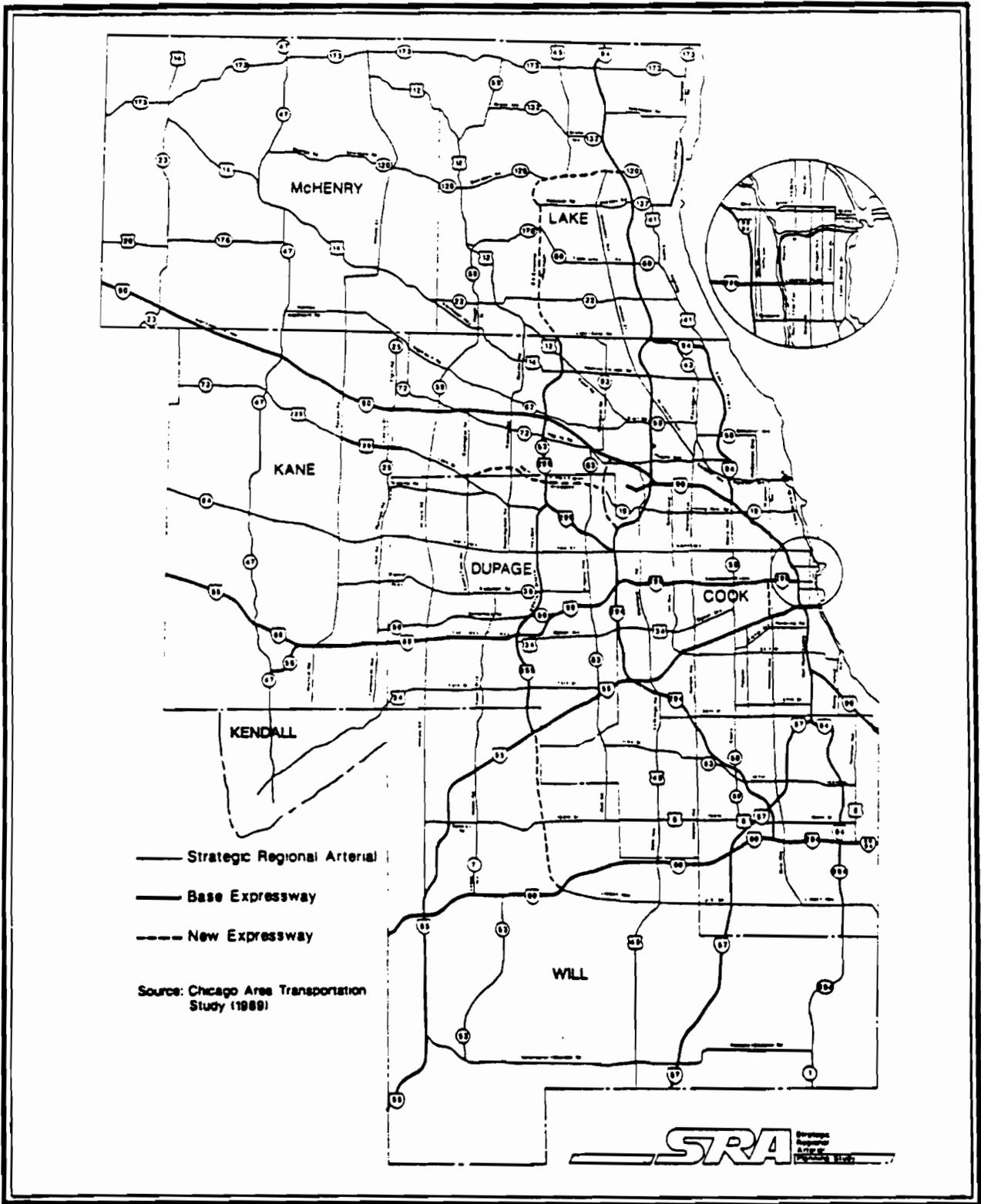


Figure 1.1.1
US Route 6/ ILL 7/Caton Farm Road

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

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

1.2 SRA Route Types

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

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. US Route 6 is designated entirely as a suburban route (See Figure 1.2.1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

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

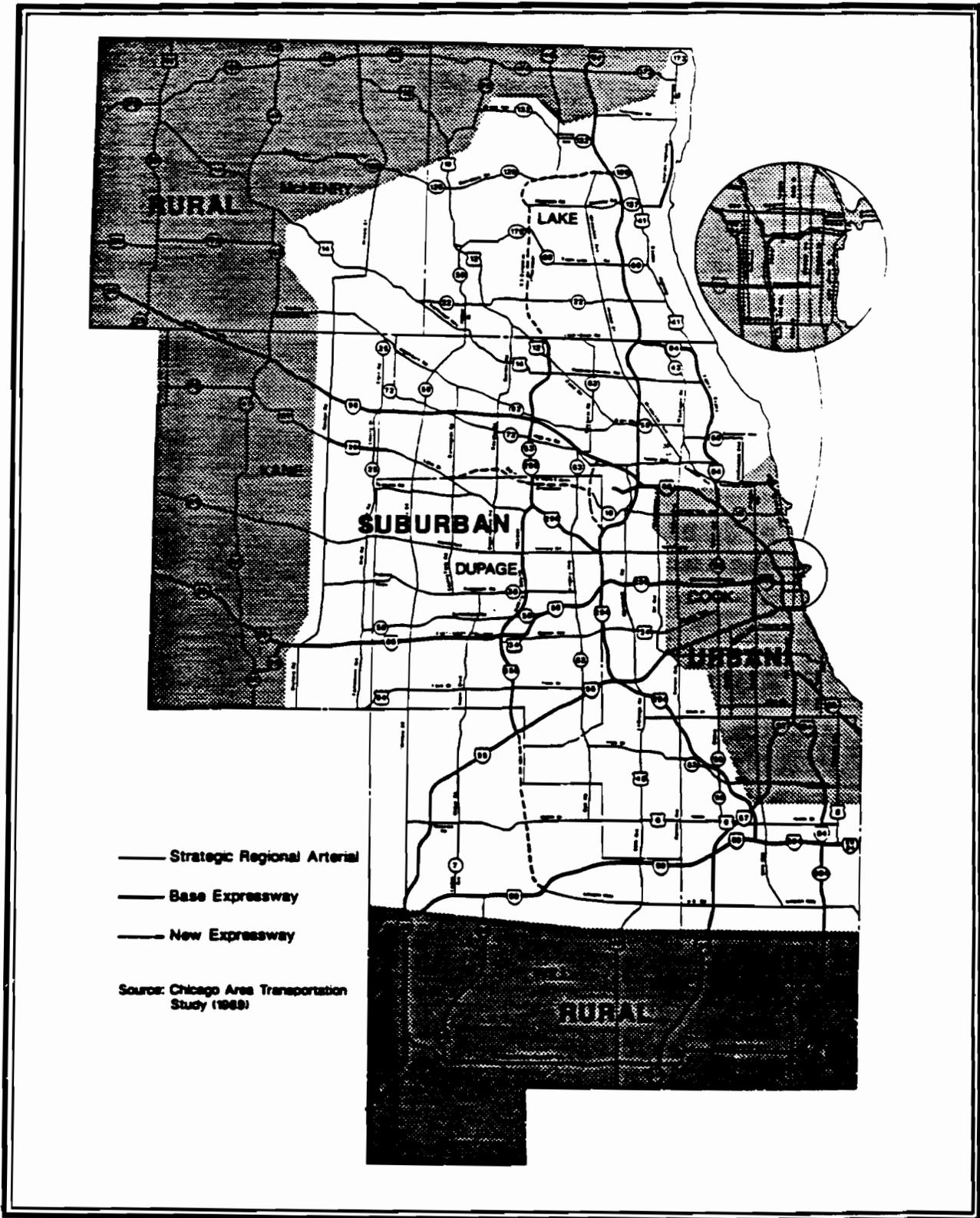


Figure 1.2.1
US Route 6/ ILL 7/Caton Farm Road

SRA ROUTE TYPES

1.3 Study Objectives

As an SRA route, US Route 6 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. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. The US Route 6 study occurred from March 1992 to May 1994. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The US Route 6 study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Identify ways to enhance access to the regional transit system.
- Identify access management to improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Identify ways to accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

This completed study can be used by local and State agencies to help guide implementation of improvements on US Route 6, so that individual public or private projects can be consistent with the coordinated long-range development of the route as an integral part of the SRA system and northeastern Illinois.

The development of a land use plan which gives appropriate recognition to the recommendations for SRA routes is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctly

intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA recommendations themselves is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA planning study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. These data are assembled from numerous sources and include: right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental studies. The data are reviewed to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short term/low-cost or ultimate (post 2010).

Phase 3 - Environmental Issues/Screening. The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

Phase 4 - Cost Estimates/Identification of Right-of-Way Needs. A cost estimate is prepared for each segment of the route, both for recommended short term/low-cost and ultimate (Post 2010) improvements. Right-of-way needs, and their costs to accommodate recommended and Post 2010 improvements are identified.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT and members of the study team during the planning process. A regular newsletter for each

Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted for each route, in each County where the route is situated.

Phase 6 - Route Improvement Plan/Report. As the final step in the initial two year route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

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

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

While not all of these special techniques may be applicable to the US Route 6 SRA, they illustrate the range of treatments which have been considered during the two year study.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the revised version of the "Strategic Regional Arterial Design Concept Report," dated January, 1993. This document is available from IDOT and CATS.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, type of access, structures, pavement width, speed limit, existence of sidewalks, frontage roads, and median. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The transit data are from Metra and Pace. Both agencies provided the "Future Agenda for Suburban Transportation" which was used for the Metra boardings, station parking information, and proposed Metra future improvements. Pace provided the "Quarterly Route Review: January-March, 1992" which was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to identify the locations of the facilities and frequency of service. In addition, CATS and NIPC provided the 2010 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/development characteristics uses were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography and on-site inspection. These uses were identified and later categorized within a land use classification system. This information was used to assess potential impacts of route concepts on land use and access needs.

The analysis of sensitive land uses included: schools, libraries, places of worship, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, and nursing homes.

Environmental Considerations. The objective of this aspect of the study was to identify all environmental resources which could be impacted by improvements to the SRA. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land

uses which are sensitive to the effects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are plotted on the air photos included in this report. However, no representation is made regarding the accuracy of information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat, since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

Year 2010 Traffic Demand Projections. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards (i.e. four lanes or six lanes) in the SRA Design Concept Report. This assumption was utilized to provide that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It was also intended that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 average daily traffic (ADT) projections are expressed in ranges of 10,000 vehicles per day.

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on an SRA route. Critical factors which affect capacity include the number of signals and distance between them, the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed in terms called levels of service. Level of service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at its signalized intersections. Level of service is expressed in grades A through F, much like an academic report card. Level of Service "A" implies free flow at average travel speed and very low intersection delay. Level of service "C" represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection delays. Level of service "E" is characterized by significant intersection delays and travel speeds at or below 1/3 of free flow speeds. Level of service "F" is unacceptable congestion. Levels "B" and "D" express intermediate service levels between "A" and "C" and between "C" and "E," respectively.

Planning level capacity analyses will be performed for all route segments, and at major intersections. Major intersections include those with other SRA routes, State and US routes, and cross streets with an anticipated annual average daily traffic of greater than 20,000 vehicles per day. Analysis results will be used to verify the laneage needs proposed for each SRA route.

Corridor Planning. A review of adopted municipal and regional land use transportation plans were performed to identify the new facilities that would impact the SRA, the particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Costs were developed for two types of improvements, recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-Way Acquisition.

CHAPTER TWO: ROUTE OVERVIEW

2.1 The US Route 6/Illinois Route 7 and Caton Farm Road/Bruce Road Study Area (US Route 6 SRA)

The SRA route consists of parts of US Route 6/Illinois Route 7 and parts of Caton Farm, Bruce and Cedar Roads. The corridor begins at the intersection of Caton Farm Road and Illinois Route 59 and moves east across the Des Plaines River and aligns with Bruce Road. At Cedar Road, the route turns north to Illinois Route 7/159th Street and turns east. 159th Street carries the US Route 6 marking from Wolf Road to the east. The SRA route continues on US Route 6 to Illinois Route 83/Torrence Avenue where the SRA route ends.

In addition, two SRA Connectors have also been studied. One is US Route 30 from Caton Farm Road to the Interstate 55 Interchange. Another connector is along 159th Street west of Cedar Road to Farrell Road including the proposed FAP Route 340 (I-355) Interchange. Municipalities adjacent to the SRA Corridor include the following 12 incorporated communities:

Plainfield	Tinley Park
Joliet	Oak Forest
Crest Hill	Markham
Lockport	Harvey
Orland Park	South Holland
Orland Hills	Calumet City

Because much of the western portion is on unincorporated land, Plainfield, Lockport, and Homer Townships in Will County have been invited to participate in the study, along with the cities and villages listed above. The counties also were on the local advisory panels.

There has been some discussion of expanding this SRA route further west, particularly in light of termination of feasibility studies of the Fox Valley Expressway which would have served the area west of Caton Farm Road and Illinois Route 59. This study does not deal with that issue except to briefly describe the current status and issues in Chapter Four. If this route is to be extended west, it will require IDOT and CATS Policy Committee approval.

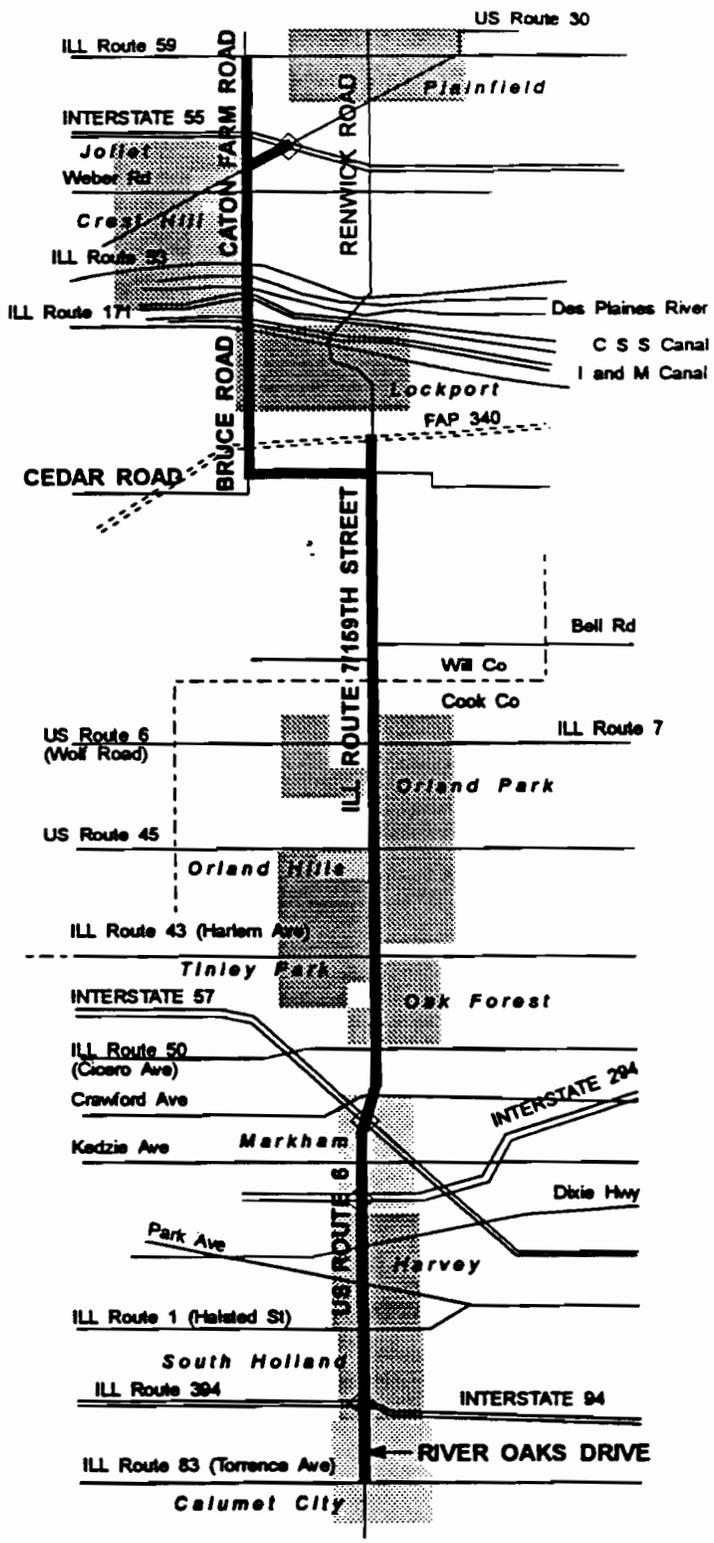


Figure 2.1.1
 US ROUTE 6 / ILL 7 / CATON FARM ROAD

CORRIDOR MAP

2.2 Land Use/Developmental Characteristics

Located in Will and Cook Counties, the SRA corridor includes a mixture of land uses. Agricultural and single-family residential land uses are predominant in the western portion of the SRA route, from Illinois Route 59 to US Route 45 (96th Avenue). Many of the single-family homes along the SRA occur on scattered, individual lots, but there are also planned subdivisions.

Other prominent land uses in the western portion of the SRA route include the State Prison Farm, east of Weber Road, and the Louis Joliet Mall, adjacent to US Route 30, and the Lake View Shopping Center at US Route 45. Open space and/or recreational opportunities include: the DuPage River Greenway, the Illinois and Michigan Canal National Heritage Corridor, Lamb Woods Forest Preserve, and the Spring Creek Greenway.

The eastern portion of the SRA route, from US Route 45 to Illinois Route 83 (Torrence Avenue), is more fully developed than the western portion. Few agricultural parcels exist, single-family residential remains a predominant use. The eastern portion of the SRA route also includes multiple-family housing, scattered between 94th Avenue and Central Avenue, and near Paxton Avenue, and the River Oaks West Shopping Center at Torrence Avenue.

Open space and/or recreational opportunities include: Cook County Forest Preserve holdings, including the Forest Preserve National Golf Course, the Midlothian Meadows Forest Preserve, River Oaks Golf Course and Sand Ridge Nature Center.

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing and proposed facilities connecting US Route 6 to the Regional Transportation System as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

A new major transportation facility is planned to intersect with the SRA route in Will County, 4 miles east of the Des Plaines River. It is referred to as FAP Route 340 or the southern extension of I-355. It is planned to be a limited access tollway continuing south from the current terminus of the North-South tollway (I-355) at I-55 in Bolingbrook to I-80 on the east side of Joliet, near New Lenox. This new facility will have a full interchange with Illinois Route 7 (159th Street) and a partial interchange

ADJACENT COMMUNITIES:



Plainfield
Joliet
Crest Hill
Lockport

Orland Hills
Orland Park
Tinley Park

Oak Forest

Markham

Harvey

South Holland

Calumet City

Commuter Station ●
Interchange ◇
Corridor ■

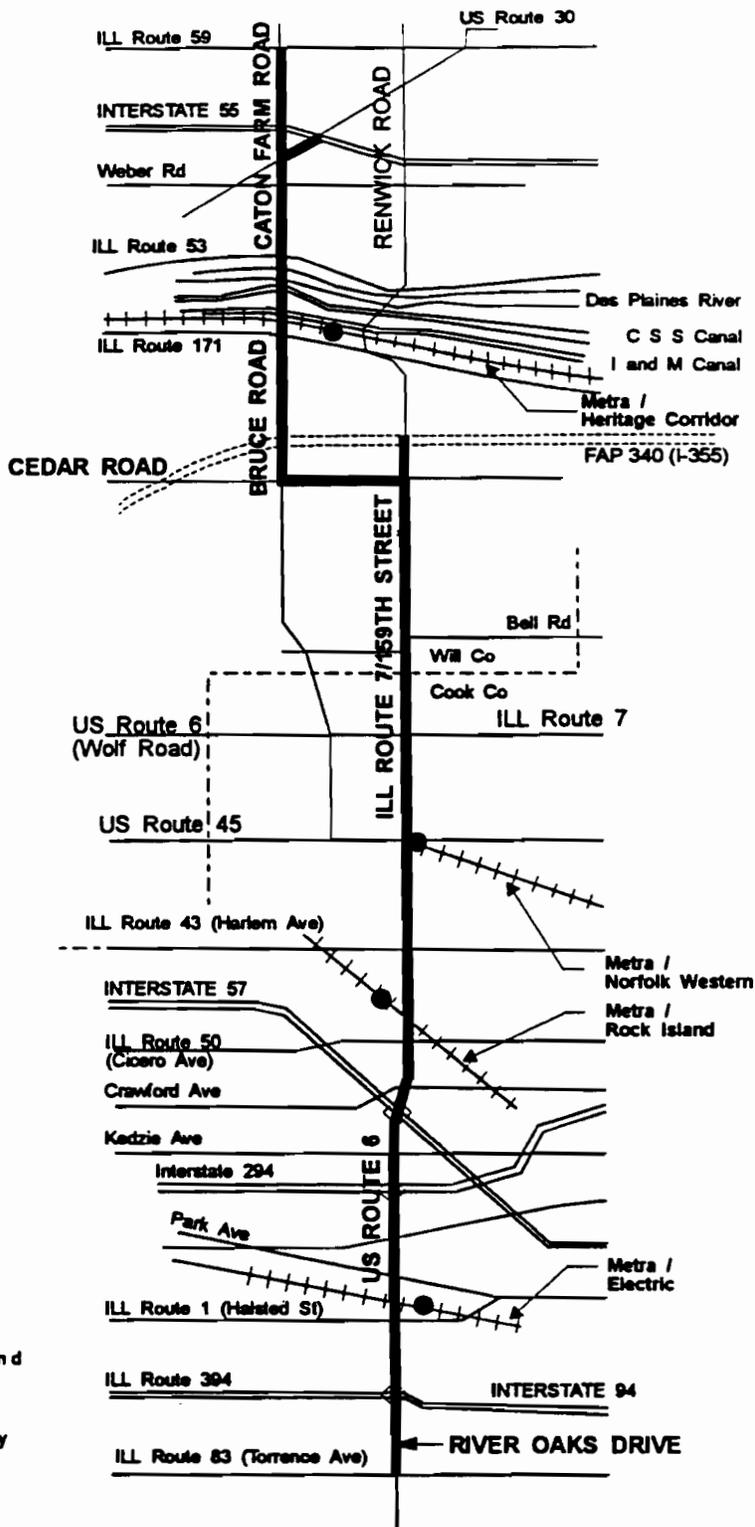


Figure 2.3.1
US ROUTE 6 / ILL 7 / CATON FARM ROAD

TRANSPORTATION FACILITIES

with US Route 6 which is 1 1/2 miles south of the SRA crossing at Bruce Road. However, the SRA recommendation includes a new interchange at Bruce Road, as well.

This corridor is served, in its various segments, by two modes of public transportation: commuter rail and bus. Commuter rail service is provided by Metra on four rail lines including the Metra/Heritage Corridor, Metra Southwest Line, Rock Island District Line, and the Metra Electric Line. In addition, thirteen Pace bus routes serve this corridor.

The US Route 6 SRA corridor intersects eight other SRA routes: Illinois Route 59, Weber Road, Bell Road, US Route 45 (96th Avenue), Illinois Route 43 (Harlem Avenue), Illinois Route 50 (Cicero Avenue), Dixie Highway, and Illinois Route 83 (Torrence Avenue). In addition, this SRA corridor overpasses Interstate 55 and interchanges with Interstate 57, Interstate 294 (the Tri-State Tollway), and Interstate 94 (the Calumet Expressway). Several Phase I studies are underway in this corridor.

Table 2.3.1: Phase I Projects Along the Corridor

Project	Project Limits	Scope of Work
US Route 30	Illinois Route 59 to Cass Street	Add lanes
ILL Route 59	75th Street to I-55	Add Lanes
ILL Route 171	Will-Cook Line to Kronmeyer Avenue	Resurfacing
US Route 6	At Wolf Road	Intersection Improvements
US Route 6	Wolf Road at Illinois Route 43	Intersection Improvements
US Route 6	Dixie Hwy. to Park Ave. (Wood at 158th St.)	Channelization

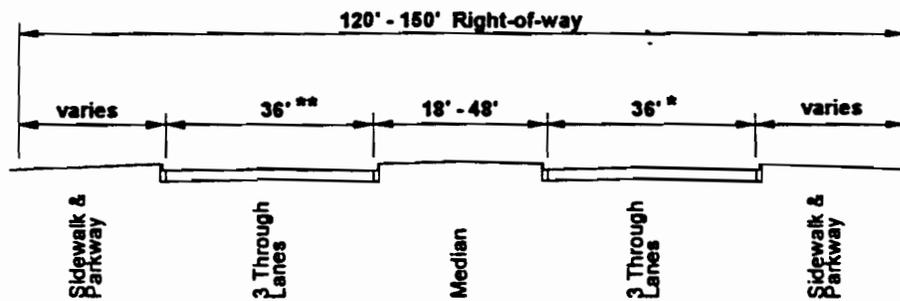
2.4 Route Area Designation and Design Characteristics

The US Route 6 SRA corridor is classified as a suburban SRA along its entire length. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D." Table 2.4.1 indicates the desirable route design characteristics associated with a suburban SRA route. Typically, this type of SRA route would provide for a 120 ft. to 150 ft. right-of-way width with six through lanes and an 18 ft. to 46 ft. raised concrete median. A typical roadway cross section desirable for an SRA suburban route is shown in Figure 2.4.1.

**Table 2.4.1: Desirable Suburban Route Characteristics
(Source: SRA Design Concept Report)**

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' - 48', raised
Bicycle Recommendation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearance	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Off-street loading

SUBURBAN CROSS SECTION*



* From the SRA Design Concept Report

** An additional 1' could be added to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced

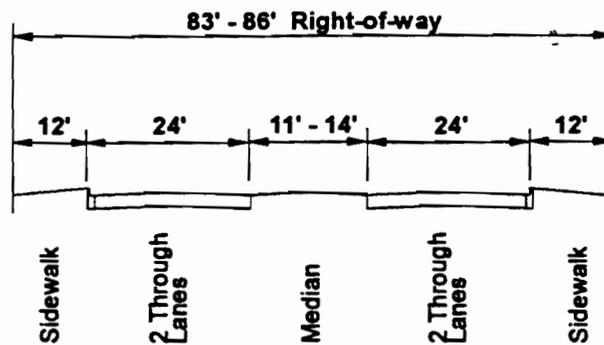
Figure 2.4.1
US Route 6/ILL 7/Caton Farm Road

SUBURBAN CROSS SECTION

Table 2.4.2: Desirable Urban Route Characteristics
(Source: SRA Design Concept Report)

Right-of-way Width	107' - 110' (83' - 85' where bus/HOV lanes are not provided)
Level of Service(Peak Hour)/ Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable, 11' width minimum
Median Width	11' minimum, 14' desirable
Bicycle Recommendation	13' outside lane desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking
Cross Street Intersections	Signals with collectors and arterials
Curb Cut Access	Right-in/right-out preferred
Transit	Bus/HOV lanes in peak hours; Local bus service with signs, shelters, and signal pre-emption potential
Number of Traffic Signals per Mile	4 desirable
Signalization	Synchronization with pedestrian actuation where needed
Freight: Vertical Clearance	14' 6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Loading zone with peak hour restrictions or alley loading

URBAN CROSS SECTION*



* From the SRA Design Concept Report

Note: 11' lanes may be used if right-of-way is restricted.

An additional 1' could be added to the outside lanes to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced.

Figure 2.4.2
US Route 6/ILL 7/Caton Farm Road

However, in the case of the US Route 6 SRA corridor, the potential land use impacts, including farmland and environmental constraints on the west, residential and commercial businesses on the east, coupled with the expected traffic volumes have allowed for a more conservative recommendation. The recommendation for four through lanes and an 18 ft. median to allow for left turn lanes on a 100 ft. right-of-way is feasible in most locations. This is very similar to a typical SRA Urban route cross section. Table 2.4.2 and Figure 2.4.2 show these characteristics. In some areas, six through lanes and/or a 30 ft. median (120 ft. right-of-way) are recommended and at several locations additional right-of-way will be required for intersection expansion. Those locations and the specific right-of-way needs are discussed in Chapter Four.

2.5 Projected Travel Demand

The projected travel demand for 2010, resulting in forecast traffic volumes for this corridor, is taken from the regional travel demand forecasts prepared by CATS. The forecasts are generated by a regional travel simulation model in coordination with IDOT and are predicated on all SRA's being built out to the SRA Design Concept Report standards. The travel demand is summarized in Figure 2.5.1.

The 2010 average daily traffic forecast for the US Route 6 corridor varies from more than 20,000 vehicles per day (VPD) on the west end (in Homer Township) increasing to over 40,000 VPD in some segments of the corridor near the east end. The original SRA alignment identified in the regional 2010 TSD Plan followed US Route 6/Illinois Route 7 and Renwick Road all the way to Illinois Route 59. The recommendation resulting from this study moves the SRA route off of Illinois Route 7 at Cedar Road, continues on Cedar Road south to Bruce Road and west on Bruce Road/Caton Farm Road to Illinois Route 59. Traffic forecasts made for the original alignment have been shifted onto the Caton Farm Road/Bruce Road alignment with minimal modifications. The projected traffic volumes (ADT) along the Caton Farm Road/Bruce Road/Cedar Road alignment range from over 10,000 VPD along Caton Farm Road and Bruce Road to over 20,000 VPD along Cedar Road. The forecasts along the corridor reflect the development characteristics and land uses forecast along this route, developing suburban tracts in the western half and mature suburban communities in the eastern half.

The US Route 6/Illinois Route 7/Caton Farm Road traffic forecasts are based on several assumptions, including the construction of the

Estimated range of 2010 average daily traffic volumes in vehicles per day.

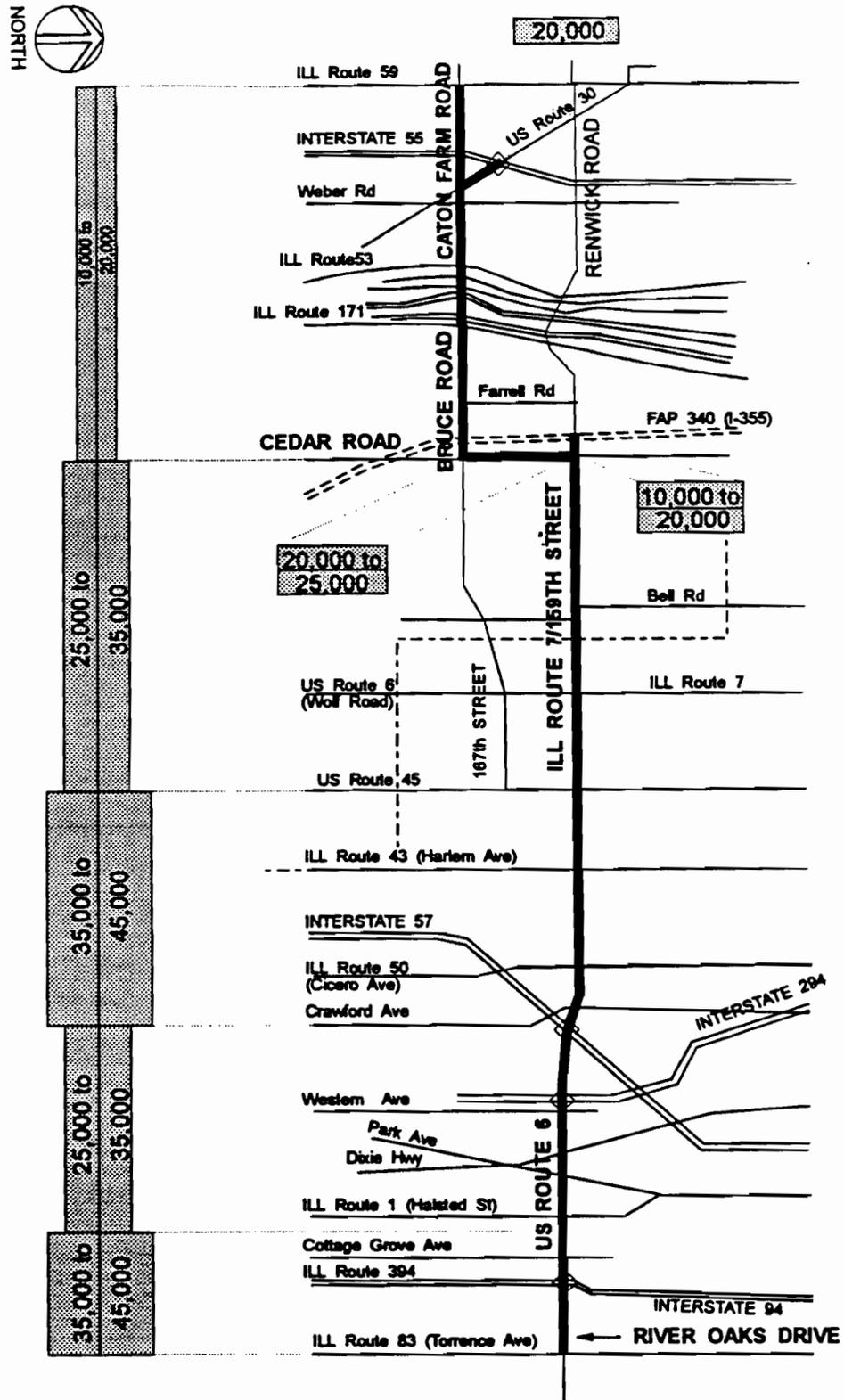


Figure 2.5.1
US ROUTE 6/ILL 7/CATON FARM ROAD

PROJECTED CORRIDOR TRAFFIC VOLUMES

Will County extension of Interstate 355, previously known as FAP Route 340 and FAP Route 431. Several higher volume regional facilities cross this SRA corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic. These facilities are: Illinois Route 59, Illinois Route 50, Interstate 55, Interstate 57, Illinois Routes 53/ 7, Interstate 294, Illinois Route 171, Illinois Route 1, US Route 45, Interstate 94, Illinois Route 43, and Illinois Route 83.

Caton Farm Road may experience higher future ADT's than envisioned in these projections. The Fox Valley Expressway is no longer being studied by regional planning agencies and is not expected to be built. Illinois Routes 47 and 59 will carry some of the traffic originally forecast for the Fox Valley Expressway. The additional traffic on Illinois Route 59 will likely utilize Caton Farm Road as a key intersecting arterial.

2.6 Roadway/Right-of-Way General Discussion

The width of the existing roadway and right-of-way along this corridor varies. From Illinois Route 59 to US Route 45, the roadway is principally two lanes, with the exception of a few short four and five lane areas. The right-of-way width varies from 66 ft. to 100 ft.. The area over the Des Plaines River and to the east to Briggs Street, will be on a new alignment. Throughout the Illinois Route 59 to US Route 45 area, the current right-of-way width and number of through lanes are less than the desirable minimum for a suburban SRA route. This includes most of the US Route 30 Connector and all of the connector on 159th Street. The US Route 6 SRA route from US Route 45 to Illinois Route 83 currently exists as a four lane divided and undivided facility. The right-of-way varies from 66 ft. to 100 ft. with a few isolated areas greater than 150 ft., mainly around interchanges. The number of through lanes is less than the desirable minimum for a suburban SRA route in some areas.

The standard desirable right-of-way for a suburban route is 120 ft. to 150 ft. with six 12 ft. lanes. However, most of this route is recommended for four lanes on a 100 ft. right-of-way. In some areas of the corridor the existing right-of-way is less than the recommended, so property acquisition will be necessary. Although the full recommended right-of-way width may not be acquired by the year 2010 due to existing development or other constraints, the full recommended width should be protected so that future development or redevelopment does not encroach on the needed right-of-way. At any duplicated locations where the existing right-of-way width is more than the recommended width the existing width should be maintained.

The recommended number of through lanes is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development, land use and the environment in each segment. Specific roadway and right-of-way recommendations for the route are discussed in their respective segments in Chapter Four of this report.

CHAPTER THREE: SUMMARY OF CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor consist of upgrading to a four/six lane suburban cross section. The initial concept was to recommend the standard suburban SRA cross-section of six lanes with some type of raised median throughout. However, in review of potential impacts and projected traffic, this recommendation is feasible in only two areas. One area is between US Route 45 and Oak Park Avenue, the other is between Interstate 94 and Illinois Route 83. In other areas, four lanes are recommended either due to lower traffic projections or environmental or other restrictions which make implementation of the standard six lane suburban template on 120 ft. right-of-way impractical. There are some variations in the types of medians recommended. Most of the route is proposed for 14 ft. flush and 18 ft. raised medians in accordance with the SRA Design Concept Report. Exceptions to this standard include the SRA Connector at US Route 30 which is recommended for 12 ft. flush and 16 ft. mountable medians as determined in IDOT's Phase I study and short sections on US Route 6 which are recommended for a 4 ft. and 30 ft. raised median. The 4 ft. median is intended to reduce wetlands impacts and the 30 ft. median is recommended to accommodate dual left turn lanes at the Harlem Avenue and Oak Park Avenue intersections. A 14 ft. flush median is recommended in the dense commercial and residential areas. Refer to Exhibits CATON-08b, US6-05b, and US6-07b through US6-12b for the location of median exceptions described above. The great majority of the route, a distance of about 29 miles, will have the 18 ft. raised median. In areas where a barrier median is recommended as part of SRA improvements, but a flush or mountable median exists currently, the implementation of the barrier median will be undertaken in a manner which fully considers the needs of adjacent businesses to maintain access onto and off of the SRA route.

By establishing the ultimate goal of implementing a barrier median to improve both safety and through travel service in this long range planning study, it is intended that in areas where there is development or redevelopment potential, alternative access improvements such as combined entrances, interconnected parking lots, frontage roads or new access off of side streets will be a part of those plans.

3.2 Proposed Transit Improvements

Several transit improvements are proposed for this corridor. Bus stops, with passenger shelters and bus turnouts should be installed throughout the corridor upon the introduction of bus service in various areas. Directional signs should be installed along the corridor upon the opening of any future rail lines. Park-and-ride facilities should be installed near crossings of expressways or other SRA routes, where space has been reserved for them. Signal pre-emption should be installed to assist with existing bus operations. Signal modifications should include potential pre-emption capability even in areas where bus routes currently do not operate. Considering that trends indicate substantial growth occurring in many parts of the corridor, bus service will probably expand in future years.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements throughout the US Route 6/ Illinois Route 7/Caton Farm Road corridor consist of upgrading the intersection geometry to accommodate the 2010 travel demands on the route. Signal interconnection is recommended, where feasible, along the corridor. Along the Will County portion of the route, projected traffic volumes generally warrant single left and single right turn lanes. Along the Cook County portion of the route, projected volumes generally warrant dual left and single right turn lanes. New signals are proposed at the following intersections of Caton Farm Road/Bruce Road: the two Interstate 55 interchange ramps, Illinois Routes 53 and 171, Briggs Street and Cedar Road. New signals are also proposed at the following intersections with US Route 6 and Illinois Route 7: Farrell Road, Parker Road, Will-Cook Road, and Orland Brook Drive. Left turn access is reduced in several areas along the route by the use of right-in/right-out entrances. Also, this report encourages the consolidation of access between adjoining parcels along several segments of the route. This will increase the capacity of the roadway while providing access to several adjoining parcels through one access point off of the SRA route.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of sensitive sites and areas along the corridor. The study does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis will be conducted as part of Phase I studies, when a portion of the corridor moves forward towards implementation.

The characteristics of the US Route 6/Illinois Route 7/Caton Farm Road corridor include environmental features such as: streams, wetlands, floodplains, historic sites, hazardous waste and LUST sites, and the habitats of threatened or endangered species. Starting from the western corridor limit, the roadway traverses the Du Page River, the Des Plaines River, the Chicago Sanitary and Ship Canal, numerous minor stream crossings, and finally the Little Calumet River near the eastern terminus of the corridor.

According to the US Wetlands Inventory, wetlands exist at numerous locations in close proximity to the roadway. The largest and most significant of these are situated: east of the I-55 overpass; along the major river crossings of the Des Plaines River and the Chicago Sanitary and Ship Canal; near 118th Avenue; near 104th Avenue; near 80th Avenue; and within the forest preserve holdings at Illinois Route 50 and Illinois Route 83. The proposed crossing of the Des Plaines River and the Chicago Sanitary and Ship Canal may require displacement of a significant amount of wetland and floodplain.

Historically significant sites which could be affected by the recommended improvements include the Illinois and Michigan Canal National Heritage Corridor at Lockport and a historic church in South Holland. Hazardous waste sites have been identified along the corridor near the Parker Road intersection and near the 159th Street/ICRR crossing. Numerous sites abutting the roadway are reported to contain leaking underground storage tanks. All of the environmental features mentioned here will require further evaluation in a later study, to determine actual locations and likely impacts.

Will County has identified specific parcels in unincorporated areas that possess unique natural characteristics and resources such as wetlands, floodplains, prime aquifer recharge areas, surface water, significant forest cover, prairies, savannas, sand dunes, scenic areas, etc. These parcels have been given the designation "Critical and Sensitive Area" in the Land Resource Management Plan. Where the SRA passes through or adjoins these sensitive areas, improvements should be coordinated with Will County to ensure the protection and preservation of the natural resources.

3.5 Future Land Use/Development Perspective

Planning for future development is a power conferred on municipalities and counties for land within their jurisdictional limits by State statutes. Municipalities may indicate their preferred type and

intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another municipality's jurisdiction. Unincorporated land which is not planned by a municipality within their jurisdictional limits is then subject to provisions of the County Plan.

Where vacant land lies along the SRA corridor, it provides an opportunity for local communities to coordinate their development plans with the transportation improvements. Generally, this takes the form of minimum parking and building setbacks and restriction of points of access to assure safety and operational efficiency. Through the panel process the study team has reviewed plans or information on proposed projects provided by the County, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc., in addition to all available land use plans. Where specific developments have been identified, the SRA recommended actions incorporate consideration of these developments.

Where the right-of-way is lined by suburban or urban development, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, housing, open space, commercial and institutional development. Consideration is given to access, safety of turning movements, protection of vital parking and loading functions and coordination of improvements with areas of pedestrian/bicycle activity. Both for large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimate

The cost estimates were developed to give IDOT and involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT and CATS. Cost estimates were prepared for two types of improvements, recommended and short term/low cost. The costs were summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvement, Structure Modification, Interchange Improvement, Transit Improvement, and Right-of-way Acquisition. The estimates are provided in 1991 dollars. These segment costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimates

Construction Cost Estimate for US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$142,685,000
Intersection Improvement	\$10,000,000
Structure Modification	\$64,823,050
Interchange Improvement	\$18,000,000
Transit Improvement	\$58,264,000
Right of Way	\$8,520,000
Sub-Total Estimated Cost	\$302,292,050
Engineering (20%)	\$60,460,000
Contingency (20%)	\$60,460,000
Total Estimated Cost for Recommended Improvements	\$423,212,050
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$4,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$58,000,000
Right of Way	\$0
Sub-Total Estimated Cost	\$62,000,000
Engineering (20%)	\$12,400,000
Contingency (20%)	\$12,400,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$86,800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

This ends the summary of corridor recommendations. The next chapter will provide the specific recommendations and costs by segment.

CHAPTER 4: ROUTE ANALYSIS

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor was broken down into segments for detailed discussion of the existing conditions (i.e. right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). This also eased in the assimilation of all relevant factors involved in the development of improvement recommendations. The segments have been determined by several factors, such as consistent roadway and area characteristics (i.e. right-of-way width, travel demand, land use patterns, etc.). The US Route 6/Illinois Route 7/Caton Farm corridor was divided into nine segments. They are depicted on Figure 4.1.1, and are:

1. Caton Farm Road/Bruce Road, from Illinois Route 59 to Cedar Road; and US Route 30, from Caton Farm Road to Interstate 55, as an SRA Connector
2. Cedar Road from Bruce Road to Illinois Route 7/159th Street
3. 159th Street, from Cedar Road to Bell Road; and from Farrell Road to Cedar Road, as an SRA Connector
4. 159th Street, from Bell Road to Harlem Avenue
5. 159th Street, from Harlem Avenue to Interstate 57
6. 159th Street, from Interstate 57 to Dixie Highway
7. 159th Street, from Dixie Highway to Halsted Street
8. 159th/162nd Street, from Halsted Street to Interstate 94
9. 159th Street/River Oaks Drive, from Interstate 94 to Torrence Avenue

The majority of US Route 6 traverses several developed communities. These communities will influence the SRA recommendation in terms of the restricted ability to expand right-of-way or manage access in the developed areas.

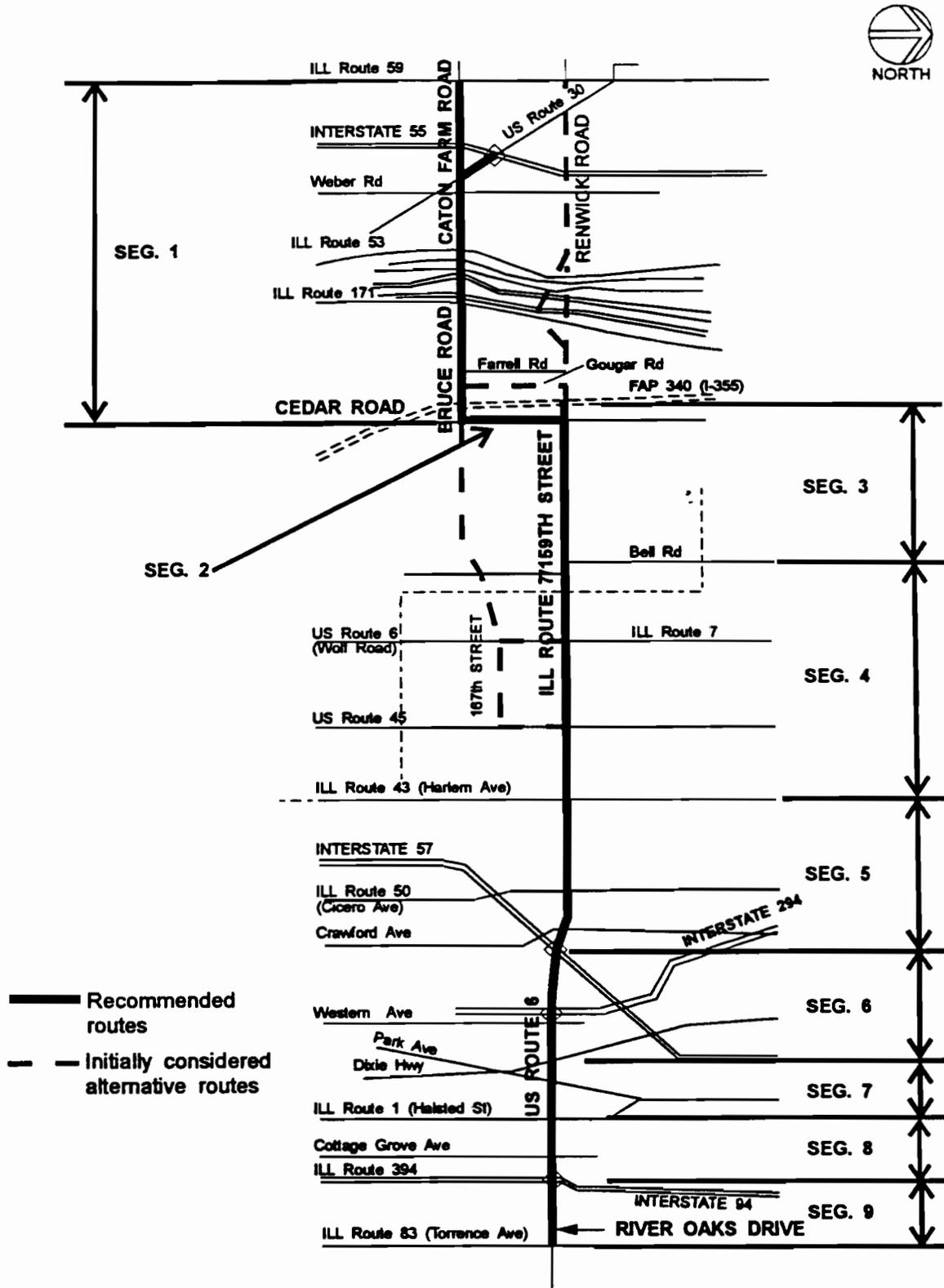


Figure 4.1.1
 US ROUTE 6/ILL 7/CATON FARM ROAD
 CORRIDOR / SEGMENTS MAP

4.1 Segment 1: Caton Farm Road/Bruce Road from Illinois Route 59 to Cedar Road; and US Route 30 from Caton Farm Road to Interstate 55, as an SRA Connector

Location

Segment 1 extends along Caton Farm and Bruce Roads from Illinois Route 59 near Plainfield to Cedar Road near Lockport, a distance of approximately 11.5 miles. The SRA Connector is 1.5 miles along US Route 30 extending from Caton Farm Road to Interstate 55 (See Figure 4.1.1). This segment totals approximately 13 miles and is located in Joliet, Crest Hill, Lockport, and unincorporated Will County, Illinois.

The originally established SRA route in the CATS 2010 Transportation System Development Plan did not include Caton Farm and Bruce Roads. It was entirely on the 159th Street alignment including Renwick Road and Illinois Route 7 in Will County. IDOT and the CATS SRA Subcommittee authorized the investigation of the Caton Farm Road/Bruce Road alternative in response to strong interest voiced by the communities in the area. Both alignments were investigated for operational feasibility and environmental and land use constraints, etc. Lockport Township had done a study of possible new Des Plaines River crossings in 1992 which recommended the Caton Farm Road/Bruce Road alignment, adjusted slightly southward to avoid residential impacts, as well. That study was relied on significantly for the specifics at the river crossing.

Through the SRA study examination and discussions at the panel meetings it was agreed to move the Caton Farm Road/Bruce Road alignment to the draft final report stage. The Illinois Route 7/Renwick Road alignment had serious deficiencies at the Des Plaines River bridge which are quite difficult to rectify, as well as impacts to the Lake Renwick Heron Rookery and the historic district in Lockport. Also favoring the Caton Farm/Bruce Road alignment is its effectiveness in complementing the road network for the area. A new river crossing 1 1/2 miles south of Illinois Route 7 and 2 miles north of Ruby Road in Joliet, helps establish an appropriate grid of arterial roads to serve more of these southwest suburban communities. This will also enhance access to the soon to be constructed I-355 tollway extension.

The west terminus of this SRA route, Illinois Route 59 was established in 1990, with the approval of the CATS 2010 Transportation System Development Plan and the network of SRA's established therein. In that plan a possible new expressway, the Fox Valley Expressway was

identified as a "Corridor of the Future" and feasibility studies commenced. The facility was to have connected Joliet/Plainfield areas (near the west end of Caton Farm Road) to the Aurora and Elgin areas. The study was terminated before results were published and the facility is no longer being considered for construction.

It is important to keep options open for an extended western termini of this SRA route other than Illinois Route 59 to provide a logical connection to an expanded regional network as that evolves. This may include the extension of north-south SRA's in southern Kane and DuPage Counties to Caton Farm Road or beyond as well as the possibility of extending the US Route 6/Caton Farm Road SRA to the west. It is desirable for communities to reserve 100 ft. of right-of-way west of Illinois Route 59 if a cross section similar to that recommended along the SRA is desired.

Existing Facility Characteristics

The existing facility characteristics for this segment of Caton Farm Road/Bruce Road are shown on Exhibits CATON - 01a through 06a and 08a.

Right-of-Way. The existing right-of-way along this segment varies from 66 ft. to 83 ft. along Caton Farm Road, to as much as 125 ft. along the US Route 30 spur. In the relocated section of Bruce Road there is no dedicated right-of-way, currently.

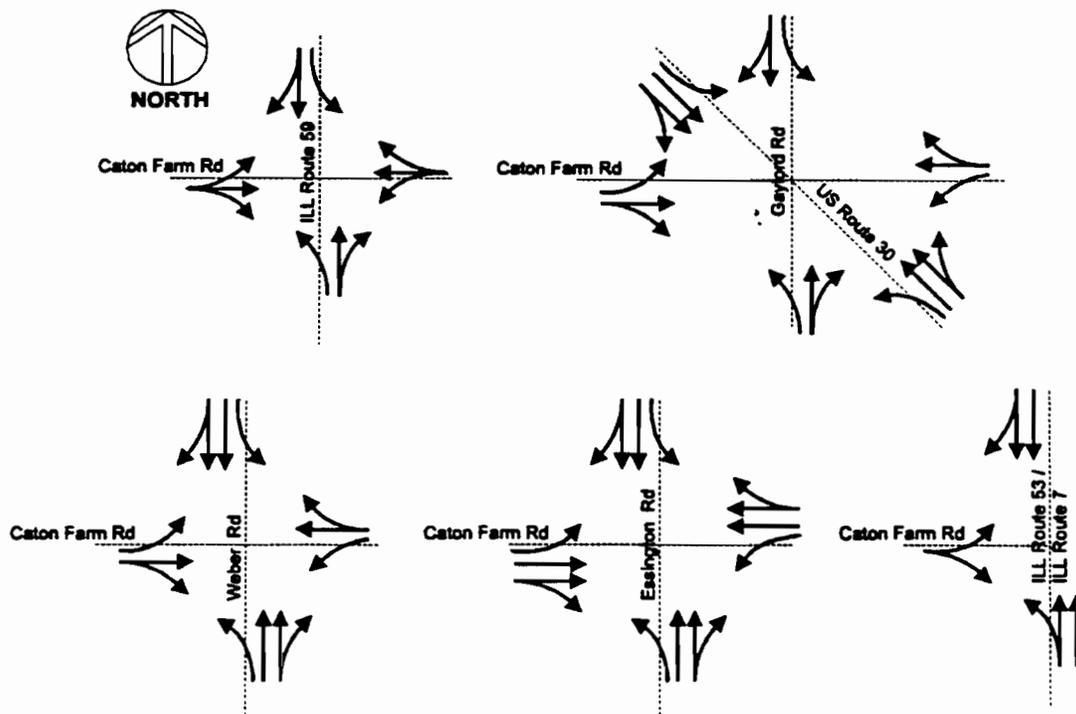
Roadway Characteristics. The roadway in this segment varies from 24 ft. with gravel shoulders to 48 ft. with curb and gutter. Caton Farm Road is mainly a two lane road that has been widened in several areas to a four lane cross-section. As land development is progressing, lanes are being added in this segment. Currently, there is no defined road or bridge in the section between Illinois Routes 53/7 and Illinois Route 171/Collins Street. From Illinois Route 171/Collins Street to Cedar Road, the roadway, Bruce Road, consists of 24 ft. of asphalt with gravel shoulders. The SRA Connector, US Route 30 from Caton Farm Road to Interstate 55, varies from 22 ft. of pavement with shoulders to four lanes, 48 ft. of pavement, with varying mountable and barrier medians. The posted speed limit in this segment is 30 mph.

Traffic Control/Intersection Configuration. Along Caton Farm Road and Bruce Road there are four existing signalized intersections. These intersections are located at Illinois Route 59, Essington Road, US Route 30 and Weber Road. These four intersections are considered major and

are shown in Figure 4.1.2 along with a fifth intersection, Illinois Routes 53/7, that is currently stop sign controlled, but will be considered major, once the SRA is developed.

Along US Route 30 there are three existing signalized intersections. These are located at Hennepin Drive, Voyager Drive and Mall Loop Drive. None of these intersections is considered major for SRA planning purposes.

Figure 4.1.2: Existing Intersection Configuration



Structures. There are five existing structures in this segment as indicated in Table 4.1.1.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
099-3322	Caton Farm Rd./Dupage River	51.2	168.2	N/A	N/A
099-0210	Caton Farm Rd./I-55	51.2	189.7	N/A	N/A
N/A	Caton Farm Rd./EJ&E RR	30.0	212.3	N/A	N/A
N/A	Bruce Rd./Fraction Run Creek (west)	24.2	30.1	N/A	N/A
N/A	Bruce Rd./Fraction Run Creek (east)	24.1	30.4	N/A	N/A

Transit. The Metra Heritage Corridor Railroad Line crosses Caton Farm Road in this segment. The Lockport Station is located at 13th Street and State Street, 1 1/2 miles north of the SRA. Several Pace Bus Routes cross the corridor in this segment. Pace Bus Route 507 travels along US Route 30. Pace Bus routes 831 and 832 cross on Illinois Routes 53/7. Pace Bus Route 834 crosses on Illinois Route 171 (Collins Street). Pace Bus Route 501 uses Bruce Road west of Green Garden Place.

Table 4.1.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Metra/Heritage Corridor Lockport Sta.	13th and State Streets	Weekday: 2 inbound, 2 outbound; No Saturday, Sunday, or holiday service.	92	102	71.6%
Pace Bus Routes					
Pace 507	Along U.S. 30	Weekday: 14 EB, 13 WB; Saturday: 9 EB, 8 WB; No Sunday or holiday service.	276*	N/A	N/A
Pace 831	Crosses on Illinois 53/ Illinois 7	Weekday: 4 NB, 4 SB; Saturday: 6 NB, 6 SB; Sunday: 6 NB, 1 SB	189**	N/A	N/A
Pace 832	Crosses on Illinois 53/ Illinois 7	Weekday: 3 NB, 3 SB; No Saturday, Sunday, or holiday service.	101	N/A	N/A
Pace 834	Crosses on Collins Street (Illinois 171)	Weekday: 12 NB, 13 SB; Saturday: 10 NB, 11 SB; No Sunday or holiday service.	559	N/A	N/A
Pace 501	Along the Corridor West of Green Garden Place	Weekday: 18 westbound; Saturday: 8 westbound; No Sunday or holiday service.	1,043	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

* The ridership trend for the Pace 507 route deviates from other routes. Average Saturday ridership is higher than average weekday ridership. Saturday ridership is 298.

**The ridership trend for the Pace 831 route deviates from other routes. Average weekend ridership is higher than average weekday ridership.

Saturday ridership is 302 and Sunday ridership is 316.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Caton Farm Road are shown on Exhibits CATON-01a through 06a and include the DuPage River, Des Plaines River, Chicago Sanitary & Ship Canal, Illinois and Michigan Canal and National Heritage Corridor, the Will County Forest Preserve, wetlands, floodplains, a hazardous waste site, residential, commercial, and industrial land uses.

Streams/Wetlands/Floodplains. The DuPage River and floodplain cross the route west of the Interstate 55 interchange. Along the quadrants of the interchange, wetlands and floodplains are located. A large floodplain crosses the route between Hel-Mar Lane and Westline Drive, with large wetland areas occurring in the undeveloped areas south of the roadway between I-55 and Essington Road and also in the northwest quadrant of I-55 and Caton Farm Road. Along the State Prison Farm property, a floodplain crosses Caton Farm Road between Weber Road and Oakland Avenue. Numerous wetlands and floodplains surround the Des Plaines River and the Chicago Sanitary & Ship Canal. Several wetlands and a floodplain crossing lie within the path of the proposed Bruce Road realignment.

Fraction Run and its floodplain cross the route twice between Briggs Street and Gougar Road. Several wetlands lie in proximity to the existing Gougar Road, north of Bruce Road and again north at 167th Street. A wetland has been identified adjacent to the route within Lamb Woods.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the Federal and State lists of hazardous waste and LUST sites.

Prime Farmland. Much of the adjacent farmland along Caton Farm Road, Gougar Road, and Bruce Road is considered prime farmland by Will County. Large tracts of the existing farmland are planned for more intense land uses by the county, and adjacent municipalities, as is described in the section on future development.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the

Existing Land Use/Development Characteristics

Type and Intensity of Development. Agriculture and single-family residential are the predominant land uses along Caton Farm Road/Bruce Road. Agricultural uses are most prevalent between Briggs Street and Cedar Road. In addition, large tracts of agricultural uses occur west of the Des Plaines River, including the Stateville State Prison Farm, northeast of the Weber Road/Caton Farm Road intersection, and along Cedar Road and Gougar Road. The Lamb Woods Forest Preserve is located in the northwestern quadrant of the Bruce Road/Farrell Road intersection.

Single-family residential neighborhoods also occur west of the Des Plaines River, and are concentrated between I-55 and Gaylord Road, and between Gaylord Road and Grandview Avenue. A mobile home park is located north of the route, west of Illinois Routes 53/7.

East of the Des Plaines River, single-family residential homes line Bruce Road from Illinois Route 171 (Collins Street) to East Street and each has direct access onto the route. Scattered rural residential homes and small subdivisions of single-family homes occur east of East Street to Cedar Road.

In addition, there are commercial uses adjacent to the six leg intersection of Plainfield Road, Gaylord Road and Caton Farm Road. Small clusters of industrial uses occur near the intersections of Caton Farm Road with both Weber Road and Illinois Routes 53/7. Industrial uses also occur west and south of the Illinois Route 171 (Collins Street)/Bruce Road intersections.

Major institutional uses west of the Des Plaines River in this segment include: Faith United Pentecostal Church, Jesse Walker Methodist Church, Crystal Lawns Church of the Nazarene, Grand Prairie School, and Richland School. In addition, St. Mary's Cemetery and the Stateville State Prison Cemetery border both sides of Caton Farm Road, east of Oakland Avenue. East of the Des Plaines River, institutions include Mt. Ebal Baptist Church, Christ United Methodist Church, and St. John Vianny Church. The Barnett Cemetery is located west of Gougar Road.

Residential uses are predominant along the US Route 30 spur from Caton Farm Road to Hennepin Drive. In addition, several strip commercial uses occur near the intersection of Caton Farm Road and

US Route 30. The Louis Joliet Mall, outlots associated with the mall, and other strip commercial uses continue from Hennepin Drive to the I-55 right-of-way.

Development Access and Constraints. West of the Des Plaines River, right-of-way expansion is constrained by single-family homes with shallow yards east of Westline Drive. Expansion is also constrained by off-street parking spaces for industrial use west of Illinois Routes 53/7 and commercial uses at the Essington Road and Gaylord Road/Plainfield Road intersection. A commercial structure on the corner of Plainfield Road and Caton Farm Road is close to the existing right-of-way. Right-of-way expansion is also constrained adjacent to St. Mary's Cemetery, Stateville State Prison Cemetery, and near the mobile home park at Illinois Routes 53/7. Mature trees line the route east of Essington Road.

East of the Des Plaines River, right-of-way expansion is constrained by the single-family homes occurring along the route. Several residential structures in this area have building setbacks of 30 ft. to 40 ft.

North of Caton Farm Road along US Route 30, right-of-way expansion is constrained by single-family residences and commercial structures.

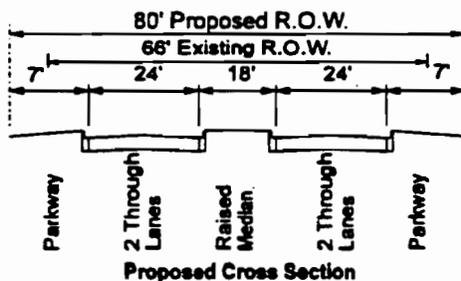
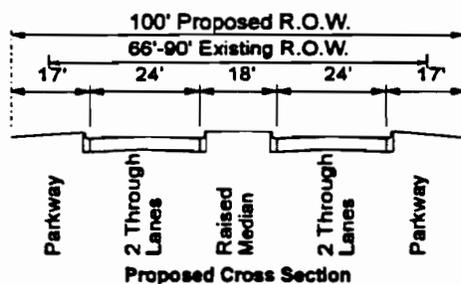
Future Development. Will County and the adjacent municipalities have planned the agricultural land in this segment for more intense suburban uses, and predominantly for single-family residential. The cities of Joliet and Lockport have identified several projects that are either under construction or in the approval process, including a mixed-use development (Broken Arrow) consisting of 1,509 residential units bounded by Bruce Road, Gougar Road, Farrell Road and Division Street. In addition, Joliet has planned several agricultural parcels south of the route, between Illinois Route 59 and Essington Road, for multiple family residential and general business uses. The northeast quadrant of Caton Farm Road and Illinois Route 59 is planned for residential/commercial development and the southwest quadrant of Caton Farm Road and Interstate 55 is planned for development of townhouses. Lockport has planned the Farrell Road and Gougar Road intersections for commercial uses, except for the Lamb Woods portion. Will County has planned the northeast quadrant of the Weber Road/Caton Farm Road intersection for light industrial uses, and the area between the Chicago Sanitary and Ship Canal and Illinois Route 171 (Collins Street) for open space. Setbacks, vehicle access control, pedestrian/bicycle facilities and transit needs of future development along the route should be coordinated with the adjacent communities and Will County.

In general, Will County expects the conversion of agricultural land to increase because of the recent opening of the Weber Road/I-55 interchange and the expansion of Lewis University Airport. Future development in this segment would also be shaped by the proposed I-355 tollway extension, FAP Route 340. This expressway would cross Bruce Road east of Gougar Road. Lockport and Will County have planned the agricultural land adjacent to the proposed expressway extension for office, research, and light industrial uses.

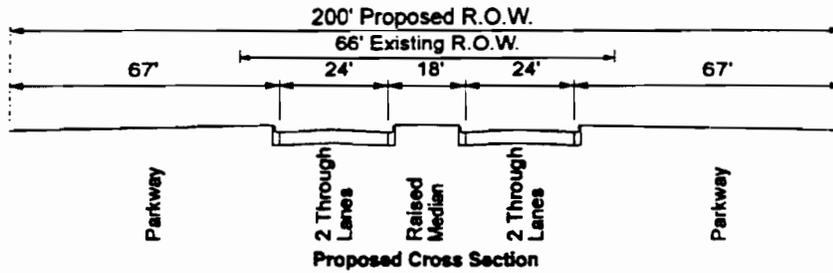
Recommended Improvements

Improvements consistent with SRA policy have been developed by evaluating numerous design factors, including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit CATON-01b through CATON-06b and 08b, and summarized in Table 4.1.4.

Roadway. The recommended 100 ft. right-of-way section in this segment includes four 12 ft. through lanes with an 18 ft. raised, landscaped median and 17 ft. parkways with curb and gutter. Communities wishing to preserve right-of-way west of Illinois Route 59 should consider this cross-section as well. East of Weber Road, the proposed roadway section, on an 80 ft. right-of-way, provides for reduced parkways due to the adjacent State Prison Farm property north and south of the route, and the Prison Cemetery and St. Mary's Cemetery. Sidewalks will be provided in this segment from Illinois Route 59 to Weber Road. Bruce Road is proposed to be realigned to the south from the Des Plaines River to Briggs Street. The Old Bruce Road would "T" into the realigned Bruce Road. A cul-de-sac would be provided east of this new intersection along the old alignment.



In the vicinity of the proposed FAP Route 340 (I-355) interchange, 200 ft. of right-of-way is recommended.



From Caton Farm Road to Hennepin Drive, the US Route 30 section is recommended as four 12 ft. through lanes with a 12 ft. flush median with parkways. From Hennepin Drive to Interstate 55, the recommended section includes a 16 ft. mountable median. This matches IDOT's current Phase I study recommendations.

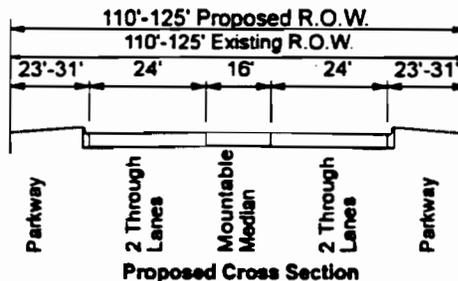
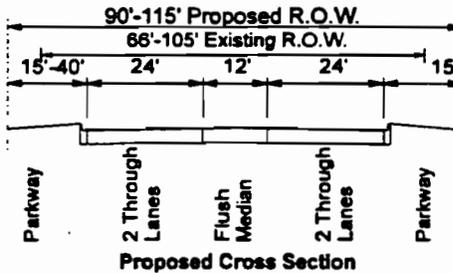


Table 4.1.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way is 100 ft., 80 ft. in constrained areas, 200 ft. near proposed FAP Route 340 interchange (I-355). The recommended right-of-way is 90 ft. to 125 ft. along US Route 30.
2. Level of Service	LOS B
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	An 18 ft. raised median is recommended, except along US Route 30, where a 14 ft. flush and a 16 ft. mountable median are recommended.
5. Parkways/Sidewalks/ Drainage Ditch	17 ft. parkways, curb and gutter, replace existing sidewalks and consider them in new residential areas in future studies.
6. Signalized Intersections	The major intersections are at Illinois Route 59, proposed Interstate 55 interchange ramps, Essington Road, US Route 30/Plainfield Road, Weber Road, Illinois Routes 53/7, Illinois Route 171(Collins Street), and Cedar Road. There is a proposed signal at Briggs St. Along US Route 30 there are signals at Hennepin Dr., Voyager Dr., Mall Loop Dr., and I-55 interchange ramps.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	No new curb cuts providing direct access are recommended. Existing access restricted to right in/right out except for median breaks located at 1/4 mile intervals between signalized intersections.
9. Transit	Install a park-and-ride facility near Illinois Route 59 intersection, near the Interstate 55 interchange with US Route 30 and at Bruce Road and FAP Route 340 (I-355). Install bus stops, shelters, and turnouts at Illinois Route 59, US Route 30 at at Caton Farm Road, Illinois Routes 53/7, Illinois Route 171 (Collins St.) and Briggs St. Install bus stops, shelters, turnouts at 1/4 mile intervals along US Route 30, and reserve space for future bus stops, shelters, and turnouts west of Briggs St. and at every cross street east of Briggs St. Provide directional signs to existing and future Metra Stations.
10. Pedestrian/Bicycle Facility	Evaluate trail along DuPage River Greenway. Link proposed trail with Illinois and Michigan National Heritage Corridor. Explore possibility of east-west trail within Lambs Woods Forest Preserve.
11. Loading	No loading.
12. Miscellaneous	Provide full interchange with I-55. Consider new bridge over Des Plaines River, Chicago S&S Canal, and I&M Canal requiring relocation of Bruce Road from Illinois Route 171(Collins St.) to west of Briggs St. The proposed bridge will need to take into account a hazardous waste site, three LUST sites, mature trees, wetlands and floodplain. Right-of-way expansion along Bruce Rd. would require the acquisition of private properties. The purchase of approximately 3 acres of Will County Forest Preserve land is required for the roadway recommendations east of Briggs St.

Traffic Control/Intersection Configuration. In this segment, signals are recommended at the intersections with the proposed Interstate 55 interchange ramps, Illinois Routes 53/7, Illinois Route 171 (Collins Street), Briggs Street and Cedar Road. All proposed signal locations are considered major intersections except Briggs Street. Dual left turn lanes are recommended at Illinois Route 59 and Illinois Routes 53/7. Single left turn lanes are recommended at Essington Road, US Route 30, Weber Road and Illinois Route 171 (Collins Street). Single right turn lanes are recommended at all major intersections. Left turns made at sharper than 90 degrees will be prohibited at the US Route 30 intersection. Interchanges are proposed with Interstate 55 and FAP Route 340 (I-355). The City of Joliet has requested that Von Esch Road be realigned across from the proposed Interstate 55 northbound ramps. This realignment would impact several residential buildings. Single left turn lanes will be provided in the median wherever median breaks are recommended. Based on low traffic volumes, stop-sign control is recommended for all other intersecting roads. The expected level of service is "B".

Parking and Access. On-street parking is not recommended for this segment. It is recommended that no new curb cuts providing direct access to this segment be allowed. All other access will be limited to right in/right out except for median breaks at 1/4 mile intervals.

Structures. The five existing structures in this segment will require modification as shown in Table 4.1.5. A structure over the Des Plaines River Valley is proposed by the Lockport Township study. This structure will connect Caton Farm Road to the proposed Bruce Road realignment.

Table 4.1.5: Structure Modifications

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
099-3322	Caton Farm Rd./DuPage River	51.2	Widen to accommodate recommended section.
099-0210	Caton Farm Rd./I-55	51.2	Widen to accommodate recommended section.
N/A	Caton Farm Rd./EJ&E RR	30.0	Replace Structure
New	Caton Farm Rd.(Bruce Rd.)/Des Plaines River, I & M Canal, CS & S Canal, and ATSF RR	N/A	New four lane bridge
N/A	Bruce Rd./Fraction Run Creek	24.2	Widen to accommodate recommended section.
N/A	Bruce Rd./Creek in Homer Township	24.1	Widen to accommodate recommended section.

Transit Facilities. Install a park-and-ride facility at the Illinois Route 59 intersection, at I-55 and US Route 30 and at Bruce Road and FAP Route 340 (I-355). Install bus stops, shelters, and turnouts at Illinois Route 59 and at 1/4 mile intervals between Interstate 55 and Weber Road, between Illinois Route 171 (Collins Street) and Briggs Street, and at major cross streets east of Briggs Street. Install signal pre-emption. Install directional signs to the future I-55 Station on the EJ&E line at Illinois Route 59, at Essington Road, at US Route 30, and at Weber Road.

On the US Route 30 SRA connector, install signal pre-emption. Install directional signs to the future I-55 Station on the EJ&E line at Essington Road. Also, install a park-and-ride facility at the existing Interstate 55 interchange.

Pedestrian/Bicycle Facilities. Opportunities to provide a regional trail along the DuPage River Greenway should be evaluated when SRA improvements reach preliminary design. Similarly, opportunities to provide an east-west regional trail along the SRA, and link it to the existing trail within the Illinois and Michigan Canal National Heritage Corridor, should also be considered.

The proposed FAP Route 340 expressway (I-355 tollway) extension includes a regional trail along the length of the corridor. Opportunities to provide an east-west regional trail within the Lambs Woods Forest Preserve and along the SRA route, and link it to the FAP Route 340 (I-355) corridor should be given further consideration during preliminary design.

Sidewalks extend along US Route 30 adjacent to the outlots associated with the Louis Joliet Mall. SRA improvements would consider additional sidewalks to link the mall with the adjacent residential areas. Safe pedestrian and bicycle access should be provided across US Route 30. The width of parkways will allow for the consideration of installation of sidewalks in appropriate residential/commercial areas in future studies.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a future park-and-ride facility at the Illinois Route 59 intersection. Reserve space for future bus stops, shelters, and turnouts at Illinois Route 59 and at 1/4 mile intervals between Interstate 55 and Weber Road and between Illinois Route 171 (Collins Street) and Briggs Street. Reserve space for future bus stops, shelters, and turnouts at major cross streets east of Briggs Street. Install bus stops, shelters, and turnouts at the Lincoln Highway/Plainfield Road (US Route 30) intersection, at the Illinois Route 53/Illinois Route 7 intersection, and at the Illinois Route 171 (Collins Street) intersection. Install directional signs to the Lockport Station on the Metra/Heritage Corridor at Illinois Route 171 (Collins Street).

On the US Route 30 SRA Connector, install bus stops, shelters, and turnouts at 1/4 mile intervals. Also, install a bus stop, shelter, and turnout at the Louis Joliet Mall. Reserve space for a park-and-ride facility at the existing Interstate 55 interchange.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way width for this segment is 100 ft. except at constrained areas where 80 ft. is recommended. The existing right-of-way varies from 66 ft. to 80 ft. through the segment. Therefore, right-of-way takes will vary from 20 ft. to 34 ft. in this segment. There are exceptions to this generalization, however, which can be seen on Exhibits CATON-03b, to 06b and 08b. These takes will be arranged in the corridor as to minimize impacts.

There is no existing right-of-way in the portion of the route east of Illinois Routes 53/7, however, a 100 ft. of right-of-way is required to be preserved for the future SRA roadway. The area between Brassel Street

and East Street which is on new alignment will most likely require 183 ft. of right-of-way, the depth of the full parcels, because of the impact on those adjacent parcels.

The bridge alignment, new roadway alignment and right-of-way requirement are recommended in the 1991 Des Plaines River Bridge Feasibility Study done by Lockport Township and will be subject to extensive review in Phase I studies. The exact alignment and right-of-way could change significantly.

Potential Environmental Concerns

To minimize displacements of mature trees and residences and commercial developments, the land acquisition and cross section may have to be shifted accordingly to achieve the desired 100 ft. right-of-way. Adjacent wetlands and floodplains at Interstate 55 may hinder development of a full interchange at that location. St. Mary's Cemetery and the State Prison Cemetery abut the existing right-of-way on opposite sides of the route and will require land acquisition for the proposed improvements. The expanded right-of-way will result in conversion of land from agricultural to highway use. The proposed bridge crossing of the Des Plaines River, Chicago Sanitary & Ship Canal, and Illinois and Michigan Canal National Heritage Corridor will need to consider a hazardous waste site, wetlands, and floodplains.

To avoid conflicts with adjacent land uses, it is recommended to realign Bruce Road to the south from Illinois Route 171 to Briggs Street. However, impacts to mature trees, farmland, wetlands and floodplains that lie within the path would have to be mitigated or the proposed alignment may have to be shifted to avoid major disturbances. According to the Lockport Township Feasibility Study of the proposed realignment, two residences and a commercial development will be displaced.

East of Briggs Street, if the right-of-way take was centered, as it is in less sensitive areas, it would require the acquisition of approximately 1.5 acres of Will County Forest Preserve holdings. To minimize the purchase of forest preserve holdings it will be necessary to shift the land acquisition and cross section to the south. Even with these measures, there is likely to be some encroachment of floodplain along Fraction Creek.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.6.

Table 4.1.6: Cost Estimate

Construction Cost Estimate for Segment 1 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$45,635,000
Intersection Improvement	\$2,600,000
Structure Modification and New Structure	\$56,825,000
Interchange Improvement	\$12,000,000
Transit Improvement	\$13,800,000
Right of Way	\$6,500,000
Total Estimated Cost for Recommended Improvements	\$137,360,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$17,200,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$17,200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. There are no ultimate improvements recommended in this segment.

4.2 Segment 2: Cedar Road, Bruce Road to Illinois Route 7/159th Street

Location

Segment 2 extends on Cedar Road from Bruce Road to Illinois Route 7/159th Street (See Figure 4.1.1). This segment is approximately 2.1 miles in length and is located in unincorporated Will County, Illinois.

Existing Facility Characteristics

The existing facility characteristics for this segment of US Route 6 SRA are shown on Exhibit CATON-07a.

Right-of-Way. The existing right-of-way width for this segment is 80 ft.

Roadway Characteristics. The roadway in this segment consists of four through lanes, 24 ft. of asphalt with gravel shoulders. The posted speed limit is 45 mph.

Traffic Control/Intersection Configuration. In this segment of Cedar Road there are no signalized intersections. All cross streets are controlled by stop signs.

Structures. There are no structures in this segment.

Transit. There are no transit operations existing in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit CATON-07a.

Streams/Wetlands/Floodplains. Fraction Run and its floodplain traverses Cedar Road in a northeast to southwest alignment near Division Street. Another unnamed creek and floodplain cross Cedar Road just north of the Bruce Road intersection.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the Federal and State lists of hazardous waste and LUST sites.

Prime Farmland. Areas of prime farmland exist along both sides of Cedar Road throughout the entire segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Agriculture is the predominant land use in this segment. In addition, single-family residential homes are scattered throughout the segment. A grouping of other non-agricultural uses occurs south of 159th Street and includes the Homer Township Hall and Fire Department, the Homer Congregational Church, Luther J. Schilling School, a bus garage, and the Bank of Lockport, as seen on Exhibit CATON-07a.

Development Access and Constraints. The existing right-of-way width through this segment is a minimum of 80 ft. The residential and commercial uses all have direct access onto the route.

Future Development. Will County has planned most of the agricultural land in this segment for single-family residential uses. Immediately south of 159th Street, the land is planned for commercial uses. Setbacks, vehicle access control, pedestrian and bicycle facilities and transit needs of future development along the route should be coordinated with adjacent communities and Will County.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit CATON-07b and summarized in Table 4.2.4.

Roadway. The recommended 100 ft. roadway section in this segment includes four 12 ft. through lanes with an 18 ft. raised, landscaped median and 17 ft. parkways with curb and gutter. Sidewalks may be considered in future studies if appropriate development occurs. There are no structures in this segment.

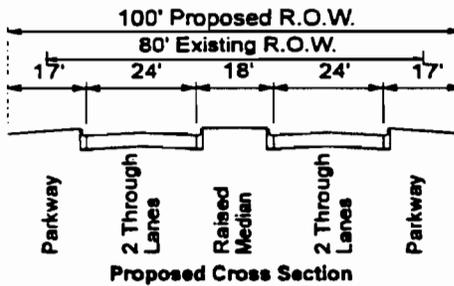


Table 4.2.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 100 ft.
2. Level of Service	LOS B
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	An 18 ft. raised median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	17 ft. parkways with closed drainage and sidewalks can be considered in future studies.
6. Signalized Intersections	There are no existing signalized intersections in this segment. A new signal is proposed at the Cedar Rd./ Bruce Rd. intersection.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	No new curb cuts are recommended. Existing access restricted to right in/ right out except at existing intersections, Homer Township Fire Dept. and Luther J. Schilling School where median breaks will be provided.
9. Transit	Reserve space for bus stops, shelters, and turnouts at 1/2 to 1 mile intervals where the corridor intersects major cross streets. Install signal pre-emption.
10. Pedestrian/Bicycle Facility	Give consideration to regional trail along SRA along Cedar Road as development occurs.
11. Loading	No loading.
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. Dual right turn lanes are recommended on Cedar Road at the Bruce Road intersection. Single left turn lanes will be provided in the median wherever median breaks are recommended. Based on low traffic volumes, stop-sign control is recommended for all other intersecting roads. The expected level of service is "B".

Parking and Access. On-street parking is not recommended for this segment. It is recommended that no new curb cuts providing direct access to this segment be allowed. Left turn access will be allowed at existing intersection locations only. Median breaks will be provided for the Homer Township Fire Department and the Luther J. Schilling School. All other access will be limited to a right-in/right out configuration.

Structures. There are no structures in this segment.

Transit Facilities. Bus stops, shelters, and turnouts at 1/2 to 1 mile intervals should be provided where the corridor intersects with major cross streets. Signal pre-emption is recommended.

Pedestrian/Bicycle Facilities. Opportunities to provide a regional trail along the SRA should be given further consideration during preliminary design.

Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts at 1/2 to 1 mile intervals where the corridor intersects with major cross streets.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way width for this segment is 100 ft. The existing right-of-way width is 80 ft. throughout the segment. Therefore, right-of-way takes will be 10 ft. on both sides throughout the segment.

Potential Environmental Concerns

There are no potential environmental concerns in this segment that would seriously constrain the proposed recommendations.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.6.

Table 4.2.6: Cost Estimate

Construction Cost Estimate for Segment 2 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,000,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,800,000
Right of Way	\$480,000
Total Estimated Cost for Recommended Improvements	\$9,280,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,800,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. There are no ultimate improvements recommended in this segment.

4.3 Segment 3: Illinois Route 7/159th Street from Cedar Road to Bell Road; and from Farrell Road to Cedar Road as an SRA Connector

Location

Segment 3 extends on Illinois Route 7/159th Street from Cedar Road to Bell Road (See Figure 4.1.1). An SRA connector will extend this segment west from Cedar Road to Farrell Road to serve traffic destined for the proposed FAP Route 340 (I-355) extension. This segment is approximately 4.0 miles in length and is located in unincorporated Will County, Illinois.

Existing Facility Characteristics

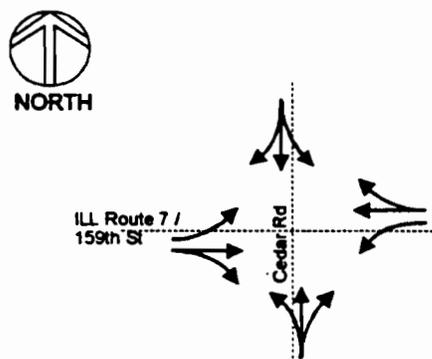
The existing facility characteristics for this segment of US Route 6 are shown on Exhibits US6-01a through 03a.

Right-of-Way. The existing right-of-way is 100 ft. throughout this segment.

Roadway Characteristics. The roadway in this segment varies from 24 ft. to 48 ft. of asphalt with gravel shoulders. The speed limit varies from 45 mph to 50 mph.

Traffic Control/Intersection Configuration. In this segment of Illinois Route 7, there is one existing signalized intersection located at Cedar Road. This intersection is considered major, and is shown in Figure 4.3.2.

Figure 4.3.2: Existing Intersection Configuration



Structures. There are no existing structures in this segment.

Transit. There are no transit operations existing in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 7/159th Street are shown on Exhibits US6-01a through 03a and include a hazardous waste site, LUST sites, and several small wetlands and floodplains near the roadway. Refer to Table 4.3.3 for a summary of environmentally sensitive features.

Table 4.3.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified
CERCLIS Site (1)	US6-03a	Hutter Oil Spill Incident, 159th St. & Parker Rd., Homer Twp.
LUST Site (2)	US6-01a	Howard Adelman, Illinois Route 7 & Farrell Rd., Lockport
	US6-02a	Phillips 66 Co., 14800 W. 159th St., Homer Township
Habitat of Threatened or Endangered Specie	-	None identified

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping
 (2) LUST = Leaking Underground Storage Tank

Streams/Wetlands/Floodplains. Small wetland areas approach the roadway near Leach Drive, east of Cedar Road and among the developments just west of Bell Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. A hazardous waste site is known to exist near the northeast quadrant of the Parker Road intersection. In addition, two sites have been reported as having leaking underground storage tanks, as listed in Table 4.3.3.

Prime Farmland. There are tracts of prime farmland throughout this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Typical of a developing region, this segment includes a mixture of land uses. Large parcels of agricultural land occur throughout the segment, as seen on aerials US6-01a through 03a. In addition, vacant and wooded parcels adjoin several agricultural parcels near both Gougar Road and Parker Road. Scattered rural residential homes and small subdivisions of single-family homes occur throughout this segment. Many of these scattered residences have direct access to the route and most are setback a substantial distance from the roadway. A larger single-family residential subdivision, with a single direct point of access to the route, occurs west of Bell Road.

Small clusters of commercial uses are scattered throughout this segment, including: the Cedar Road/Illinois Route 7 intersection; the southeast quadrant of the Parker Road/Illinois Route 7 intersection; and the northwest quadrant of the Bell Road/Illinois Route 7 intersection (Bell Tower Plaza).

Development Access and Constraints. The Bank of Lockport building at the southwest corner of Cedar Road is set back approximately 15 ft. from Illinois Route 7 and may be affected by roadway expansion.

Future Development. Agricultural land in this segment has been planned for more intense suburban uses by Will County. The County has planned most of the agricultural parcels adjacent to the route for a mixture of commercial, single-family residential, and open space uses. Future development in this segment would be shaped by the proposed expressway (tollway) extension, FAP Route 340 (I-355). This extension would cross Illinois Route 7 (159th Street) west of Gougar Road, as seen on aerial US6-01b. Lockport and Will County have planned the land adjacent to the proposed tollway extension for office, research, and light industrial uses. Setbacks, vehicle access control, pedestrian and bicycle facilities and transit needs of future development along the route should be coordinated with the adjacent communities and Will County.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6-01b through US6-03b and summarized in Table 4.3.4.

Roadway. The recommended 100 ft. roadway section in this segment includes four 12 ft. through lanes with an 18 ft. raised, landscaped median and 17 ft. parkways with curb and gutter. No sidewalk will be provided in this segment. A 200 ft. right-of-way is recommended within the interchange limits of the proposed FAP Route 340 (I-355).

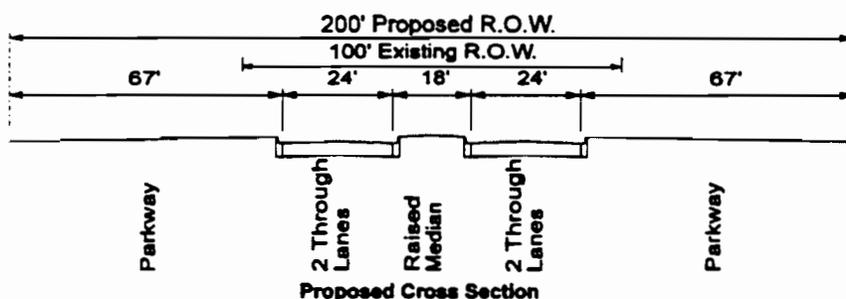
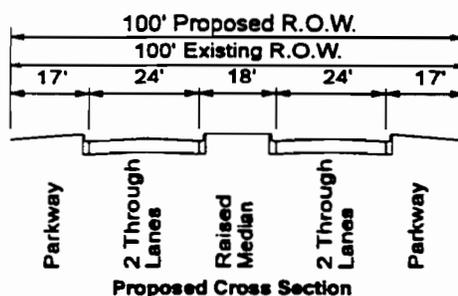


Table 4.3.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 100 ft. 200 ft. is recommended within the proposed interchange limits with FAP Route 340(I-355).
2. Level of Service	LOS C
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	An 18 ft. raised, landscaped median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	17 ft. parkways with closed drainage and no sidewalks.
6. Signalized Intersections	The only major intersection is located at Cedar Rd. Signals are proposed at Farrell Rd. and Parker Rd.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	Access restricted to right in/right out except at signalized intersections and at median breaks spaced at 1/4 to 1/2 mile intervals. Median break locations should be coordinated with development.
9. Transit	Install bus stops, shelters, and turnouts at Gougar Rd., Cedar Road, and Parker Road. Install a park-and-ride facility, bus stop, shelter, and turnout adjacent to the proposed FAP Route 340 (I-355) interchange.
10. Pedestrian/Bicycle Facility	Coordinate with proposed FAP Route 340 greenway.
11. Loading	No loading.
12. Miscellaneous	Proposed structure in conjunction with FAP Route 340 (I-355) interchange. Signalize interchange ramps as warranted. Environmental concerns include a hazardous waste site at Parker Rd, and two LUST sites.

Traffic Control/Intersection Configuration. Signals are recommended at Farrell Road and Parker Road. Single left turn lanes are recommended at all three signal locations. Single right turn lanes are recommended at Cedar Road. Single left turn lanes will be provided in the median wherever median breaks are recommended. Based on low traffic volumes, stop-sign control is recommended for all other intersecting roads. The expected level of service is "C."

Parking and Access. On-street parking is not recommended for this segment. Median breaks are recommended at 1/4 mile to 1/2 mile spacing to accommodate left turn access. All other access will be limited to a right in/right out configuration. Additional forms of access management, such as the use of frontage roads, can be considered in this segment. The current practice by local officials of reserving right-of-

way in excess of 100 ft. for frontage roads through the zoning and development process, should be encouraged. The availability of appropriate right-of-way will be considered in future Phase I studies when the specific scope of improvement will be determined.

Structures. There are no structures proposed in this segment. The structure for the interchange should be developed in consideration of SRA standards.

Transit Facilities. Install bus stops, shelters, and turnouts at Gougar Road, Cedar Road and Parker Road. Install signal pre-emption. Install bus stop, shelter, and turnout adjacent to the proposed alignment of FAP Route 340 (I-355). Install a park-and-ride lot near the FAP Route 340 (I-355) interchange.

Pedestrian/Bicycle Facilities. The proposed FAP Route 340 (I-355) extension would intersect Illinois Route 7 between Farrell Road and Gougar Road. This proposal includes a regional trail along the length of the corridor. Opportunities to provide and link a regional east-west trail along the SRA to the FAP Route 340 (I-355) corridor should be given further consideration during preliminary design.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. In the short term, the intersection at Cedar Road should be improved. The improvement will require little right-of-way, and will improve traffic flow.

Parking and Access. In the short term, the building of right-in/right-out only access points at selected intersections is recommended to improve access management. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts at Gougar, Cedar and Parker Roads and FAP Route 340 (I-355). Reserve space for future park-and-ride facility near the proposed alignment of FAP Route 340 (I-355).

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way for this segment is 100 ft., and 200 ft. at the proposed FAP Route 340 (I-355) interchange. The present right-of-way is 100 ft. throughout the segment. Therefore no right-of-way acquisitions will be needed to accommodate the recommended cross-section, except at the proposed FAP Route 340 (I-355) interchange.

Potential Environmental Concerns

The primary constraints to roadway development along this segment are the identified hazardous waste site at the Parker Road intersection and the reported LUST sites. No additional right-of-way is required along most of this segment of the roadway, although the limits of construction would need to be cross-checked (in a Phase I Study) with the known location of any soil contamination, in order to avoid disturbance.

Cost Estimate

The cost estimate for segment 3 is shown in Table 4.3.6.

Table 4.3.6: Cost Estimate

Construction Cost Estimate for Segment 3 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$17,500,000
Intersection Improvement	\$1,200,000
Structure Modification	\$0
Interchange Improvement	\$6,000,000
Transit Improvement	\$2,000,000
Right of Way	\$300,000
Total Estimated Cost for Recommended Improvements	\$27,000,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$2,000,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$3,000,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No such improvements are recommended in this segment.

4.4 Segment 4: 159th Street, Bell Road to Harlem Avenue

Location

Segment 4 extends on 159th Street from Bell Road to Harlem Avenue (See Figure 4.1.1). This segment is approximately 7.2 miles in length and is located in Orland Park, Orland Hills, Tinley Park, and unincorporated Will and Cook Counties.

Existing Facility Characteristics

The existing facility characteristics for this segment of US Route 6 are shown on Exhibits US6-03a through 07a.

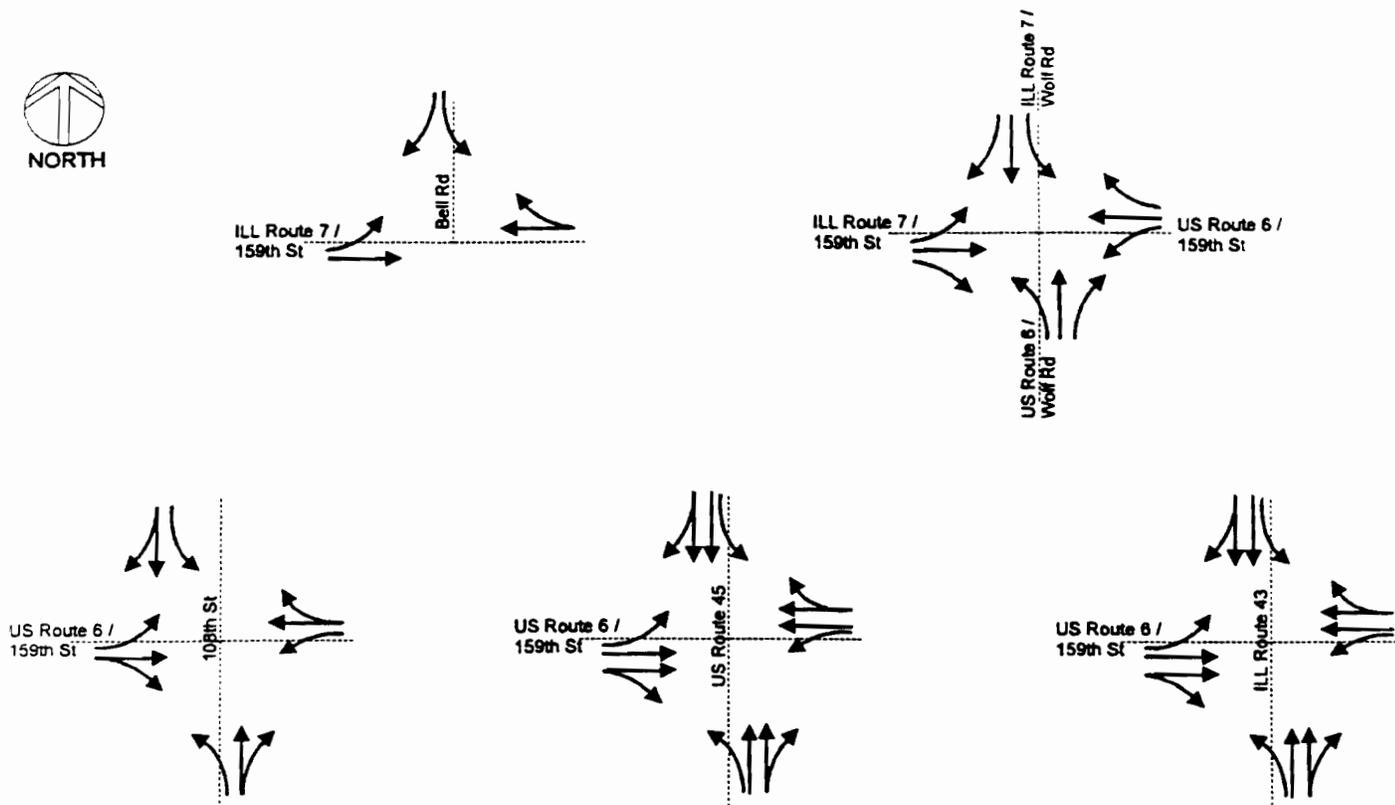
Right-of-Way. The existing right-of-way is 100 ft. throughout the segment.

Roadway Characteristics. The roadway in this segment varies from 24 ft. to 60 ft. The area west of US Route 45 is 24 ft. with gravel shoulders. The area east of US Route 45 is 60 ft. with four lanes and a 12 ft. mountable median and curb and gutter. The speed limit varies from 35 mph to 50 mph.

Traffic Control/Intersection Configuration. In this segment, there are thirteen signalized intersections at the following locations: Bell Road; Wolf Road; 108th Avenue; US Route 45/96th Avenue; 94th Avenue; Wal Mart Entrance, Park Hill Drive; 88th Avenue; 84th Avenue; 80th Avenue; 76th Avenue; Park Center Shopping Plaza Entrance; and Illinois Route 43/Harlem Avenue.

In addition to these intersections, there are a number of intersecting roads controlled by stop signs. There is also an at-grade railroad crossing with signal gates at the Norfolk Southern Railroad. Five of the intersections mentioned above are considered major, Bell Road, Wolf Road, 108th Avenue, US Route 45 (96th Avenue) and Illinois Route 43 (Harlem Avenue). These are shown in Figure 4.4.2

Figure 4.4.2: Existing Intersection Configuration



Structures. There is one structure in this segment as indicated in Table 4.4.1.

Table 4.4.1: Existing Structures List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0381	159th St.- U.S. 6/Marley Creek	46.0	23.0	N/A	N/A

Transit. The Orland Park - 153rd Street Station on the Southwest Line is located just north of the corridor at 10401 W. 153rd Street. Pace Bus Route 354 travels along the corridor east of 96th Avenue, as indicated in Table 4.4.2.

Table 4.4.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Southwest Line Orland Pk.-153rd Street Station	10401 W. 153rd St.	Weekday: 4 inbound, 4 outbound; No Saturday, Sunday, or holiday service.	197	251	59.0%
Pace Bus Routes					
Pace 354	Along the Corridor East of 96th Ave.	Weekday: 12 EB, 12 WB; Saturday: 5 EB, 5 WB; No Sunday or holiday service.	484	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

* Pace ridership is reported as average weekday ridership for 1992.

Existing Environmental Characteristics

The features of the surrounding environment along this segment are shown in Exhibits US6-03a through 07a. Major features include Spring Creek and its floodplain, small and large wetland areas, LUST sites, and the habitat of threatened or endangered species. Refer to Table 4.4.3 for a summary of environmentally sensitive features.

Table 4.4.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified
CERCLIS Site (1)	-	None identified
LUST Site (2)	US6-05a US6-06a	Shell Oil Co., 9560 159th Street, Orland Park Shell Oil Co., 8401 159th Street, Tinley Park
Habitat of Threatened or Endangered Specie	US6-04a US6-05a	A habitat was identified northeast of the Will-Cook Road intersection. A habitat was identified within the large wetland east of the Norfolk Southern RR north of the 104th Avenue intersection, Orland Park.
(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping (2) LUST = Leaking Underground Storage Tank		

Streams/Wetlands/Floodplains. The route crosses Spring Creek east of 118th Avenue, including large adjacent wetland and floodplain areas on both sides of the roadway. Other stream crossings occur at Marley Creek, Twin Lakes Drive, and at Orland Brook Drive. There are large wetland areas east of the Norfolk Southern Railroad. Numerous smaller wetlands approach the roadway near Will Cook Road, although most appear far enough from the roadway to be of little concern.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are two sites along this segment reported to have leaking underground storage tanks. The locations appear in Table 4.4.3.

Prime Farmland. Prime farmland exists along both sides of the roadway west of Twin Lakes Drive.

Threatened or Endangered Species. The Illinois Department of Conservation has identified the location of a threatened or endangered plant or animal specie near the Will-Cook Road intersection, and another within the large wetland east of the Norfolk Southern railway line, just north of the 104th Avenue intersection.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Typical of a developing region, the western portion of this segment (Illinois Routes 7/159th Street), from Bell Road to US Route 45 (96th Avenue), includes a mixture of land uses. Agriculture is the predominant use in this portion of the segment, as seen on aerials US6-03a through 05a. Residential uses are concentrated between 117th Court and US Route 6 (Wolf Road), north of the route, and along 108th Avenue. Commercial uses occur north of the route from Bell Road to South Bell Road; south of the route west of Will-Cook Road; and at US Route 45 (the Lake View Plaza Shopping Center).

Schools in the western portion of this segment include: Homer Jr. High School and Hadley School, between Bell Road and South Bell Road; Sandbox School, at Will-Cook Road; and Doctor School, west of Wolf Road. In addition, St. Michael's Cemetery is at Will-Cook Road.

The eastern portion of this segment, from US Route 45 (96th Avenue) to Illinois Route 43 (Harlem Avenue), includes fewer agricultural parcels and more intensely developed suburban uses than the western portion. The predominant land uses lining the route are commercial, as seen on aerials US6-05a through 07a. Specific uses include a Jewel Food Store and Osco Drug, northeast of 94th Avenue and US Route 6 (159th Street) and Wal-Mart southeast of the same intersections. Several large destination shopping centers are located at the intersection of Illinois Route 43 and US Route 6, including Cub Foods and Home Depot, on the southwest and northwest quadrants, respectively.

Multiple-family residential uses occur at Park Hill Drive, north of the route; Orland Brook Drive, north of the route; 88th Avenue and 84th Avenue, south of the route; and between 76th Avenue and Illinois Route 43. Single-family residential uses occur at 91st Avenue, south of the route; 86th Avenue, north of the route; and at 76th Avenue, north and south of the route. Agricultural and vacant parcels occur at US Route 45, 88th Avenue, 80th Avenue, and 76th Avenue.

Institutions in the eastern portion of this segment include: the Christian Hills Full Gospel Church, west of 88th Avenue and St. Julie Church, west of Illinois Route 43.

Development Access and Constraints. The existing right-of-way is 100 ft. along this segment. Between Bell Road and US Route 45, roadway expansion is constrained adjacent to commercial properties with shallow parking and/or building setbacks. Similarly, expansion is constrained adjacent to the Sandbox School and a commercial structure, both west of Will-Cook Road. Roadway expansion is also constrained by the bodies of water and wetlands between the Norfolk Southern Railway and US Route 45.

Between US Route 45 and Illinois Route 43, right-of-way expansion may be constrained by the commercial uses lining the route. These commercial uses include convenience, retail and service establishments; restaurants, auto dealerships, and gas stations. Right-of-way expansion would displace off-street parking and signage adjacent to US Route 6 (159th Street). Roadway expansion would reduce the landscaped parkway and sidewalk separating the uses from vehicles traveling on the route.

Expansion of the right-of-way may also be constrained by the commercial structure with a shallow building setback on the southeast corner of US Route 45 and US Route 6. East of 76th Avenue a block of

apartments on the south side of US Route 6 with shallow building setbacks may prohibit right-of-way expansion to the south.

Future Development. Agricultural land in this segment has been planned for more intense suburban uses by the surrounding communities and Will and Cook Counties. Will County has planned agricultural and vacant land between Bell Road and Will Cook Road predominantly for single-family residential uses. Cook County has also planned for future residential uses, between US Route 6 (Wolf Road) and 108th Avenue. East of 108th Avenue, the Village of Orland Park has planned the land north of the route for industrial uses. The land south of the route is being developed as a business park.

Near 104th Avenue, Cook County has planned for industrial and open space uses, south of the route. Orland Park has planned the southwest quadrant of US Route 45 (96th Avenue) and US Route 6 (159th Street) for commercial and office uses. Multiple-family townhomes are being developed along the route, west of the Lake View Plaza Shopping Center. East of US Route 45, Cook County and the surrounding communities have planned the agricultural/vacant and underutilized parcels adjacent to the route for a mixture of single-family residential, commercial and office uses.

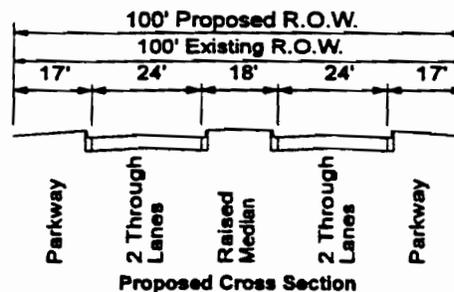
The Village of Orland Park has identified a mixed-use development (Spring Green) which is in the approval process and would include 5,755 residential units on several parcels along the route between Will Cook Road and US Route 6 (Wolf Road). The Meadow Park mixed commercial/residential development is proposed at US Route 6 (159th Street) and 80th Avenue. Will County has identified a 776 unit residential development (Kingston Hills) which is in the approval process and which would be located on several parcels north of the route. The Park Center Shopping Plaza is being developed at 161st Street and Illinois Route 43.

Setbacks, access control, pedestrian and bicycle facilities and transit needs of future development along the route should be coordinated with the adjacent communities, Will County and Cook County.

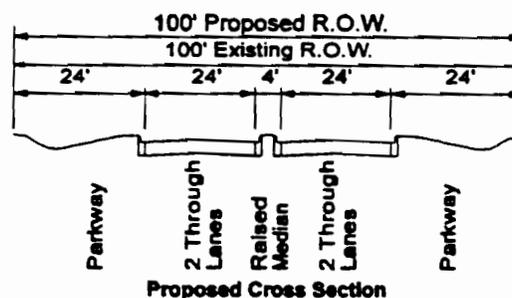
Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6-03b through US6-07b and summarized in Table 4.4.4.

Roadway. The recommended section west of US Route 45 is 100 ft. and includes four 12 ft. through lanes, an 18 ft. raised, landscaped median and 17 ft. parkways with curb and gutter. A cross section with a narrower roadway is proposed in the area between 104th Avenue and Ravinia Avenue.



The area between 104th Avenue and Ravinia Avenue will have a 4 ft. raised median and 24 ft. parkways with ditches. This area has a large amount of wetlands and the SRA is recommended to be constructed as a land bridge, hence the wide parkways are needed to reach the existing grade. The narrow, 4 ft. median is recommended to reduce overall right-of-way taking in this sensitive area.



The recommended section east of US Route 45 is 120 ft. and includes six through lanes, an 18 ft. raised, landscaped median and 15 ft. parkways with curb and gutter. No sidewalk will be provided in this segment.

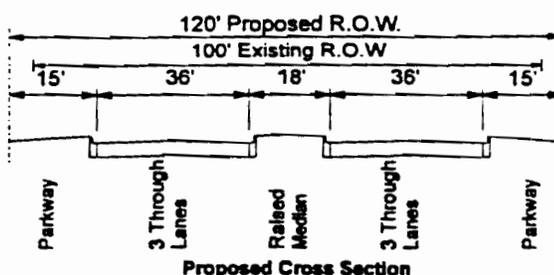


Table 4.4.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 100 ft. west of US Route 45. The recommended right-of-way width is 120 ft. east of US Route 45.
2. Level of Service	LOS C to E
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction west of US Route 45. Three 12 ft. lanes in each direction east of US Route 45.
4. Median Width and Type	An 18 ft. raised median is recommended throughout this segment except between 104th Ave. and Ravinia Ave. where a 4 ft. raised median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	17 ft. parkways with closed drainage and no sidewalks west of 104th Ave. 26 ft. parkways with closed drainage and no sidewalks between 104th Ave. and Ravinia Ave. 15 ft. parkways with closed drainage and no sidewalks east of Ravinia Ave.
6. Signalized Intersections	The major intersections are at Bell Rd., US Route 6/ Wolf Rd., 108th Ave., US Route 45 (96th Ave.), and Illinois Route 43 (Harlem Ave.). Other signalized intersections include 94th Ave., Wal-Mart east of 94th Ave. Park Hill Dr., 88th Ave., 84th Ave., 80th Ave., 76th Ave., and the mall entrance west of Illinois Route 43. New signals are proposed at Will-Cook Rd., and Orland Brook Dr.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	Access restricted to right in/right out except at signalized intersections and proposed median breaks at 1/4 to 1/2 mile intervals.
9. Transit	Install bus stops, shelters, and turnouts at Bell Rd., Will-Cook Rd., Wolf Rd., 104th Ave., Lake View Plaza Shopping Center, and at 1/4 mile intervals east of US Route 45. Install park-and-ride facilities at Bell Rd. and US Route 45. Install directional signs to Orland Park-179th St. Station on the Southwest Line. Install signal pre-emption.
10. Pedestrian/Bicycle Facility	Give further consideration to east-west regional trail and a proposed regional trail connecting the Spring Creek greenway.
11. Loading	No loading.
12. Miscellaneous	Environmental concerns include threatened or endangered species site and large wetland tracts. A grade separation is proposed for the Norfolk Southern RR. The structure east of 104th Ave. requires widening.

Traffic Control/Intersection Configuration. Single left turn lanes will be provided in the median wherever median breaks occur. Dual left turn lanes are recommended at US Route 45 (96th Avenue) and Illinois Route 43 (Harlem Avenue). Single left turn lanes are recommended at Bell Road, Wolf Road and 108th Avenue. Right turn lanes are recommended at all major intersections except Illinois Route 43. New signals are proposed at Will-Cook Road, Wal-Mart Entrance (east of 94th Avenue) and Orland Brook Drive. A four way signal at Bell Road should be considered to reduce accident potential. 118th Avenue will be realigned to form a single intersection with Will-Cook Road. Based on low traffic volumes, stop-sign control is recommended for all other intersecting roads that are not currently signalized. The expected level of services ranges from "C" to "E."

Parking and Access. On-street parking is not recommended for this segment. Median breaks are recommended at 1/4 to 1/2 mile spacing to accommodate left turn access. All other access will be limited to a right in/right out configuration.

Structures. The one structure in this segment will require modification to accommodate the recommended roadway cross section. With proper justification, a grade separation should be implemented at the Norfolk Southern Railroad crossing. See Table 4.4.5 for Structure Modifications.

Table 4.4.5: Structure Modifications

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0381	159th St. - US Route 6/Marley Creek	46.0	Widen to accommodate recommended section.
New	159th St./NS RR	N/A	Grade Separate

Transit Facilities. Install bus stops, shelters, and turnouts at Bell Road, Will-Cook Road, Wolf Road, 104th Avenue, and the Lake View Plaza Shopping Center. East of US Route 45, install bus stops, shelters, and turnouts at 1/4 mile intervals, preferably as far-side stops. Install signal pre-emption. Install directional signs to the Orland Park - 179th Street Station on the Southwest Line. Place signs at Wolf Road and at 108th Avenue. Install park-and-ride facilities at Bell Road and at US Route 45. Coordinate with the US Route 45 SRA corridor for the exact location of the proposed park-and-ride facility.

Pedestrian/Bicycle Facilities. Opportunities to incorporate the proposed regional trail near US Route 6 (Wolf Road) and to provide a connecting regional trail along the Spring Creek Greenway should be given further consideration during preliminary design.

SRA improvements include providing sidewalks in developed portions of the segment which currently have sidewalks. The recommended parkway will allow for future extension of these sidewalks in coordination with future development and the adjacent municipalities should that be deemed appropriate in future studies. Safe pedestrian and bicycle linkages should be provided between Doctor School and the adjacent residential neighborhoods north of the SRA.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. In the short term, the intersections at Wolf Road, 108th Avenue, US Route 45, and Illinois Route 43 (Harlem Avenue) should be improved. These are improvements requiring little right-of-way, while improving traffic flow.

Parking and Access. In the short term, the conversion of selected intersections to right in/right out only should be done to help access control. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts at Bell Road, Will-Cook Road, Wolf Road, 104th Avenue, and the Lake View Plaza Shopping Center. East of US Route 45 (96th Avenue), install bus stops, shelters, and turnouts at 1/4 mile intervals, preferably as far-side stops. Install directional signs to the Orland Park - 153rd Street Station on the Southwest Line. Place signs at Wolf Road, at 108th Avenue, and at US Route 45 (96th Avenue). Reserve space for a future park-and-ride facility at Bell Road and at US Route 45. Coordinate with the US Route 45 (96th Avenue) corridor for the exact location of the proposed park-and-ride facility.

Pedestrian/Bicycle Facilities. There are no short term improvements required in this segment.

Right-of-Way Requirements

The recommended right-of-way width for this segment varies from 100 ft. to 120 ft. The existing right-of-way is 100 ft. throughout the segment. Therefore, 20 ft. of right-of-way will be required east of US Route 45. Right-of-way acquisition, approximately 7 acres, should be centered along the corridor.

Potential Environmental Concerns

The primary constraints to development along this segment are the large wetland areas east of Will-Cook Road (Spring Creek) and east of the Norfolk Southern Railroad near 104th Avenue. Although no additional right-of-way will be required to construct the recommended cross-section, it will be necessary to field verify the actual limits of the wetland areas to avoid unnecessary disturbance. A landbridge is proposed between 104th Avenue and Ravinia Avenue to minimize adverse impacts to the large adjacent wetlands without the high cost of providing a structure for the entire length of roadway spanning the wetlands.

Further study will be required to determine the potential impact on endangered or threatened species known to exist along the corridor.

Cost Estimate

The cost estimate for segment 4 is shown in Table 4.4.6.

Table 4.4.6: Cost Estimate

Construction Cost Estimate for Segment 4 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$27,500,000
Intersection Improvement	\$3,200,000
Structure Modification and New Structure	\$2,186,300
Interchange Improvement	\$0
Transit Improvement	\$10,664,000
Right of Way	\$750,000
Total Estimated Cost for Recommended Improvements	\$44,300,300
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$2,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$10,600,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$12,600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration.

Roadway. There are no ultimate improvements recommended in this segment.

Traffic Control/Intersection Configuration. Provide signal at south Bell Road as traffic volumes warrant such.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. There are no ultimate improvements recommended in this segment.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

4.5 Segment 5: 159th Street, Harlem Avenue to Interstate 57

Location

Segment 5 extends from Harlem Avenue to Interstate 57 (See Figure 4.1.1). This segment is approximately 4.5 miles in length and is located in Orland Park, Tinley Park and Oak Forest.

Existing Facility Characteristics

The existing facility characteristics for this segment are shown on Exhibits US6-07a through 09a.

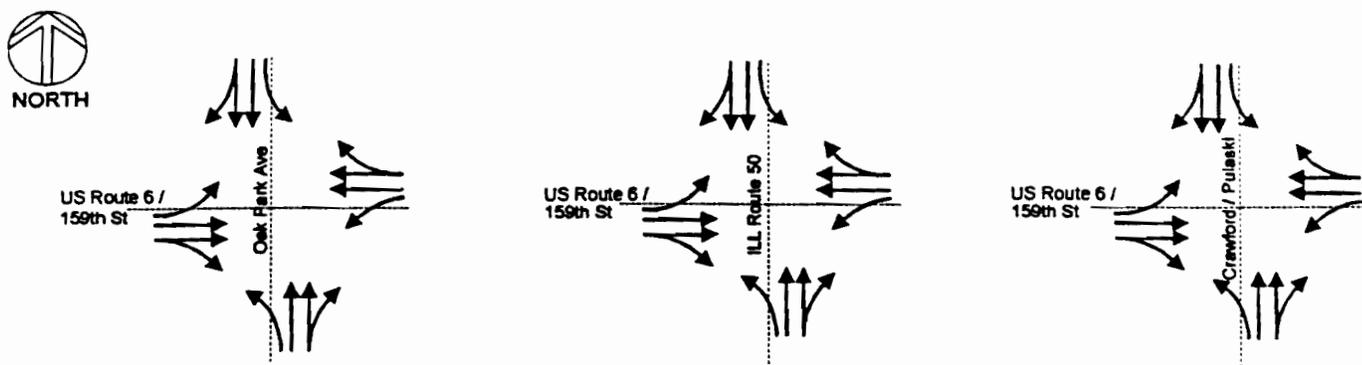
Right-of-Way. The existing right-of-way along this segment is 100 ft. except between Illinois Route 50 (Cicero Avenue) and Crawford Avenue (Pulaski Road), where it is 80 ft. It widens out significantly in the area at Interstate 57.

Roadway Characteristics. The existing roadway in this segment typically consists of four 12 ft. wide through lanes, a center median varying in width from 4 ft. to 18 ft., and curb and gutter. Paved shoulders exist in the I-57 interchange area. Paved and gravel shoulders exist between Crawford Avenue (Pulaski Road) and east of Forest Drive. The speed limit varies from 35 mph to 45 mph.

Traffic Control/Intersection Configuration. In this segment there are nine signalized intersections: 71st Court; Oak Park Avenue; Ridgeland Avenue; Arroyo Drive; Central Avenue; Laramie Avenue; Illinois Route 50 (Cicero Avenue); Forest Drive; and Crawford Avenue (Pulaski Road). The Ridgeland Avenue signal has pedestrian actuation to provide bicycle path users with easier access across 159th Street.

Three of the signals listed above are considered major intersections: Oak Park Avenue, Illinois Route 50 (Cicero Avenue) and Crawford Avenue (Pulaski Road). These are shown in Figure 4.5.2.

Table 4.5.2: Existing Intersection Configuration



Structures. There is one structure in this segment as indicated in Table 4.5.1.

Table 4.5.1: Existing Structures List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA*	Vertical Clearance (feet) on SRA
016-0382	NIRC RR/159th St.- U.S. 6	N/A	105.0	33.0	13.8

Transit. The Oak Forest Station of the Rock Island District Line is located on US Route 6 west of Central Avenue. Pace Bus Route 354 travels along the SRA corridor west of Central Avenue. Pace Bus Route 364 travels along the SRA corridor east of Oak Park Avenue. Pace Bus Route 740 travels along the SRA corridor between Central Avenue and Illinois Route 50 (Cicero Avenue), and it also intersects the corridor at Terrace Drive. Pace Bus Route 383 crosses on Illinois Route 50 (Cicero Avenue), then uses the SRA corridor just to access the entrance to the Oak Forest Hospital.

Table 4.5.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Rock Island District Line Oak Forest Station	4850 W. 159th Street	Weekday: 23 IB, 23 OB; Saturday: 20 IB, 10 OB; Sunday: 8 IB, 8 OB;	1,447	746	99.7%
Pace Bus Routes					
Pace 354	Along the Corridor West of Central Avenue	Weekday: 12-14 eastbound; 12-13 westbound; Saturday: 5 EB, 5 WB; No Sunday or holiday service.	484	N/A	N/A
Pace 364	Along the Corridor East of Oak Park Avenue	Weekday: 15 EB, 14 WB; Saturday: 11 EB, 10 WB; Sunday: 8 EB, 8-9 WB;	1,829	N/A	N/A
Pace 740	Along the Corridor Between Central Avenue and Cicero Ave; Intersects Corridor at Terrace Drive	Weekday Morning: 3 EB; Weekday Afternoon: 3 WB; No Saturday, Sunday, or holiday service.	76	N/A	N/A
Pace 383	Crosses on Cicero Avenue Uses the Corridor to Access the Entrance to the Oak Forest Hospital	Weekday: 13 NB, 14 SB; Saturday: 10 NB, 11 SB; Sunday: 6 NB, 6 SB;	849	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits US6-07a through 09a. They include the Cook County Forest Preserve, the Midlothian Forest Preserve, floodplain, wetlands, a golf course, and LUST sites. Refer to Table 4.5.3 for a summary of environmentally sensitive features.

Table 4.5.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified
CERCLIS Site (1)	-	None identified
LUST Site (2)	US6-07a US6-07a	Amoco Oil Co., 7170 159th Street, Orland Park Delta Sonic Car Wash, 6800 159th St., Tinley Park
Habitat of Threatened or Endangered Specie	-	None identified

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping
(2) LUST = Leaking Underground Storage Tank

Streams/Wetlands/Floodplains. A small stream and its floodplain cross the roadway at Cicero Avenue. There are numerous wetland areas scattered throughout the adjacent forest preserves.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are two LUST sites identified along this segment at the addresses listed in Table 4.5.3.

Prime Farmland. There are no areas of prime farmland in this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial uses line the route between Oak Park Avenue and Illinois Route 50 (Cicero Avenue). In addition, an expansion of the Cook County Forest Preserve occurs between Oak Park Avenue and Ridgeland Avenue. The Forest Preserve National Golf Course is west of Central Avenue, south of the route. Other uses in this segment include: multiple-family residential uses, east of Arroyo Drive and between Latrobe and Lavergne Avenues; a post office branch and the Oak Forest Park District building, a utility site at Central Avenue; and the Oak Forest Metra station and parking facilities, at Lamont Avenue. Schools and religious institutions in this segment

include: Our Savior's Evangelical Covenant Church, Oak Forest United Methodist Church, and the Arbor Park Middle School.

East of Illinois Route 50 (Cicero Avenue), this segment passes adjacent to the Midlothian Meadows Forest Preserve holdings on the north, and the Cook County Oak Forest Hospital on the south. The Midlothian Meadows Forest Preserve holdings include the St. Roche Friary. A mixture of commercial, industrial, single-family residential uses and vacant parcels are located between the Cook County Forest Preserve and the Cook County Oak Forest Hospital on the east.

Development Access and Constraints. The existing right-of-way is between 80 ft. and 100 ft. along this segment. Right-of-way expansion is constrained by the commercial uses lining the route. These commercial uses include convenience, retail and service establishments, restaurants, auto dealerships, and gas stations. Expansion would displace off-street parking and signage adjacent to US Route 6.

Expansion of the right-of-way is also constrained by structures with shallow building setbacks. Constraints of this nature include: the multiple-family residential structures east of Leclair Avenue; the restaurant/bar on the southwest corner of Illinois Route 50 (Cicero Avenue) and US Route 6; and the intersection of Crawford Avenue (Pulaski Road) and US Route 6.

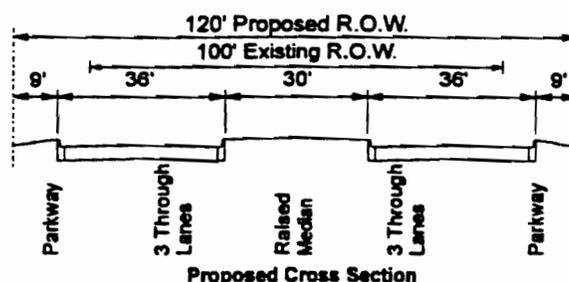
Right-of-way expansion is also constrained by the Cook County Forest Preserve holdings, the golf course, and pedestrian/bicycle path east of Oak Park Avenue, and the Midlothian Forest Preserve, east of Illinois Route 50 (Cicero Avenue).

Future Development. This segment passes through developed portions of the adjacent communities where the focus of future development will be infill projects on vacant and underutilized sites. These communities have planned the land along the route, and near interchanges, for commercial and industrial uses. Vacant parcels backing these uses are planned for residential development.

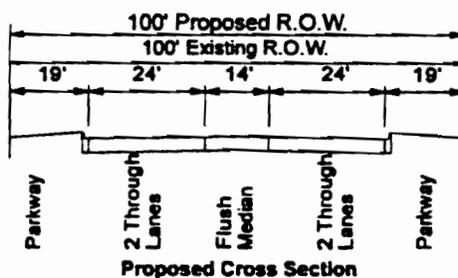
Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6-07b through US6-09b and summarized on Table 4.5.4.

Roadway. The recommended 120 ft. roadway section in this segment includes six 12 ft. through lanes with a 30 ft. raised, landscaped median and 9 ft. parkways with curb and gutter between Illinois Route 43 (Harlem Avenue) and Oak Park Avenue. Sidewalks will be provided in this segment.



The recommended 100 ft. roadway section includes four 12 ft. through lanes with a 14 ft. flush median and 19 ft. parkways between Oak Park Avenue and Illinois Route 50 (Cicero Avenue), also between Crawford Avenue (Pulaski Road) and I-57.



The recommended 80 ft. roadway section includes four 12 ft. through lanes with a 14 ft. flush median and 9 ft. parkways with curb and gutter between Illinois Route 50 (Cicero Avenue) and Crawford Avenue (Pulaski Road). A raised median is recommended within the I-57 interchange limits.

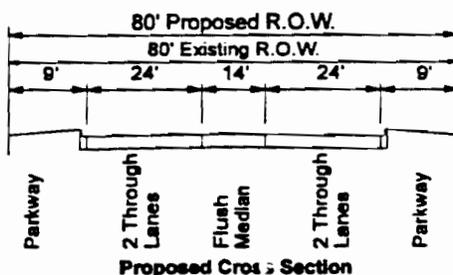


Table 4.5.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 120 ft. between Illinois Route 43 (Harlem Ave.) and Oak Park Ave., 100 ft. between Oak Park Ave. and Illinois Route 50 (Cicero Ave.), 100 ft. between Crawford Ave. and I-57, and 80 ft. between Illinois Route 50 (Cicero Ave.) and Crawford Ave.
2. Level of Service	LOS C From Illinois Route 43 (Harlem Ave.) to Oak Park Ave., LOS D to F from Oak Park Ave. to I-57.
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction from Illinois Route 43 (Harlem Ave.) to Oak Park Ave. Two 12 ft. lanes in each direction from Oak Park Ave. to I-57.
4. Median Width and Type	A 30 ft. raised median is recommended between Illinois Route 43 (Harlem Ave) and Oak Park Ave. A 14 ft. flush median between Oak Park Ave. and I-57.
5. Parkways/Sidewalks/ Drainage Ditch	9 ft. parkways with closed drainage and sidewalks are recommended between Illinois Route 43 (Harlem Ave.) and Oak Park Ave., also between Illinois Route 50 (Cicero Ave.) and Crawford Ave. (Pulaski Rd.) 19 ft. parkways with closed drainage and sidewalks are recommended between Oak Park Ave and Illinois Route 50 (Cicero Ave.), also between Crawford Ave. (Pulaski Rd.) and I-57.
6. Signalized Intersections	The major intersections are at Oak Park Ave., Illinois Route 50 (Cicero Ave.), and Crawford Ave. (Pulaski Rd.). Other signalized intersections include 71st Ct., Ridgeland Ave., Arroyo Dr., Central Ave., Laramie Ave., and Forest Dr.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	No access control is possible where a flush median is recommended.
9. Transit	Install a park-and-ride facility near Illinois Route 43 (Harlem Ave.). Install bus stops, shelters, and turnouts at 1/4 mile intervals. Install directional signs to Metra stations. Install signal pre-emption.
10. Pedestrian/Bicycle Facility	Link discontinuous sidewalks.
11. Loading	No loading.
12. Miscellaneous	Replace structure carrying NIRC Railroad. Verify location and status of LUST sites west of 71st Ct.

Traffic Control/Intersection Configuration. A left turn storage bay will be provided within the median at median break locations. Dual left turn lanes and single right turn lanes are recommended at Oak Park Avenue, Illinois Route 50 (Cicero Avenue) and Crawford Avenue (Pulaski Road). Based on low traffic volumes, stop-sign control is recommended for all other intersecting roads that are not currently signalized. The expected level of service is "C" from Illinois Route 43 to Oak Park Avenue and "D" to "F" in other portions of the segment.

Parking and Access. On-street parking is not recommended for this segment.

Structures. The structure in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.5.5, Structure Modifications.

Table 4.5.5: Structure Modifications

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0382	NIRC RR/159th St./ - US 6	N/A	Replace to accommodate recommended section.

Transit Facilities. Install bus stops, shelters, and turnouts at 1/4 mile intervals, preferably as far-side stops, especially east of Crawford Avenue (Pulaski Road). Install connection bus stops, shelters, and turnouts for Pace Bus Route 383. Install a park-and-ride facility at Harlem Avenue intersection in coordination with the Harlem Avenue corridor improvements for the exact location of the proposed facility.

Pedestrian/Bicycle Facilities. Sidewalks extend along the route in several locations along this segment. SRA improvements include linking these sidewalks to provide a continuous pedestrian walkway.

A pedestrian and bicycle trail passes through the Cook County Forest Preserve: this trail should be maintained. A pedestrian crossing should be provided near the residential area south of the SRA route.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. The intersections at Oak Park Avenue, Illinois Route 50 (Cicero Avenue) and Crawford Avenue (Pulaski Road) should be improved. These are improvements requiring little right-of-way, and will improve traffic flow.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit. Install bus stops, shelters, and turnouts at 1/4 mile intervals, preferably as far-side stops, especially east of Crawford Avenue (Pulaski Road). Install connection bus stops, shelters, and turnouts for Pace Bus Route 383. Reserve space for future park-and-ride facility near Illinois Route 43. Coordinate with Harlem Avenue corridor improvements for exact location of proposed park-and-ride facility. Install directional signs to the Oak Forest Station on the Rock Island District Line near Illinois Route 50 (Cicero Avenue). Install signal pre-emption.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 120 ft. between Harlem Avenue and Oak Park Avenue. Therefore, 20 ft. right of way acquisitions are needed in that section. These takes will be arranged in the corridor so as to minimize impacts. The existing right-of-way will be maintained in the remainder of the segment.

Potential Environmental Concerns

With the exception of the three-block area between Harlem Avenue and Oak Park Avenue, the recommended improvements to this segment can be constructed within the existing right-of-way, so that no acquisition of forest preserve land would be necessary. There would be need, however, for acquisition of an additional 10 ft. of right-of-way along both sides of the roadway between Oak Park Avenue and Harlem Avenue. It is necessary to verify the exact location and status of the LUST sites to avoid disturbance of contaminated soils.

Cost Estimate

The cost estimate for segment 5 is shown in Table 4.5.6.

Table 4.5.6: Cost Estimate

Construction Cost Estimate for Segment 5 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$16,250,000
Intersection Improvement	\$1,000,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$10,400,000
Right of Way	\$100,000
Total Estimated Cost for Recommended Improvements	\$28,750,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$10,400,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$11,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.6 Segment 6: 159th Street, Interstate 57 to Dixie Highway

Location

Segment 6 extends from Interstate 57 to Dixie Highway and is approximately 2.1 miles in length and is located in Markham, Harvey, and unincorporated Cook County (See Figure 4.1.1).

Existing Facility Characteristics

The existing facility characteristics for this segment are shown on Exhibits US6-09a and 10a.

Right-of-Way. The existing right-of-way along this segment varies from 83 ft. to 100 ft. At the Interstate 57 and Interstate 294 interchanges, the right-of-way widens out considerably.

Roadway Characteristics. This asphalt overlaid pavement typically consists of four 12 ft. wide through lanes, a center median varying from zero to 18 ft. wide and curb and gutter. A third eastbound lane exists between Kedzie Avenue and I-294, where the lane drop occurs before entering the interchange area. Paved shoulders exist along the roadway in the I-294 interchange area. The speed limit varies from 35 mph to 45 mph.

Traffic Control/Intersection Configuration. In this segment there are three signalized intersections. They are at Central Park Avenue, Kedzie Avenue and Richmond Avenue. The signal approach characteristics for these intersections include two approach lanes and single left turn lanes. These intersections are not considered major. The Interstate 57 interchange is located at the west end of this segment and the Interstate 294 interchange is located east of the Canterbury Shopping Center.

Structures. There are two existing structures in this segment as indicated in Table 4.6.1.

Table 4.6.1: Existing Structures List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-1013	159th St.- U.S. 6/I-57	84.0	247.0	N/A	N/A
016-0383	159th St.- U.S. 6/I-294	78.0	229.0	N/A	N/A

Transit. Pace Bus Route 364 travels along the corridor in this segment. Pace Bus Route 359 crosses the corridor on Kedzie Avenue.

Table 4.6.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 364	Along the Corridor	Weekday: 15-24 EB, 14-21 WB; Saturday: 11-12 EB, 10-12 WB; Sunday: 8-10 EB, 9-10 WB;	1,829	N/A	N/A
Pace 359	Crosses the Corridor on Kedzie Avenue	Weekday: 21NB, 21SB; No Saturday, Sunday, or holiday service.	1,223	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for this segment of US Route 6 are shown in Exhibits US6-09a through 10a and include several wetlands, floodplain areas north and south of the route, two LUST sites and an endangered specie habitat. Refer to Table 4.6.3 for a summary of environmentally sensitive features.

Table 4.6.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified
CERCLIS Site (1)	-	None identified
LUST Site (2)	US6-09a US6-10a	Shell Oil Co., 3553 W. 159th St., Markham Amoco Oil Co., 15859 S. Western Ave., Harvey
Habitat of Threatened or Endangered Specie	US6-09a	A habitat was identified north of the route between Whipple St. & Richmond St., Markam
(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping (2) LUST = Leaking Underground Storage Tank		

Streams/Wetlands/Floodplains. Floodplain exists along the southern half of the interchange area at I-294, and north and south of the route from I-294 east to the IC Railroad. There are several scattered wetlands within undeveloped lands east of Kedzie Avenue and within the I-294 interchange.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. Two LUST sites have been reported at the addresses shown in Table 4.6.3.

Prime Farmland. There are no areas of prime farmland in this segment.

Threatened or Endangered Species. A threatened or endangered specie habitat has been identified between Whipple Street and Richmond Street, north of US Route 6.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Between the I-57 and I-294 interchanges, the route is lined by a thin strip of commercial uses and vacant land, interspersed with some single-family residential uses. The predominant land use between I-294 and Dixie Highway is single-family residential. In addition, there are vacant parcels near Western Avenue and an industrial use at Oakley Street, and commercial uses adjoining Dixie Highway.

Other uses in this segment include: the Markham Lutheran School, Roesner Park, southwest of the I-294 interchange; Radio Station Park, and the Canterbury Shopping Center.

Development Access and Constraints. The existing right-of-way varies between 83 ft. and 100 ft. in this segment. Expansion of the right-of-way is constrained by structures with shallow building setbacks adjacent to the route in some areas. Constraints of this nature occur from Central Park Avenue to Kedzie Avenue. In several instances, structures immediately adjacent to the SRA may be impacted by roadway expansion due to their shallow building setbacks. Development of the proposed cross section would best be done in conjunction with redevelopment in the area.

Future Development. This segment passes through mature, fully developed portions of the City of Markham and unincorporated Cook County where the focus of future development will be infill projects on vacant and underutilized sites. A development proposal for the parcel on the northwest quadrant of I-294 and US Route 6 includes a hotel, auto dealership, and office uses.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6-09b through US6-10b and summarized in Table 4.6.4.

Roadway. The recommended 100 ft. roadway section in this segment includes four 12 ft. through lanes with 14 ft. flush median and 19 ft. parkways, from I-57 to Kedzie Avenue, and from I-294 to Dixie Highway. The area in front of Canterbury Shopping Center will have four 12 ft. through lanes, an auxiliary lane, 18 ft. raised, landscaped median and 11 ft. parkways with curb and gutter. A raised median is recommended within the I-294 interchange limits.

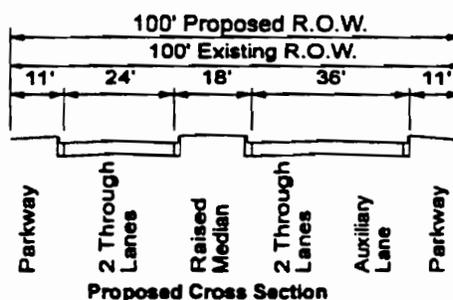
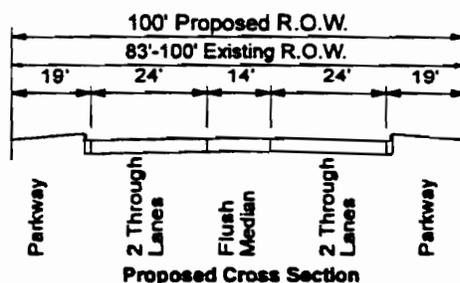


Table 4.6.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 100 ft.
2. Level of Service	LOS D to E east of I-57, and F west of I-57
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction except between Kedzie Ave. and Interstate 294 where an auxiliary lane is provided eastbound.
4. Median Width and Type	An 18 ft. raised median between Kedzie Ave. and I-294. A 14 ft. flush median throughout the remainder of the segment.
5. Parkways/Sidewalks/ Drainage Ditch	11 ft. parkways are recommended between Kedzie Ave. and I-294. 19 ft. parkways for the remainder of the segment. Sidewalks and closed drainage are recommended throughout the segment.
6. Signalized Intersections	There are no major intersections in this segment. Other signalized intersections are at Central Park Ave., Kedzie Ave., and Richmond St.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	Access will be restricted to right in/right out between Kedzie Ave. and I-294 except at Troy St., Whipple St., and Richmond St. where median breaks will be provided. No access control possible in rest of segment due to flush median.
9. Transit	Install signal pre-emption. Install Park-and-Ride Lot near I-294. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops.
10. Pedestrian/Bicycle Facility	Link discontinuous sidewalks and where possible, route bicycles to parallel streets.
11. Loading	No loading.
12. Miscellaneous	Evaluate the likely impacts to habitat of threatened or endangered specie and the proximity of the LUST site.

Traffic Control/Intersection Configuration. A flush median is recommended in the majority of this segment to allow left turn access to driveways and cross streets along the SRA route. Single left turn lanes are recommended at all signalized intersections. Based on low cross-street traffic volumes, stop-sign control is recommended for all other intersecting roads. The expected level of service is "F" west of Interstate 57 and "D/E" east of Interstate 57.

Parking and Access. On-street parking is not recommended for this segment. Full access will be permitted except at signalized intersections where there is a raised median. No access control will be provided where a flush median is recommended.

Access to some land uses along the SRA route would require travelling beyond the destination to utilize a mid-block left-turn or altering the route taken to access the land use with a right-in maneuver. The raised

median would also provide a refuge for pedestrians crossing the SRA and an opportunity to install landscaping in areas which otherwise offer little green space. Direct left-turn access would be retained for the Canterbury Shopping Center and the neighborhood to the north through the provision of one signalized intersection and two mid-block left-turn access points.

Structures. The two structures in this segment will not require modification.

Transit Facilities. Install signal pre-emption. Install a park-and-ride lot near I-294, possibly at the Canterbury Shopping Center. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops.

Pedestrian/Bicycle Facilities. Sidewalks extend along the SRA in several locations of this segment. SRA improvements include linking these sidewalks to provide a continuous pedestrian walkway.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. The implementation of the recommendation of right in/right out only at selected intersections will help manage access for better service levels.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops. Reserve space for a park-and-ride lot near I-294.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended improvements require right-of-way widths of 100 ft. The area between Western Avenue and Dixie Highway is 83 ft. Therefore, 17 ft. of right-of-way will be needed along eastbound US Route 6.

Potential Environmental Concerns

The area of potential concern along this segment lies between Western Avenue and Dixie Highway. The recommended cross-section for this sub-segment would require an additional 17 ft. on the south side of the roadway, necessitating acquisition of some commercial property and undeveloped woodland areas totalling less than one acre.

The likelihood of impacts to the habitat of threatened or endangered specie and the LUST location would require further evaluation in a Phase I study.

Cost Estimate

The cost estimate for segment 6 is shown in Table 4.6.6.

Table 4.6.6: Cost Estimate

Construction Cost Estimate for Segment 6 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,000,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$5,000,000
Right of Way	\$10,000
Total Estimated Cost for Recommended Improvements	\$12,010,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$5,000,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$5,000,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.7 Segment 7: 159th Street, Dixie Highway to Illinois Route 1 (Halsted Street)

Location

Segment 7 extends from Dixie Highway to Illinois Route 1 (Halsted Street) (See Figure 4.1.1). This segment is located in Harvey, and is approximately 1.4 miles in length.

Existing Facility Characteristics

The existing facility characteristics for this segment are shown on Exhibits US6-10a and 11a.

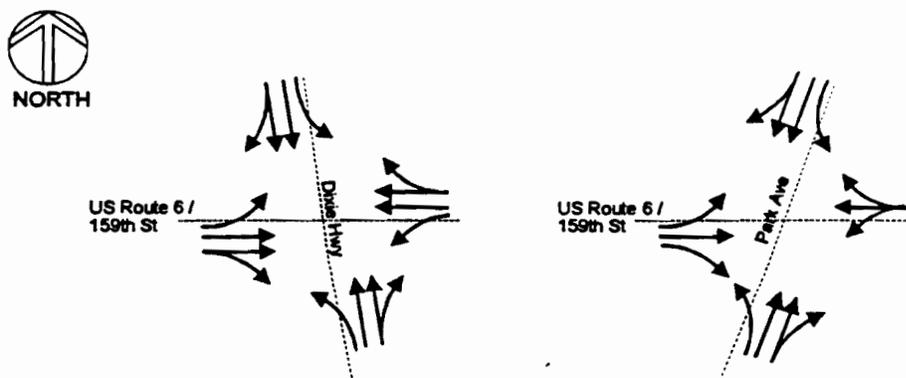
Right-of-Way. The existing right-of-way along this segment varies from 66 ft. to 83 ft.

Roadway Characteristics. This segment consists of an asphalt overlaid roadway varying in through lane configuration. The roadway typically consists of four 12 ft. wide through lanes except near the IC Markham Yards underpasses. In this area the roadway narrows to two through lanes with a 12 ft. wide median. The lane drops occur west of Lexington Avenue and east of Fisk Avenue. Median width in the four lane cross section varies from zero to 18 ft. where medians typically occur at intersection channelization. An eastbound exclusive right turn lane exists at the Park Avenue intersection. The speed limit is 35 mph.

Traffic Control/Intersection Configuration. In this segment the five signalized intersections are: Dixie Highway; Wood Avenue; Myrtle Street; Park Avenue; and Carse Avenue.

In addition to these intersections, there are several intersecting roads controlled by stop signs. Two of the intersections mentioned above are considered major, Dixie Highway and Park Avenue. These are shown in Figure 4.7.2.

Figure 4.7.2: Existing Intersection Configuration



Structures. There are two structures in this segment as indicated in Table 4.7.1.

Table 4.7.1: Existing Structures List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA*	Vertical Clearance (feet) on SRA
016-0384	IC RR/159th St.- U.S. 6	N/A	72.0	20.0	14.0
016-0385	IC RR/159th St.- U.S. 6	N/A	75.0	19.0	13.5

* From face of center pier to face of abutment.

Transit. The Harvey Station on the Metra Electric Line is located just north of the corridor at Park Avenue and 154th Street. Pace Bus Route 352 travels along the corridor between Wood and Park Avenue.

Table 4.7.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Metra Electric Line Harvey Station	Park Avenue and 154th Street	Weekday: 31 IB, 29 OB; Saturday: 31 IB, 29 OB; Sunday: 11 IB, 11 OB;	1,470	832	93.6%
Pace Bus Routes					
Pace 352	Along the Corridor between Wood and Park Avenues	Weekday: 59-60 EB, 60 WB; Saturday: 33-34 EB, 33 WB; Sunday: 24 EB, 24 WB;	6,079	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for this segment of US Route 6 are shown on Exhibits US6-10a and 11a, and include a hazardous waste site, LUST sites, floodplain, and dense urban land uses. Refer to Table 4.7.3 for a summary of environmentally sensitive features.

Table 4.7.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	US6-11a	Two sites located north of US Route 6, between Center Ave. and Illinois Route 1 (Halsted St.)
CERCLIS Site (1)	US6-11a	Allied Tube and Conduit, 16100 S. Lathrop St., Harvey
LUST Site (2)	US6-10a	Bank of Commerce and Industry, 15906 S. Ashland, Harvey
	US6-11a	Amoco Oil Co., 15901 S. Halsted, Harvey
	US6-11a	Commonwealth Edison Harvey Area HQ, 159th St. & Fisk St., Harvey
	US6-11a	Illinois Bell, 236 E. 159th St., Harvey
Habitat of Threatened or Endangered Species	-	None identified
(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping		
(2) LUST = Leaking Underground Storage Tank		

Streams/Wetlands/Floodplains. The Union Drainage Ditch is south of the route. Much of this segment's urban development occurs on floodplain.

Historical Significance. Two sites on the Illinois Register of Historic Structures are within 1/4 mile of US Route 6, north of the roadway between Center Avenue and Illinois Route 1 (Halsted Street).

Hazardous Waste/LUST Sites. A site containing hazardous waste has been identified by USEPA along the Union Drainage Ditch at 161st Street. Four sites along the route in this segment are reported to contain leaking underground storage tanks.

Prime Farmland. There are no areas of prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. A thin strip of commercial uses lines the route in this segment, as seen on the aerials US6-10a and 11a. Interspersed with the commercial uses are many vacant structures and properties, and several office and industrial uses east of Center Avenue.

Commercial uses lining the route are backed up by neighborhoods of single-family residential uses. There are several schools and neighborhood parks in this segment including: James W. Riley School and Lincoln Park, Emerson School, Holmes School, New Holmes Park, Loomis Park and Kiwanis Park.

Development Access and Constraints. The existing right-of-way ranges between 66 ft. and 83 ft. in Segment 7. This segment is highly constrained throughout its length by the commercial uses lining the route.

Future Development. This segment passes through mature, fully developed portions of the City of Harvey where the focus of future development will be infill projects on vacant or underutilized sites.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6 -10b and 11b and summarized in Table 4.7.4.

Roadway. The recommended 76 ft. to 83 ft. roadway section in this segment provides for four 11 ft. through lanes, with an 11 ft. flush median, and 10.5 ft. - 14 ft. parkways with curb and gutter. Sidewalks will be replaced in this segment.

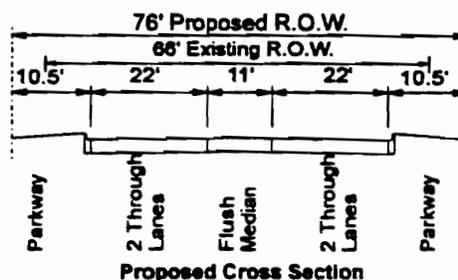
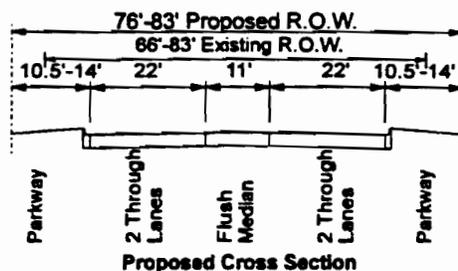


Table 4.7.4: Summary of Recommended Improvements

1. Right-of-Way Width	The recommended right-of-way width is 76 ft. to 83 ft.
2. Level of Service	LOS D to F
3. Number and Width of Through Lanes	Two 11 ft. lanes in each direction.
4. Median Width and Type	An 11 ft. flush median is recommended in this segment.
5. Parkways/Sidewalks/ Drainage Ditch	10.5 ft. to 14 ft. parkways with closed drainage and sidewalks.
6. Signalized Intersections	The major intersections are at Dixie Highway and Park Ave. Other signalized intersections are located at Wood Ave., Myrtle St., and Carse Ave.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	No access control is possible due to flush median.
9. Transit	Install far side bus stops, shelters, and turnouts at 1/4 mile intervals. Reserve space for future bus stops, shelters and turnouts between Dixie Hwy. and Wood Ave., also between Park Ave. and Halsted St. Provide directional signs to the Harvey station on Metra Electric Line. Provide Park-and-Ride lot with bus transfer facility near Dixie Highway.
10. Pedestrian/Bicycle Facility	Provide continuous sidewalk. Provide safe pedestrian and bicycle linkages between residential areas, schools and parks.
11. Loading	No loading.
12. Miscellaneous	Provide new structures carrying IC Railroad. Re-examine number of turn lanes at the Park Ave. intersection.

Traffic Control/Intersection Configuration. It is recommended to provide single left and right turn lanes at the Dixie Highway and Park Avenue intersections. Based on the low traffic volumes, stop-sign control is recommended for all other intersecting roads that are not currently signalized. The expected level of service in this segment is "D" to "F."

Parking and Access. On-street parking is not recommended for this segment. No left turn access control is possible, due to the flush median.

Structures. The two structures in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.7.5 for Structure Modifications.

Table 4.7.5: Structure Modifications

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0384	IC RR/159th St. - US Route 6	78.0	Provide new structure.
016-0385	IC RR/159th St. - US Route 6	84.0	Provide new structure.

Transit Facilities. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops, where bus service exists. Reserve space for future bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops between Dixie Highway and Wood Avenue and between Park Avenue and Illinois Route 1 (Halsted Street). Install directional signs to the Harvey Station on the Metra Electric Line. Place directional signs at Park Avenue. Provide a park-and-ride lot with bus transfer facility near Dixie Highway.

Pedestrian/Bicycle Facilities. SRA improvements include providing a continuous sidewalk along this segment. Safe pedestrian and bicycle linkages between the adjacent residential areas and the schools and parks within the segment should also be provided as part of SRA improvements.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future park-and-ride lot with a bus transfer facility near Dixie Highway.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way width in this segment varies from 76 ft. to 83 ft. Therefore, right-of-way acquisitions will be needed in the segment from Paulina Avenue east to Halsted Street.

Potential Environmental Concerns

The identified hazardous waste site lies to the south of 164th Street, along the Union Drainage Ditch, so that no involvement with the site will occur as a result of this project. The status and location of the LUST sites will require further evaluation in a Phase I study. No other impacts of significance to the surrounding environment will occur as a result of the proposed improvements.

Cost Estimate

The cost estimate for segment 7 is shown in Table 4.7.6.

Table 4.7.6: Cost Estimate

Construction Cost Estimate for Segment 7 of US6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$5,950,000
Intersection Improvement	\$1,000,000
Structure Modification	\$2,500,000
Interchange Improvement	\$0
Transit Improvement	\$3,800,000
Right of Way	\$140,000
Total Estimated Cost for Recommended Improvements	\$13,390,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$200,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.8 Segment 8: 159th/162nd Street, Illinois Route 1 (Halsted Street) to Interstate 94 (Calumet Expressway)

Location

Segment 8 extends on 159th/162nd Street from Illinois Route 1 (Halsted Street) to Interstate 94 (Calumet Expressway) (See Figure 4.1.1). This segment is approximately 2.8 miles in length and passes through or adjacent to the City of Harvey and the Village of South Holland.

Existing Facility Characteristics

The existing facility characteristics for this segment of US Route 6 are shown on Exhibits US6-11a and 12a.

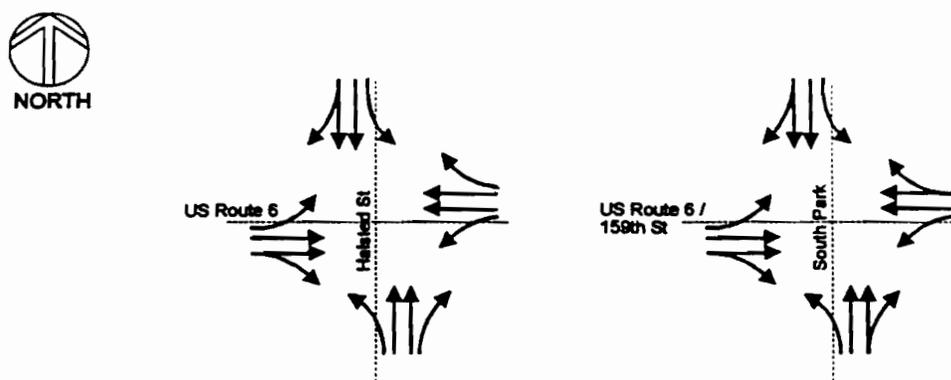
Right-of-Way. The existing right-of-way varies throughout this segment. The right-of-way ranges from 83 ft. to 202 ft., with 100 ft. throughout the majority of the segment. The existing right-of-way is several hundred feet at Interstate 94 (Calumet Expressway).

Roadway Characteristics. The existing roadway in this segment typically carries four through lanes of traffic on an asphalt overlaid, curb and gutter cross section. The typical median width varies between 12 ft. and 16 ft. in width. The median narrows to 4 ft. in the I-94 interchange area and does not exist near and under the CSX/UP Railroad viaduct. A westbound exclusive right turn lane exists at the Indiana Avenue and Halsted Street intersections. The speed limit is 35 mph.

Traffic Control/Intersection Configuration. In this segment, there are ten signalized intersections: Illinois Route 1/Halsted Street; Thornton-Blue Island Road/Vincennes Road; Van Drunen Road; Indiana Avenue/State Street; South Park Avenue/Chicago Road; School Street; Cottage Grove Avenue; Ellis Avenue West; Ellis Avenue East; and Woodlawn Avenue.

In addition to these intersections there are several intersecting roads controlled by stop signs. There is an at-grade railroad crossing at the BOCT RR west of Van Drunen Road. The Interstate 94 (Calumet Expressway) interchange is located at the east end of this segment. Of the ten signals mentioned above, two are considered major, Illinois Route 1 (Halsted Street) and South Park Avenue (Chicago Road). These are shown in Figure 4.8.2.

Figure 4.8.2: Existing Intersection Configuration



Structures. There are two structures in this segment as indicated in Table 4.8.1.

Table 4.8.1: Existing Structures List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0386	159th St.- U.S. 6/Calumet Union Ditch	66.0	31.0	N/A	N/A
016-0387	UP (CSXT) Soo RR/159th St.- U.S. 6	N/A	61.0	54.0	13.5

Transit. Pace Bus Route 364 travels along the corridor in this segment, Pace Bus Route 370 travels along the corridor between Illinois Route 1 (Halsted Street) and Thornton - Blue Island Road (Vincennes Avenue), Pace Bus Route 448 travels along the corridor between Vincennes and South Park Avenues, and Pace Bus Route 353 crosses on Cottage Grove Avenue.

Table 4.8.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 364	Along the Corridor between Wood and Park Avenues	Weekday: 29 EB, 29 WB; Saturday: 12 EB, 11-12 WB; Sunday: 10 EB, 9-10 WB;	1,829	N/A	N/A
Pace 370	Along the Corridor Between Halsted Street and Vincennes Avenue	Weekday: 17 EB, 18 WB; Saturday: 10 EB, 10 WB; No Sunday or holiday service.	713		
Pace 448	Along the Corridor Between Vincennes and South Park Avenues	Weekday Afternoon: 4 EB Weekday Morning: 4 WB No Saturday, Sunday, or holiday service.	56		
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits US6-11a and 12a and include a drainage ditch, floodplain, parks, a historic landmark, and LUST sites. Refer to Table 4.8.3 for a summary of environmentally sensitive features.

Table 4.8.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	US6-12a	First Dutch Reform Church, 162nd St. & South Park, South Holland, ILL Inventory of Historic Structures
CERCLIS Site (1)	-	None identified
LUST Site (2)	US6-12a	Shell Oil Co., 800 E. 162nd St., South Holland
	US6-12a	Thomas Pontiac, 902 E. 162nd St., South Holland
	US6-12a	Expressway Car Wash, 1100 E. 162nd St., South Holland
	US6-11a	South Holland Dodge, 113 W. 162nd St., South Holland
	US6-12a	Perruso Cleaners, 425 E. 162nd St., South Holland
	US6-12a	Fannie May Candies, 1001 W. 162nd St., South Holland
	US6-12a	George Gibson Chevrolet, 1533 E. 162nd St., South Holland
	US6-11a	GRG Leasing, 2 W. 162nd St., South Holland
	US6-11a	Mobil Oil Co., US Route 6 & State St., South Holland
	US6-11a	Pals Cartage Co., 16200 State St., South Holland
Habitat of Threatened or Endangered Specie	US6-11a	Wausau Lumber Co., 233 E. 161st Pl., South Holland
	US6-11a	Super America, 181 W. 162nd St., South Holland
	-	None identified

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping
(2) LUST = Leaking Underground Storage Tank

Streams/Wetlands/Floodplains. The Union Drainage Ditch and its floodplain cross US Route 6 near Indiana Avenue. There is a floodplain north of the route between South Park Avenue and I-94 (Calumet Expressway).

Historical Significance. The First Dutch Reform Church, listed on the Illinois Inventory of Historic Landmarks, is located at the South Park Avenue intersection.

Hazardous Waste/LUST Sites. Twelve LUST sites have been found along this segment at the addresses listed in Table 4.8.3.

Prime Farmland. There are no areas of prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The commercial uses lining the corridor are backed up by neighborhoods of single family residential uses. Other uses in this segment include: several agricultural and vacant parcels between Illinois Route 1 (Halsted Street) and the CSX and UP Railways; South Suburban College is located between Suntone Drive and Indiana Avenue; the Midwest Carvers Museum, at Thornton-Blue Island Road; and the South Holland Village Hall and municipal complex, at Wausau Avenue.

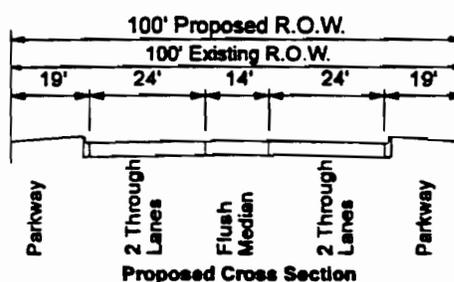
Development Access and Constraints. Right-of-way expansion is severely constrained by the commercial uses lining the route.

Future Development. This segment passes through mature, fully developed portions of the adjacent communities where the focus of future development will be infill projects on vacant and underutilized sites. The Village of South Holland has planned most of the land along the route for commercial development. The vacant and agricultural land near the BOCT Railway has been planned for light industrial uses. The agricultural parcel east of Indiana Avenue is planned for commercial development along the route, and single-family residential development on the interior portion of the parcel.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit US6 -11b through 12b and summarized in Table 4.8.4.

Roadway. The recommended 100 ft. roadway section in this segment includes four 12 ft. through lanes with a 14 ft. flush median, 19 ft. parkways, with curb and gutter. Sidewalks will be provided in this section.



Traffic Control/Intersection Configuration. Dual left turn lanes and single right turn lanes are recommended at Illinois Route 1 (Halsted Street) and South Park Avenue (Chicago Road). A signal was initially considered at Wausau Avenue but due to the close proximity of the Chicago Road intersection, no signal is recommended. Based on low traffic volumes stop-sign control is recommended for all other intersecting roads that are not currently signalized. The expected level of service is "D" to "F."

Parking and Access. On-street parking is not recommended in this segment. No left turn access control is possible due to the flush median.

Structures. The CSX RR structure in this segment will require replacement to accommodate the recommended roadway cross section. A grade separation is recommended at the BOCT Railroad crossing as a post 2010 improvement.

Table 4.8.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way is 100 ft.
2. Level of Service	LOS D to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	A 14 ft. flush median is recommended in this segment.
5. Parkways/Sidewalks/ Drainage Ditch	19 ft. parkways with closed drainage and sidewalks.
6. Signalized Intersections	The major signalized intersections are at Illinois Route 1(Halsted St.) and South Park Ave./Chicago Rd. Other signalized intersections are at Thomson-Blue Island Rd., Van Drunen Road, Indiana Ave., School St., Cottage Grove Ave., Ellis Ave. (east and west), and Woodlawn Ave.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	No access control is possible due to the flush median.
9. Transit	Install directional signs to future Metra station on the proposed CSX Railroad/ Union Pacific Railroad commuter service. Install bus stops, shelters, turnouts, at 1/4 mile spacing and signal pre-emption.
10. Pedestrian/Bicycle	Provide continuous sidewalk. Provide safe pedestrian and bicycle linkages between residential areas, schools, and parks.
11. Loading	No loading.
12. Miscellaneous	A new structure is proposed at the CSX Railroad crossing. Provide a grade separation over the BOCT Railroad as a post 2010 improvement.

Transit Facilities. Install signal pre-emption and bus stops, shelters and turnouts at 1/4 mile spacing. Install directional signs to the future station on the proposed CSX Railroad/Union Pacific Railroad commuter service. Place signs near the railroad crossing, at Indiana Avenue, and at South Park Avenue.

Pedestrian/Bicycle Facilities. SRA improvements include providing a continuous sidewalk along this segment. Safe pedestrian and bicycle linkages between the adjacent residential areas and the schools and parks within this segment should be provided as part of SRA improvements.

Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. The intersection at South Park Avenue (Chicago Road) should be improved. This is an improvement requiring little right-of-way, and this will improve traffic flow.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way width for this segment is 100 ft. The existing right-of-way in this segment is 100 ft. Therefore, no right-of-way is needed in this segment.

Potential Environmental Concerns

There are numerous LUST sites along the corridor in this segment. Their actual location and status will need further evaluation to determine the likelihood of disturbance by the recommended improvements. The same consideration would be necessary for the historic property at South Park Avenue.

Cost Estimate

The cost estimate for segment 8 is shown in Table 4.8.6.

Table 4.8.6: Cost Estimate

Construction Cost Estimate for Segment 8 of US Route 6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$9,100,000
Intersection Improvement	\$0
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$6,000,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$16,100,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$6,000,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$6,000,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. In this segment it is proposed that Van Drunen Road be converted to a cul-de-sac so US Route 6 can be grade separated over the BOCT RR as a post 2010 improvement. A signal is proposed at Suntone Drive to replace the signal removed at Van Drunen Road. A connector road would be built to provide access to Suntone Drive from Van Drunen Road.

4.9 Segment 9: River Oaks Drive, Interstate 94 (Calumet Expressway) to Torrence Avenue

Location

Segment 9 extends from Interstate 94 (Calumet Expressway) to US Route 6/Illinois Route 83 (Torrence Avenue) (See Figure 4.1.1). This segment passes through South Holland and Calumet City, and is approximately 1.3 miles in length.

Existing Facility Characteristics

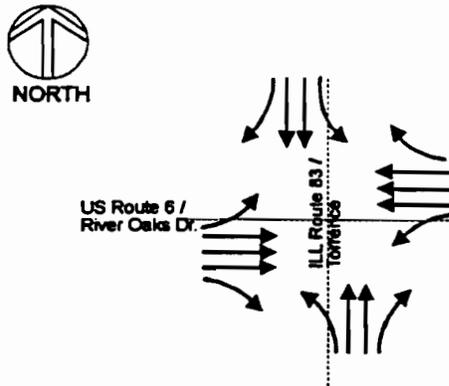
The existing facility characteristics for this segment of US Route 6 are shown on Exhibits US6-12a through 13a.

Right-of-Way. The existing right-of-way varies throughout the segment. It is 100 ft. from the Little Calumet River bridge to US Route 6/Illinois Route 83 (Torrence Avenue). The existing right-of-way is several hundred feet at Interstate 94 (Calumet Expressway).

Roadway Characteristics. The asphalt overlaid roadway typically consists of four 12 ft. wide through lanes with a 16 ft. wide median and curb and gutter. Throat widening to a six lane cross section with median occurs on the west approach to the Torrence Avenue intersection. Exclusive right turn lanes occur at several intersections. The speed limit is 35 mph.

Traffic Control/Intersection Configuration. In this segment there are six signalized intersections: Van Dam Road; Park Avenue; Greenwood Road; Paxton Avenue; Ring Road; and Illinois Route 83/Torrence Avenue.

In addition to these intersections there are several access roads to River Oaks West Shopping Center which are controlled by stop signs. The Interstate 94 (Calumet Expressway) interchange is located at the west end of this segment. Of the six signals mentioned above, one is considered major, Illinois Route 83 (Torrence Avenue). This intersection is shown in Figure 4.9.2.

Figure 4.9.2: Existing Intersection Configuration

Structures. There are two structures in this segment as indicated in Table 4.9.1.

Table 4.9.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0388	159th St.- U.S. 6/Calumet Expressway- I-94	76.0	229.0	N/A	N/A
016-0389	159th St.- U.S. 6/Little Calumet River	65.0	159.0	N/A	N/A

Transit. Pace Bus Route 364 travels along the corridor in this segment, but it displaces south of the corridor to access the River Oaks Shopping Centers, for only those few blocks where the shopping centers exist. Pace Bus Route 358 crosses on Torrence Avenue, but also uses 159th Street to access the River Oaks Shopping Center (Office Building), just east of Torrence Avenue.

Table 4.9.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 364	Along the Corridor Throughout Most of This Segment	Weekday: 29 EB, 29 WB; Saturday: 12 EB, 11 WB; Sunday: 10 EB, 9 WB;	1,829	N/A	N/A
Pace 358	Crosses on Torrence Avenue Uses 159th Street East of Corridor	Weekday: 11-15 NB, 11-13 SB Saturday: 7 NB, 7 SB; No Sunday or holiday service.	461	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for this segment of US Route 6 are shown on Exhibits US6-12a and 13a and include floodplain, the Little Calumet River, forest preserve, a golf course, wetlands, the habitat of a threatened or endangered specie, and dense suburban development. Refer to Table 4.9.3 for a summary of environmentally sensitive features.

Table 4.9.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified
CERCLIS Site (1)	-	None identified
LUST Site (2)	US6-13a	Shell Oil Co., 1351 River Oaks Rd., South Holland
Habitat of Threatened or Endangered Specie	US6-13a	The habitat of one threatened or endangered specie was identified within the Cook County Forest Preserve.
(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping		
(2) LUST = Leaking Underground Storage Tank		

Streams/Wetlands/Floodplains. The route crosses the Little Calumet River and its floodplain east of the Interstate 94 (Calumet Expressway) interchange. There are several small wetlands adjacent to the route between Interstate 94 (Calumet Expressway) and Greenwood Road. There is an identified large wetland within the Cook County Forest Preserve between Paxton Avenue and Torrence Avenue.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There is one LUST site reported along this segment, as listed in Table 4.9.3.

Prime Farmland. There are no areas of prime farmland along this segment.

Threatened or Endangered Species. A threatened or endangered specie is located within the Cook County Forest Preserve between Paxton Avenue and Illinois Route 83, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristic

Type and Intensity of Development. A mixture of land uses occurs in this segment. Commercial uses are most prevalent and occur in the northeast and southeast quadrants of Interstate 94 (Calumet Expressway), along the route west of Greenwood Road and south of the route, between Greenwood Road and the project limits at Illinois Route 83 (Torrence Avenue, River Oaks West Shopping Center), as seen on aerials US6-12a and 13a. Midway between I-94 and Greenwood Road is the Little Calumet River and River Oaks Golf Course, which both extend north and south from the route. A multiple-family housing complex occurs at the northwest quadrant of the US Route 6 (River Oaks Drive) and Paxton Avenue intersection. North of the route, between Paxton Avenue and Illinois Route 83 is an expanse of Cook County Forest Preserve which includes the Sand Ridge Nature Center. A post office and high-rise office complex are located off of Ring Road serving the River Oaks West Shopping Center.

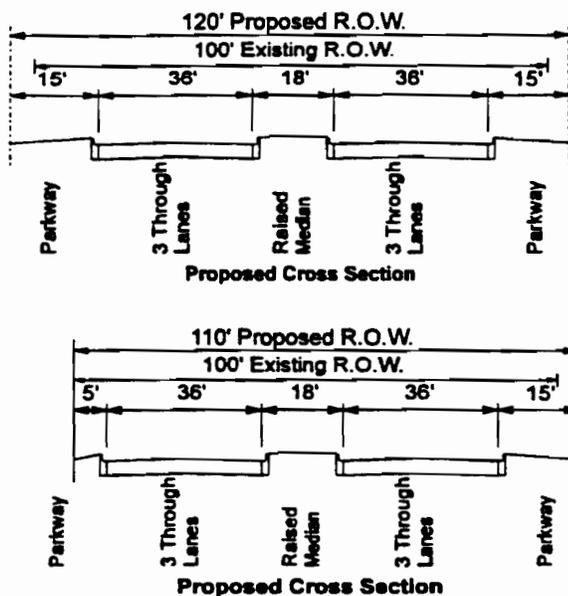
Development Access and Constraints. Roadway expansion to the south is constrained by adjacent commercial establishments. Expansion to the north is constrained by adjacent Forest Preserve holdings.

Future Development. This segment passes through mature, fully developed portions of the adjacent communities where the focus of future development will be infill projects on vacant or underutilized sites. Vacant land west of the River Oaks West Shopping Center is being developed as a retail mall anchored by a Target Store.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US6-12b through 13b and summarized in Table 4.9.4.

Roadway. The recommended 120 ft. roadway section provides for six 12 ft. through lanes with an 18 ft. raised, landscaped median and 15 ft. parkways with curb and gutter. A revised section provides for 110 ft. roadway section which includes six 12 ft. through lanes with an 18 ft. raised, landscaped median, 15 ft. parkways south of US Route 6, and no sidewalk in the area of the Cook County Forest Preserve. Sidewalks will be provided in this segment where appropriate. A raised median is recommended within the I-94 interchange limits.



Traffic Control/Intersection Configuration. Dual left turn lanes are recommended on US Route 6 (River Oaks Drive) at Illinois Route 83 (Torrence Avenue). No additional median breaks or signals are recommended in this segment. Right-of-way will be taken from the south side of the roadway asymmetrically near Cook County Forest Preserve property to avoid encroachment wherever possible. The expected level of service ranges from "C" to "E."

Table 4.9.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 120 ft. from Interstate 94 to Paxton Ave. and 110 ft. from Paxton Ave. to Torrence Ave. in the area of the Cook County Forest Preserve.
2. Level of Service	LOS C to E
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction.
4. Median Width and Type	An 18 ft. raised median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	15 ft. parkways with closed drainage and sidewalks are recommended in this segment except along the Cook County Forest Preserve property where 5 ft. parkways are proposed.
6. Signalized Intersections	The only major signalized intersection is at Torrence Ave. Other signalized intersections are at Van Dam Rd., Park Ave., Greenwood Rd., Paxton Ave., and Ring Rd.
7. Parking	Maintain no on-street parking.
8. Curb Cut Access	Limit all access to right in/right out except at the signalized intersections.
9. Transit	Install bus stops, shelters, and turnouts at 1/4 mile intervals and at River Oaks East and River Oaks West Shopping Centers. Install signal pre-emption. Reserve space for park-and-ride facility to serve the Torrence Ave. intersection.
10. Pedestrian/Bicycle Facility	No facilities are recommended in this segment.
11. Loading	No loading.
12. Miscellaneous	Widening the structure over the Little Calumet River may cause floodplain encroachment.

Parking and Access. On-street parking is not recommended in this segment. All access will be limited to a right in/right out configuration except at signalized intersections.

Structures. The structure over the Little Calumet River is recommended to be widened to accommodate the proposed laneage as shown in Table 4.9.5.

Table 4.9.5: Structure Modifications

IDOT	Facility Carried / Feature Crossed	Existing	Proposed
016-0389	159th St. - US Route 6/Little Calumet River	65.0	Widen to accommodate

Transit Facilities. Install signal pre-emption. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops. Install three bus stops, shelters, and turnouts in the River Oaks Shopping Center and one of each in River Oaks West Shopping Center.

Pedestrian/Bicycle Facilities. There are no pedestrian/or bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Install bus stops, shelters, and turnouts at 1/4 mile intervals as far side stops. Install three bus stops, shelters, and turnouts in the River Oaks Shopping Center and one of each in River Oaks West Shopping Center.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The present right-of-way width is 100 ft. throughout the segment. Right-of-way acquisition will vary from 0 ft. to 10 ft. from each edge of the existing right-of-way. The proposed right-of-way will require acquisition of approximately 2 acres of commercial and residential property.

Potential Environmental Concerns

The potential for floodplain encroachment would be created with structure modifications at the Little Calumet River.

Cost Estimate

The cost estimate for segment 9 is shown in Table 4.9.6.

Table 4.9.6: Cost Estimate

Construction Cost Estimate for Segment 9 of US Route 6/Caton Farm Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$6,750,000
Intersection Improvement	\$1,000,000
Structure Modification	\$1,311,750
Interchange Improvement	\$0
Transit Improvement	\$4,800,000
Right of Way	\$240,000
Total Estimated Cost for Recommended Improvements	\$14,101,750
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$4,800,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$4,800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. In this segment, space for a park-and-ride facility to serve the Torrence Avenue (Illinois Route 83/US Route 6) intersection should be located and reserved.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. During the two years study period, there is ongoing two-way communication between the study team and the public - which includes governmental units, other involved agencies, businesses, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and potential solutions in the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement include data collection, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive checklist of solicitation to gain data early in the study. During the next twelve months, additional material was obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for US Route 6 was composed of communities and governmental units along the corridor in Will and Cook Counties.

- Village of Plainfield
- Plainfield Township
- City of Joliet
- City of Crest Hill
- Lockport Township
- City of Lockport
- Homer Township
- Village of Orland Park
- Village of Orland Hills
- Village of Tinley Park
- City of Oak Forest
- Will County
- Cook County
- City of Markham
- City of Harvey
- Calumet City
- Village of South Holland

Three pairs of Advisory Panel meetings were held. Each pair consisted of an East Panel (Cook County) and a West Panel (Will County). The first set, held on June 29, 1992, and July 7, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. The second set, held on June 10, 1993 and June 16, 1993, discussed preliminary concepts for development of the corridor and gained review and comments on how the concepts responded to the issues and problems. The third, on May 11, 1994, reviewed the Draft Report which documents the study and recommendations for the US Route 6/ ILL Route 7/Caton Farm Road corridors. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. The comments are reflected in the meeting minutes. At each panel meeting, oral and written comments were received, and many written comments were obtained several weeks after the meeting. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs. speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire is shown on Exhibit 5.3.

Newsletters

Newsletters were supplied to the panel, to anyone who had requested one, and to all who asked to be on the newsletter mailing list. They were published at milestone points of progress in the study, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are shown in Exhibit 5.4.

Public Hearings

The public hearings for the US Route 6/Illinois Route 7/Caton Farm Road corridors were held in Lockport for the Will County section and in Oak Forest for the Cook County section. These hearings were held on May 31, 1994 and June 6, 1994 respectively. A summary of documented public comments is shown in Exhibit 5.5.

Exhibit 5.1
Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.
2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

(Date)
Page 2

3. Official Map (if adopted).
4. Brief information on the type and magnitude of major developments along the SRA route which are anticipated (see attached checklist).
5. Land use information, adopted or upcoming, that will impact the character along the SRA route significantly.
6. Name and phone number of appropriate local contact person(s) for land use and transportation issues.

Please attempt to supply these materials within two weeks of receiving this letter. The project schedule calls for data collection to be completed during April. If you have questions please feel free to contact John Mick at CRSS (312) 714-7253 or Eugene Ryan at the Chicago Area Transportation Study (312) 793-3460. This information will be very important in planning for the region's future in a way that is compatible with your community's plans. Thank you for your cooperation.

Very truly yours,

Mayor/President _____
City/Village of _____
Chairman of _____ Regional Council

JMS/ack

(Draft: Data Checklist/Return Letter)

Mr. John P. Mick, II, PE
Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr Avenue
Chicago, Illinois 60631

Subject: SRA-3
Municipal Data Collection

Dear Mr. Mick:

Enclosed is the material you requested for the SRA study of Route (s)
_____ (and _____).

	Enclosed	Not Available	
1a.	_____	_____	Zoning Map
b.	_____	_____	Zoning Ordinance
c.	_____	_____	We anticipate a major revision of the zoning ordinance in _____.
2a.	_____	_____	Comprehensive plan
b.	_____	_____	or Land Use Stand alone plans on:
c.	_____	_____	Highways
d.	_____	_____	Transit
e.	_____	_____	Environmental Resources
3.	_____	_____	Official Roadway Map
4.	Regarding major developments affecting SRA Route: _____ in our community, we anticipate the following new residential developments of over 500 units and the following commercial or industrial developments of twenty five or more acres:		
	name: _____		
	location: _____		
	estimated start: _____ estimated completion: _____		
	status: under construction / in rezoning / in discussion (circle one)		
	No. of units residential: _____		units
	No. of acres commercial: _____		acres
	No. of acres industrial: _____		acres
	Current zoning of property: _____		
	Future zoning expected: _____		

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

(Attach copies of this page with more developments as necessary.)

Mr. John Mick
Page 5

If you have questions regarding:

Land use and development in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Transportation and related facilities in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Very truly yours,

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2

Panel Meeting Minutes

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 29, 1992 - 10:00 A.M.

LOCATION: Oak Forest City Hall
15440 South Central Avenue
Oak Forest, Illinois

ATTENDANCE:

Irene Donahue	Aldерwoman, Calumet City
Alex Little	City of Harvey
David Johnson	City of Harvey
Evans Miller	Mayor, Markham
William Relford	City of Markham
William Elston	City of Markham
John Daly	City of Oak Forest
David Miemeyer	Village of Orland Hills
John Bourgeois	Village of Orland Park
Dennis Kallsen	Village of Tinley Park
Bob Hedrick	Cook County Highway Department
Barb Sloan	South Suburban Mayors and Managers
Rich Starr	IDOT
Kathleen Rodi	CATS
Joy Schaad	CRSS, Corridor Manager
John Mick	CRSS, Project Manager
Andrew Zalucki	CRSS, Civil Engineer

TOPIC ROUTE: US Route 6 (East Panel)

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the subject route. Corridor issues were identified and basic concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork one) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual local input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS, in charge and providing several disciplines, with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources is a land use firm and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS:

CRSS presented the entire US 6 SRA Route in a corridor overview from IL 59 to Torrence Avenue. In addition, CRSS discussed a section of 167th Street, Wolf Road and US45, which would provide a transition from the Caton Farm Road/Bruce Road alternate on the west back to 159th Street. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the US 6 corridor was described as starting at the Will/Cook County line and extending easterly to Torrence Avenue in Calumet City. The presentation area for 167th Street was described as starting at the Will/Cook Line and extending easterly to a future terminus at Wolf Road or US 45 and the one mile section of Wolf Road and US 45 between 167th Street and 159th Street (US 6). Both US 6 and Caton Farm/Bruce Road are being considered as the SRA route from the western terminus of the study, IL 59. The Caton Farm/Bruce alternate may transition over to 159th Street at any of three locations. Cedar Road in Will County or Wolf Road or US 45 in Cook County.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns. Numerous issues documented on the aerials were discussed.

Municipal information requests were discussed and responses from the remaining municipalities were requested.

Specific examples of alternatives development were discussed along the corridor. Issues were discussed by the panel members. They are listed from west to east below:

1. There is a major intersection improvement programmed for Harlem Avenue and 159th Street (US 6) in FY94. There will be double left turn lanes and three through lanes.

2. Orland Hills has been developing a TIF (Tax Increment Financing) District for 2-1/2 years. The negotiations with the developer require an additional traffic signal on 159th Street near 94th Avenue. The Village desires reconciliation with the SRA signal spacing standards as soon as possible.
3. It is felt that in the area of Central Ave. to Cicero Ave. in Oak Forest, which has 100 ft. of right-of-way, even taking just 10 ft. from each side will put businesses out of business and render the land undevelopable.
4. Oak Forest has two TIF Districts. Oak Forest is looking for retail/trade center type activity and need to know future access points on 159th Street as soon as possible.
5. The I-294 at 159th Street interchange has been expanded to a full cloverleaf. Traffic is already increasing on US 6.
6. The tollway is studying the feasibility of an interchange at I-294 and I-57. This will also have an impact on traffic patterns in the area.
7. The Illinois State Toll Highway Authority should be coordinated with.
8. In Markham access is a real concern. Economic development is a priority and the full interchange at I-294 is providing new opportunities. There is a need to coordinate development commitments with curb cuts (access points) as soon as possible. A recent access permit application was denied.
9. Markham is redeveloping the Canterbury Shopping Center (Kedzie Avenue to Richmond Street).
10. Markham wants to be part of the regional solution but there has to be balance between SRA plans and local access needs.
11. There is a real bottleneck at 159th Street and Park Avenue, just west of the two long railroad structures for the Markham Yards. Affecting traffic are:
 - a bus stop/turn around at 154th Street and Park Avenue
 - the full cloverleaf at 159th Street and I-294
 - the future regional transportation center at Dixie Square Mall
12. The viaduct tunnel on 159th Street is narrow, poorly lighted and a concern for flooding. Until the viaduct is widened, there is no solution for the 159th Street and Park Avenue intersection. There is no left turn lane for the westbound to southbound movement
13. The South Suburban Mayors and Managers are hoping the SRA recommendation in that area will be a catalyst for intergovernmental and railroad cooperation to get major improvements done in the near term.
14. A new traffic signal interconnection system was installed on 159th Street from California Avenue to Torrence Avenue.

15. There is a new strip mall going in on the southwest corner of Wood Avenue and 159th Street in Harvey.
16. South Holland has a TIF District which will encourage development on 159th Street.
17. There is an FY 93 FAU (STP) project to replace the street lighting on 159th Street for the entire city limits of Harvey.
18. There are development plans for a new mall west of River Oaks West Shopping Mall between Paxton and Ring Roads, however, there are some wetlands issues to be resolved.
19. The impact of the third regional airport should be considered.
20. The SSMMA, IDOT and Cook County are setting up an advisory committee of five municipalities to work with during a study to identify a location for a new roadway between 147th Street and 159th Street Oak Park Avenue to Harlem Avenue. The STP funds are programmed for FY 93.

General

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information on the study would be included in newsletter(s) which will be prepared approximately every two months. The newsletter will be mailed to everyone on the mailing list.

CRSS closed the meeting asking for additional input via the questionnaire from the Panel Briefing Booklet.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.


Joy Schaad
Corridor Manager

JMS/bl

Attachments

cc: Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS

Minutes of Meeting
June 29, 1992
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Elizabeth McLean
Pete Pointner
Roger Schatz
John Paige
Neil Ferrari
Mike Williamsen
Pete Franz
Eugene Ryan
Meeting Minutes File

EJM Engineering
Planning Resources
Din & Pangrazio
NIPC
IDOT - DPT
IDOT - OPP
IDOT - BLE
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JULY 7, 1992 - 1:30 P.M.

LOCATION: Lockport City Hall
Council Chambers
Ninth & Hamilton Streets
Lockport, Illinois

ATTENDANCE:

James Shelby	Will Co. Land Use Dept.
Gordon McCluskey	Lockport, City Administrator
Dave Van Vooren	Plainfield, Village Administrator
Ann Karkut	Homer Township, Supervisor
Franklin Dunn	Homer Township, Highway Commissioner
Philomena Nichi	Homer Township, Planner
Douglas Blacker	Lockport, City Planner
Forest Musselman	Beling Consultants
Carol VanderVelde	Will County Council of Mayors
Rich Starr	IDOT
Kathleen Rodi	CATS
Joy Schaad	CRSS, Corridor Manager
John Mick	CRSS, Project Manager
Joe Bement	CRSS, Civil Engineer
Darren Waschow	CRSS, CADD Manager

TOPIC ROUTE: US Route 6 (West Panel)

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the subject route. Corridor issues were identified and basic concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork one) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual local input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS, in charge and providing several disciplines with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources is a land use firm and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS:

CRSS presented the entire US 6 SRA Route in a corridor overview (ILL 59 to Torrence Avenue). The design concept was then presented with respect to how the concept fits into the corridor.

The presentation of the study routes started from the west, IL 59, along Renwick Road (159th Street) to IL 7 and continuing east to US 45. The Caton Farm Road alternative was described from IL 59 to IL 7 across the Des Plaines River at approximately 175th Street and along Bruce Road from IL 171 until it diverges northeasterly along the Chicago - Bloomington Trail, Hadley Road and 167th Street. The potential cross-connectors of Cedar Road, Wolf Road and US 45 were also discussed.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns. Numerous issues documented on the aerials were discussed.

Municipal information requests were discussed and responses from the remaining municipalities were requested.

Specific examples of alternatives development were discussed along the corridor. Issues were discussed by the panel members.

1. There were initial generalized comments and questions about the SRA process.
 - a. How and when were the CATS traffic projections done for the SRA routes? Rich Starr of IDOT explained the methodology and the timing, which was about 18 months ago.
 - b. Will only one or the other i.e., the 159th Street (IL 7) alignment or 175th Street (Caton Farm/Bruce) alignment be selected as an SRA route. IDOT answered yes, two SRA routes two miles apart would be inconsistent with the spacing guidelines.

- c. There is regional traffic west of IL 59 and west of the Will County line. Can the study be expanded. IDOT answered no - there was analysis of end points in the CATS Long Range Plan process and IL 59, an SRA route, was deemed the appropriate end point.
- d. How will the FAU, FAS and FAP systems be replaced with the new Federal highway legislation? IDOT explained the new systems: Surface Transportation Program and National Highway System, etc., will be designated by October of 1993. There may not be a direct correlation.
- e. There was concern that this SRA study should be coordinated with on-going IDOT and others' studies such as the Fox Valley Expressway and North-South Tollway extension to I-80. It was answered that they are. The CATS Long Range Plan recommendations were described at this time.

2. CRSS first described the Renwick Road (IL 7) alignment starting from the west (IL 59).

Comments:

- a. There are a lot of traffic conflicts in downtown Lockport between local and regional movements.
 - b. A new river crossing just north of downtown Lockport may be more viable now than when the IL 7 high level bridge was being studied.
 - c. East of Lockport, from Farrell Road to the Will Cook line, Homer Township desires a 300 ft. right-of-way to accommodate a major road serving the tollway extension and frontage roads to minimize access conflicts.
 - d. There appears to be a high incidence of accidents on IL 7 between Cedar Road and Bell Road.
 - e. Homer Township has a thoroughfare plan which should be considered.
 - f. There is a lot of development and a lot of traffic on 159th Street in Orland Park, and improving 159th Street (IL 7) in Will County makes sense.
3. CRSS then described the alternate alignment at Caton Farm Road and Bruce Road. A recent study sponsored by Lockport Township examined new Des Plaines River crossings from 135st Street in Romeoville to the north side of Joliet. The study finds that the Caton Farm/Bruce location is the most feasible and a new prestressed precast concrete girder structure 200 ft. - 300 ft. south of Caton Farm/Bruce to minimize local disruption, is preferable.

Comments:

- a. It is not yet known which of the two, IL 7 or Bruce Road, will have an interchange on the new tollway extension.

- b. There was some concern about the lack of traffic data for a new bridge at that location and how much relief it may provide in downtown Lockport.
4. The alternate connections of Cedar Road, Wolf Road and US 45 were described. There were no comments on them.

General

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

Both the IL 7 and the Caton Farm Road/Bruce Road alignments will be studied in the next 6 months prior to Panel Meeting #2. After receiving comments on the alternatives, a recommendation will be taken to the CATS SRA subcommittee of the Work Program Committee. The decision on which alternative will be studied in more detail for the third panel meeting, public hearing and final report will be made at that time.

CRSS indicated that information on the study would be included in newsletter(s).

CRSS closed the meeting asking for additional input via the questionnaire from the Panel Briefing Booklet.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.


Joy Schaad
Corridor Manager

JMS/bl

Attachments

cc: Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

TOPIC ROUTE: US Route 6 (East Panel)

DATE: June 10, 1993 - 10:00 a.m.

LOCATION: Tinley Park Village Park
16250 S. Oak Park Ave.
Tinley Park, Illinois

Attendance:

Edward Zabrocki	Mayor, Tinley Park
Earl R. Hermansen	Alderman, Orland Hills
Bernard Kelly	City of Oak Forest
Bradley Brink	Robinson Engineers, LTD.
Greg Dreyer	Village of Orland Park
Janice Morrissy	South Suburban Mayors and Managers Association
Vicky Maytas	Liaison, Southwest Council of Mayors
Rich Starr	IDOT
Kathleen Rodi	CATS
Joy Schaad	CRSS, Corridor Manager
Bob Giurato	CRSS, Senior Civil Engineer
Sherl White	CRSS, Civil Engineer
Michael Goldberg	Planning Resources, Inc.

Rich Starr made introductory remarks concerning the issues from the previous Panel Meeting. The purpose of this meeting was to discuss the techniques in which CRSS analyzed the problem areas along the SRA route US6/159th Street from the Will-Cook County line to Torrence Avenue. The alternatives and recommendations for each segment will be presented to the panelist for ideas, comments, or questions.

The problem areas along this route were discussed in the first panel meeting.

Corridor Presentation

CRSS presented an overview of the SRA system and goals. CRSS also explained the work program and milestone schedule for this SRA study. The route alternatives will be discussed before they are refined into recommendations.

The alternatives were developed by examining the existing conditions, geometrics, and land use in the corridor to see how well the original suburban cross section would fit. The suburban cross section is 120-150 ft. right-of-way (ROW), which accommodates 3 thru lanes in each direction, a 18 ft.- 46 ft. raised median depending on the intersection conditions and ROW availability, and parkways and sidewalks.

The concept was reviewed by six different disciplines which included civil engineers, land use planners, traffic engineers, transit subconsultants, municipal planning specialist, and environmental staff.

As the suburban cross section was reviewed throughout the corridor, there were noticeable constraints due to wetlands, land uses, and buildings on either side of the right-of-way. In several areas the initial concept (suburban cross section) was reduced to a cross section which provides 2 through lanes in each direction and a tighter median and parkway.

Before Panel 3 Meeting, the alternatives will be refined and one alternative will be developed into a preliminary recommendation for the draft final report. The main alternative development characteristics that will be refined for the report are: intersection geometry, intersection channelization, access control, limiting access across the median to one-quarter mile spacing, traffic control, signalization, transit, park-n-ride locations, and bicycle/pedestrian crossings.

CRSS recommendations for transit are to institute bus pull outs, bus stops, and shelters at major intersections (in Will County) and the same at one-quarter mile spacing in more dense areas. We will also provide signage to nearby train stations, and recommend park-n-ride lots at key locations.

CRSS discussed the Cook County portion of the US 6 study, segment by segment, using aerial photography. We started with segment 4, as segments 1, 2 and 3 are discussed at west panel meetings.

Specific questions and comments about the development alternatives were discussed by the panel members.

Segment 4 (Bell Road to US 45)

Segment 4 is about 4 1/2 miles in length. The recommendation for the Cook County portion is 120' with 6 thru lanes, 18' raised median, and 15' parkways. Portions of this area are less dense suburban development except for the floodplains and wetlands near the Norfolk Southern Railroad. This area will be expensive to widen.

The major intersections with cross street traffic volumes projected over 20,000 are recommended for double left and single right turns and maintaining all existing signals.

Question : Can 167th Street be considered an alternate corridor?

CRSS: No, the recommendation is for Caton Farm Road west of Cedar Road. There are no advantages of going further east on the alternate alignment (including 167th Street). There are many environmental impacts in that area. This way the proposed SRA route connects to Bell Road SRA route, as well.

Question : Is Caton Farm Road alternate considered because of bridge situation at Lockport?

CRSS: Yes, first we want to avoid IL 7 because of impacts on the historic district and town. To do that, a second bridge will have to be built at Thornton to accommodate the SRA route. If a new bridge is built it is better placed at Caton Farm then it will serve the Joliet and New Lenox areas as well.

Comment: In the Orland Park Transportation Plan, we would like to hook up Will-Cook Road to 118th south of 159th, therefore 118th Avenue will not have access to 159th.

CRSS: Thank you, that will affect our access recommendations.

Question : 108th Avenue is recommended for double left turn lanes due to the existing traffic volumes, are you confusing this with Wolf Road?

CRSS: No, the double left turn lanes are appropriate for the traffic volumes projected from the SRA route to 108th Street. We will double check whether Wolf Road should get the same treatment. Both appear to be borderline cases.

Segment 5 (US 45 to Cicero Avenue)

Segment 5 is approximately 6 miles in length. The alternative for this segment is 120 ft. ROW with 6 thru lanes, 18' raised median, and 15' parkway. The intersections will be widened to 140' to accommodate the double left turn lanes. The major intersections are US 45, Harlem Avenue, and Cicero Avenue. There are additional median breaks in this segment. The right of way issue is particularly sensitive concerning forest preserve property.

Comment: Orland Park has considerable concerns about barrier medians. A lot of businesses are accustomed to access across the medians. It will be difficult for a lot of the businesses, I'd like to know what the other communities think about raised medians.

Question : Should we request wider ROW's from potential developers than the cross section recommendation of 120 feet?

CRSS: Yes, we can give a rough intersection geometry to see how much right-of-way will be required for the dual left turn storage bays and taper.

Question : Who at IDOT will be the one to deal with on this particular issue?

IDOT: Rich Starr indicated that the communities should contact him. The purpose of the SRA studies is to reserve the ROW so that it is available to widen the roadway.

Question : Between Central and Cicero the businesses have stated that they want no right-of-way takes. Has that been considered?

CRSS: Yes, there is a four lane alternative developed for this area. It all needs to be coordinated with the recommendations for segment 6, however. The existing ROW can accommodate a 4-lane section without major ROW takes. Intersections still may be impacted.

Question : Concern was expressed about a new signal east of 94th at Wal-Mart being installed in July.

CRSS: We feel it is unfortunate, but we have no control over that, at this point in time.

Question : Can all signals along the 159th Street corridor be computerized?

CRSS: We are recommending that all SRA signals be computerized (interconnected).

Segment 6 (Cicero Ave. to Western Ave.)

Segment 6 is about 3.2 miles in length. The existing conditions includes forest preserve and hospital to the west. The recommendation is to maintain the 80 to 100' ROW and 4 thru lanes. The highest traffic volume is near the I-57 interchange at 45,000 vehicles per day. The major intersections at Cicero Avenue and Pulaski Road are recommended for two lefts and a single right turn.

Left turn access will continue to be provided at Homan Ave, Canterbury Shopping Center and Whipple Street, other access would be limited to right in/right out.

Segment 7 (Western to ILL I)

This segment is two miles in length and a tightly developed residential area.

There is constricted flow of traffic at Illinois Central Railroad tracks. 159th will be 100 ft. ROW, 4 thru lanes, 18' raised median, and 17' parkways and sidewalks. The recommendation will include widening the structures in the Markham Yard which will improve the Park Avenue intersection. Park Avenue does not have traffic volumes over 20,000 therefore it hasn't been given specific intersection recommendations. The Park Avenue intersection would be reviewed in a Phase I study but is not in the SRA study. IDOT indicated that CRSS may look at critical intersections in this segment where volumes are not provided by CATS initially.

Segment 8 (ILL 1 to Cottage Grove Road)

Segment 8 is about two miles in length and is in a densely developed area. This area has more commercial development than residential. The recommendation is to continue to 100 ft. ROW, 4 thru lanes, 18' raised median, and 17' parkways with sidewalks. Signals will be maintained at approximate 1/4 mile spacing. The major intersections are ILL 1 and South Park Avenue with double left turn lanes.

Comment: South Holland has concerns with access. Particularly the median cuts, they affect emergency access and commercial viability. The businesses don't want raised medians.

Comment: South Holland would like to see locations where median cuts are proposed. Median cuts will be hard to sell to the merchants because of the redevelopment that is going on.

IDOT: We will take another look at median cuts.

Segment 9 (Cottage Grove to Torrence Ave.)

Segment 9 is approximately ten miles in length. Existing conditions are dense urban-type residential development on the west and suburban-type on the east.

The recommendation is to continue 4 thru lanes east to Interstate I-94 and supply 6 lanes between I-94 and Torrence. The right-of-way will vary from 100' to 120'. Maintain all 10 existing signals.

Question : What is the difference between curb cuts and median cuts in your materials?

CRSS: We have used the terms as one in the same.

Question : Will U-turns be allowed in the median cuts?

CRSS: Anywhere that we allow U-turns there will be a sign permitting such and we have to make sure trucks can be accommodated (WB 60 turning radii). We will look at that on a case by case basis.

Comment: Trucks are mistakenly exiting westbound off I-94 and making U-turns through residential areas.

CRSS: There may be a problem with signage at I-94.

There were no further comments or questions and the panel meeting was closed.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.



Joy M. Schaad

Joy Schaad, P.E.
CRSS Corridor Manager

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Joy Schaad	CRSS
Bob Giurato	CRSS
Kathleen Rodi	CATS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT -BLE
Eugene Ryan	CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK
IDOT PROJECT NO. P-91-137-90
CRSS PROJECT NO. SRA3.00

TOPIC ROUTE: CATON FARM ROAD/US 6 (WEST PANEL)

DATE: JUNE 16, 1993 - 2:00 P.M.

LOCATION: LOCKPORT CITY HALL
NINTH AND HAMILTON STREETS
LOCKPORT, ILLINOIS

ATTENDANCE:

John Peterson	President, Village of Plainfield
Peter Waldock	Village of Plainfield
Gordon McCluskey	City of Lockport Administrator
Doug Blocker	Lockport, City Planner
Franklin Dunn	Homer Township, Highway Commisioner
Alan Anderson	Will County Governmental League
Amy Bokal	Will County Governmental League
Rich Starr	IDOT
Kathleen Rodi	CATS
Joy Schaad	CRSS, Corridor Manager
Eric Widstrand	CRSS, Traffic Engineer
Sherl White	CRSS, Civil Engineer

General

Rich Starr made introductory remarks about proposed Caton Farm/US 6 alignment. The purpose of this meeting was to present the options of Caton Farm/Bruce Road and ILL 7/US 6 to the panel for a final decision between Caton Farm Road or Renwick Road and to review the cross section concept for the route

Corridor Presentation

CRSS explained the general SRA process, the work plan, general suburban cross section, and gave a route overview.

There will be a 4 lane cross section on the designated SRA route. (Caton Farm or Renwick Road) A 6 lane cross-section is being considered from Bell to I-57. A comparison was performed to determine the preferred route. A matrix on twenty different issues gave the pros and cons now of the Renwick/Thornton/ILL7 and Caton Farm/Bruce alternatives. The Caton Farm/Bruce Road alternative provides a better level of service, better spacing between river crossings, and better access for several major population centers. While both river crossings face some major environmental constraints, the Caton Farm/Bruce Road alternative appears to have fewer conflicts in this area. Finally, the Caton Farm Road/Bruce Road alternative has strong support from local governments, and is compatible with municipal and regional plans and several major studies. Because of the positive network and travel factors and lower environment consequences, the Caton Farm/Bruce Road alignment is recommended.

Question : Can Caton Farm and Renwick both be SRA routes?

CRSS: No, there are specific spacing requirements for SRA routes: 5 miles in suburban areas, 8 miles in rural areas.

IDOT: The development potential in this area does not support the need for two arterial routes, 2 miles apart.

Question : Why doesn't CATS, IDOT, or CRSS recognize the HNTB study and the FAP340 study which impact with this study? If all consultants have the same area it would be a better report, if both were combined.

CRSS: The Fox Valley Freeway is not in 2010 plan. It can be acknowledged in the SRA report, though.

Comment: Our report will show an interchange at Bruce and FAP340.

Question : Will Lockport inherit Caton Farm as a local street rather than a state marked route?

CRSS: The jurisdiction and cost issues are things the State will deal with directly. They will not be addressed in the consultant study.

IDOT: If a route is SRA or not it doesn't change the jurisdiction of that route. Funding is still available to state marked routes. SRA's will also be eligible for NHS funding.

Question : What are alternates for FAP340?

IDOT: There are no alternates for FAP340, but in final report CRSS will show latest alignment for FAP340.

Caton Farm Road
(Segment 1C)

CRSS described the cross section along Caton Farm Road, Bruce Road and Cedar Road as four through lanes with an 18 foot raised median and 17 foot parkways. New signal would be provided at ILL 53/ILL 7 and ILL 171/Collins Street. A new structure crossing the DesPlaines River and the Chicago Sanitary and Ship Canal is recommended with a new Bruce Road alignment to west of Briggs Street. Median breaks at unsignalized intersections are planned to be 1/4 mile apart from ILL 59 to ILL 171 and 1/2 mile apart as needed from ILL 171 to Cedar Road. A new signal at Cedar Road and Bruce Road is recommended along with median breaks at Reiter Drive, Division Street and 163rd Street. All other unsignalized access would be right in/right out.

Future access into Caton Farm Road will be at 1/4 mile spacing, this means some existing streets will be dead-ended. Is a signal proposed at Caton Farm Road and Weber Road?

Most likely, we will update existing signal locations for final report. Possibilities for I-55 access include: all movement accommodated, and ramps located south of Caton Farm Road or all movements accommodated in the southeast quadrant and the northeast quadrant or improve the west side frontage road to the existing interchange at US 30.

Question : Are the wetlands created because of borrowed pits?

CRSS: From the National Wetland Inventory Map it appears that the area was once wet and has dried up where the roads were built.

(Segment 2C)

There is a new alignment to avoid the residents and church in this area. Briggs, Farrel and Gougar would be signalized as warranted while Green Garden and Brassel Street would allow left turns, but not be signalized

(Segment 3C)

Right-of-way in this area is tight, there would be 10' or 17' takes on each side.

Question : What about the school if ROW is taken?

CRSS: The school appears to be set back on the property, we don't anticipate a problem.

IDOT: We want to look to providing an adequate pedestrian crossing at the school.

Renwick Road (All Segments)

CRSS described the cross section along Renwick Road as four through lanes with an 18 foot raised median and 17 foot parkways. New signals are proposed at ILL 59, ILL 53/ILL 7 and ILL 171. Median breaks are recommended at Fredrick Avenue, McClellan Avenue, Old Renwick Road, Gaylord Road, Rankin Drive, Fly Ash Plant entrance, Hopkins Road, Howard Avenue and the I-55 Frontage Road. Additional 1/2 mile median breaks are recommended in segment 1. In segment 2 all access would be right in/right out except at cross streets.

The entire length of the Renwick area is underdevelopment pressure.

Question : Is there a requirement to buy additional ROW at the access of the Fly Ash Plant because of frequent use by semitrucks.

CRSS: All the corridors will be able to handle truck turning radii.

Question : Were you informed that Hopkins Road will be closed after the land acquisition by the Joliet Port Authority (for Lockport Airport).

CRSS: We will check on the status of Hopkins Road. We will get a copy of the report.

Question : There is a bridge being developed at Bruce and Meader, east of Cedar Road. The concern is whether the bridge should be upgraded to accommodate additional traffic?

CRSS: No. SRA will not extend in that area. It will be brought north to 159th at Cedar Road.

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: September 24, 1993-10:00 A.M.

LOCATION: Tinley Park Village Hall
Tinley Park, Illinois

ATTENDANCE:

Dennis Kalsen	Village of Tinley Park, Village Manager
Robert Van Treek	Village of Tinley Park, Director of Community Development
Rich Starr	Illinois Department of Transportation
John Mick	Meridian, Project Manager
Eric Widstrand	Meridian, Traffic Engineer
Victoria Jennings	Meridian, Engineering Aide

TOPIC ROUTE: US 6/159th Street

The purpose of the meeting was to gain additional input to the concepts under development for this corridor.

Meridian and IDOT explained the importance of public and agency input in the SRA process. An 18 ft. barrier median (6 inches in height) has been preliminarily recommended on 159th Street throughout the Village. The locations of proposed median breaks are being coordinated with access to existing and proposed development along the route. It is necessary to discuss potential locations and conflicts in the placing of median breaks.

Moving east to west, starting at Ridgeland Avenue, it was noted that the land north of 159th Street and east of Oak Park Avenue has been annexed by Oak Forest. The land south of 159th Street from Ridgeland Avenue to midway between Ridgeland and Oak Park Avenue is Forest Preserve property. West of this is Tinley Park. A barrier median exists from the Village limits west to 76th Avenue. From 76th Avenue west, there is a mountable median. The Ingalls Care Facility east of Oak Park Avenue should have a median break.

The Village asked if the proposed median break between Oak Park Avenue and Illinois Route 43 (Harlem Avenue) would line up with both the Brementown Shopping Center entrance and the Trinity Lutheran Church entrance. This access could be provided, during design, with a slight realignment of the mall entrance. Otherwise, the existing median conditions would be maintained between Oak Park Avenue and 71st Court.

A median break at 71st Court was thought to be too close to Harlem Avenue. If the K-Mart access was relocated, a barrier median would be acceptable through this area. The median break at the side street between Harlem Avenue and 76th Avenue was considered reasonable.

Between 76th Avenue and 78th Avenue, businesses may object to the change from a mountable median to a barrier. The only proposed median break in this area is at 78th Avenue. If additional

access could be provided off of 76th Avenue or 78th Avenue, by the Village, the right in/right out recommendation may be more acceptable.

The large number of car dealerships between 80th Avenue and 84th Avenue present access management problems. Although the purchase of a car is not a spur of the moment decision, the owners may object to reduced access.

The Village representatives also answered some questions regarding Illinois Route 43. The Tinley Park Road realignment near Interstate 80 was discussed and concern was shown for the new signal to be located at 191st Street, currently under design by IDOT. At the southwest quadrant of the I-80 interchange, there is potential for a corporate office development. There are no immediate plans for development at the 167th Street and Harlem Avenue intersection and there aren't any plans to realign Harlem Avenue south of I-80.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.



Joy M. Schaad, P.E. Corridor Manager

cc: Attendees

Joy Schaad
Elizabeth McLean
Pete Pointner
Norman Din
John Paige
Neil Ferrari
Mike Williamsen
Pete Franz
Eugene Ryan
US 6 Meeting Minutes File
IL 43 Meeting Minutes File

Meridian
EJM Engineering
Planning Resources
Din & Pangrazio
NIPC
IDOT - DPT
IDOT - OPP
IDOT - BLE
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: September 24, 1993-11:30 A.M.

LOCATION: Oak Forest Village Hall
Oak Forest, Illinois

ATTENDANCE:

Bernard Kelly	City of Oak Forest, City Administrator
Rich Starr	Illinois Department of Transportation
John Mick	Meridian, Project Manager
Eric Widstrand	Meridian, Traffic Engineer
Victoria Jennings	Meridian, Engineering Aide

TOPIC ROUTE: US 6/159th Street

The purpose of the meeting was to gain additional input to the concepts under development for this corridor.

Meridian and IDOT explained the importance of public and agency input in the SRA process. An 18 ft. barrier median has been preliminarily recommended on 159th Street throughout the village. The locations of proposed median breaks are being coordinated with access to existing and proposed development along the route. It is necessary to discuss potential locations and conflicts in the placing of median breaks.

Mr. Kelly explained that most of Oak Forest's commercial property is located along Cicero Avenue and 159th Street. The city's two biggest businesses are the Jewel food store at the corner of 159th Street and Central Avenue and Community Motors, a car dealership located between Peggy Ann Lane and Terrace Drive. A barrier median would be acceptable for the Jewel. Since it is located on the corner, access can be obtained off of Central Avenue. Community Motors, however, only has 159th Street frontage with two driveways. This business should be provided a median break. Its distance from the Central Avenue intersection would not cause a spacing problem, however, breaks are proposed at both Peggy Ann Lane and Terrace Drive. This will require further review.

From Ridgeland Avenue to Terrace Drive, there are small businesses and strip malls. Small consumer businesses provide most of Oak Forest's commercial activity and these types of establishments will be most impacted by a barrier median. Mr. Kelly stated that there is really no more potential for large businesses to move to Oak Forest so the city would like to keep the businesses they have, access must be provided. The concept of combined access was raised and discussed briefly. It is feasible to make commercial properties more attractive through focused access at a key point, potentially with signalization.

In the northwest quadrant of the Central Avenue intersection, there is a closed strip mall. The city would like to revive this space but access is a necessity. Rich Starr pointed out that perhaps one key access point off of 159th Street would focus shoppers to the mall. Otherwise, from Central

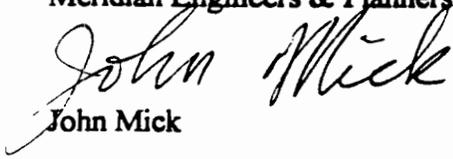
Minutes of Meeting
September 2, 1993
Page 2 of 2

Avenue to the NIRC Railroad, a barrier median with the proposed median breaks would be considered reasonable.

It was also mentioned that Will County has plans to widen Central Avenue over the next two to three years.

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Meridian Engineers & Planners, Inc.



John Mick

cc: Attendees

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Meeting Minutes File

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CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: September 24, 1993-1:30 P.M.

LOCATION: Orland Park Village Hall
Orland Park, Illinois

ATTENDANCE:

Greg Dryer	Village of Orland Park
Rich Starr	Illinois Department of Transportation
John Mick	Meridian, Project Manager
Eric Widstrand	Meridian, Traffic Engineer
Victoria Jennings	Meridian, Engineering Aide

TOPIC ROUTE: US 6/159th Street

The purpose of the meeting was to gain additional input to the concepts under development for this corridor.

Meridian and IDOT explained the importance of public and agency input in the SRA process. An 18 ft. barrier median has been preliminarily recommended on 159th Street throughout the village. The locations of proposed median breaks are being coordinated with access to existing and proposed development along the route. It is necessary to discuss potential locations and conflicts in the placing of median breaks.

Mr. Dryer indicated that west of US Route 45, a barrier median could be compatible with development. On the south side of 159th Street, west of Ravinia Avenue, the vacant land is planned as a Catholic cemetery. This area has been identified as wetlands. North of the route and west of Ravinia Avenue is open water (identified as wetlands also) and park land. One section is not owned by the village and may be developed in the future as single family homes. The proposed median break may not be necessary in this area.

Ravinia Avenue will be extended south of 159th Street but about 1600 ft. east of the existing Ravinia, to line up with the Lake View Plaza shopping center. The one proposed median break here would be sufficient if the mall agrees to consolidate access off of 159th Street. This would be coordinated by the village. There is also mall access off of US Route 45. The land from US Route 45 to 94th Avenue is not Orland Park; it is unincorporated Cook County.

94th Avenue is approaching major intersection status. Mr. Dryer estimated an ADT of about 20,000 vehicles. Orland Park has plans for a 300 ft. long right turn bay from westbound 159th Street to northbound 94th Avenue. East of 94th Avenue, access exists in addition to that off of 159th Street. Thus, a barrier median may not have serious impacts. Orland Brook Drive has much more traffic than 86th Avenue just east of it (3,000 vpd vs. 1,000 vpd). Orland Brook extends to 151st Street and acts as a collector for the nearby residences. Access should be focused at Orland Brook Drive rather than 86th Avenue. A signal may be possible at the Orland

Brook Drive intersection. Potential exists to allow only right in/right out movements at 86th Avenue.

The concept of U-turns at median breaks was discussed. The idea is feasible; motorists will get used to making the U-turn at the nearest median break.

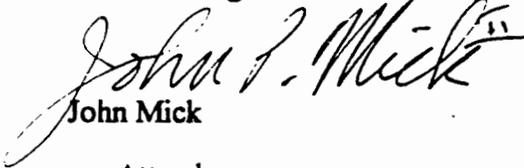
East of 80th Avenue, smaller businesses may have objections to a barrier median. A mountable median exists west of 76th Avenue. Businesses may feel that loss of access will decrease their commercial viability. However, due to the SRA implementation timing, access consolidation and management could occur and be used to focus access to a group of small businesses.

The proposed park and ride locations were discussed. It was agreed that park and rides are a good idea where space is available and demand exists. The village and IDOT would coordinate implementation with the shopping center.

A future school is planned for the vacant land south of 159th Street and west of US Route 45. Also, a shopping center has been proposed and approved in the same area.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.



John Mick

cc: Attendees

Joy Schaad
Elizabeth McLean
Pete Pointner
Norman Din
John Paige
Neil Ferrari
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Meeting Minutes File

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MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: January 13, 1994 -10:30 A.M.

LOCATION: South Holland, Village Hall
South Holland, Illinois

ATTENDANCE:

Janice Morrissy	South Suburban Mayors and Managers
Rich Zimmerman	South Holland, Village Administrator
Brad Brink	South Holland, Village Engineer
Rich Starr	Illinois Department of Transportation
Joy Schaad	Meridian, Corridor Manager
Several Members	South Holland Community Development Committee
Several Members	South Holland Business Association

TOPIC ROUTE: US 6/159th Street

The purpose of the meeting was to discuss the future of a grade separation for the GTW Railroad and recommendation for barrier and flush medians for this corridor.

Rich Starr gave an overview of the SRA program and its goals and all of the steps between an SRA recommendation and ultimate construction. He also explained IDOT's funding picture, generally and how priorities are developed. He gave some comments about the US 6 SRA route and how it operates, currently. Mr. Starr explained that although the standard template for SRA's in suburban areas is 6 lanes on 120 ft. right-of-way, concern for adjacent properties and the projected 2010 traffic on much of this route allowed for a four lane cross-section on a 100 ft. right-of-way. He explained the nature of typical SRA access recommendations and the distinction of post 2010 recommendations.

The discussion then narrowed in on issues relative to US 6 in South Holland. We discussed the problems with travel delays when trains cross 159th Street at the GTW Railroad. However, there are difficulties with providing an overpass or underpass at that location as well. The grade separation would impact approximately 650 ft. to 800 ft. each side of the dual crossing. This makes for difficult access to neighboring properties and raises some concern for the character of the area due to aesthetic changes. It is particularly problematic for the Village to make appropriate land use, development and access decisions around that improvement when the construction of the facility and new access may be many years off. A major structure would be a significant additional expense, as well.

It was agreed that while a grade separation would be desirable ultimately, the costs and impacts make it an impracticality in the near future. It will show up as a post 2010 recommendation in the SRA report.

The issue of flush vs barrier medians was also discussed. The SRA recommendation will provide for a 14 ft. flush median east of Ridgeland Avenue in Oak Forest to I-94, the Calumet Expressway.

We discussed the local community desire for a traffic signal at Wausau. Mr. Starr committed that the consultant will take a look at it and provide an answer via the draft report. There also were some questions on the costs associated with relocating street lighting and landscaping that the Village had put in from the west corporate limits to east corporate limits. Mr. Starr will verify with Roger Valente how those issues are handled during construction.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.


Joy M. Schaad, P. E.
Corridor Manager

cc: Attendees

Eric Widstrand
Elizabeth McLean
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Exhibit 5.3
Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

- a. General:

- b. Right-of-Way:

- c. Existing Roads:

- d. Transit:

- e. Public Facilities:

Page 1 of 2

Exhibit 5.4

Newsletters

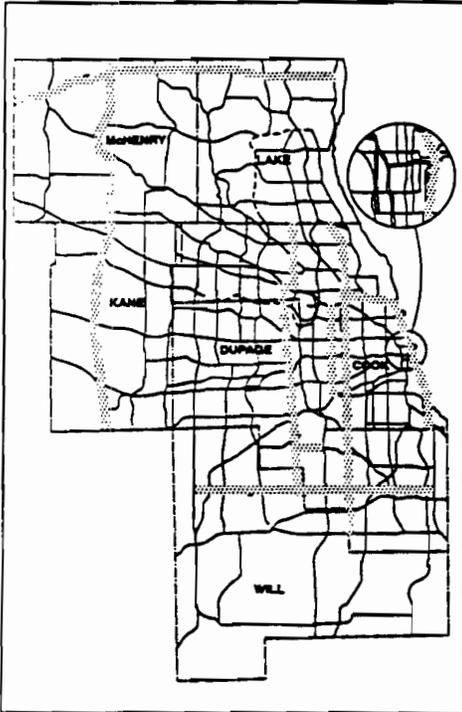
SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

US Route 6

Issue 1
July/August 1992



SRA System Overview

When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation GreenLight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation GreenLight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)

continued on page 3

US Route 6 Overview

The US Route 6 SRA route is 34 miles in length. An alternate alignment of Caton Farm Road/Bruce Road will be studied for the western most 18 miles. Both alternates run east from Illinois Route 59 with US Route 6 ending at Torrence Avenue and the Caton Farm Road alternate ending at one of the three potential connections: Cedar Road, Wolf Road and US Route 45.

Along the length of the SRA, US Route 6 is also designated as County Highway 36, Renwick Road, Illinois Route 7, 159th Street, 162nd Street and River Oaks Drive. The Caton Farm Road alternate has sections on Bruce Road, 175th Street, the Chicago-Bloomington Trail, Hadley Road and 167th Street.

The US Route 6/Caton Farm Road corridor

runs through two counties and twelve communities. It directly intersects or crosses over/under key roadways such as Ill 1/Halsted St., Ill 7, Ill 43/Harlem Ave., Ill 50/Cicero Ave., Ill 53, Ill 59, Ill 83/Torrence Ave., Ill 171, Ill 394, US 6/Wolf Rd., US 45, I-55, I-57, I-94 and I-294.

CRSS has provided briefing booklets to the US Route 6/Caton Farm Road east and west advisory panels. These publications explain the corridor with aerial photographs, maps, work plans, milestone schedules, details of suburban cross-section design concepts, factors for the alternatives development and questionnaires. Issues and ideas voiced by those on the advisory panels are categorized into a special information card system and integrated into the planning process.

In this issue...

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US Route 6	
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Note from the Editor	3
We're Here to Help	4
SRA Study Schedule	4

US Route 6 Panel Meeting Summary

The purpose of the meetings was to acquaint the Panels and other municipal officials with the SRA team. The SRA team is made up of CRSS, IDOT, and CATS staff augmented by local municipal officials and interested parties.

The Chicago Area Transportation Study (CATS) also discussed the 2010 Transportation Plan and how the SRA system is one of eight points in Operation GreenLight.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

The US Route 6 study starts at Illinois Route 59 on the west and ends at Illinois Route 83/Torrence Avenue for US Route 6 and at US Route 45 for the Caton Farm Road alternate.

West presentation area: US Route 6 and Caton Farm Road from Illinois Route 59 to the Will County Line. Includes potential cross connectors of Cedar Road, Wolf Road and US Route 45.

East presentation area: US Route 6 from the Will County Line to Illinois Route 83/

Torrence Avenue and 167th Street from the Will County Line to US Route 45.

West Presentation Area July 7, 1992 Lockport City Hall

A question was raised regarding whether or not only one of the two routes would be selected as an SRA route. It was noted that these routes are only two miles apart which is less than the spacing guideline for SRA routes. Over the next six months, both alternate routes will be studied. After receiving comments on the alternatives, a recommendation will be taken to the CATS SRA subcommittee of the Work Program Committee. Thus, one alignment will be selected as the SRA route.

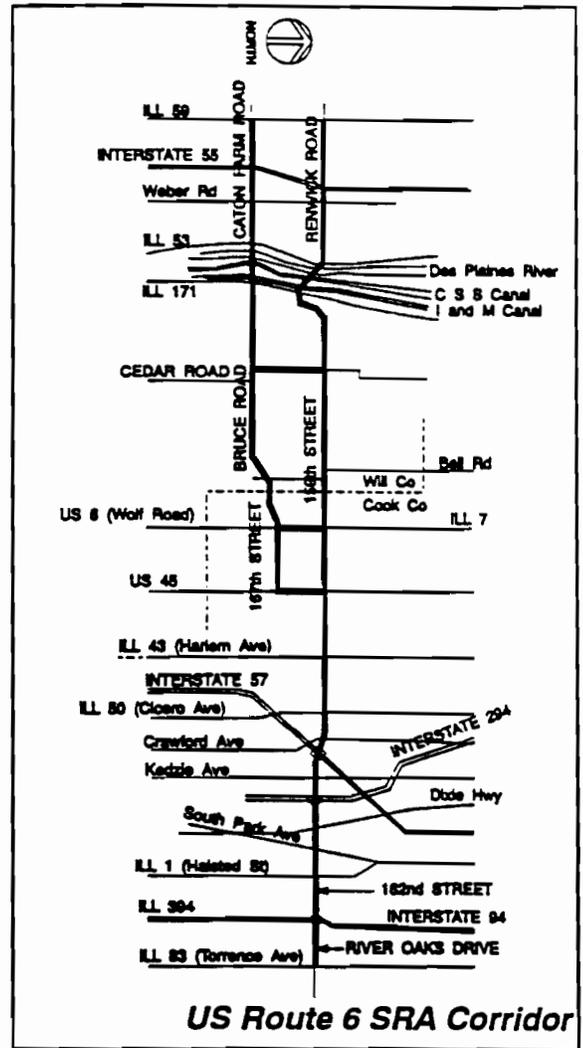
A desire was expressed to move the western boundary further to the west because of the regional traffic in the area. The CATS Long Range Plan process included an analysis of end points and Illinois Route 59, an SRA route, was deemed the appropriate end point.

There was concern that this SRA study be coordinated with ongoing studies by IDOT and others such as the Fox Valley Expressway and North-South Tollway extension to I-80. An explanation of CATS Long Range Plan recommendations included affirmation that this coordination would take place.

In downtown Lockport, there are many traffic conflicts between local and regional movements. In addition, there appears to be a high incidence of accidents on Illinois Route 7 between Cedar Road and Bell Road. These issues, as well as one expressed concerning an increase in development and traffic on 159th Street in Orland Park, will be considered.

East Presentation Area June 29, 1992 Oak Forest City Hall

A concern was expressed about the effect of widening the existing 100' right-of-way between Central Avenue and Cicero Avenue. It is felt that even a minimal right-of-way widening would have severe impacts on



local businesses and would render the land undevelopable.

Heavy traffic problems are an issue at 159th Street and Park Avenue, just west of the two long railroad structures for the Markham yards. The bus stop/turn around at 154th Street and Park Avenue, the full cloverleaf at 159th Street and I-294 and the narrow and poorly lit viaduct tunnel on 159th Street add to this problem.

The South Suburban Mayors and Managers Association, IDOT and Cook County are setting up an advisory committee of five municipalities for a study to identify a location for a new roadway between 147th Street and 159th Street from Oak Park Avenue to Harlem Avenue. The STP funds are programmed for FY 93.

The early identification of curb cuts and traffic signal locations is important to the future of several pending developments.

Q & A

Q Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?

A The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering how to incorporate these programs into the traffic considerations in this study.

Q Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?

A The SRA study itself does not qualify as an EIS (Environmental Impact Statement) because it does not define specific improvements or define a specific project. The emphasis and direction of an SRA study is as a planning tool. Once a specific project has been well defined in the study (Phase 1) portion of a project's implementation, an EIS may be required to meet Federal funding requirements.

The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route 14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive (9 miles)
- Illinois Route 47 from McHenry County/Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)
- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)
- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concept Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The CRSS of Illinois study and four other similar studies are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation GreenLight. Those objectives are:

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column.

Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the panel coordinator listed on page 4. Likewise, if you have a term/question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
West Presentation Area
 Carol Vandevelde
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Produced by
 **CRSS of Illinois, Inc.**
 for the
 **Illinois Department of Transportation**

US Route 6 SRA Study Schedule

Task	Summer 1992	Autumn 1992	Winter 1992/93	Spring 1993	Summer 1993	Autumn 1993
First Panel Meeting	▲					
Second Panel Meeting			▲			
Draft Final Report					❄	
Third Panel Meeting					▲	
Public Hearing						▲
Final Report						❄

Chicago Area Transportation Study

Mr. Eugene Ryan
 Deputy Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

US Route 6

Issue 2
October/November 1992

US Route 6/Caton Farm Road Initial Concept Thoughts

US Route 6 (159th Street)) extends from Illinois 59 to Torrence Avenue, a total length of 33 miles. The Caton Farm Road alternate, which also begins at Illinois 59 and links back to 159th Street at Cedar Road, Wolf Road, or US 45. The study length of the alternate is 22 miles.

At this time, the US Route 6/Caton Farm Road SRA route has not been conceptualized. However, some of the issues that will be important to this process have been identified. As 'SRA Concept Development Process' article (see page 2) explains, the initial look at the route will examine how to best fit the desirable cross section on each of these alignments. At the same time, we will be evaluating which alternate is the most beneficial. The US 6/Caton Farm Road SRA is classified as a suburban route with desired design characteristics that include a 45 mph design speed, "C/D" level of service, (see "Terms to know" page 2), a minimum 120 ft. right of way, and three through lanes in each direction. Several of the key issues which will be addressed in the conceptualizing process are discussed below.

The eastern portion of the corridor is densely developed with commercial and residential development adjacent to the route. The western portion is generally rural with mature development in the established portion of Lockport and newer less dense residential development both east of Lockport and west of the Des Plaines River. The impacts to adjacent homes and businesses will be minimized based on the required right of way,

access needs, and the necessity of sidewalks and parkways for safety and aesthetics.

The appropriateness of new transit amenities will be considered. Recommendations may include commuter park-&-ride lots and bus pull-out areas/passenger shelters and bus turnaround areas. In addition, future transit bus speed and schedule reliability may be improved by a traffic signal pre-emption system.

Bridge widenings, which may be necessary to accommodate the recommended cross section, will be studied. These modifications may be particularly complicated near the 159th Street and Park Avenue intersection at the Markham Yards. In addition, a new river crossing north of Lockport may be discussed as well as the Lockport Township recommended crossing near 175th Street.

Access is an important factor to the south suburbs as economic development and the future of several 'tax increment finance', or 'TIF', districts depend on the future viability of businesses in the area. Providing a high level of safety and operations for through traffic, which has increased with the expansion of the I-294 interchange, will also help business in the area. Conflicts between through traffic and traffic making turning movements cause both safety problems and impedance of traffic flow. Therefore, access will be studied and traffic management techniques, such as 'right-in, right-out' entrances and limiting left turns to key intersections may be recommended.

In less developed areas of the corridor, the consolidation of access can be accomplished in the planning and development process of the adjacent properties rather than a reactive or 'retro-fitting' process.

Coordination with the regional planning decisions of the Fox Valley Expressway and the Lake-Will Expressway (I-355) studies will be key to the SRA recommendations concerning the Caton Farm Road alternate.

The southern extension of the Lake-Will Expressway (I-355) is designated as a major new facility in the CATS Year 2010 Transportation Development Plan and is currently in the Phase I and Environmental Impact Statement study phase. Public hearings on this extension are targeted for the summer of 1993. At this time, the plans include an interchange at Illinois 7, east of Cedar Road, but they could be expanded to include an additional interchange at Bruce Road/175th Street.

continued

In this issue...

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Q & A	3
We're Here to Help.....	4
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SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 2010 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A (best) to F (worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and

cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant revisions to the concept. After this input is addressed, the recommendations will be fine tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including your participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Initial Concept (cont.)

Regarding the Fox Valley Expressway, according to the 2010 Plan document, "The right of way for this facility should be protected and the development of the corridor monitored for possible future consideration as a proposed expressway in the regional plan." IDOT has a feasibility study underway for the Fox Valley facility and discussions with the study team indicate that, at this early stage, interchange locations are flexible enough to be coordinated with either an 159th Street or a 175th Street SRA alignment. No commitments have been made regarding the highway's construction, however.

Land Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses. Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

2. Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

3. Frequent Driveways and Access Points Along SRA - High volumes of through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation sys-

Q & A

Q What is the timing for SRA route decisions?

A The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.

tems; reduction in the need for travel through better land use planning; staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental

Q How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?

A IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.

units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

We're here to help...

Please contact us with your comments, concerns, or questions

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CRSS of Illinois, Inc.
for the
Illinois Department of Transportation


US Route 6 SRA Study Schedule

Task	Oct. 92	Nov. 92	Dec. 92	Jan. 93	Feb. 93	Mar. 93
Initial Concept	▲					
Charette			△			
IDOT Review				△		
Revise Alternatives					△	
Panel No. 2						△

▲ Completed △ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

US Route 6

Issue 3
December 1992/January 1993

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by sincerely obtaining and incorporating input. Consensus building promotes trust between all involved agencies.

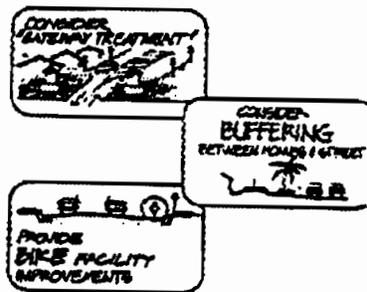
CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This technique, developed by CRSS, is known as "Programming", and assists the public to understand how their comments fit into a logical planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Uncovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The

process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.
2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.
3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting).

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

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Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is "to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to focus federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The exact roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeast-

ern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built, but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over \$12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a \$13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities

are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates \$10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a conceptor come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is conceived. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving or maintaining the system may affect the concept.

continued

We're here to help...

Please contact us with your comments, concerns, or questions

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US Route 6 SRA Study Schedule

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Panel No. 2						△

 **Completed**
  **Target dates**

Chicago Area Transportation Study

Mr. Eugene Ryan
 Deputy Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

US Route 6/ Illinois Route 7

Issue 4
May/June 1993

Panel Meeting No. 2 to Discuss Route Alternatives

The SRA study team is interested in public input and believes the characteristics of successful public participation are early involvement, inclusiveness, and clear, accurate information. Early participation by representatives of all areas along the corridor allows panel members to have a hand in planning for the future of the corridor while the decisions are being evaluated. The appropriateness of panel participation is to be measured by how inclusive the process is; whether it involves the relevant participants and reflects the communities and corridor for which the plans in question are developed. Panelists are to bring their constituents' ideas and concerns to the panel meeting.

The Federal Highway Administration guidance on participation in transportation planning, written in 1978, remains apt today:

"If too much time elapses between the beginning of the [planning] process and the beginning of public involvement, several problems may develop: it may be difficult to still be flexible, rumors may have spread misinformation, local leaders may feel ignored and become distrusting. Early involvement saves time and agony for the planner."

Even when the final outcome is controversial, corridor wide participation helps prevent dissatisfaction, legal challenge, and stalemate.

The SRA public involvement procedures are intended to afford opportunity for effective participation. The three panel meetings and public hearing held along the corridor, help to insure participation and input from public agencies and private organizations, as well as individuals.

Panel Meeting No. 2 is an informational meeting which will discuss alternatives developed since the first meeting. It will include an informal discussion, a formalized presentation, a group question and answer period, and, if questions still remain, additional informal discussion. The Department of Transportation encourages panelists to put their comments in writing, if possible. However, study team representatives present at the Panel Meeting will properly note all non-writ-

Panel Meeting No. 2-- West
Time: 2:00 P.M.
Date: Wednesday, June 16, 1993
Location: Lockport City Hall
(2nd floor board room)
Ninth and Hamilton Sts.
Lockport, Illinois

Panel Meeting No. 2-- East
Time: 10:00 A.M.
Date: Thursday, June 10, 1993
Location: Tinley Park Village Hall
16250 S. Oak Park Ave.
Tinley Park, Illinois

ten comments and document them on a "wall of cards". These are then recorded in the Meeting Minutes and entered in the project file.

Panel Meetings provide an opportunity to assemble a group of key individuals, familiar with a particular SRA route. The meeting will allow panel members and the study team to:

- confirm the existing issues or problems along the arterial corridor,
- understand some of the factors involved in planning arterial improvements,
- review work to date and understand future tasks to complete,

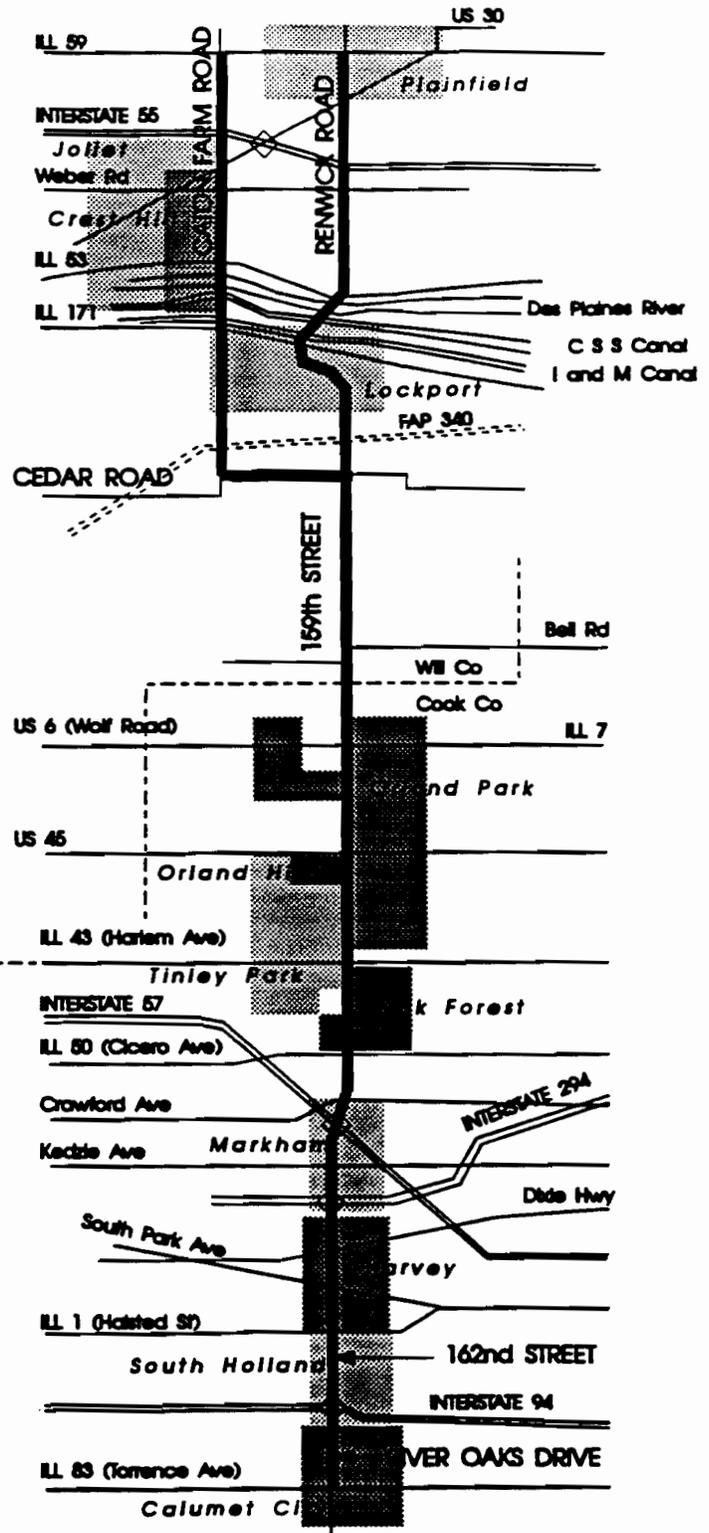
- listen to additional ideas for the future vision of the arterial corridor,
- discuss the conceptual improvement alternatives under consideration,
- reach consensus on conceptual improvement ideas.

This process attempts to assure that possible economic, social, and environmental effects of recommended improvements will be fully considered in the development of corridor proposals. Decisions which are in the best overall public interest providing for safe, economic, and efficient transportation with minimal adverse effects will result from a process that is open and receives input from involved panelists.

The first Panel Meetings were held at the beginning of the US Route 6 corridor study. At that time, general issues affecting the corridor and desirable designs for the suburban SRA system were presented and discussed. Since that meeting, CRSS has collected additional information, conducted field reviews, developed and evaluated several alternatives to prepare a preliminary concept for the corridor. The second Panel Meetings represent important opportunities to discuss these findings and the preliminary concept for the US Route 6 corridor.

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- o Renwick Road from ILL 59 to ILL 53
- o Illinois Route 7 / 159th Street from ILL 53 to Wolf Road
- o US Route 6 / 159th Street / 162nd Street from Wolf Road to Torrence Ave
- o Catan Farm Road from ILL 59 to Des Plaines River
- o Bruce Road from Des Plaines River to Cedar Road
- o Cedar Road from Bruce Road to 159th Street / Illinois Route 7

US Route 6/Illinois Route 7 Preliminary Concept Summary

The US 6 SRA Route (including Illinois 7/Renwick Road and Caton Farm Road/Bruce Road options) is an east-west arterial connecting Will and Cook Counties as well as connecting the I-57, I-294, and I-94/ I-394 roadways. Renwick Road/Illinois 7/US 6 (159th Street) extends from Illinois 59 to Illinois 83 (Torrence Avenue). The Caton Farm Road/Bruce Road alternative runs from Illinois 59 to Cedar Road, then connects to Illinois 7 via Cedar Road.

The Strategic Regional Arterial (SRA) Design Concept Report has identified objectives for the SRA system and desirable design features for three classes of SRA facilities. This corridor is classified as a suburban SRA that recognizes its setting and function as a facility serving mostly suburban type development. The objective of the SRA plan is to propose consistent design features that enhance through traffic movement and improve its utilization as a high quality arterial that provides important links to other elements of the regional transportation system.

A key issue in this corridor is the selection of the preferred SRA route. Comparisons were made of the Illinois 7/Renwick Road and Caton Farm Road/Bruce Road alternatives. The impacts caused by the Illinois 7/Renwick Road alternative through Lockport, as well as the benefits of a new river crossing located along Caton Farm Road/Bruce Road between Joliet and Lockport, were considered key issues in the analysis. The Caton Farm Road/Bruce Road alternative was chosen as the preliminary SRA route recommendation. However, both alternatives will be discussed at the next Panel Meeting where a final recommendation will be developed.

Three connector routes were studied to link Caton Farm Road/Bruce Road with Illinois 7/Renwick Road. These were Cedar Road, Wolf Road, and US 45. Selecting Cedar Road, the farthest west connection, minimizes ROW takes and impacts to both forest preserve land and historic structures along Caton Farm Road/Bruce Road. In addition, this route places the SRA route back on Illinois 7/Renwick Road west of the Bell Road

SRA and allows these two SRA routes to be linked. Therefore, Cedar Road will be the SRA connector if the Caton Farm Road/Bruce Road alternative is selected as the recommended SRA route.

If Caton Farm Road/Bruce Road is selected, a 4 lane spur between Cedar Road and the future interchange of FAP 340 at Illinois 7 is recommended. This would connect the SRA route and the FAP 340 roadway and provide an important link in the SRA network.

The characteristics of the existing roadway and the type of facility required to accommodate future needs varies along the route. The Summary of Preliminary Concept exhibits in this newsletter illustrate the preliminary concepts for lane, median and parking characteristics of the twelve segments in this corridor. To meet the projected future needs, the preliminary SRA recommendations have been tailored to balance the SRA design standards with existing conditions, constraints and local concerns.

Based on similar existing conditions and preliminary recommendations, the corridor has been grouped into six segment groups. These will be discussed starting on-the west at Illinois 59 and progressing east to Illinois 83 (Torrence Avenue).

The type and intensity of current and projected development on the Caton Farm Road/Bruce Road and the Illinois 7/Renwick Road alternatives from Illinois 59 to Bell Road do not require the full suburban cross section. Therefore, 4 lanes in a 100' ROW is recommended. A new river crossing and a minor relocation of Bruce Road will be provided in the Caton Farm Road/Bruce Road alternative. The Illinois 7/Renwick Road alternative would require an alternate alignment along Thornton Street in Lockport and a new structure at the Des Plaines River basin.

Bell Road, another SRA, is an appropriate location for the roadway section to change from 4 to 6 lanes. Denser development and wider setbacks exist from Bell Road to Illinois 50 hence the suburban SRA standard, 120' ROW with 6

lanes, is recommended. Some ROW will be required to provide the recommended section, but widening will be asymmetrical to reduce impacts to adjacent development.

Two alternatives are proposed for the area between Illinois 50 and I-57. Alternative A calls for 6 lanes in a 120' ROW while alternative B recommends a 100' ROW with 4 lanes. A 100' ROW exists throughout most of the segment except around Crawford Avenue, where it is 80'. Issues related to obtaining ROW along the Forest Preserve will determine exactly where the number of lanes changes.

The development between I-57 and Western Avenue has narrow setbacks and would be severely impacted by ROW acquisition. Therefore, the recommendation is to maintain the existing 80' to 100' ROW and provide 4 lanes. To provide a parkway with sidewalks, the median is reduced from the standard 18' raised median to a 14' flush median.

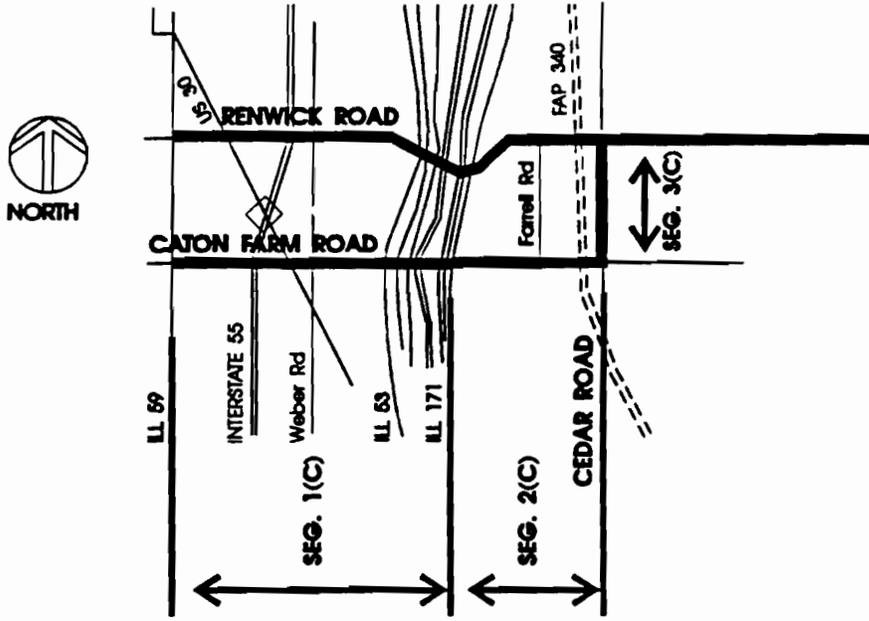
In the area between Western Avenue and I-94, a 100' ROW with 4 lanes is recommended. Some additional ROW is required, but less residential and commercial impact will occur because setbacks are wider than those in the previous area.

A 6 lane section in a 120' ROW would be provided from I-94 to Illinois 83 (Torrence Avenue) due to greater travel demand and less anticipated difficulty in obtaining the needed ROW along the south side of the roadway, opposite the Sand Ridge Nature Center.

Taken together, the recommended concepts in each segment would upgrade the level of service offered throughout the SRA corridor. These improvements would integrate the route into the SRA network and provide design consistency throughout the SRA system.

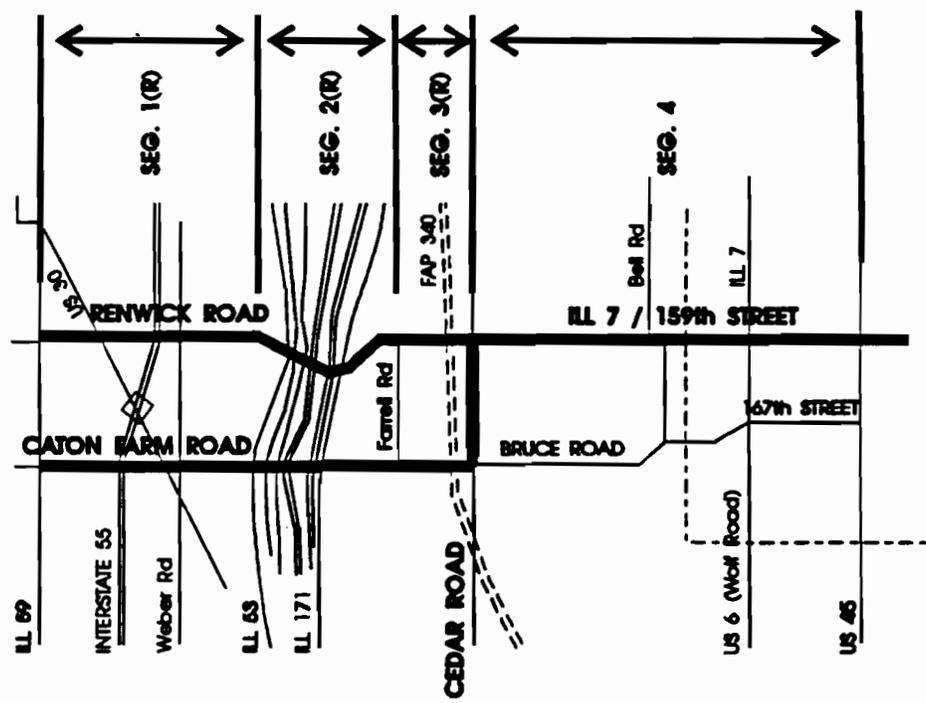
The preliminary concept for the corridor will be discussed at the Panel 2 meetings where local input will aid in the further development of the concept. Please note the time and location of the Panel 2 meetings listed on the front page of the newsletter.

SUMMARY OF PRELIMINARY CONCEPT Caton Farm Road Alternative



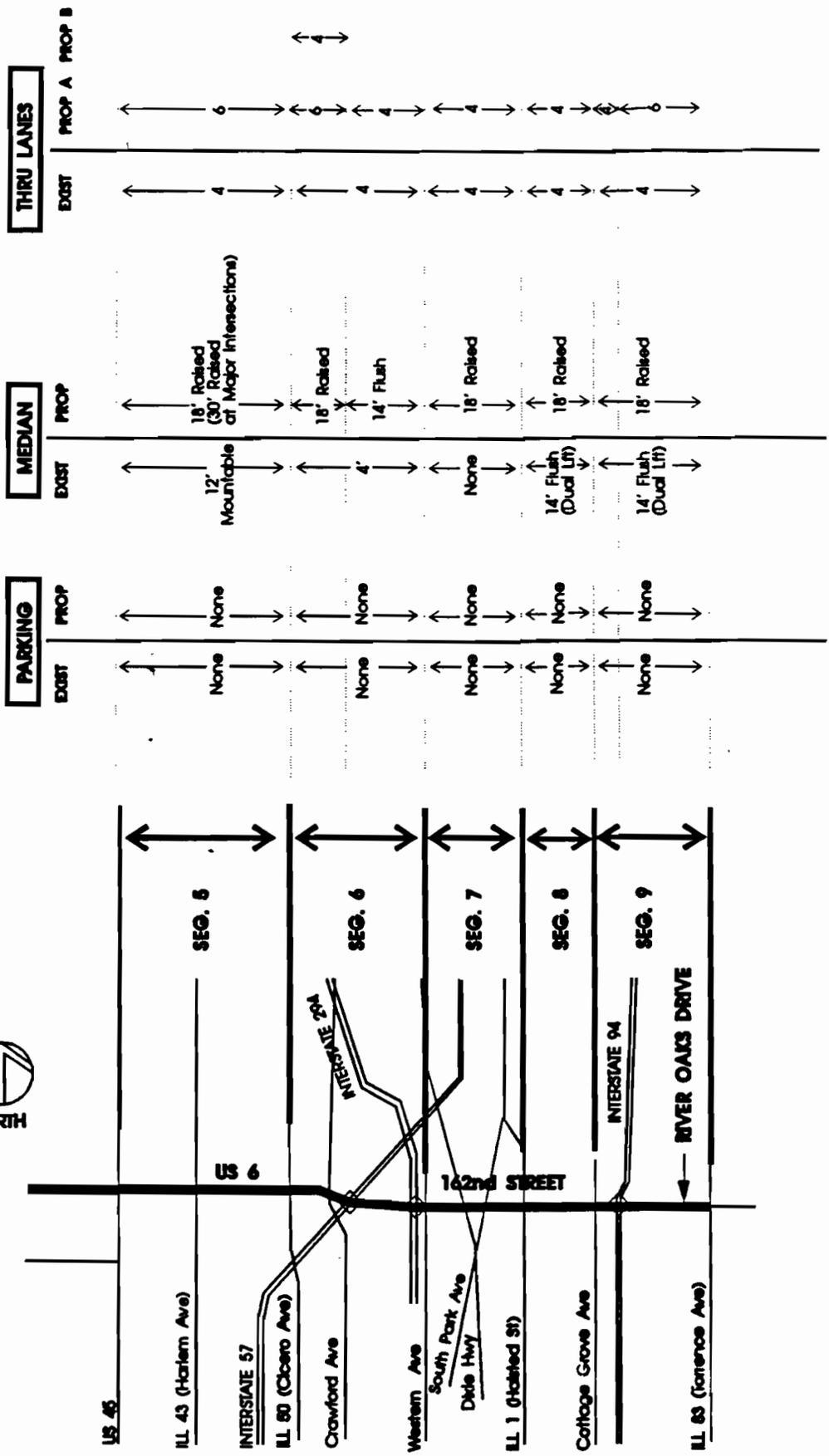
PARKING		MEDIAN		THRU LANES	
EXIST	PROP	EXIST	PROP	EXIST	PROP
None	None	None	18' Raised	2	4
None	None	None	18' Raised	2	4
None	None	None	18' Raised	2	4

SUMMARY OF PRELIMINARY CONCEPT Renwick Road Alternative



	PARKING		MEDIAN		THRU LANES	
	EXIST	PROP	EXIST	PROP	EXIST	PROP
SEG. 1(R)	None	None	None	18' Raised	2	4
SEG. 2(R)	Some in Lockport	None	None	18' Raised	2	4
SEG. 3(R)	None	None	None	18' Raised	2	4
SEG. 4	None	None	None	18' Raised	2	4
US 6 (Wolf Road)	None	None	None	None	2	6
US 45	None	None	None	None	2	6

SUMMARY OF PRELIMINARY CONCEPT



PARKING

EXIST	PROP
None	None

MEDIAN

EXIST	PROP
12' Mountable	18' Raised (30' Raised at Major Intersections)
4'	18' Raised
None	14' Flush
None	18' Raised
14' Flush (Dual Lf)	18' Raised
14' Flush (Dual Lf)	18' Raised

THRU LANES

EXIST	PROP A	PROP B
4	6	6
4	4	4
4	4	4
4	4	4
4	4	4
4	4	4

← 4 →

Q & A

Q. What are the planning requirements in "ISTEA"?

A. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs), in this case, C.A.T.S. to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment" at several junctures in the transportation planning process. In addition, Governors are

directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.

Q. What is a TIP?

A. The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit opera-

tors, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.

Environmental Impacts Assessed

by Joseph Bement, CRSS

Within this Pre-phase I study it is important to research and identify environmental features along each of the SRA corridors which may potentially be affected by improvements to the routes. Identification of environmentally sensitive characteristics was imperative in order to determine potential negative impacts. This list of environmental features will be used in a Phase I study where they will be verified and examined with respect to a given roadway design. It is in this phase that Environmental Assessments and Environmental Impact Statements will be performed, if they are required.

While each route varies in terms of overall environmental characteristics, each corridor was examined using several resources, including:

- Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) in the form of Flood Boundary and Floodway Maps and Flood Insurance Rate Maps.
- Local land use plans, United States Geological Survey Maps, National Wetland Inventory Maps, and the Lake County Advanced Identification of Wetland Study were used in the identification of wetlands and bodies of water.
- The Illinois Department of Conservation (IDOC), the Division of Natural

Heritage, and the Illinois Department of Transportation (IDOT) provided lists of Illinois threatened or endangered species and natural areas along each SRA corridor.

- Prime farmland maps were obtained from the Department of Conservation of each county.
- Historic structures, landmarks, districts, and bridges were located from the National Register of Historic Places, Illinois Register of Historic Places, Illinois Inventory of Historic Structures, Illinois Inventory of Historic Landmarks, Historic Bridges of Illinois List, IDOT, county historical societies, field inspections, and local agency input.
- The Illinois Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) list provided information about sites along the corridors that have reportedly accepted hazardous waste or possess a record of accidental or illegal spills or disposal. Leaking Underground Storage Tank (LUST) Sites were identified with LUST Inventory Reports.
- The analysis of environmentally sensitive land uses included residential housing, schools, churches, cemeteries, parks, forest preserves, industrial developments, commercial buildings, hospitals, and recreational facilities. The

impacts of SRA improvements on these land uses with regard to air and noise quality may require further examination in the Phase I study.

After the initial concept was developed for each route by the SRA corridor manager, the environmental staff of planners and engineers reviewed the proposed improvements with regard to its potential impact upon the surrounding environmental features. While it is difficult to eliminate all potential effects of increased pavement widths, grade crossings, and intersection modifications, the information gathered was used to determine ways to modify the concept to minimize its impacts. For example, in an area with adjacent wetlands along the route, required land acquisition may be proposed for the other side of the roadway. In other environmentally sensitive areas, reduced median widths or landscaped medians with native prairie plants and seeding can be proposed. Mitigation of wetlands or other features may be required in roadway segments with constraints on both sides of the route.

Overall, the list of adjacent environmental features enabled the SRA corridor manager and environmental staff to develop a proposed concept that will improve the SRA network, identify important resources, and maintain the surrounding environmental characteristics.

We're here to help...

Please contact us with your comments, concerns, or questions

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US Route 6 SRA Study Schedule

Task	May	June	July	Aug.	Sept.
Revise Concept	▲				
Panel No. 2		△			
Draft Report				△	
Panel No. 3					△

▲ Completed △ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
Deputy Director
100 West Adams Street
Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

US Route 6/ Illinois Route 7

Issue 5
September 1993



Panel Meeting No. 2 Provides Direction for Further Study and Concept Development

The Panel 2 discussions for the US Route 6/Illinois Route 7 corridor and Caton Farm Road/Bruce Road alternate were conducted at two meetings in mid-June. The consulting team, led by Meridian Engineers and Planners, presented the preliminary recommendations for the Strategic Regional Arterial (see May/June Spotlight) to the panel members and to county, city, and village representatives as well as interested parties along the routes. Corridor issues and opportunities were discussed amongst the panel with the intent of gathering input prior to developing route recommendations and developing a draft report. During and after a segment by segment explanation of the route and preliminary recommendations, several major issues and questions were discussed.

Throughout the corridor there are noticeable constraints because of wetlands,

land use, and buildings on both sides of the right-of-way. In several areas, the original suburban concept cross section, with a 120 right-of-way, was reduced to an 80 to 100 ft. cross section which provides two through lanes in each direction and a narrower median and parkway.

The question was asked if both Renwick Road (US 6) and Caton Farm Road could be SRA routes. There are specific spacing requirements for SRA routes; five miles between routes in suburban areas and eight miles in rural areas. Therefore, both cannot be Strategic Regional Arterials. In addition, the development of the area does not have the need for two strategic arterials only two miles apart.

On the west end of the route, a decision was needed on whether to follow the Illinois Route 7/Renwick Road alignment or an alignment two miles south along Bruce and Caton Farm Roads. The West

Panel generally agreed with the recommendation to use the southern alignment. However, a desire to maintain the SRA designation on Renwick Road from Weber Road to Illinois Route 59 was expressed. The final location of the western terminus and routing will be studied further based on Panel input.

Three alternatives to connect Illinois Route 7 with Bruce Road were studied; Cedar Road was favored over US Route 45 and Wolf Road. Gouger Road was also discussed as a north-south alternative connection and will be evaluated prior to Panel 3.

Panel 2, cont., pg. 2

* * * * *
Attendees included representatives of Will County, Homer Township, Plainfield, Lockport, Tinley Park, Orland Hills, Orland Park, and Oak Forest. If you or your agency have comments or wish to supply more information to the study team, please contact the appropriate panel coordinator listed on the back of this newsletter.

* * * * *

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Panel Meeting No. 2 Provides Direction.....	1
Municipal Data Requested	2
SRA Public Transit Considerations	3
Terms to Know	3



Panel Meeting No. 2..., cont. from pg. 1

Concern was shown for the Homer Community School (Luther Schilling School) on Cedar Road if 10 to 17 ft. of right-of-way is taken for the recommended cross section. However, the school is sufficiently set back on the property so no major problems are anticipated. An adequate pedestrian crossing at the school would be provided.

It was stated that a bridge is being developed at Bruce Road and Meader, east of Cedar Road. Since the SRA designation will not extend that far east, the bridge will not need to be upgraded to accommodate additional traffic.

A question was raised asking why Caton Farm/Bruce Road was chosen as an alternate.

Impacts on historic Lockport made avoiding Illinois Route 7 a goal. Also, with either route, a new bridge would need to be built over the Des Plaines River. A new bridge will be better placed on Caton Farm Road to serve Joliet, and the area network as well.

At the east panel meeting it was asked if 167th Street could be considered as an alternate corridor. Meridian pointed out that there are no advantages to going further east on the alternate and that there are many environmental constraints in that area. Also, by choosing Cedar Road as the link between Caton Farm Road and Renwick Road, this SRA route intersects the Bell Road SRA, one of several reasons Cedar Road is favored.

It was suggested that perhaps Wolf Road requires double left turn lanes rather than 108th Avenue, as recommended. Projected traffic volumes indicate double lefts are appropriate at 108th Avenue. However, after re-evaluation, Wolf Road may require the

same treatment. These issues will be reviewed as part of the draft report.

Orland Park has considerable concerns about the recommended barrier median. Many businesses are accustomed to direct access across the medians and the loss of that access will affect their activity.

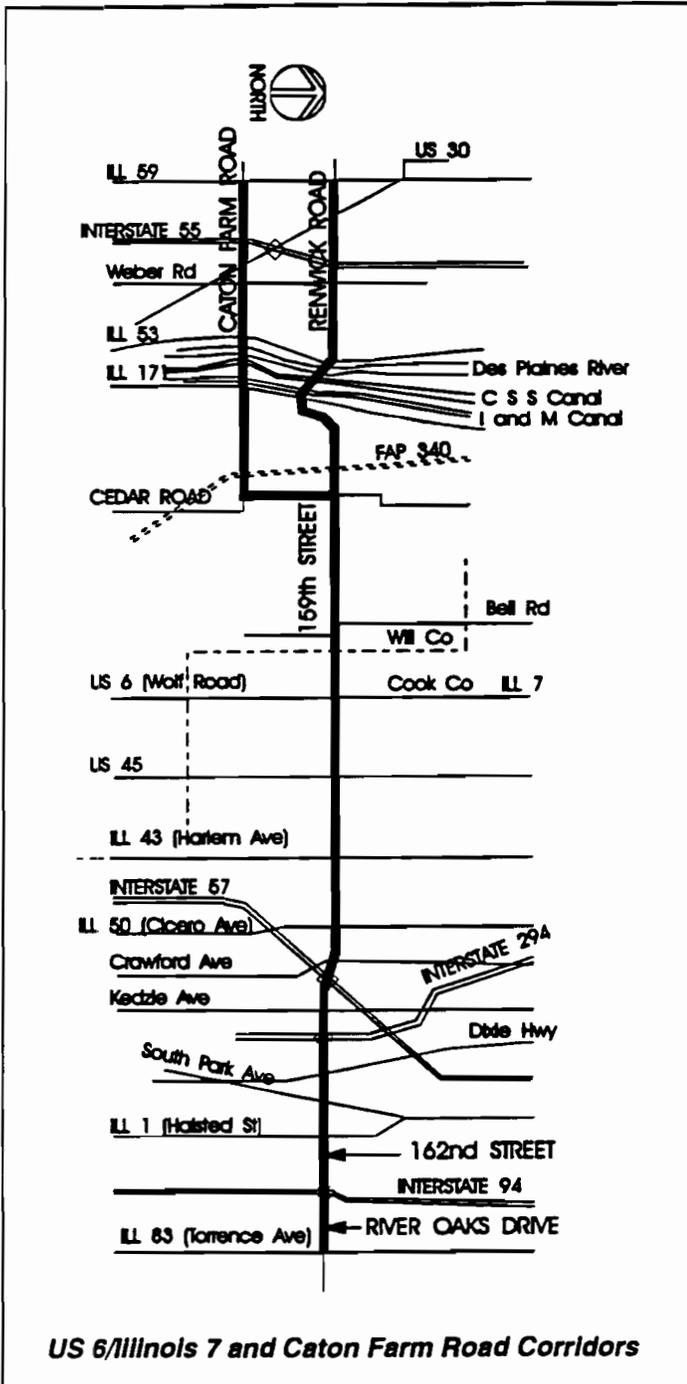
Between Central Avenue and Cicero Avenue, the businesses would have severe impacts if right-of-way is taken. For this reason, a four lane alternative was developed for this area in the existing right-of-way. However, intersections may still need expanded right-of-way.

South Holland showed concern regarding barrier medians and reduced access. The resulting limitations will affect emergency access and commercial vitality. As in Orland Park, the businesses do not want raised medians, especially because of the redevelopment that is taking place. (Evaluation which followed Panel 2 has resulted in a flush median now being recommended throughout South Holland.)

Also regarding medians, it was asked if U-turns will be allowed through the median cuts. Where considered necessary, U-turns will be permitted and signs would be posted. Provisions will be made to accommodate trucks on any U-turns.

It was asked if all the signals along the 159th Street corridor will be computerized. It has been recommended that SRA signals be interconnected, which is controlled by computer to promote better timing, safety, and vehicle utilization.

Meridian staff, IDOT, and CATS thanked all those who attended. The input was considered very valuable in further developing concepts for the corridor. Knowing the thoughts, suggestions, and especially concerns of those most affected along this route will help shape locally based recommendations for the US Route 6/Illinois Route 7 SRA.



US 6/Illinois 7 and Caton Farm Road Corridors

SRA Public Transit Considerations

by Paul Byrne, EJM Engineering, P.C. and Joanne Schroeder, Vlecides-Schroeder Associates, Inc.

The success of today's transportation network 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. In addition, public transit adds to the passenger carrying capacity of the arterial system. The balance of providing a well planned and integrated public transit system will help ensure mobility in future years. Public transit improvements can be accomplished through several transit considerations including signing, passenger facilities, bus-related improvements, pedestrian grade separations, actuated traffic signals, HOV lanes, and parking facilities. Following is a detailed description of each consideration:

Signing— Transit facilities should be easy to find for the potential transit user. All rail stations should be clearly marked with signs to aid potential transit users and directional signs to the station should be installed on the SRA.

Passenger Facilities— These are waiting areas equipped with shelters, heat, light, and seating where a multitude of transit operations intersect. Passengers use these waiting areas for transfers between buses or other modes of travel. Walkways should be constructed to connect these facilities to local businesses, shopping areas, residences, and bus stops.

Bus-Related Improvements— Different types of facilities may be appropriate for bus stops between urban, suburban, and rural bus service. Turnouts are recommended only in suburban and rural areas. Frequency of bus stops should be approximately one stop per block in urban areas, one stop per half mile (preferably at intersecting bus routes and at significant development) in suburban areas, and one stop per two to five miles (as public-private cooperative ventures at activity centers) in rural areas. The shoulder can be used as a turnout in rural areas. Near-side and far-side bus stops should be coordinated to minimize distance between intersecting services. Bus stops should be removed when conflicting with designated turning lanes. Parking restrictions provide additional space for buses and help facilitate bus movement. In addition, signal preemption should be installed for buses to provide higher volumes of bus service, quickly and conveniently.

Pedestrian Grade Separations— These crosswalk bridges and tunnels should be considered where transit stations are located across major streets from parking facilities, commercial areas, or public buildings. These facilities should be designed with a clear, unobstructed passage as well as light. This would improve safety and convenience for the pedestrians.

Actuated Traffic Signals— Incorporating traffic signals with phasing and timings that are responsive to the varying levels of traffic during the day will make transit stations more accessible and reduce delays. Left turn signals and lanes will help increase access to transit stations.

HOV Lanes— On certain SRA routes, HOV lanes are designated lanes for high occupancy vehicles which include vanpools, carpools, buses, and other vehicles with multiple passengers. In urban and suburban areas, if the roadway occupies at least three lane in each direction, then one lane can be designated as an HOV lane, or parking eliminations can be established to designate a curbside HOV lane.

Parking Facilities— Parking facilities at rail stations are under investigation for expansion where parking demand is at capacity. Preferential treatment for HOV users at transit stations and corporate campuses can be implemented. Provisions should be made to establish secure bicycle parking facilities, preferably with covered shelters, at rail stations and park-and-ride facilities. Also, locations for park-and-ride facilities are being identified at major express bus stops and at intersecting SRA's.

Terms to Know

Bikeway - A facility intended to accommodate bicycle travel for recreation or commuter purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Paratransit - Alternatively known as special transportation when applied to social service systems. Applies to a variety of smaller, often flexibly-scheduled and routed non-profit oriented transportation services using low capacity vehicles,

such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Fixed-Route - Term applied to transit service which is regularly scheduled, operating over a set route. Usually refers to bus service.

Dial-a-Ride - Term for demand-responsive systems usually delivering door-to-door service to clients who make requests by telephone on

an as-needed reservation, or subscription basis.

Shuttle - Usually a service provided with a 20-or-less passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis. Shuttles can provide feeder service to main transit routes, or operate in a point-to-point or circular fashion.

Transit Dependent - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

We're here to help...

Please contact us with your comments, concerns, or questions

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Produced by Meridian Engineers and
 Planners, Inc., formerly
 CRSS of Illinois, Inc.,
 for the
 Illinois Department of Transportation

The change from CRSS to Meridian is a
 corporation change which maintains the
 Chicago office, original staff, their IDOT
 experience, and previous team and
 management practices.

US Route 6 SRA Study Schedule

Task	June	July-Sept.	Oct.	Nov.	Dec.	Jan.
Panel No. 2	▲					
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

▲ Completed △ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
 Associate Executive Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 6

US Route 6/Illinois Route 7/Caton Farm Rd.

May 1994

Panel Meeting No. 3 to Discuss Development of Draft Plan

During the past two years this Strategic Regional Arterial (SRA) Route has been examined as part of a network of arterials designed to supplement the expressway system. As we approach the final stages of our pre-phase 1 study, the draft report has been prepared and includes specific recommendations. These recommendations will be discussed at the US Route 6/Illinois Route 7/Caton Farm Road corridor third advisory panel meeting. The US Route 6/Illinois Route 7/Caton Farm Road corridor has been evaluated by five disciplines examining the need for improvements to roadway, transit, and traffic control/intersection configuration. Further into this newsletter is a summary of some of the recommendations included in the draft report.

Panelists are encouraged to provide input to the corridor recommendations at Panel Meeting No. 3. This is the last of the three panel meetings to be held during the corridor study. At this meeting, panelists can provide input to specific recommendations prior to the public hearing.

Public Hearing Information

West Public Hearing

Date: Tuesday, May 31, 1994

Time: 3:00 PM to 8:00 PM

Location:

Lockport Township High School
East Campus-Cafeteria
1333 East Seventh Street
Lockport, Illinois

East Public Hearing

Date: Monday, June 6, 1994

Time: 3:00 PM to 8:00 PM

Location:

Arbor Park Middle School
Cafeteria
15900 Oak Avenue
Oak Forest, Illinois

Public Hearing to Display and Discuss Draft Plan

The US Route 6/Illinois Route 7/Caton Farm Road Public Hearings will be held a few weeks after the panel meetings. The hearings will be held in an open house format, with IDOT, CATS and Meridian staff available to discuss the recommendations, answer questions and receive comments. Aerial photography showing recommended improvements will be on display. A slide

presentation consisting of the SRA overview plan and corridor-related objectives will be presented. A court reporter will be available to document the public's comments. Written statements can also be made at the public hearings and will be accepted up to 30 days after the public hearing.

Access Management

Obtaining and maintaining a smooth flow of traffic is a key to the Strategic Regional Arterial Study. Managing access is an important technique that helps improve through traffic movement and reduces conflicts. This is accomplished by constructing medians in the center of the roadway, reducing access points at side street and driveway intersections, or using sign restrictions to limit movements.

In This Issue...	
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Public Hearing to Display Draft Plan	1
Access Management	1
Reducing and Improving Access	2
SRA Right-of-Way Needs	3

The SRA Routes serve regional and local traffic movements which sometimes conflict with one another. High numbers of access points and multiple movements necessary for local trips restrict the flow of through traffic and increase accident potential.

The Median as a Tool for Access Management

The three SRA route types; urban, suburban and rural; each has different needs when dealing with access management, but one tool that can be utilized with all three route types is the median. The median is the area of the roadway that separates traffic traveling in opposite directions. The goal of specific median treatments utilized on differing SRA route types will be discussed later. Medians serve three basic purposes:

- Provide separation between oncoming traffic
- Prevent left turning vehicles from conflicting with through traffic
- Channel left turning vehicles to preferred locations

There are many advantages to providing a separate left turn lane in the median. Capacity is increased because the through lanes are not blocked by left-turning traffic and the likelihood of rear-end accidents is reduced because through traffic no longer has to brake for vehicles turning left from a through lane.

Median Treatment vs. SRA Route Type

As mentioned earlier, the median is a successful tool for access management on all types of SRA routes. However, the median treatment varies depending on the type of route.

The typical urban SRA corridor is located within a constrained right-of-way where existing building setbacks may prohibit the use of a median. Where setbacks permit, a flush median is typically recommended. A flush median is a painted center lane (usually 14 ft. wide) intended to provide storage for vehicles turning left in either direction. Flush medians are generally implemented where there is a large concentration of commercial or residential access points. Where left turn access is not needed a flush median is useful in preventing accidents which result from oncoming traffic drifting into the opposing through lanes.

The typical suburban SRA corridor may or may not have an existing median. Where neighboring commercial parcels are able to share an access point onto an SRA, a raised median is both feasible and desirable. In areas where a raised median may adversely affect access to the existing land uses, a flush median can be utilized. A raised median is usually 4 ft. to 18 ft. wide, has a 6 in. high curb and can be landscaped. Raised medians are in-

tended to direct traffic (channelize) to specific turning points and should be implemented where conflicts occur between turning vehicles in opposite directions or where cross traffic interferes with the SRA operations. Breaks in the median, which allow for left turns, are generally limited to 1/4 mile intervals. Raised medians are a more effective safety device than flush medians because they provide a physical barrier between traffic traveling in opposite directions.

The function of the median in a rural SRA corridor is similar to that in a suburban SRA corridor. The median is generally wider (up to 46 ft.) and is typically grass with no curb. Breaks in the median would be provided at no less than 1/4 mile spacing. These median breaks could be utilized for left turns or U-turns where appropriate.

Reducing and Improving Access Points

Access management, when applied to entering/exiting traffic, can greatly enhance traffic flow and safety along the corridor, especially in the right lane of through traffic, where most turbulence with the entering/exiting traffic occurs. In congested areas, where driveways and side streets are common, several techniques can be implemented to reduce access points. Each alternative is dependent on local cir-

cumstances. The following is a list of techniques:

1. Realignment of side streets
2. Consolidation of driveways
3. Frontage roads
4. Right-in/right-out restrictions
5. Cul-de-sacs

1) Where intersection complications are the result of offset or multi-leg intersections, then **realignment** may be necessary. Sometimes, good access management can be achieved if access is relocated rather than eliminated. This technique has the least negative impact on cross-street mobility.

2) A **consolidated driveway** is an effective access management technique where shopping centers and large parking lots are adjacent to the SRA. Traffic should be channeled through the parking lot to designated driveways. A consolidated driveway reduces the number of access points to the SRA.

3). Where right-of-way is available, **frontage roads** may be developed parallel to the SRA. Frontage roads present an access management alternative useful for side streets and driveways in residential areas and for driveways in commercial areas. Frontage roads are also useful in undeveloped areas where sufficient of right-of-way is still available. Easy access from the frontage road to the SRA can be ac-

complished through the use of signalized intersections.

4). In areas where a raised median is recommended, minimum spacing for median breaks (typically 1/4 mile) is specified. The application of a raised median creates a **right-in/right-out only restriction** at locations where median breaks are not provided.

5). Where intersection complications necessitate the total restriction of access, then a **cul-de-sac** should be installed. Where a cul-de-sac eliminates access at a location, access to the SRA will be maintained through another facility or location. A cul-de-sac may be favorable in a residential area where residents would prefer privacy and less traffic.

SRA Right-of-Way Needs

Because the US Route 6/Illinois Route 7/Caton Farm Road corridor has been chosen as a Strategic Regional Arterial, various roadway modifications may be warranted as traffic volumes increase and adequate budget funding is identified. Therefore, adequate right-of-way should be reserved as soon as possible, so future development will not conflict with the SRA needs.

Right-of-way will not be obtainable from all adjacent land users. Understandably, sensitive areas will be dealt with carefully. Federal laws exist which protect forest preserve and other public

recreation lands. Also, any wetland acquisition requires minimization and mitigation. Right-of-way acquisition in commercial and industrial areas can cause economic impacts to local businesses. Residential acquisition can have recognizable impacts as well. Care and consideration will be planned to minimize negative repercussions and to avoid serious impacts. The detailed evaluation for minimizing right-of-way acquisition and mitigation of impacts will take place during Phase I Studies.

However, at the SRA Study level, in order to minimize impacts to neighboring land uses, proposed cross-section widths originally recommended in the Design Concept Report have been reduced in many areas. This will still enable the recommendation of an appropriate cross-section but will have less of an impact on neighboring parcels due to a narrower proposed right-of-way width.

Our Appreciation

We would like to thank you for your participation and involvement at the previous panel meetings and we encourage you to attend the public hearing.

We're here to help...

Please contact us with your comments, concerns, or questions

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IIS Route 6 SRA Study Schedule

Task	April	May	June	July
Draft Report	▲			
Panel No.3		△		
Public Hearing			△	
Final Report				△

▲ Completed △ Target Dates

Chicago Area Transportation Study

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Exhibit 5.5

Summary of Documented Public Comments

**Summary of Public Hearing Stenographic Report
and Written Comments
US Route 6/Illinois Route 7 and Caton Farm Road/Bruce Road
Lockport Township High School, East Campus
May 31, 1994 between 3 PM and 8 PM**

New East-West Arterial/New High Level Bridge Issues

Need a high level bridge.

New bridge will improve traffic conditions on Illinois Route 7 and will significantly improve emergency vehicle response times.

Caton Farm Road/Bruce Road provides a much needed additional East-West corridor.

East-West access would be improved over the Des Plaines River by a Caton Farm Road/Bruce Road bridge especially since the loss of the Division Street bridge.

The railroad track which goes to the gravel pit, the one at a higher elevation, could be placed at the same grade as the lower tracks. This would lower the track elevation by five feet so a proposed bridge would not have to be raised to clear the higher set of tracks.

Plans for a bridge between Caton Farm Road and Bruce Road should be sped up to alleviate excessive heavy traffic on 9th Street bridge in Lockport. This bridge is overloaded for traffic at the present time. If something should happen to the 9th Street bridge people would not have fire protection and possibly lose access to hospitals.

If the 9th Street bridge comes down, people will have to travel to Joliet to cross the canal to get east of Joliet and Lockport.

The entire community, not only Lockport, needs a high level bridge for East-West travel.

A lot of problems in the next 10 to 20 years could be minimized if a high level bridge is installed between Caton Farm Road and Bruce Road.

Lockport Congestion Issues

Lockport and the High Level bridge are very congested.

The key to Lockport's success and relieving the horrendous traffic on the current High Level bridge is construction of a new bridge.

It is more difficult to get in and out of Lockport than it is to travel on I-55 and I-80 and other routes that are currently under construction. Construction is temporary but getting in and out of Lockport is an everyday problem.

I-355 Interchange Issues

Coordinate I-355 interchange with ISTHA. A toll plaza proposed near Bruce Road may affect an interchange.

It seems like backwards planning to not plan an interchange at Bruce Road because most traffic should go across Bruce Road or Caton Farm Road to I-355. This would be better than the US Route 6 interchange currently being planned.

People would like to see an interchange at I-355.

Right-of Way/Access Issues

Would like recommendations for right-of-way and access points west of Illinois Route 59.

80 feet of right-of-way may not be adequate for inclusion of future bike path which would connect Lamb Woods to Messenger Woods and Lockport Township Park District.

Access is requested from both directions on Bruce Road onto private lane located between Briggs Street and Farrell Road on north side of street.

Barrier median on 159th Street will cut off access to a proposed restaurant. Property will not be purchased if a barrier median is installed because customers will not be able to cross the barrier median to get to the restaurant which would hurt business.

US Route 30 Issues

Would like to see continued inclusion of US Route 30 linkage from Caton Farm Road to I-55.

Pedestrian Access Issues

Realigning Bruce Road will place it closer to Fairmont Grade School and Junior High. Students will have to cross a four lane highway to get to school.

**Summary of Public Hearing Stenographic Report
and Written Comments
US Route 6/Illinois Route 7
Arbor Park Middle School
June 6, 1994 between 3 PM and 8 PM**

Access Issues

Limiting access through the use of a barrier median will increase accidents and congestion.

This project will kill businesses, customers go to businesses because its convenient.

A barrier median is not wanted by the Village of Orland Hills or its businesses. It would hurt tax revenue which could mean increased taxes for residents of Orland Hills. Orland Hills would like a letter from the State saying no barrier median will be installed.

A commitment has been made to communities east of Orland Hills to not have barrier median, so Orland Hills expects the same considerations.

The City of Markham is satisfied that no additional barrier median will be placed within its city limits.

Markham is concerned about the number of cut ins (curb cuts) allowed for new development.

The Village of Tinley Park wants to assure access to business to the greatest extent possible. Additional barrier median should only be installed where critical to safety.

The Village of Orland Park does not support a barrier median east of LaGrange Road, but supports a barrier median west of LaGrange Road.

Installing a barrier median on 159th Street between Illinois Route 43 and US Route 45 is after the fact due to developed commercial properties already in-not good from standpoint of engineering, planning or businesses that own property along 159th Street.

A frontage road and barrier median could be implemented between US Route 45 and Wolf Road because property is farmland, not commercial.

Noise Issues

Increased road condition would increase noise along 159th Street west of the NIRC RR. Noise retainer walls should be studied further.

Windows cannot be left open in the summer due to noise from traffic on 159th Street; favor a noise barrier.

Congestion Issues

A traffic bottleneck exists at the viaduct east of Park Avenue. Westbound traffic backs up to Halsted Street and eastbound traffic backs up to Wood Street. Glad this viaduct is being given priority.

Safety Issues

Concern about children walking along 159th Street going to and from Arbor Park Middle School.

Misc. Issues

Happy no barrier median proposed in the vicinity of Laramie Avenue. Want to avoid long term construction which would affect business. Signal at Laramie Avenue helps traffic flow to business at corner of this intersection.

LIST OF DRAWINGS

Existing Conditions/Land Use/Environmental Aerials

Exhibit CATON - 01a:	Segment 1
02a:	Segment 1
03a:	Segment 1
04a:	Segment 1
05a:	Segment 1
06a:	Segment 1
07a:	Segment 2
08a:	Segment 1
US6 - 01a:	Segment 3
02a:	Segment 3
03a:	Segments 3, 4
04a:	Segment 4
05a:	Segment 4
06a:	Segment 4
07a:	Segments 4, 5
08a:	Segment 5
09a:	Segments 5, 6
10a:	Segments 6, 7
11a:	Segments 7, 8
12a:	Segments 8, 9
13a:	Segment 9

Proposed Improvement Aerials

Exhibit CATON - 01b:	Segment 1
02b:	Segment 1
03b:	Segment 1
04b:	Segment 1
05b:	Segment 1
06b:	Segment 1
07b:	Segment 2
08b:	Segment 1
US6 - 01b:	Segment 3
02b:	Segment 3
03b:	Segments 3, 4
04b:	Segment 4
05b:	Segment 4
06b:	Segment 4

Proposed Improvement Aerials (Cont.)

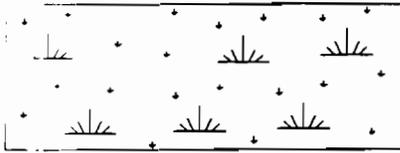
- 07b: Segments 4, 5**
- 08b: Segment 5**
- 09b: Segments 5, 6**
- 10b: Segments 6, 7**
- 11b: Segments 7, 8**
- 12b: Segments 8, 9**
- 13b: Segment 9**

Geometric Detail of Proposed Intersection Improvements

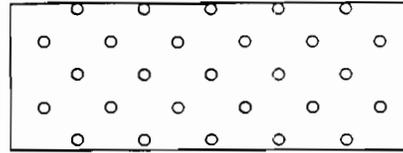
- Exhibit ID - 1 - 1: Caton Farm Road at Illinois Route 59**
1 - 2: Caton Farm Road at Interstate 55
(west access ramps)
1 - 3: Caton Farm Road at Interstate 55
(east access ramps)
1 - 4: Caton Farm Road at Essington Road
1 - 5: Caton Farm Road at US Route 30/Plainfield Road
1 - 6: Caton Farm Road at Weber Road
1 - 7: Caton Farm Road at Illinois Routes 53/7
1 - 8: Bruce Road at Illinois Route 171/Collins Street
1 - 9: Bruce Road at Cedar Road
3 - 1: Cedar Road at Illinois Route 7
4 - 1: Illinois Route 7/159th Street at Bell Road
4 - 2: US Route 6 at Wolf Road
4 - 3: US Route 6 at 108th Avenue
4 - 4: US Route 6 at US Route 45/96th Avenue
4 - 5: US Route 6 at Illinois Route 43/Harlem Avenue
5 - 1: US Route 6 at Oak Park Avenue
5 - 2: US Route 6 at Illinois Route 50/Cicero Avenue
5 - 3: US Route 6 at Crawford Avenue/Pulaski Road
7 - 1: US Route 6 at Dixie Highway
7 - 2: US Route 6 at Park Avenue
8 - 1: US Route 6 at Illinois Route 1/Halsted Street
8 - 2: US Route 6 at Chicago Road/South Park Avenue
9 - 1: US Route 6 at Illinois Route 83/Torrence Avenue

Legend

Environmental Characteristics



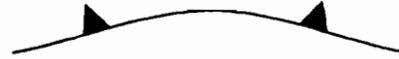
Wetland



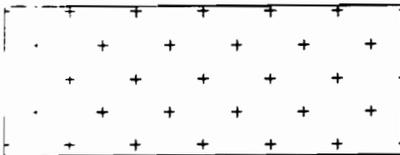
Historic District

ADID

Advanced Identified Wetland



Floodplain Boundary (100 Year)



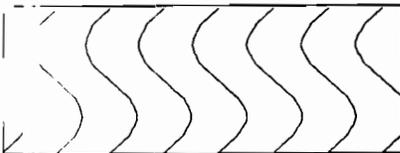
Prime Farmland



Threatened or Endangered Species



Hazardous Waste Site



Forest Preserve



Leaking Underground Storage Tank



Historic Site/Structure/Bridge

Land Use Characteristics

R Single Family
RM Multiple Family
RH High Rise - up to 3 floors
O Office
OH Office High Rise
C Commercial
CA Commercial Agricultural
CR Commercial Recreation
I Industry/Warehouse
+ Church/Temple
S School

***** Cemetery
G Institution/Government
P Park/Forest Preserve
U Utility
M Gravel/Mining
A Agricultural
V Vacant Land
W Woodland
OS Open Space
() Planned Development

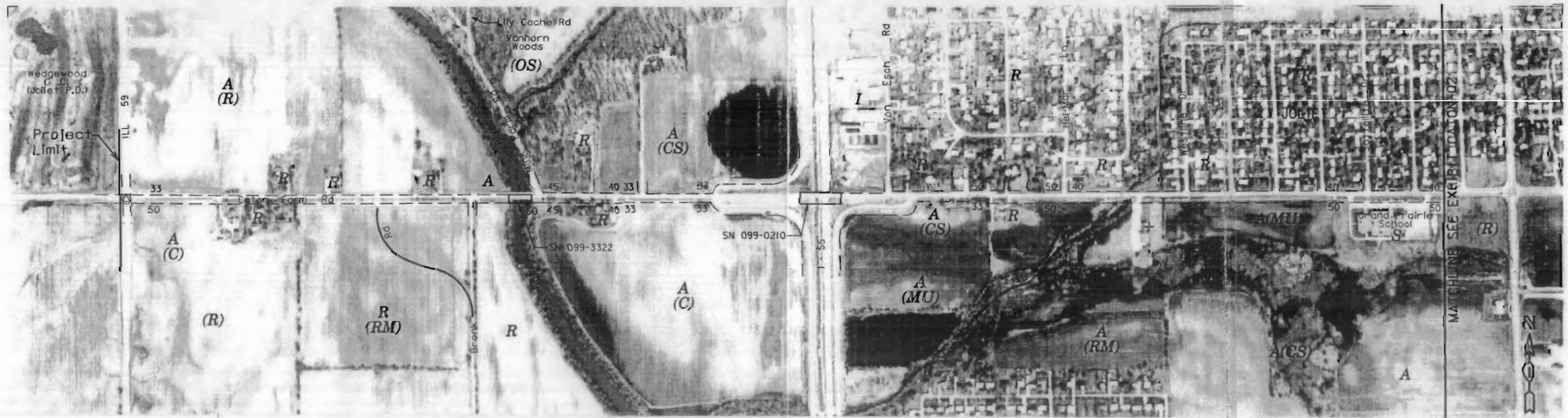
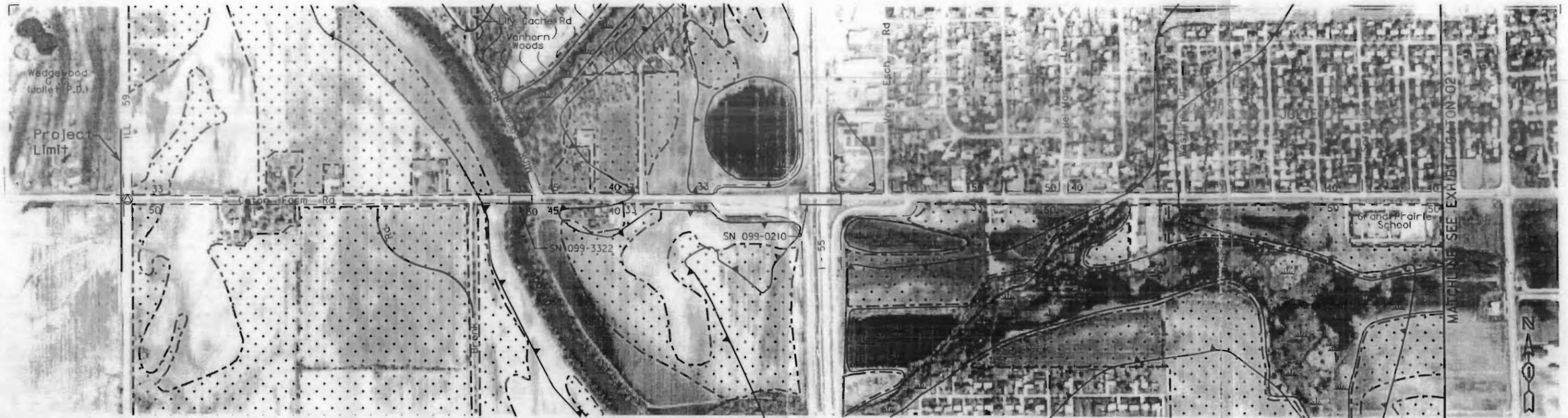
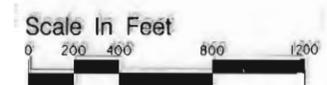


Exhibit CATON-01a
Caton Farm Road

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



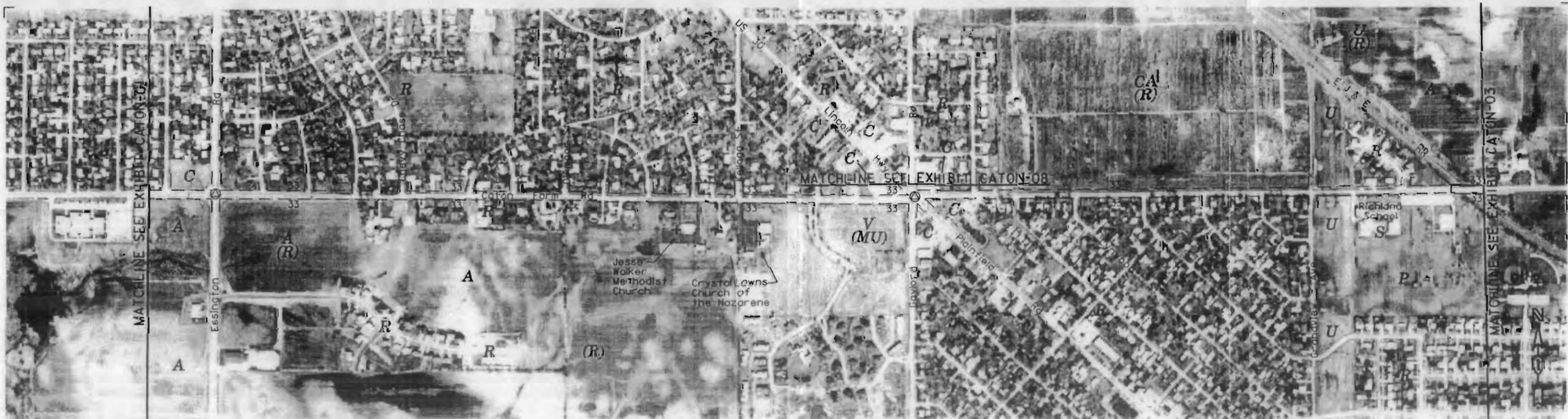
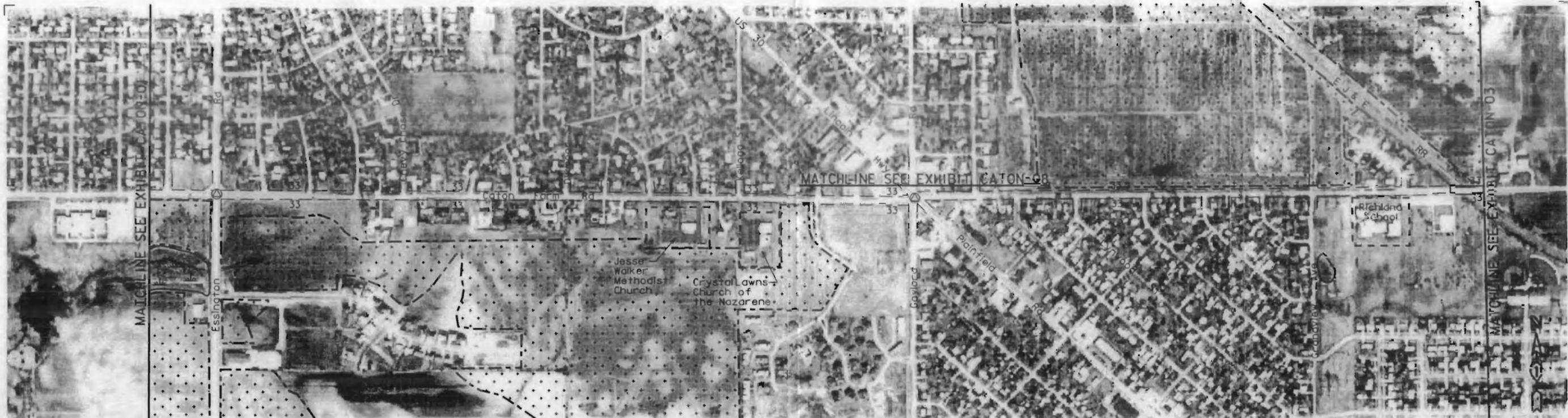
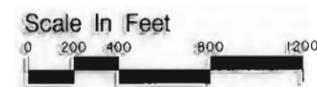


Exhibit CATON-02a
Caton Farm Road

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



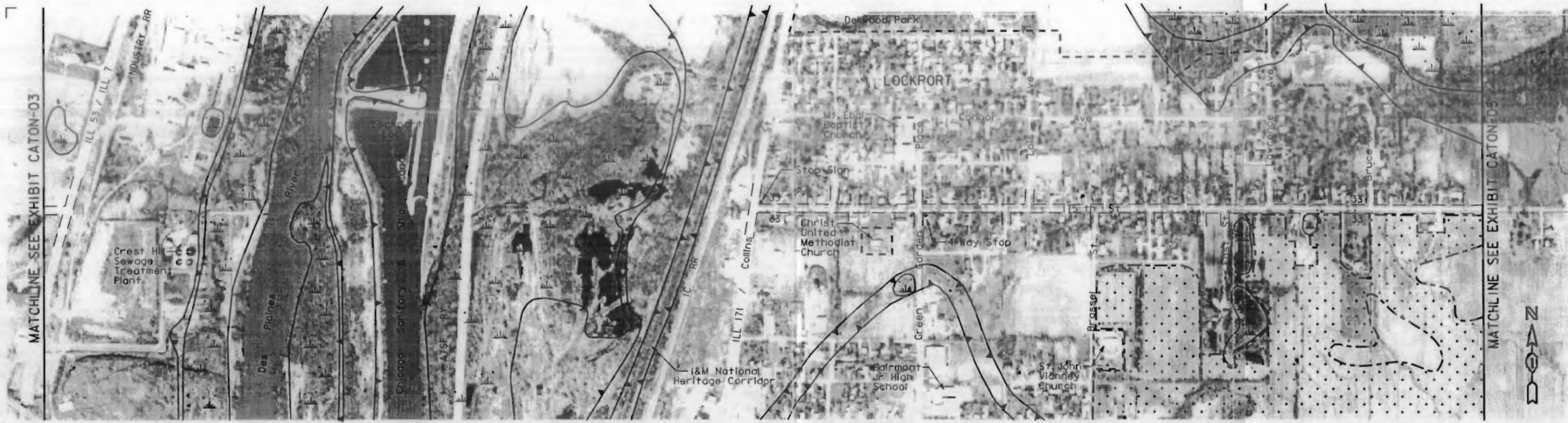
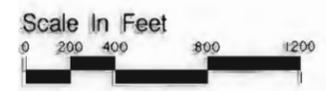


Exhibit CATON-04a
Caton Farm Road

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



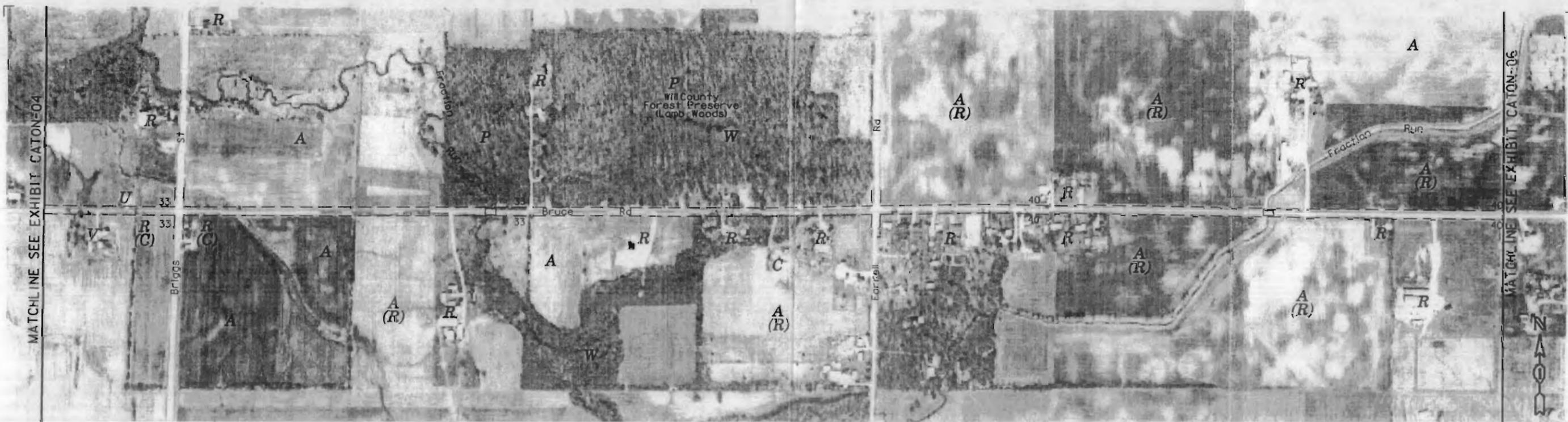
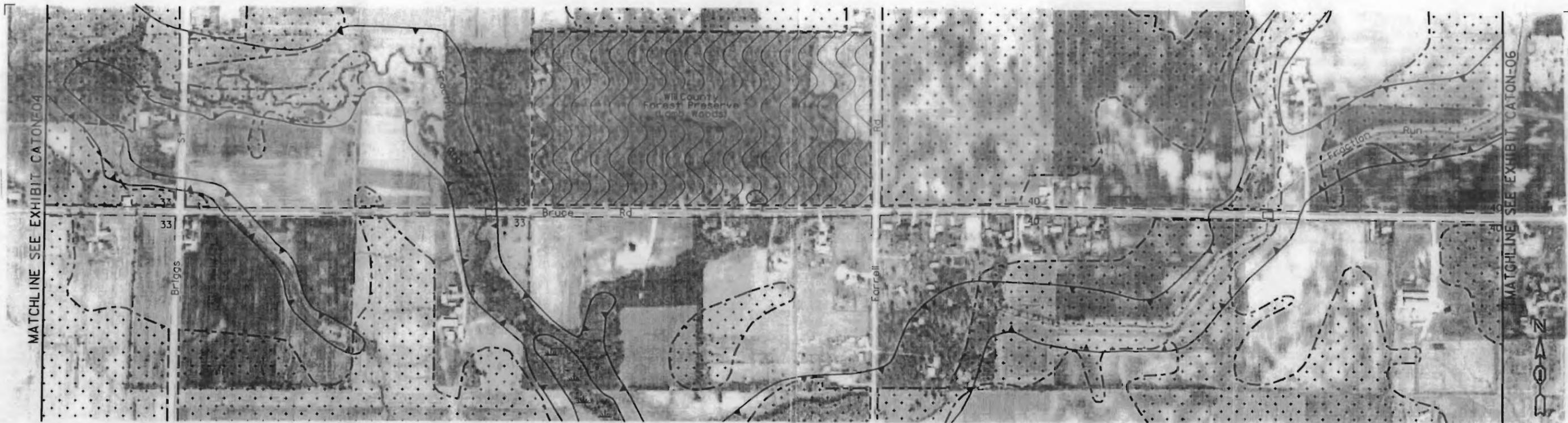


Exhibit CATON-05a
 Caton Farm Road (Bruce Road /175th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



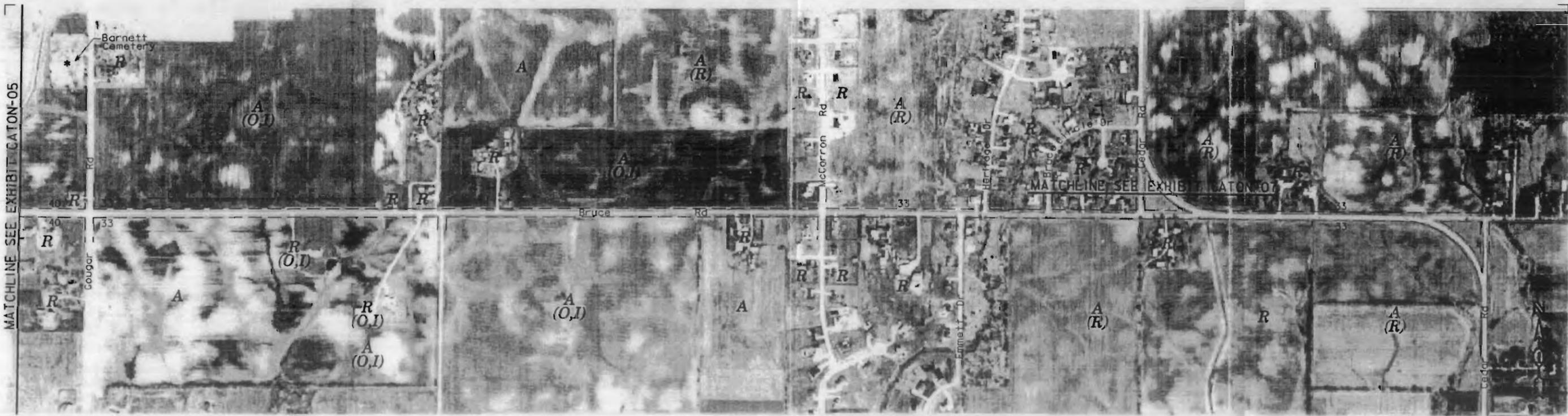
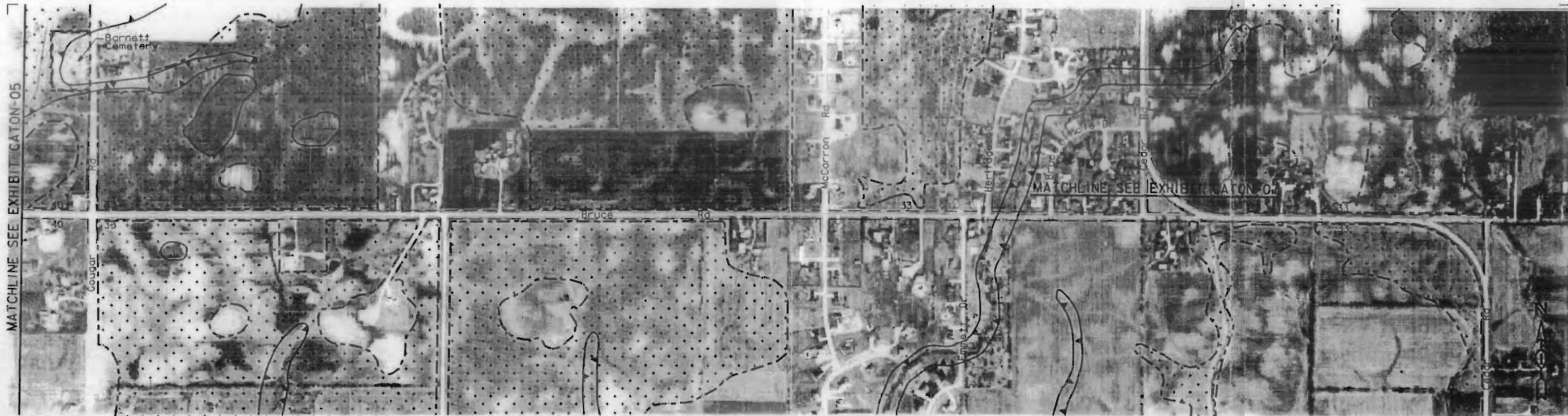
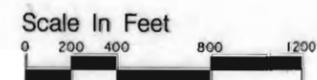


Exhibit CATON-06a
 Caton Farm Road (Bruce Road /175th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



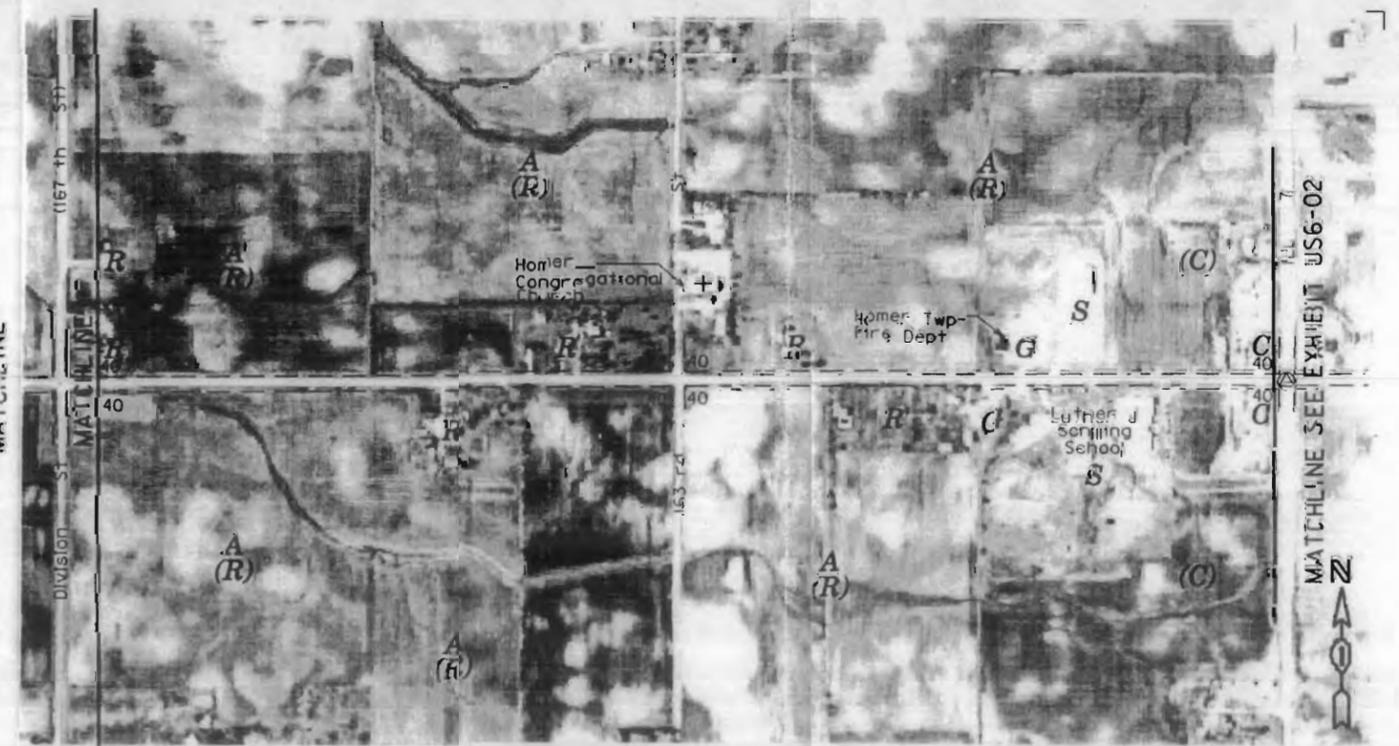
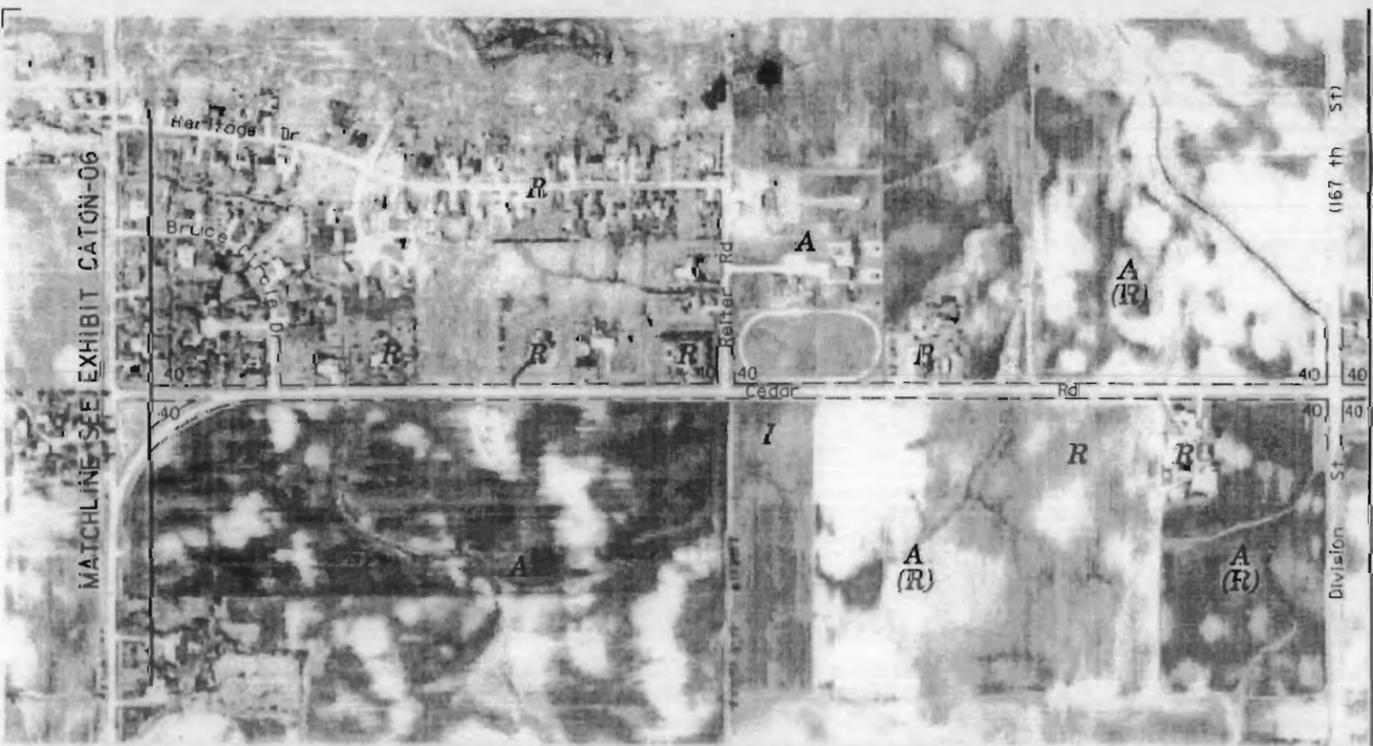
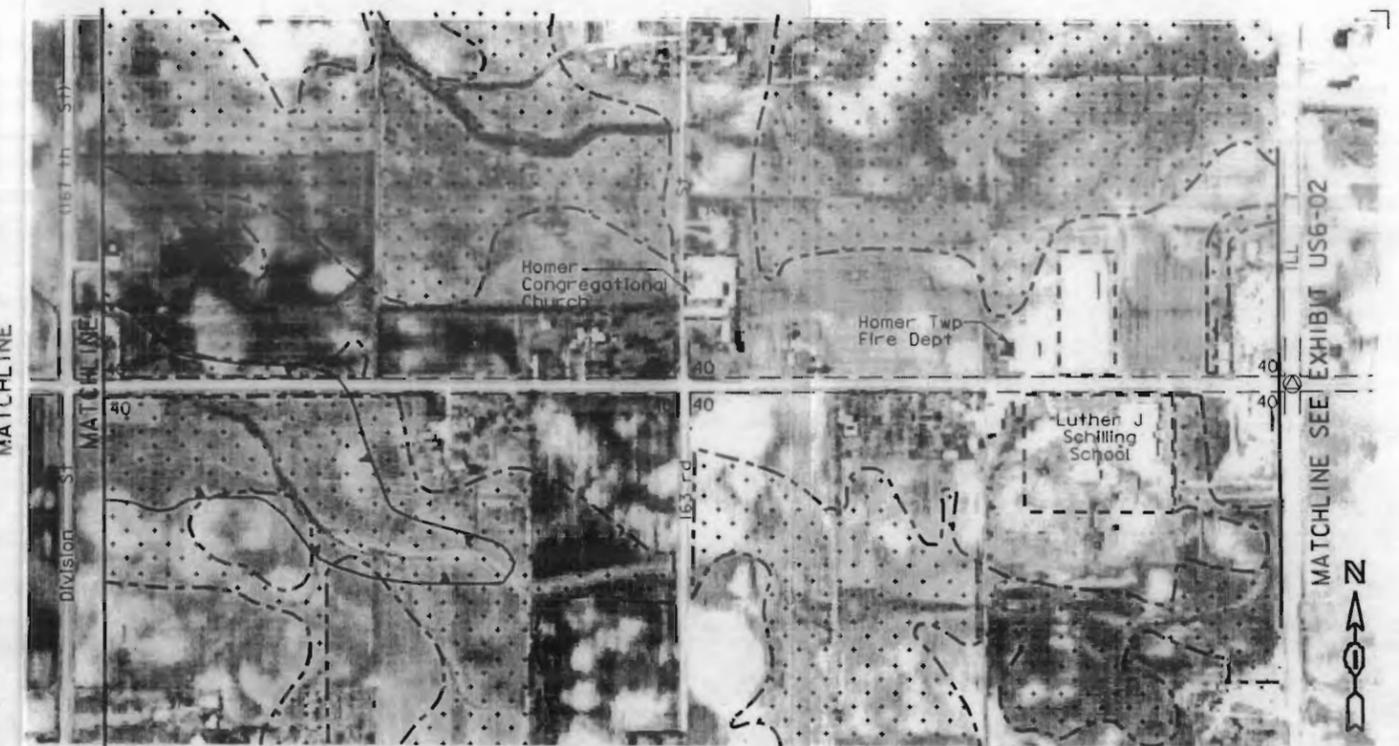
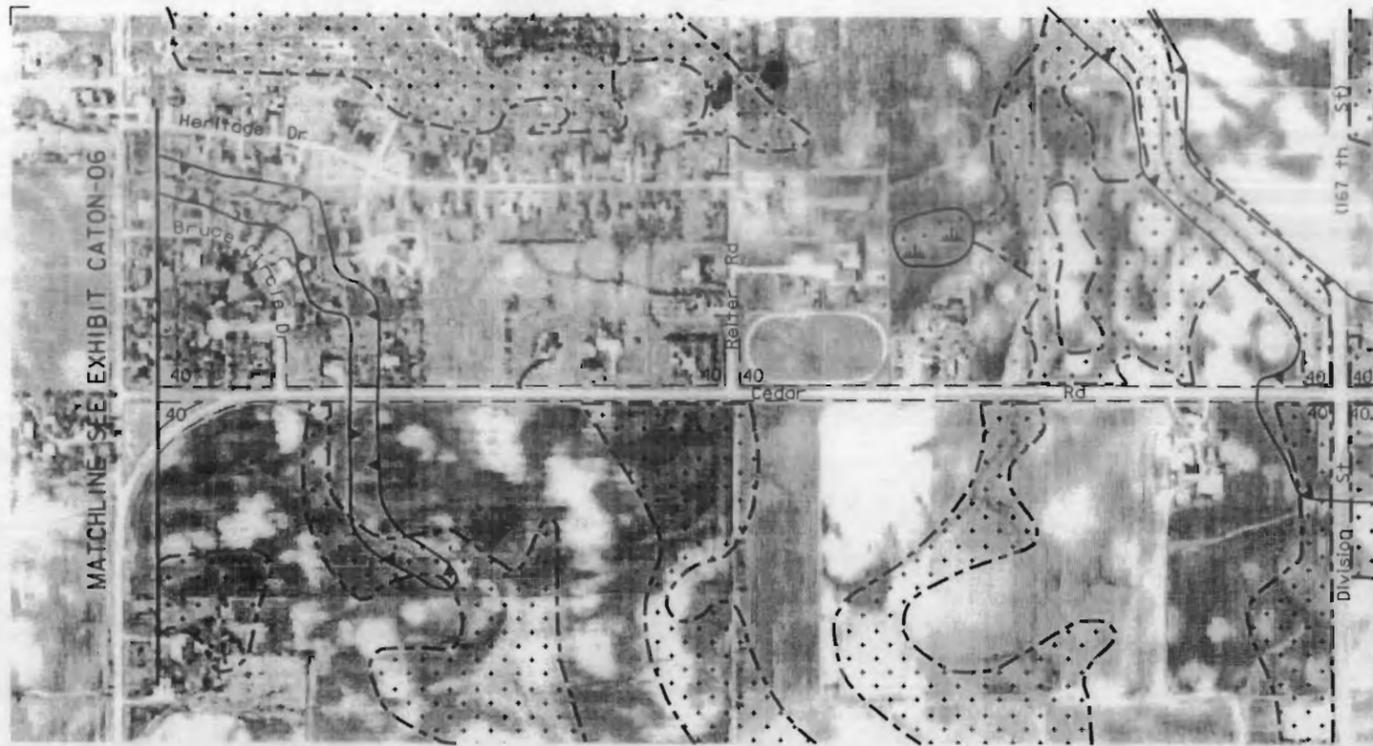


Exhibit CATON-07a
Caton Farm Road (Cedar Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

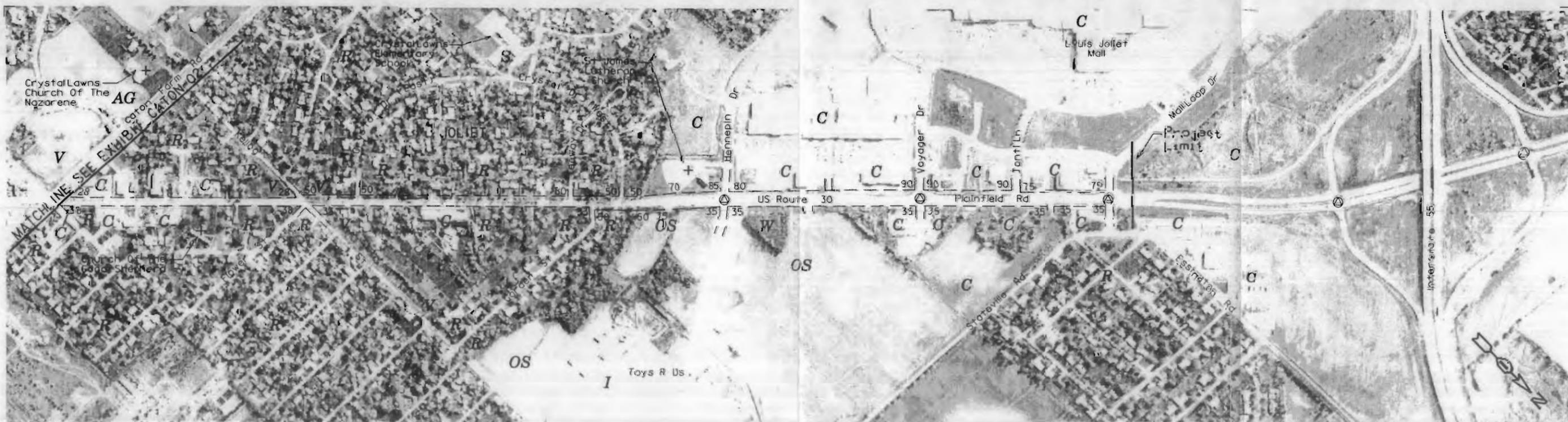
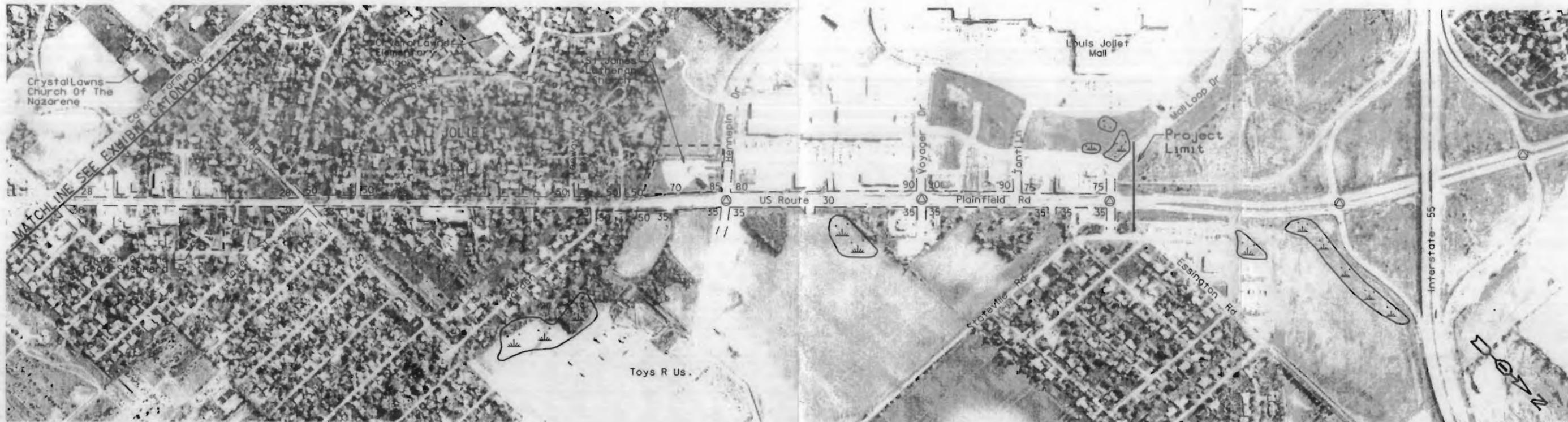
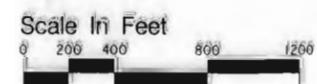


Exhibit CATON-08a
US Route 30 Spur

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



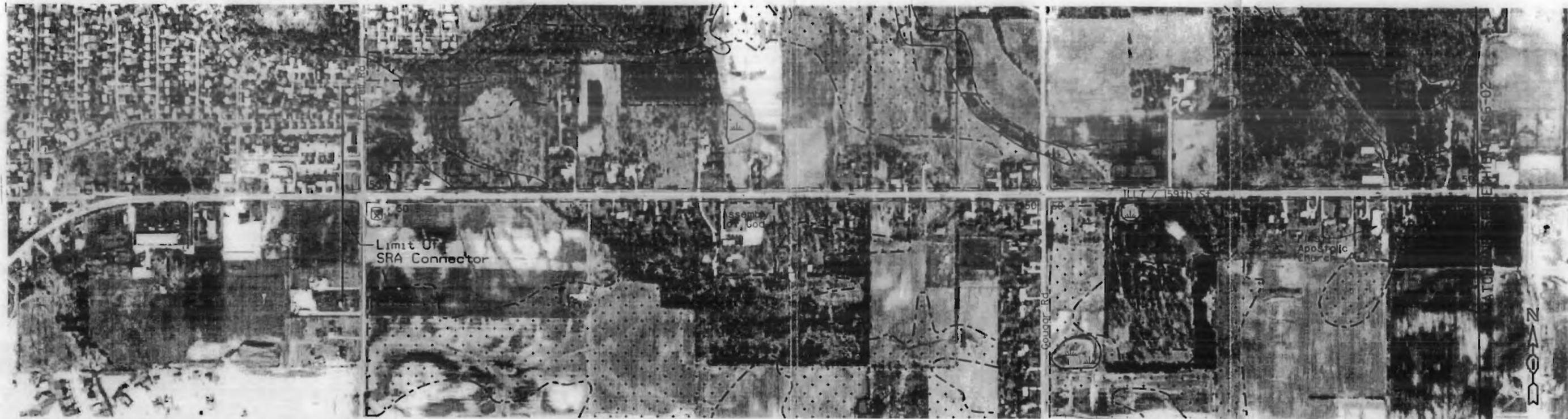
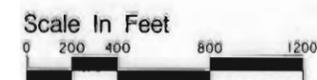


Exhibit US6-01a
US Route 6

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



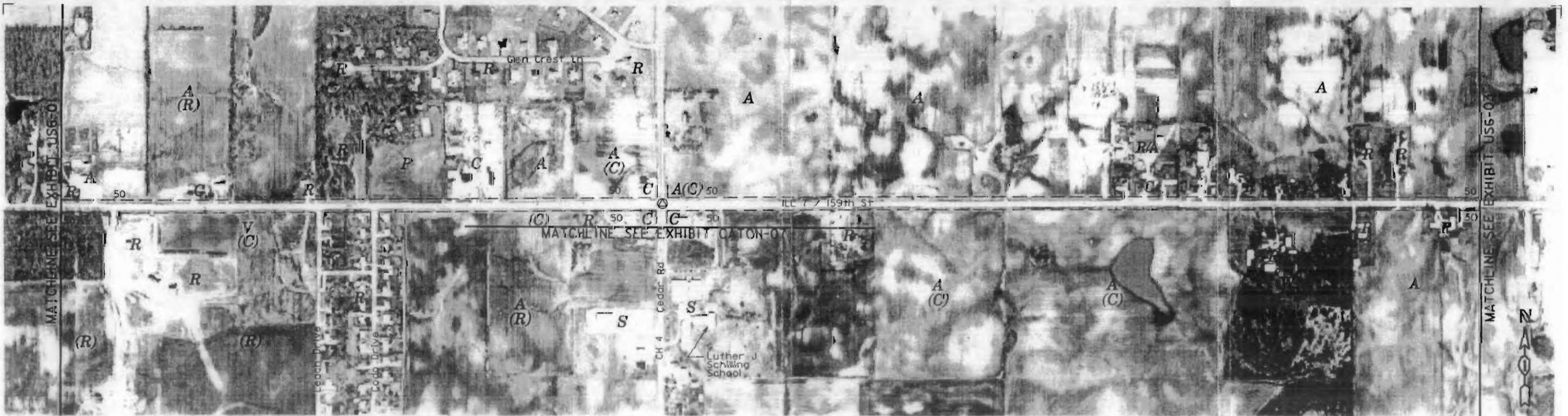
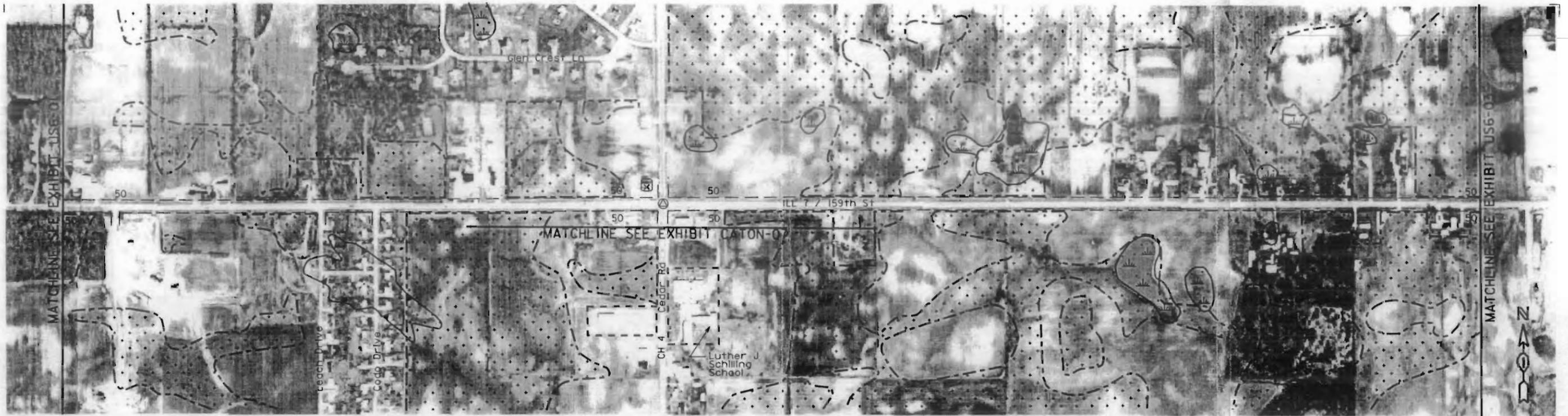


Exhibit US6-02a
US Route 6

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



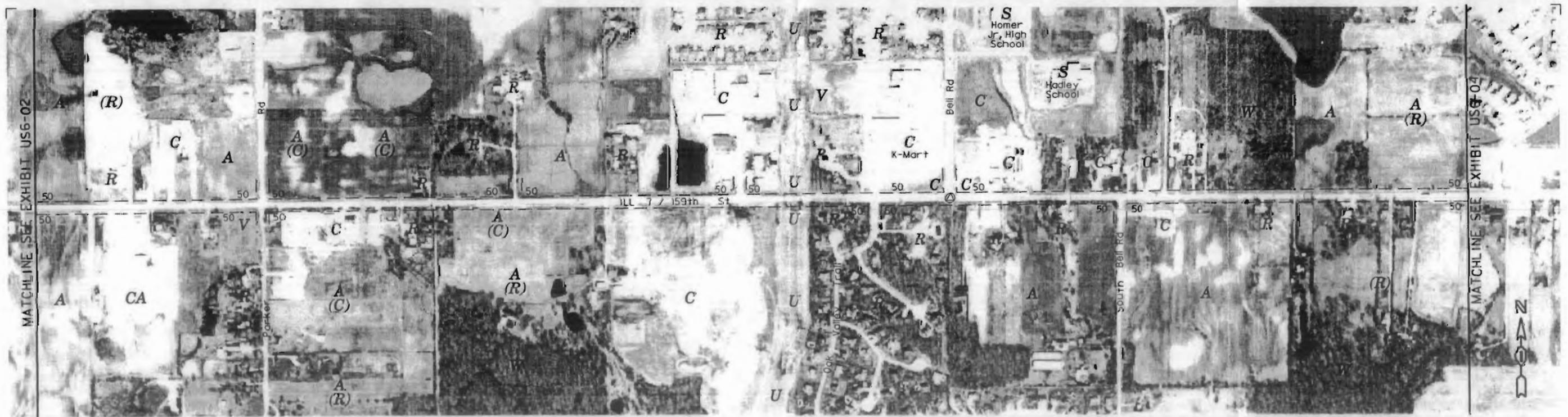
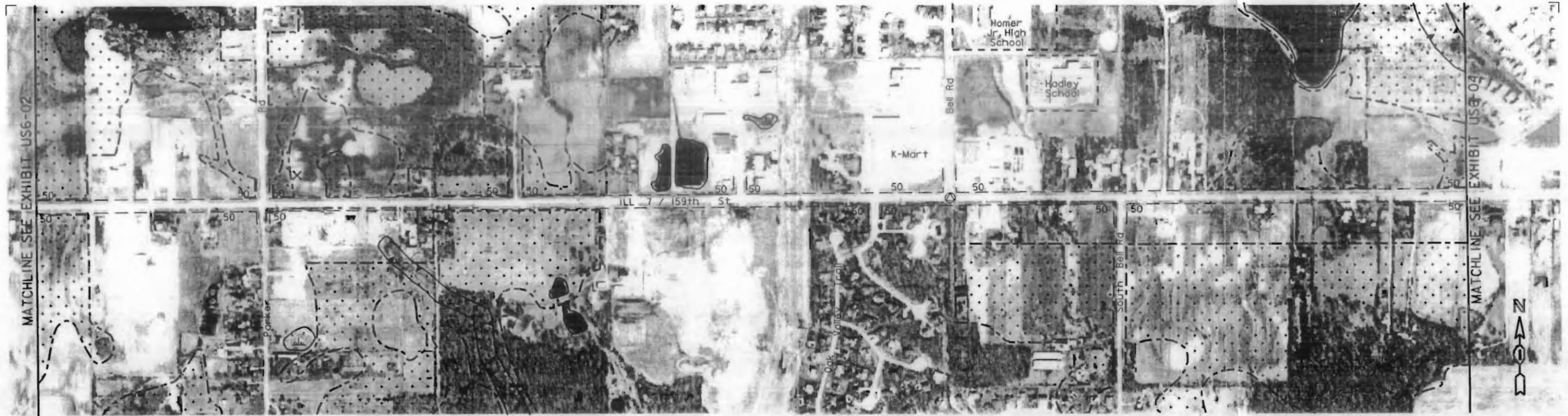


Exhibit US6-03a
US Route 6

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

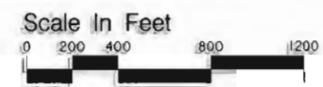


SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



Exhibit US6-04a
 US Route 6 (Illinois Route 7 / 159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



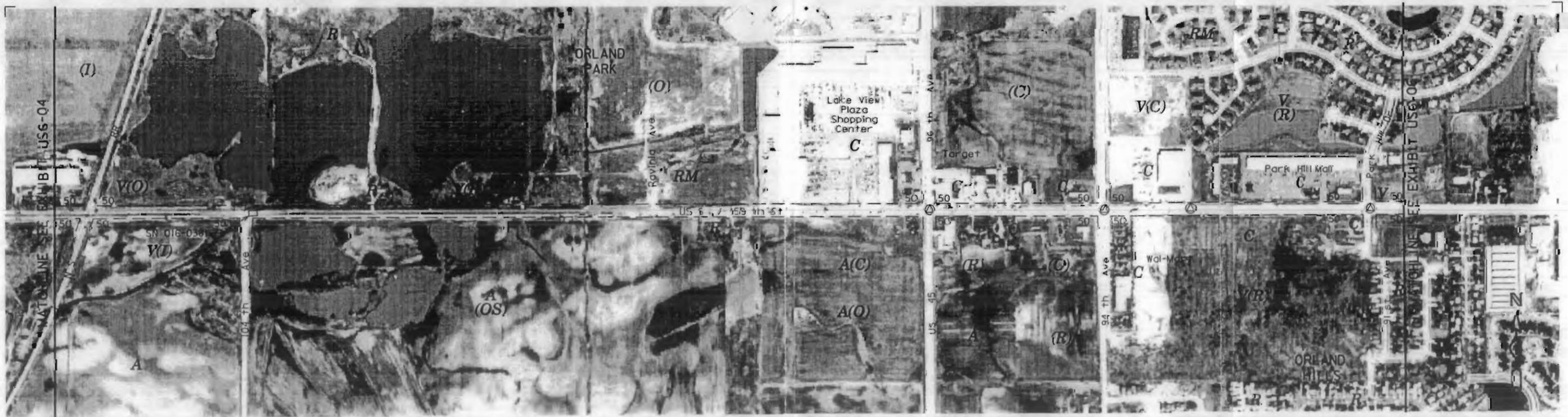
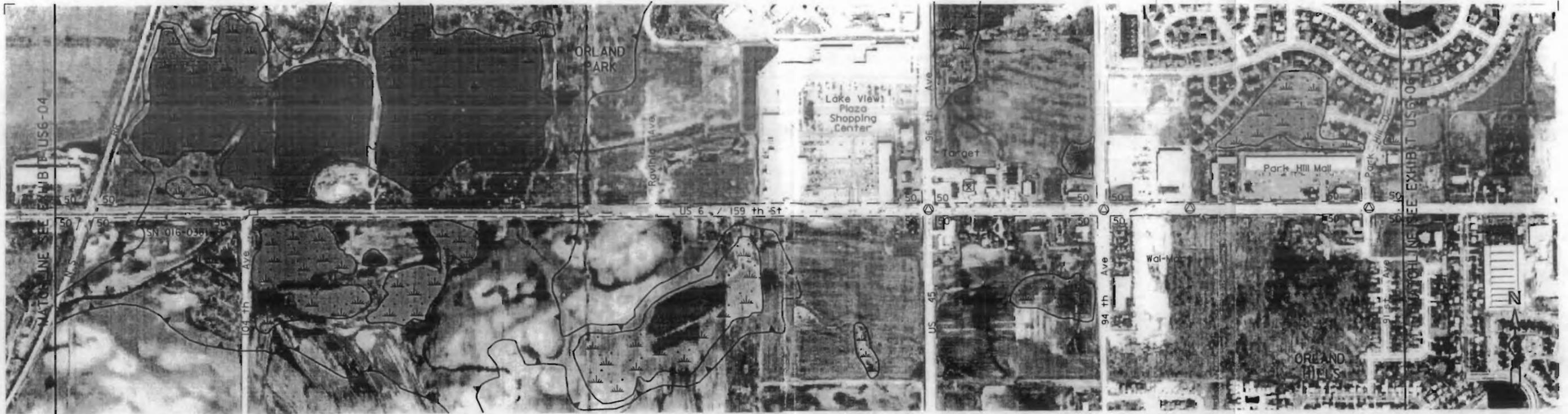
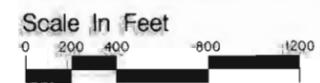


Exhibit US6-05a
US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



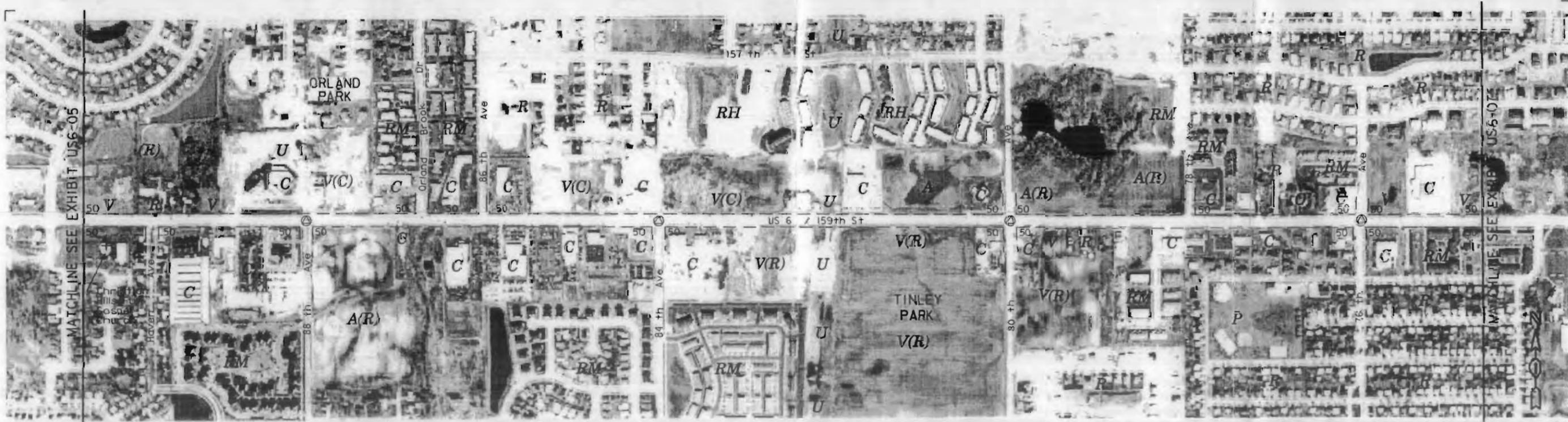
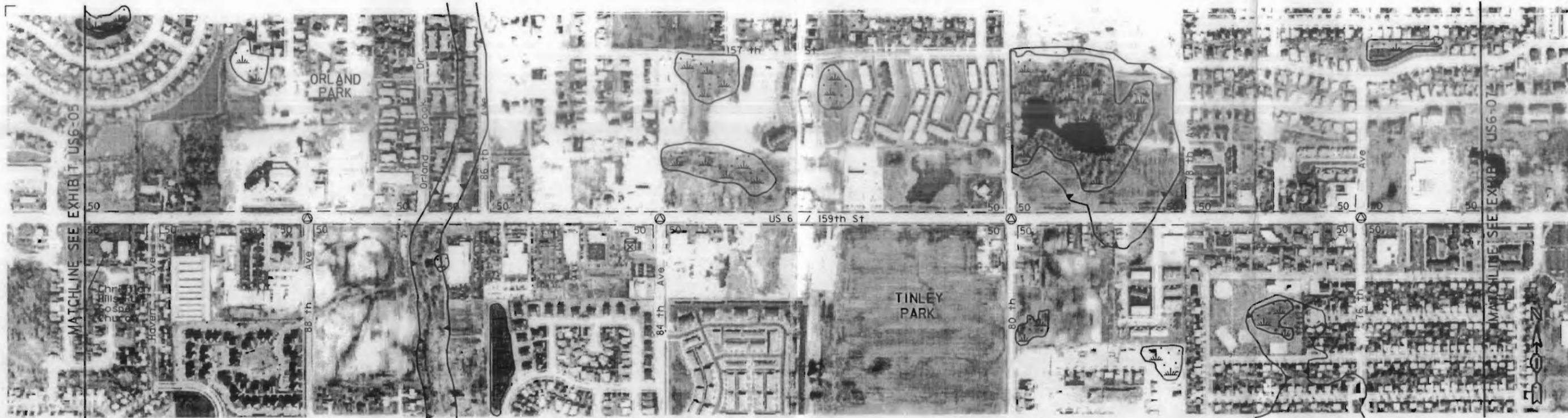
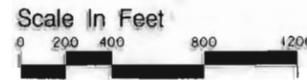


Exhibit US6-06a
US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



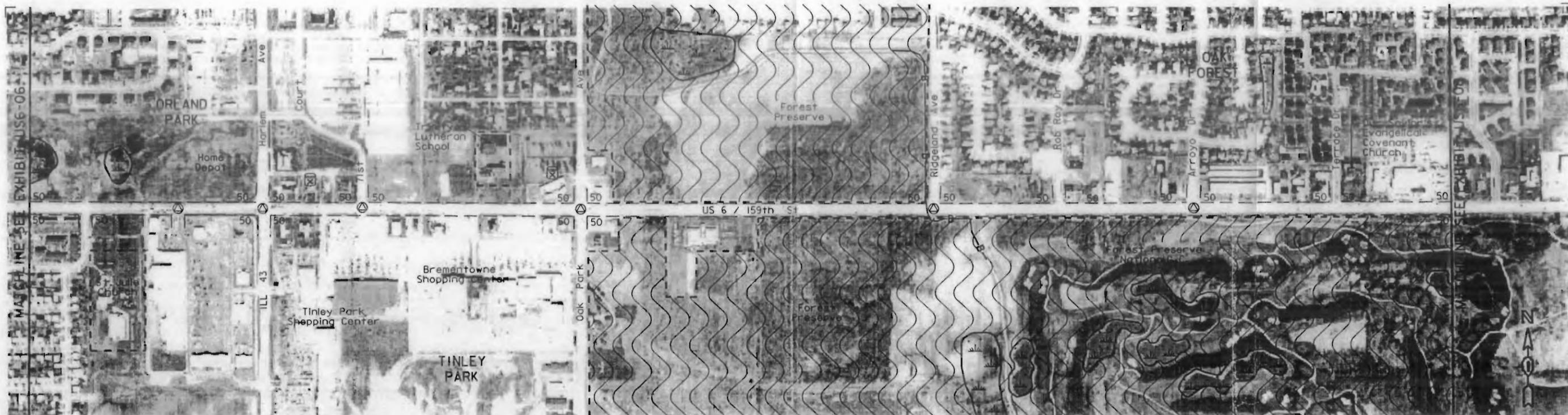


Exhibit US6-07a
US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

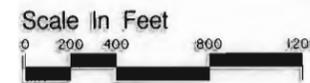
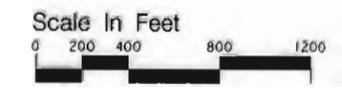




Exhibit US6-08a
US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



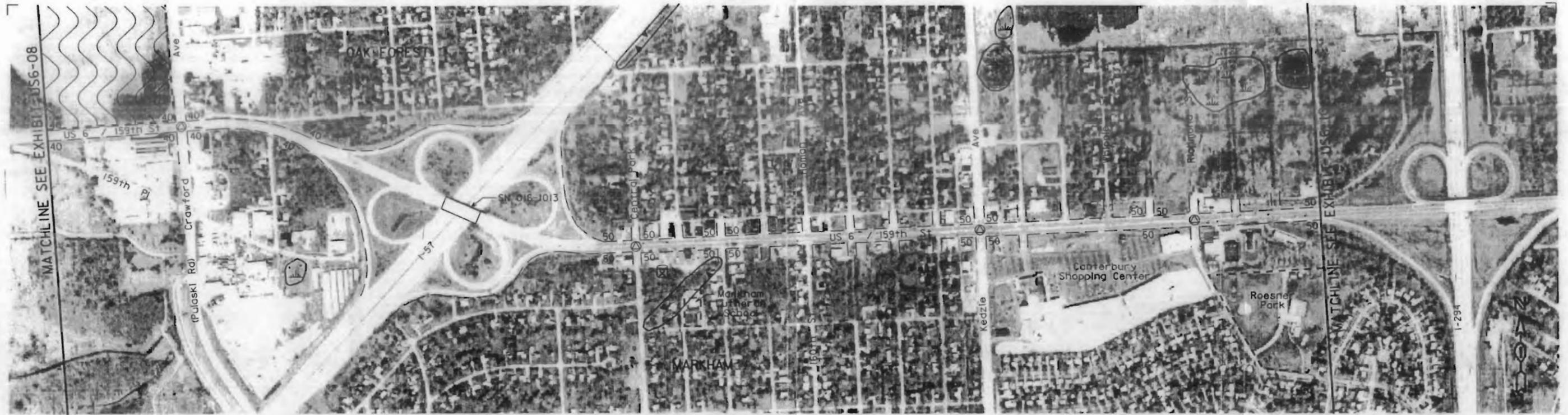


Exhibit US6-09a
US Route 6

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

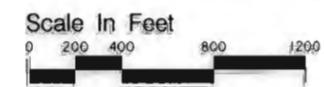




Exhibit US6-10a
 US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

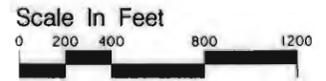




Exhibit US6-11a
US Route 6 (159th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

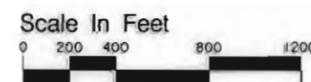
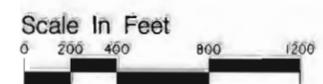




Exhibit US6-12a
 US Route 6 (159th Street/River Oaks Drive)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



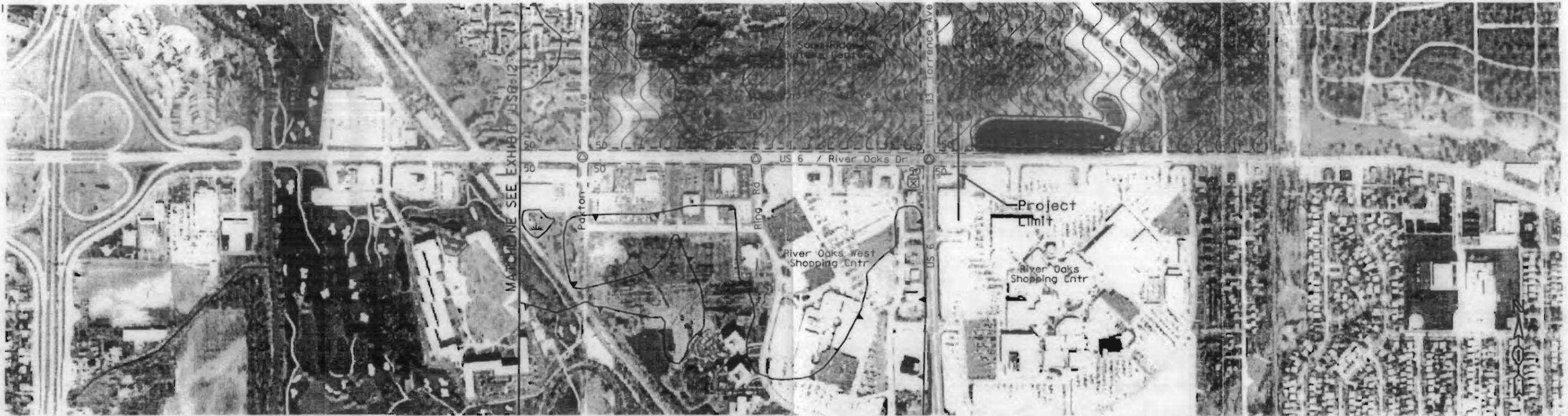
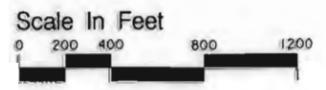
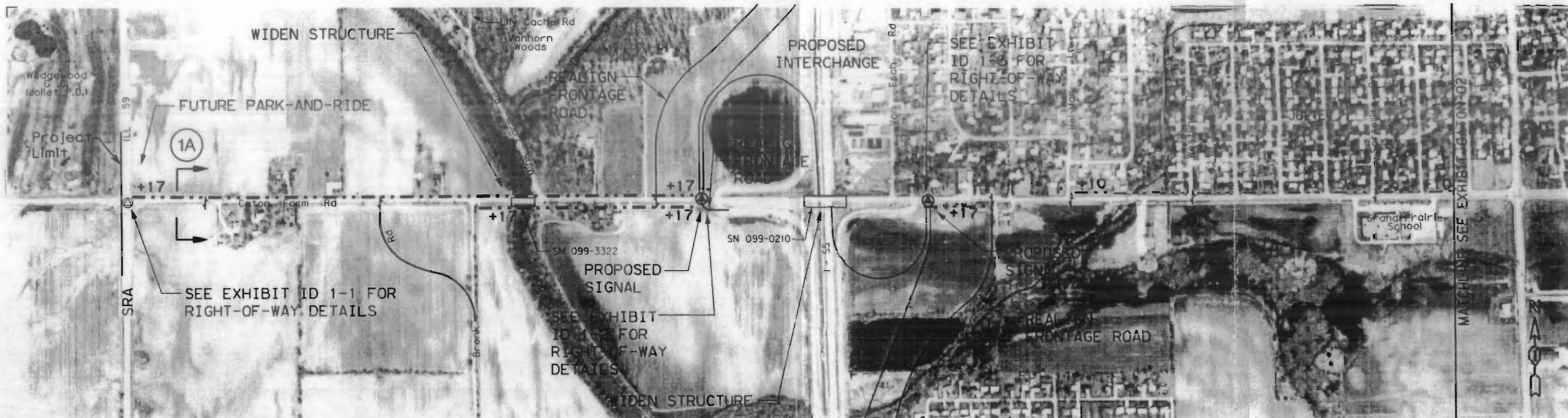


Exhibit US6-13a
 US Route 6 (River Oaks Drive)

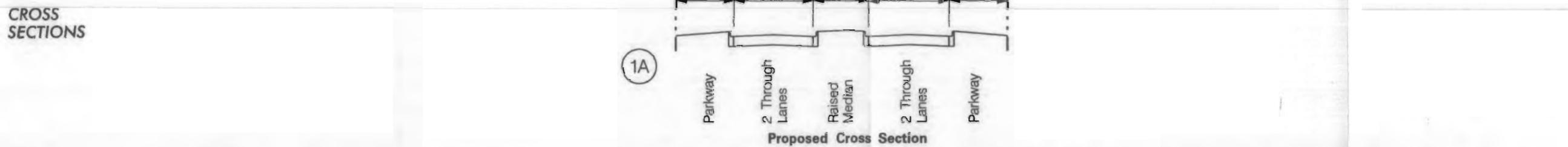
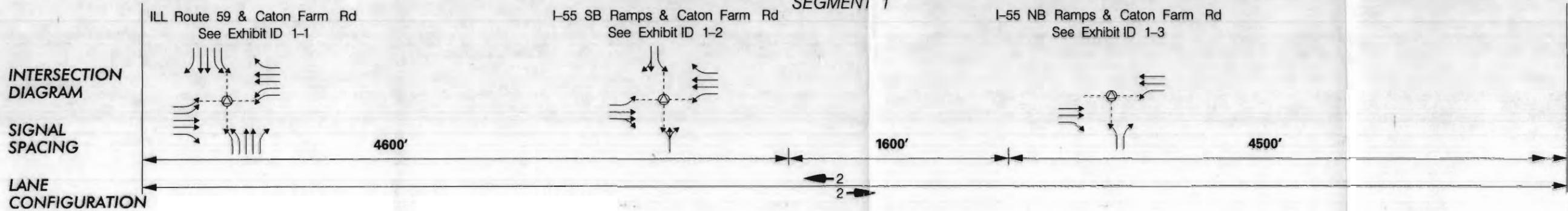
EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 1



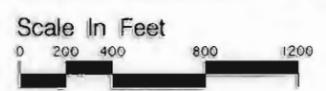
- NOTES**
- PROVIDE FULL INTERCHANGE AT I-55
 - RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 - PROVIDE TWO SIGNALS AT PROPOSED I-55 INTERCHANGE AS WARRANTED
 - PROVIDE SIDEWALKS FROM ILL ROUTE 59 TO WEBER RD
 - WIDEN STRUCTURES OVER I-55 AND DUPAGE RIVER
 - RESERVE SPACE FOR FUTURE METRA STATION AND PARK-AND-RIDE
 - PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA STATIONS
 - PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING
 - REALIGN SOUTHEAST, SOUTHWEST AND NORTHWEST FRONTAGE ROADS NEAR PROPOSED I-55 RAMPS
 - CONVERT VON ESCH RD TO RIGHT-IN / RIGHT-OUT ONLY

Exhibit CATON-01b
Caton Farm Road

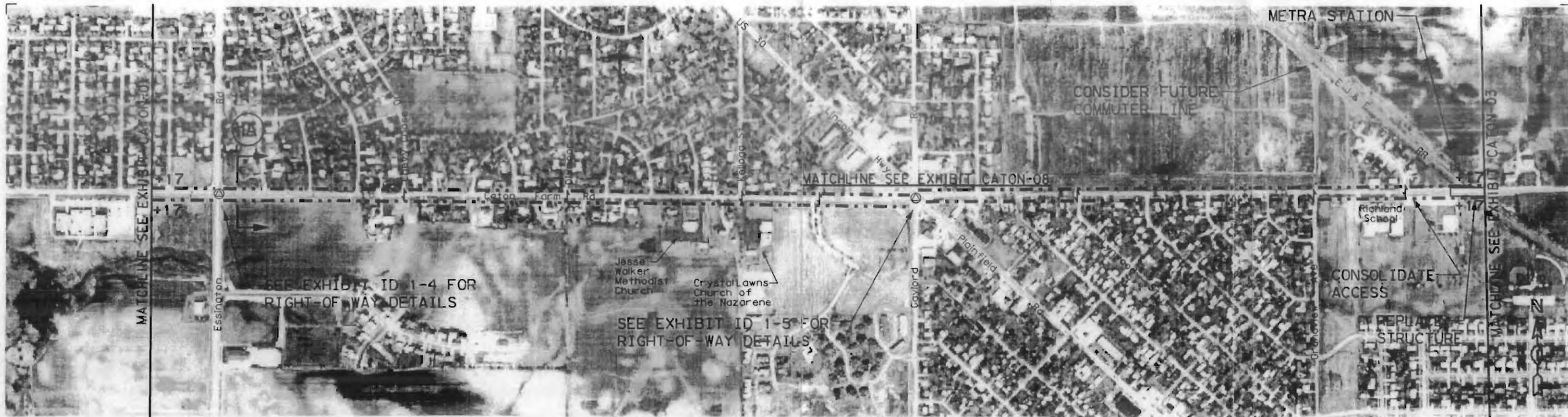
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	+20	Additional Right-Of-Way	Existing Signal	Remove Signal
Median Break	Proposed Right-Of-Way			



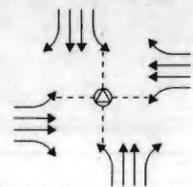
SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/94 Chkd EMW Date 10/94



SEGMENT 1

INTERSECTION DIAGRAM

Essington Rd & Caton Farm Rd
See Exhibit ID 1-4



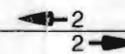
SIGNAL SPACING

4500'

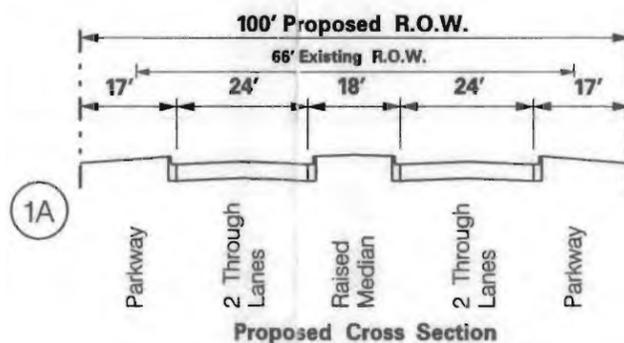
5400'

4800'

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- PROHIBIT SHARP LEFT TURNS AT US ROUTE 30 INTERSECTION
- CONSOLIDATE ACCESS AT RICHLAND SCHOOL
- REPLACE STRUCTURE OVER EJ & E RAILROAD

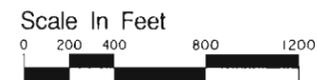
- PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA STATIONS
- PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT
- CONSIDER FUTURE COMMUTER LINE ON EJ & E RAILROAD

Exhibit CATON-02b
Caton Farm Road

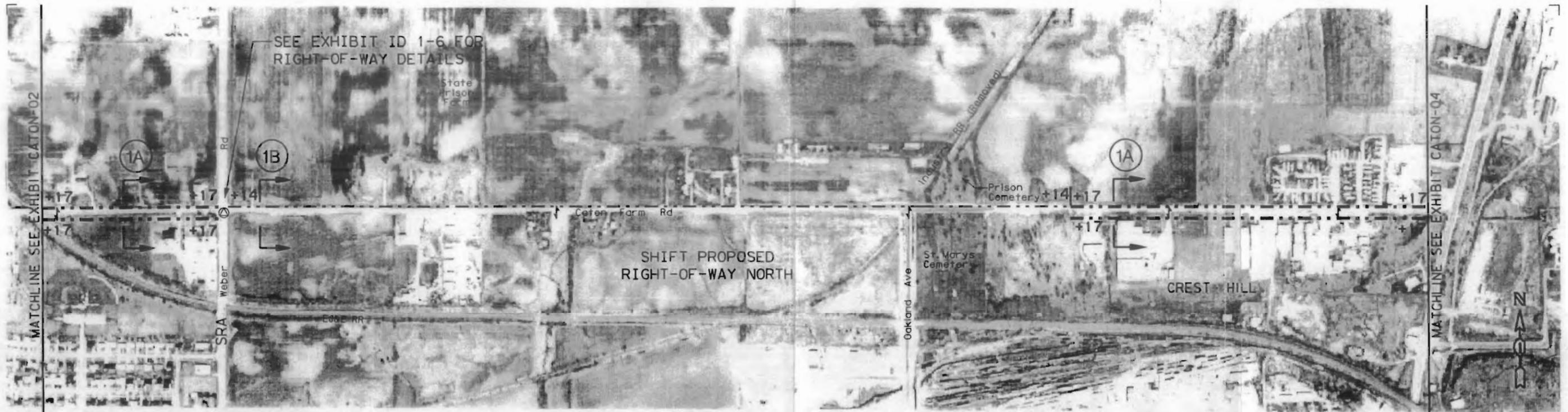
PROPOSED IMPROVEMENTS

Legend

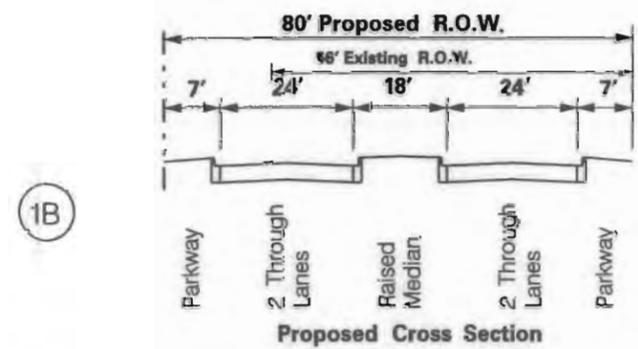
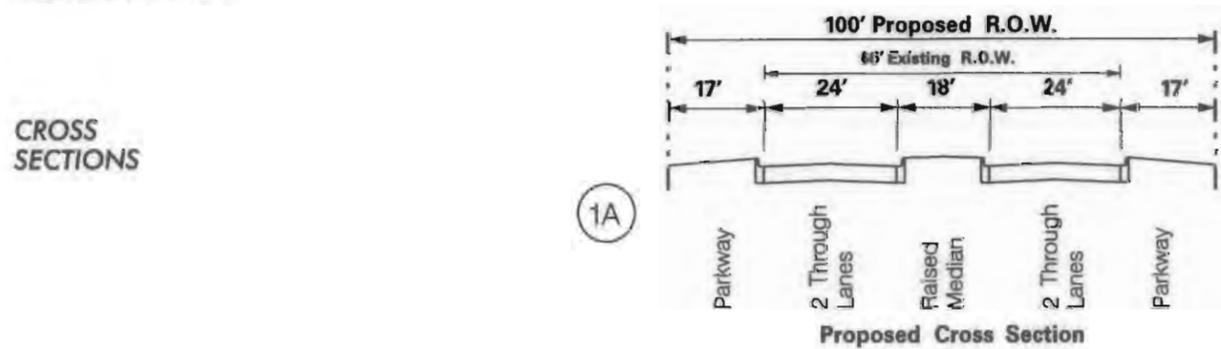
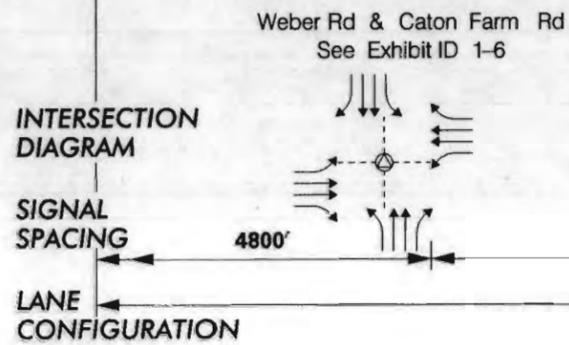
- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/94 Chkd EMW Date 10/94



SEGMENT 1



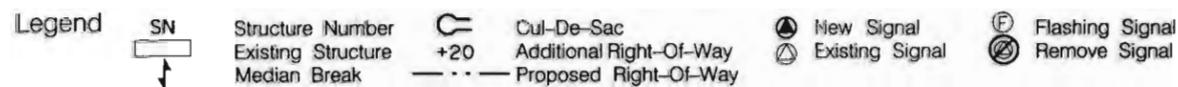
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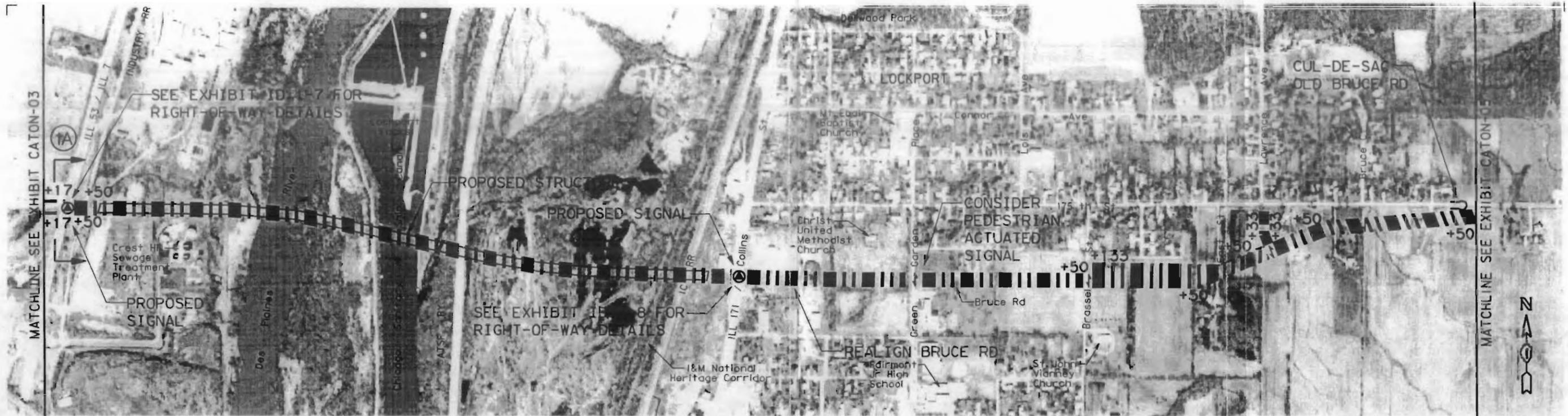
- PROVIDE ASYMMETRICAL WIDENING ALONG ST. MARY'S CEMETERY RIGHT-OF-WAY
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- SHIFT PROPOSED RIGHT-OF-WAY TO THE NORTH FROM WEBER RD TO EAST END OF PRISON CEMETERY

- PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA STATIONS
- PROVIDE MEDIAN BREAKS AT 1/2 MILE SPACING AND COORDINATE WITH DEVELOPMENT

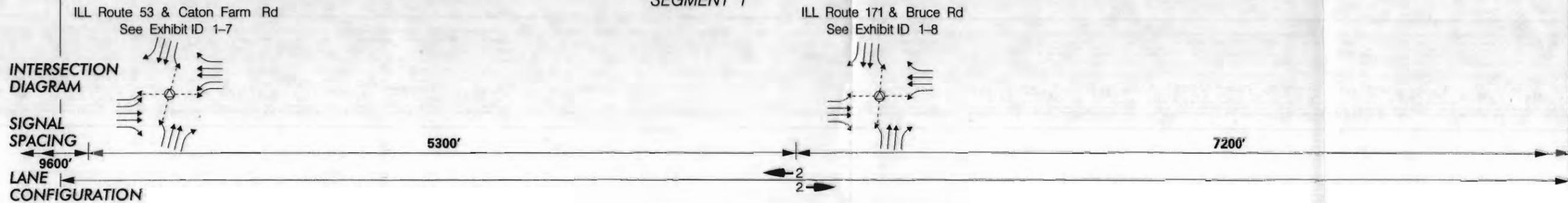
Exhibit CATON-03b
Caton Farm Road

PROPOSED IMPROVEMENTS

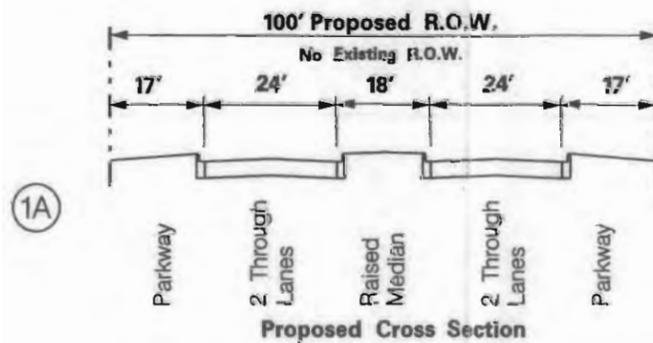




SEGMENT 1



CROSS SECTIONS



NOTES

- REALIGN BRUCE RD TO SOUTH OF PRESENT ALIGNMENT AND CUL-DE-SAC OLD BRUCE RD
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- PROVIDE SIGNALS AT ILL ROUTE 53 / ILL ROUTE 7 AND ILL ROUTE 171 / COLLINS ST AS WARRANTED

- CONCEPT FOR PROPOSED BRIDGE OVER THE DES PLAINES RIVER VALLEY DESIGNED FOR LOCKPORT TOWNSHIP, 1991
- PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING AND COORDINATE WITH DEVELOPMENT
- EXTEND LAWRENCE AVE AND BRUCE CT SOUTH TO BRUCE RD REALIGNMENT
- CONSIDER PEDESTRIAN ACTUATED SIGNAL AT GREEN GARDEN PL

Exhibit CATON-04b
Caton Farm Road (Bruce Road / 175th Street)

PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal

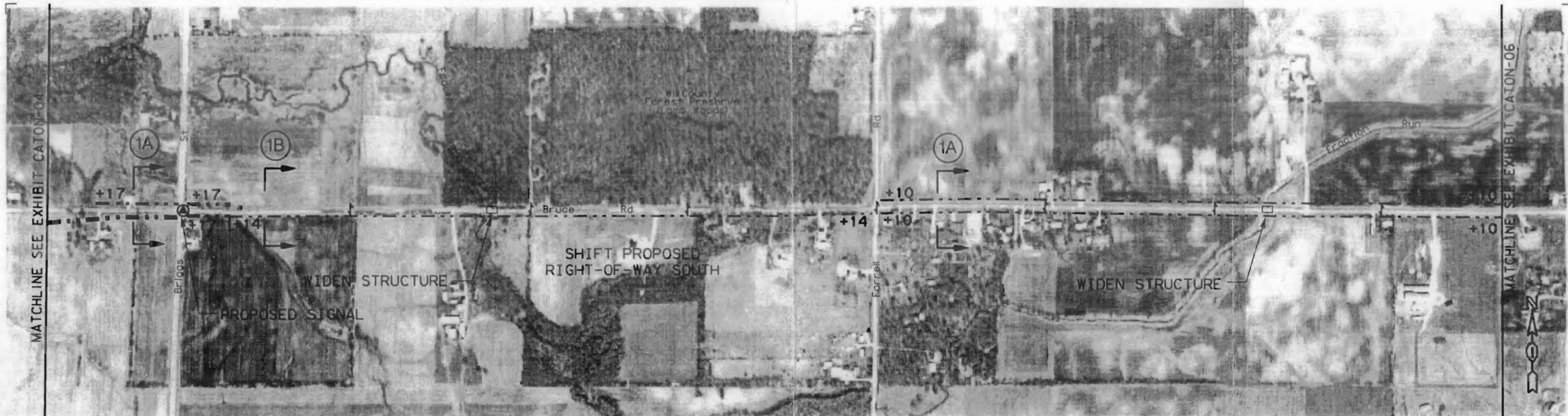
Scale In Feet



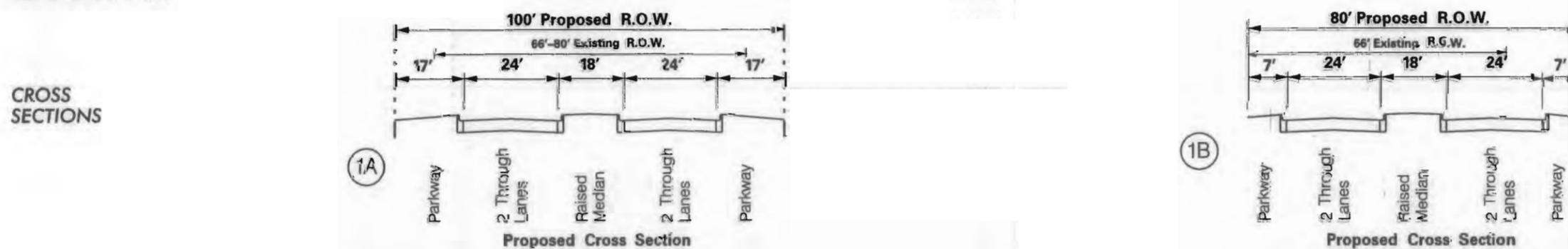
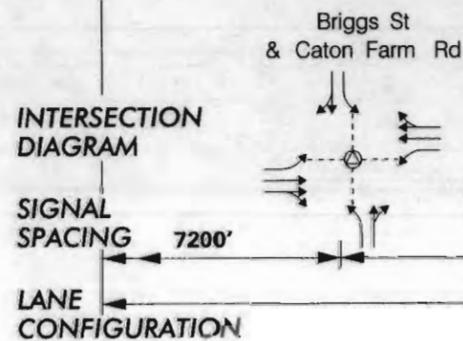
ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 10 / 94 Chkd EMW Date 10 / 94



SEGMENT 1

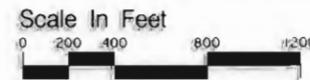
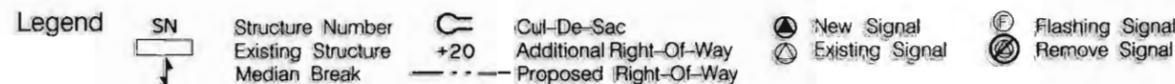


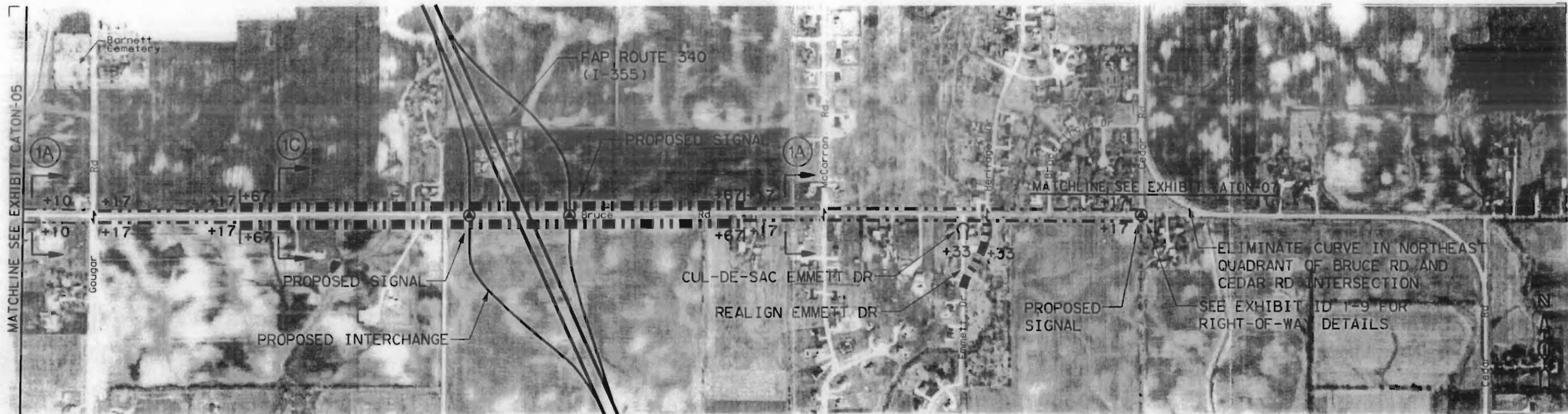
- NOTES**
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
 - RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 - REALIGN BRUCE RD FROM BRIGGS ST WEST TO PROPOSED BRIDGE
 - PROVIDE SIGNAL AT BRIGGS ST AS WARRANTED
 - WIDEN STRUCTURES OVER FRACTION RUN

- PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT
- SHIFT PROPOSED RIGHT-OF-WAY SOUTH FROM BRIGGS ST TO FARRELL RD

Exhibit CATON-05b
Caton Farm Road (Bruce Road /175th Street)

PROPOSED IMPROVEMENTS





SEGMENT 1

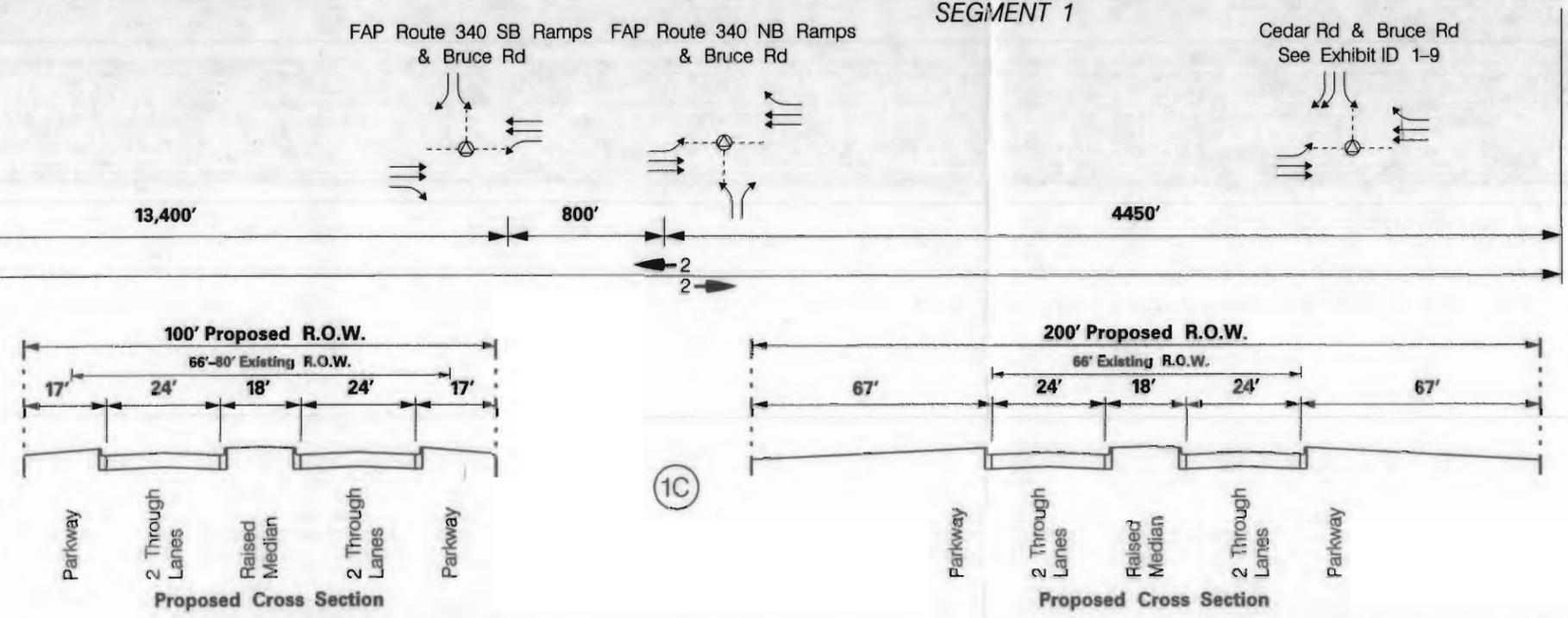
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS

NOTES



- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- PROVIDE DIAMOND INTERCHANGE WITH I-355
- PROVIDE SIGNALS AT I-355 AS WARRANTED
- PROVIDE 200' ROW IN VICINITY OF I-355
- REALIGN EMMETT DR TO HERITAGE DR INTERSECTION

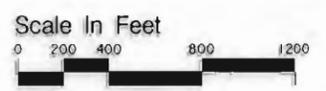
- ELIMINATE CURVE IN NORTHEAST QUADRANT OF BRUCE RD AND CEDAR RD INTERSECTION
- PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT
- PROVIDE SIGNAL AT CEDAR RD AS WARRANTED
- PROVIDE PARK-AND-RIDE NEAR I-355
- CUL-DE-SAC EMMETT DR

Exhibit CATON-06b
Caton Farm Road (Bruce Road / 175th Street)

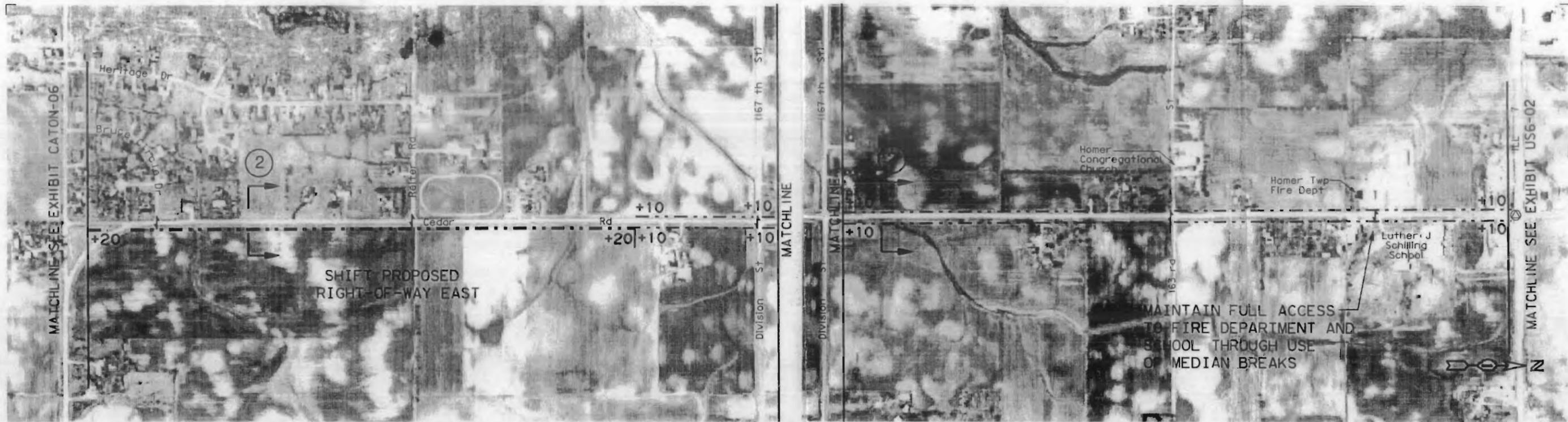
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	+20	Additional Right-Of-Way	Existing Signal	Remove Signal
Median Break	Proposed Right-Of-Way			



SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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SEGMENT 2

INTERSECTION DIAGRAM

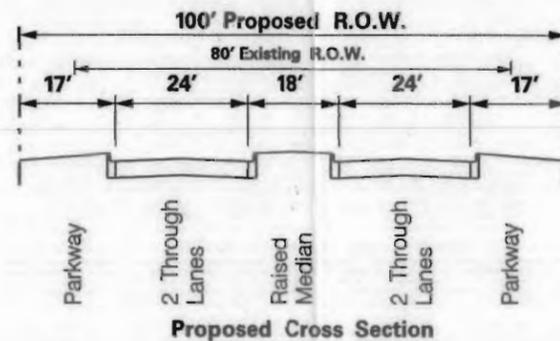
SIGNAL SPACING

LANE CONFIGURATION

10,900'

2
2

CROSS SECTIONS



NOTES

- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- SHIFT PROPOSED RIGHT-OF-WAY EAST TO MINIMIZE IMPACTS SOUTH OF DIVISION ST

- PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT

Exhibit CATON-07b
Caton Farm Road (Cedar Road)

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal



Flashing Signal
Remove Signal

Scale In Feet



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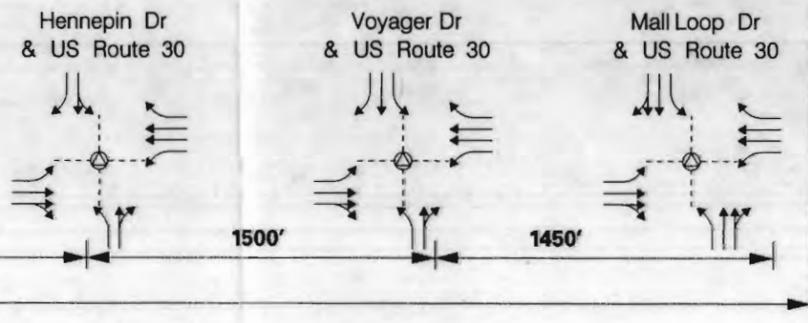


SEGMENT 1

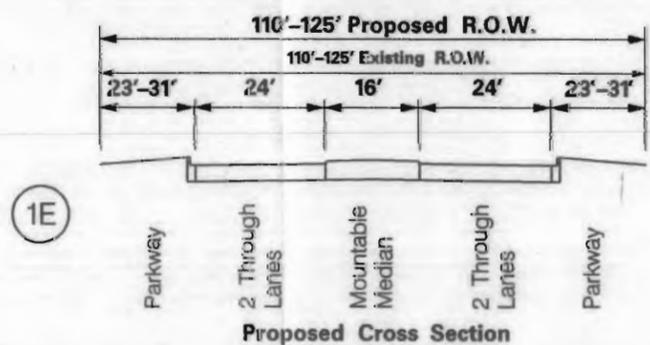
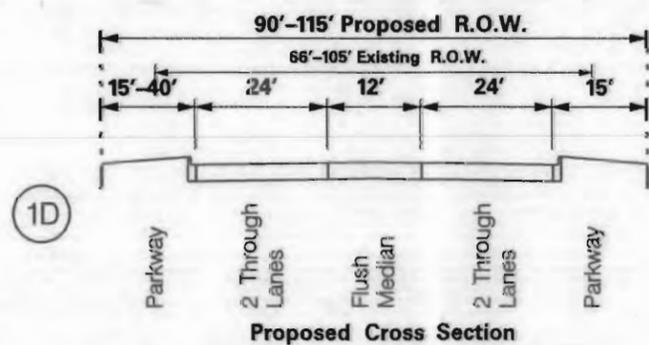
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- INSTALL BUS STOPS, SHELTERS AND TURNOUTS AT ¼ MILE INTERVALS AND AT LOUIS JOLIET MALL
- INSTALL SIGNAL PRE-EMPTION
- PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA STATIONS

- PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA STATIONS
- PROVIDE PARK-AND-RIDE NEAR US ROUTE 30 AND I-55

Exhibit CATON-08b
US Route 30 Spur

PROPOSED IMPROVEMENTS

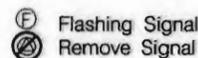
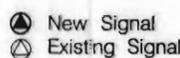
Legend



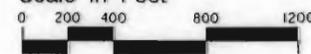
Structure Number
Existing Structure
Median Break



Cul-De-Sac
+20
Additional Right-Of-Way
Proposed Right-Of-Way



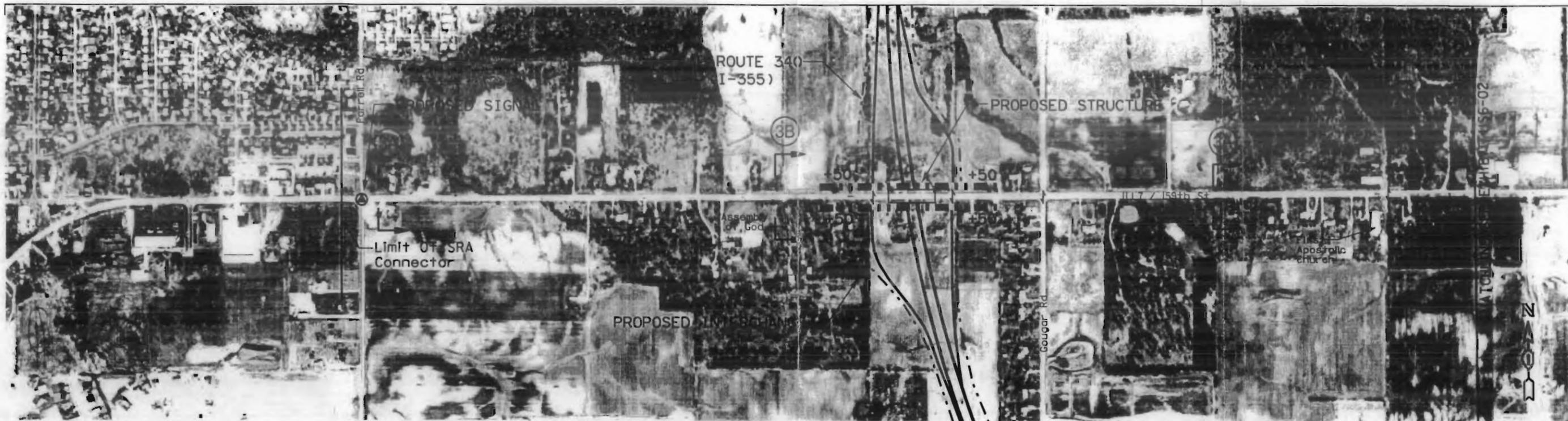
Scale In Feet



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SEGMENT 3

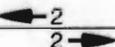
INTERSECTION DIAGRAM



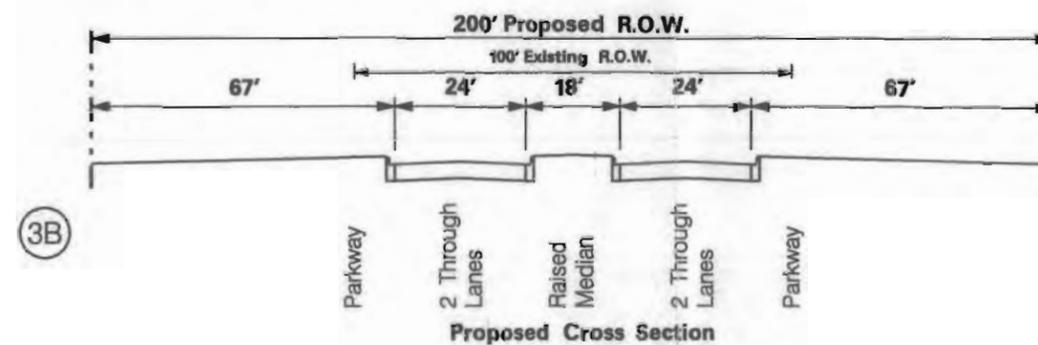
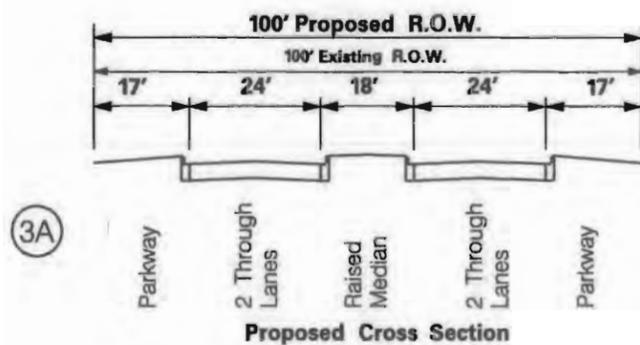
SIGNAL SPACING

23,200'

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE DIAMOND INTERCHANGE WITH I-355
- PROVIDE SIGNALS AS WARRANTED AT I-355
- PROVIDE SIGNAL AT FARRELL RD AS WARRANTED
- PROVIDE PARK-AND-RIDE AT I-355

- PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT
- I-355 ALIGNMENT CONSISTENT WITH IDOT EIS
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS AT GOUGAR RD AND I-355

Exhibit US6-01b
US Route 6 (Illinois Route 7 / 159th Street)

PROPOSED IMPROVEMENTS

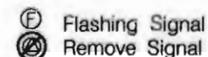
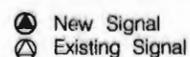
Legend



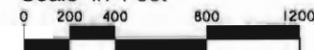
Structure Number
Existing Structure
Median Break



Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way

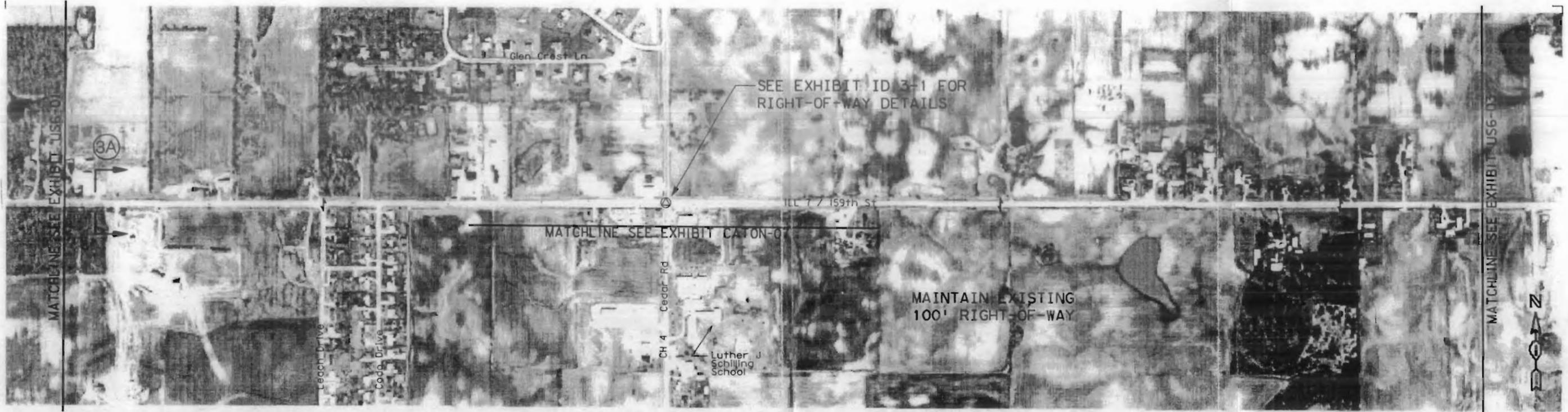


Scale In Feet



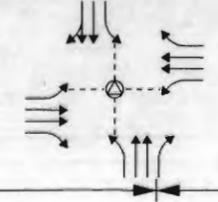
ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 3

ILL Route 7 & Cedar Rd
See Exhibit ID 3-1

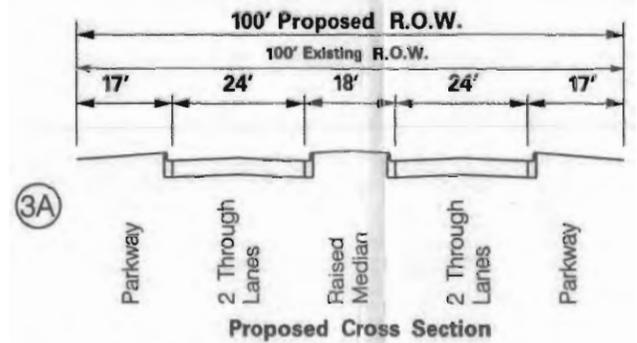


INTERSECTION DIAGRAM
SIGNAL SPACING
LANE CONFIGURATION

23,200'

8100'

CROSS SECTIONS



NOTES

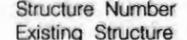
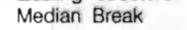
-PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
-RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS

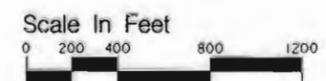
-PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING AND COORDINATE WITH DEVELOPMENT

Exhibit US6-02b
US Route 6 (Illinois Route 7 /159th Street)

PROPOSED IMPROVEMENTS

Legend

- SN  Structure Number
-  Existing Structure
-  Median Break
-  Cul-De-Sac
- +20  Additional Right-Of-Way
-  Proposed Right-Of-Way
-  New Signal
-  Existing Signal
-  Flashing Signal
-  Remove Signal



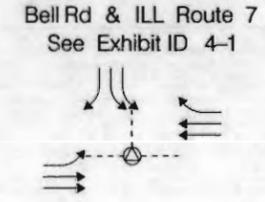
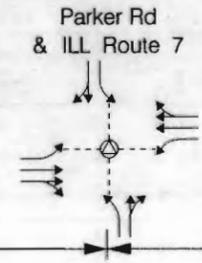
SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10 / 94 Chkd EMW Date 10 / 94



SEGMENT 3

SEGMENT 4

INTERSECTION DIAGRAM



SIGNAL SPACING

8100'

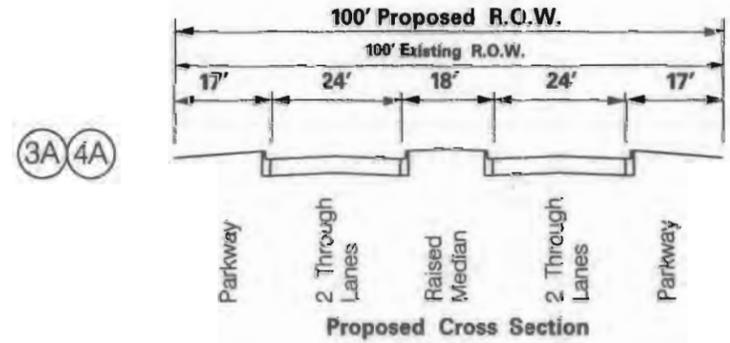
5350'

5350'

LANE CONFIGURATION



CROSS SECTIONS



NOTES

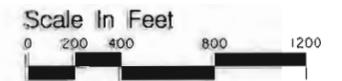
-PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING AND COORDINATE WITH FUTURE DEVELOPMENT
 -PROVIDE SIGNAL AT PARKER RD AS WARRANTED

-PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
 -PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 -PROVIDE PARK-AND-RIDE NEAR BELL RD
 -COORDINATE TRANSIT WITH SHOPPING FACILITY

Exhibit US6-03b
 US Route 6 (Illinois Route 7 /159th Street)

PROPOSED IMPROVEMENTS

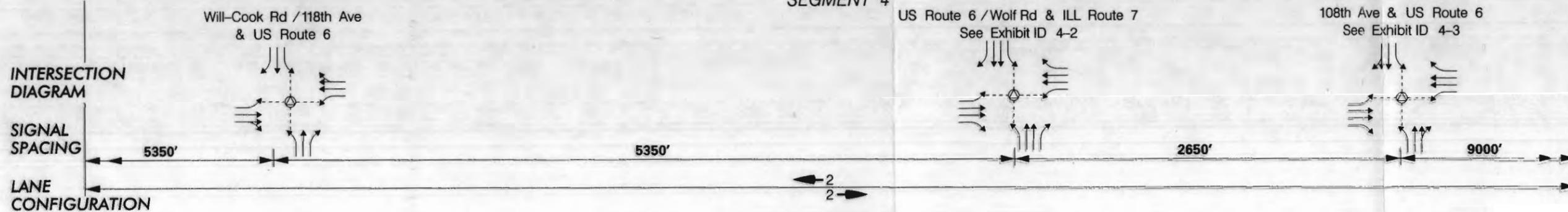
- Legend
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



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 ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 4

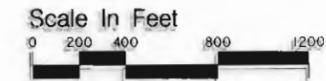


- NOTES**
- PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING BETWEEN WILL-COOK RD AND 114th CT
 - COORDINATE MEDIAN BREAKS WITH FUTURE DEVELOPMENT
 - REALIGNMENT OF 118th AVE TO FORM INTERSECTION WITH WILL-COOK RD PER ORLAND PARK PLANS (TO BE BUILT BY OTHERS)
 - PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
 - PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 - PROVIDE SIGNAL AT WILL-COOK RD AS WARRANTED
 - CUL-DE-SAC 118th AVE

Exhibit US6-04b
US Route 6 (Illinois Route 7 / 159th Street)

PROPOSED IMPROVEMENTS

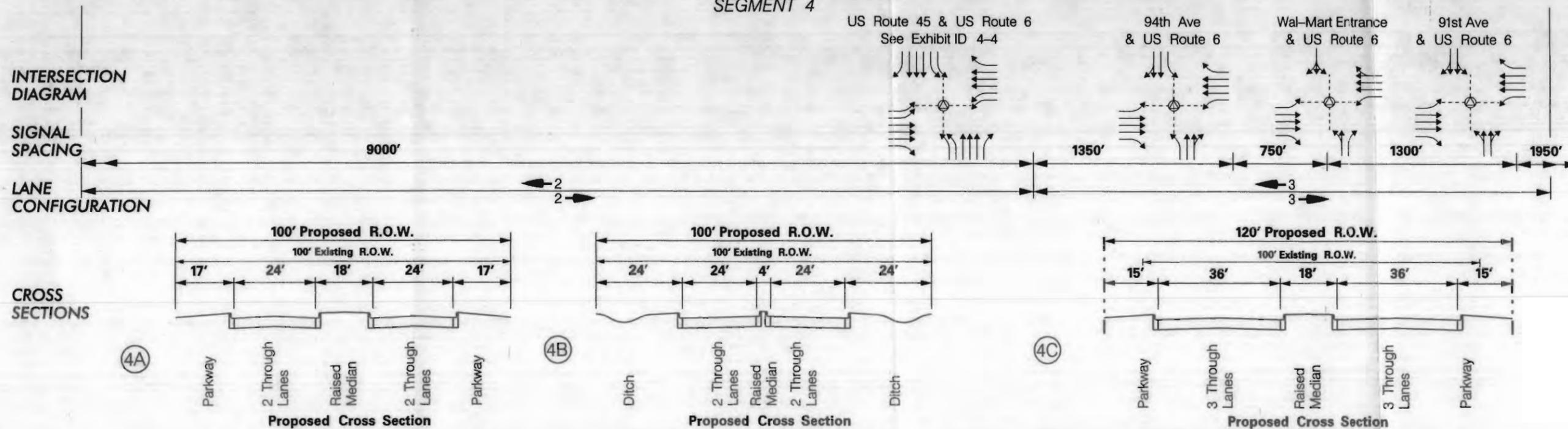
- Legend**
- SN Structure Number
 - Existing Structure
 - Median Break
 - Cul-De-Sac
 - +20 Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



SRA Streets Regional Area Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10 / 94 Chkd EMW Date 10 / 94



SEGMENT 4



- NOTES**
- PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING AND COORDINATE WITH PRESENT AND FUTURE DEVELOPMENT
 - NEW METRA STATION AT 153rd ST AND NS RR
 - PROVIDE FUTURE PARK-AND-RIDE AT US ROUTE 45
 - PROPOSED LANDBRIDGE FROM 1041h AVE TO RAVINIA AVE

- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- GRADE SEPARATE US ROUTE 6 OVER NS RR
- WIDEN STRUCTURE EAST OF 1041h AVE

Exhibit US6-05b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

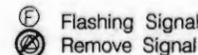
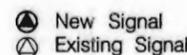
Legend



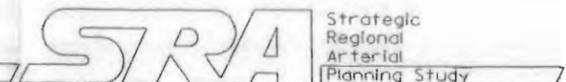
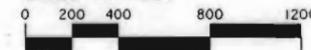
Structure Number
Existing Structure
Median Break



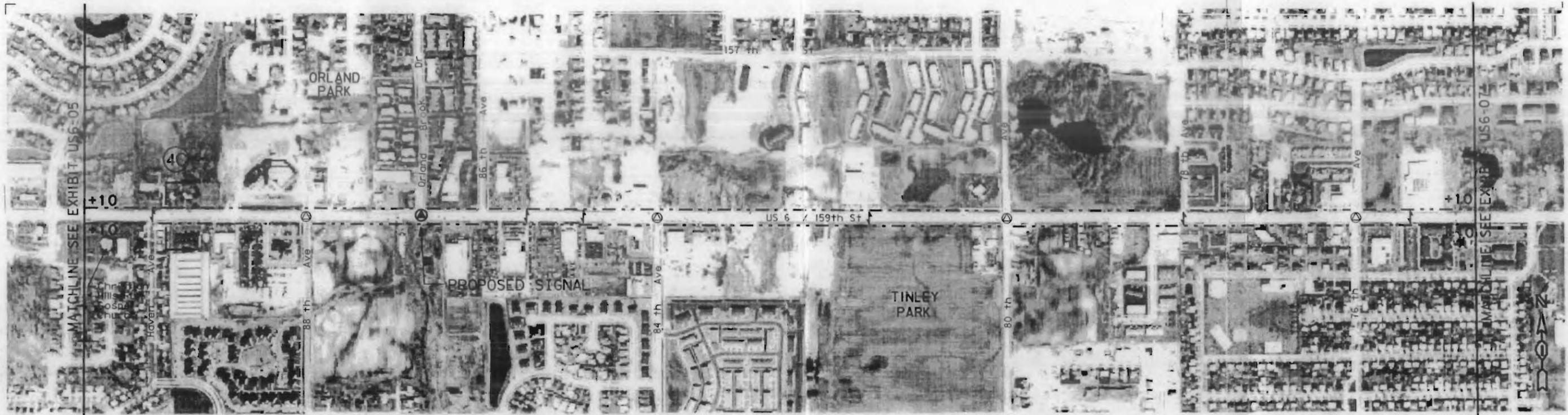
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way



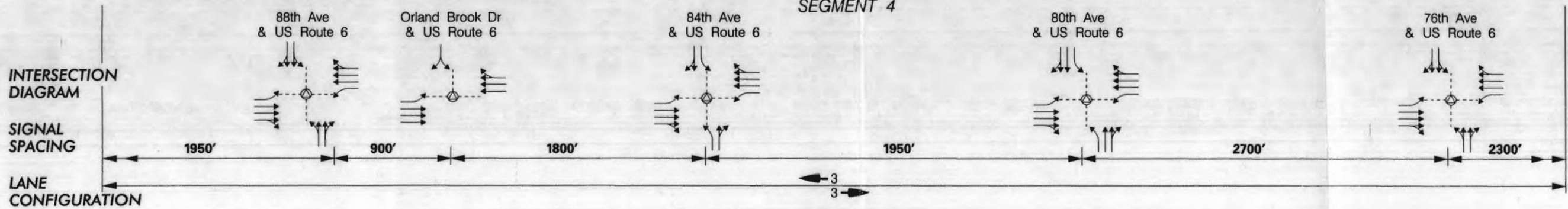
Scale In Feet



ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 4

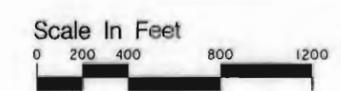


- NOTES
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
 - PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 - PROVIDE SIGNAL AT ORLAND BROOK DR AS WARRANTED
 - PROVIDE MEDIAN BREAKS BETWEEN 1/2 AND 1/4 MILE SPACING CONSOLIDATE WITH PRESENT AND FUTURE DEVELOPMENT

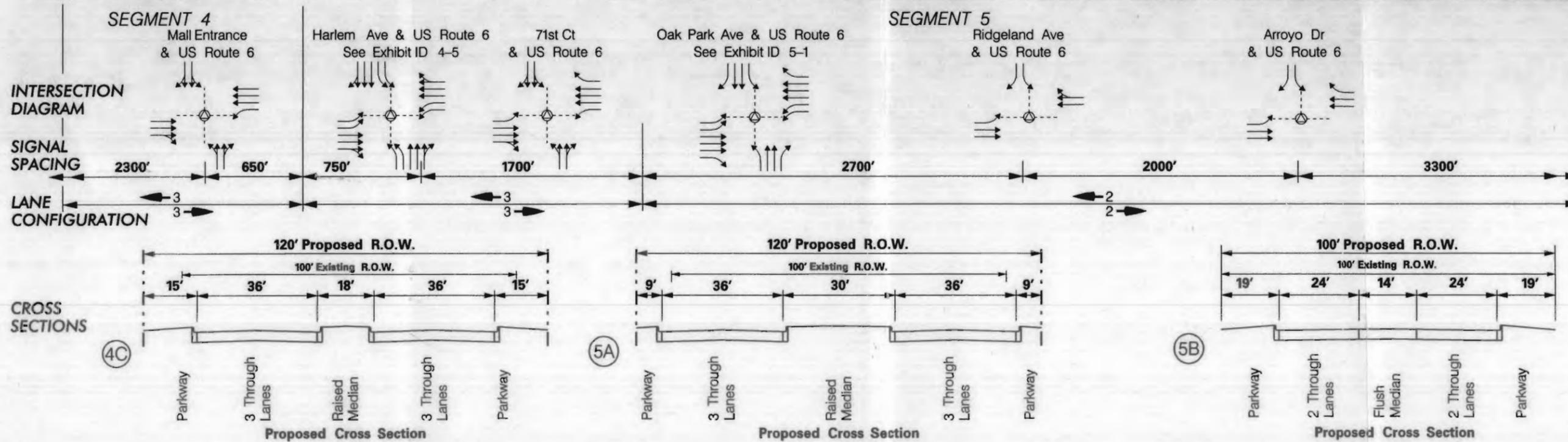
Exhibit US6-06b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

- Legend
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10 / 94 Chkd EMW Date 10 / 94



NOTES

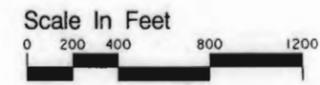
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- RESERVE SPACE FOR PARK-AND-RIDE NEAR ILL ROUTE 43

Exhibit US6-07b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

Legend

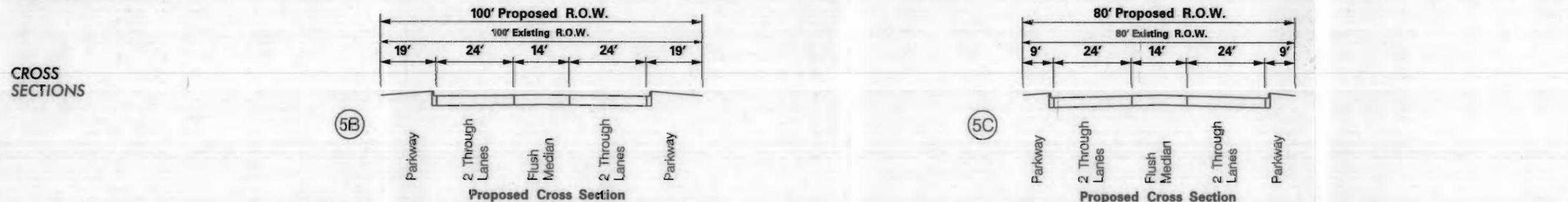
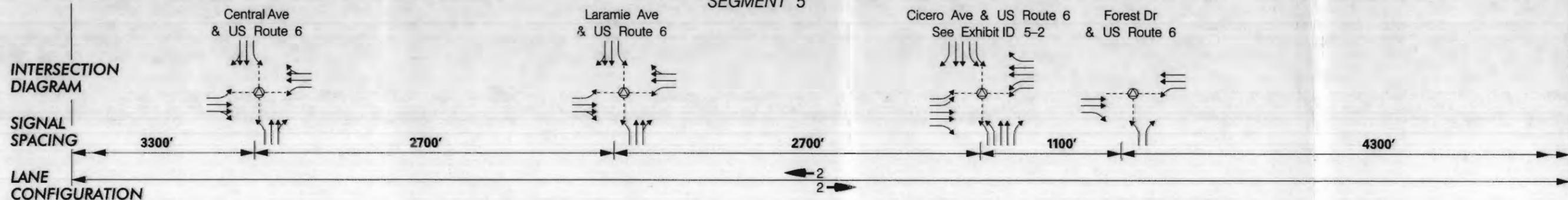
- SN Structure Number
- Existing Structure Median Break
- Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 5

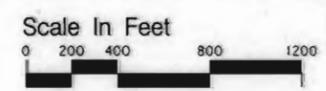


NOTES -PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS -PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS

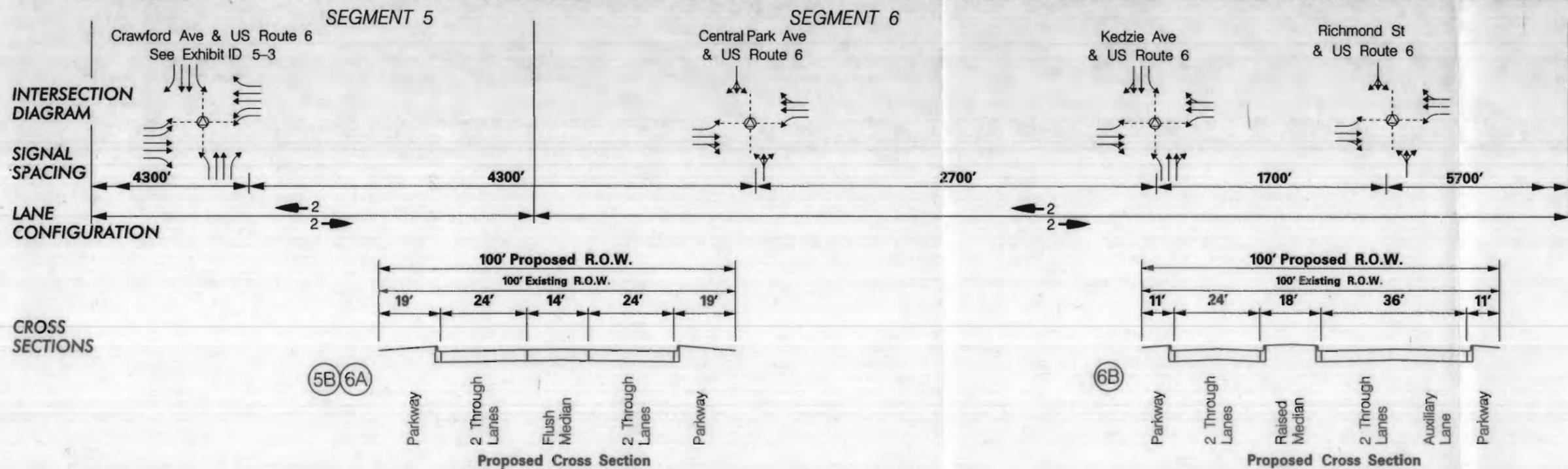
Exhibit US6-08b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

- Legend
- SN [Symbol] Structure Number
 - [Symbol] Existing Structure
 - [Symbol] Median Break
 - [Symbol] Cul-De-Sac
 - [Symbol] +20 Additional Right-Of-Way
 - [Symbol] Proposed Right-Of-Way
 - [Symbol] New Signal
 - [Symbol] Existing Signal
 - [Symbol] Flashing Signal
 - [Symbol] Remove Signal



SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/94 Chkd EMW Date 10/94



NOTES

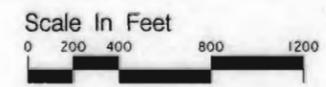
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING

-PROVIDE PARK-AND-RIDE NEAR I-294
(POSSIBLY AT CANTERBURY SHOPPING CENTER)

Exhibit US6-09b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

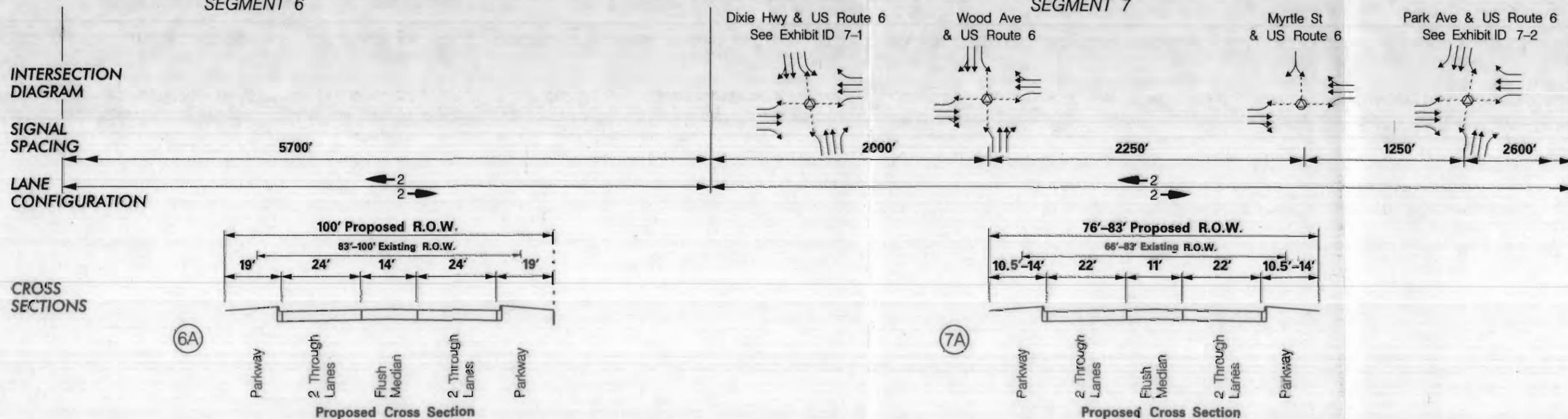
- Legend**
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal





SEGMENT 6

SEGMENT 7



- NOTES
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
 - PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
 - PROVIDE PARK-AND-RIDE NEAR DIXIE HWY

- REPLACE STRUCTURES AT IC RR
- RESERVE SPACE FOR ADDITIONAL RIGHT-OF-WAY AS REDEVELOPMENT OCCURS

Exhibit US6-10b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

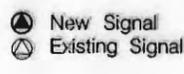
Legend



Structure Number
Existing Structure
Median Break

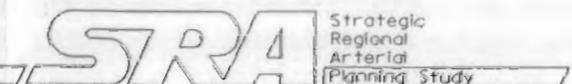


+20
Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way

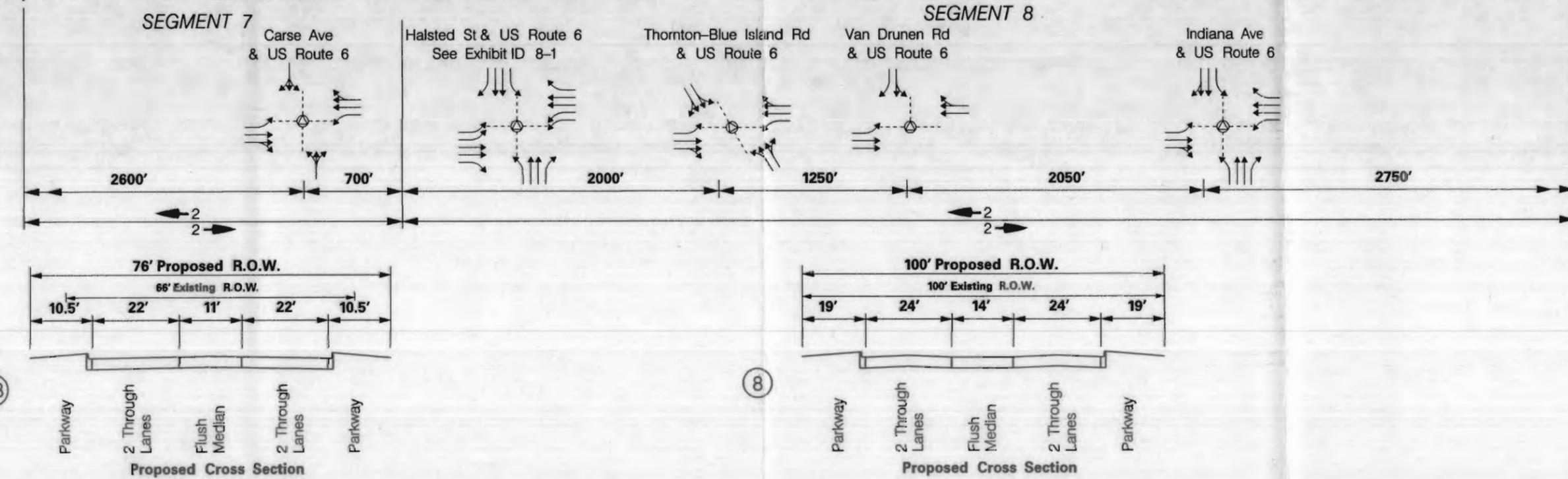
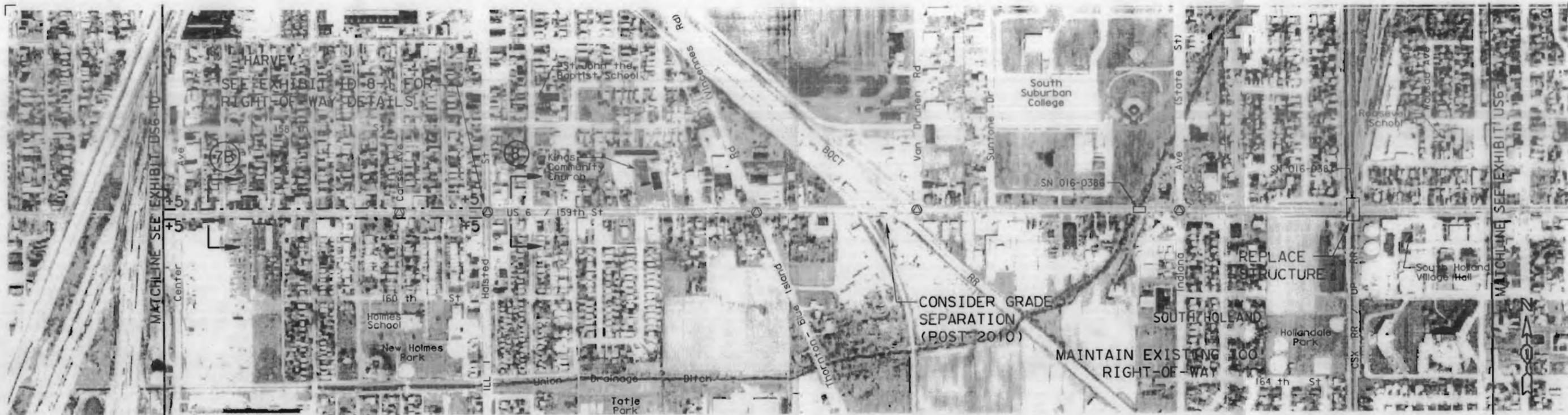


New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet



ILLINOIS DEPARTMENT OF TRANSPORTATION
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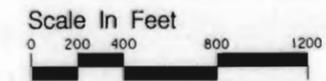
NOTES

- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- CONSIDER GRADE SEPARATION AT BOC T RR (POST 2010)

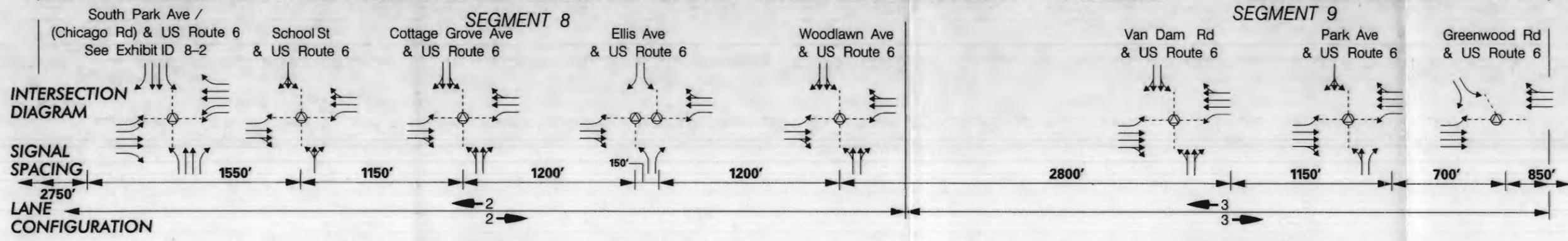
Exhibit US6-11b
US Route 6 (159th Street)

PROPOSED IMPROVEMENTS

- Legend
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



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MERIDIAN ENGINEERS & PLANNERS, INC.
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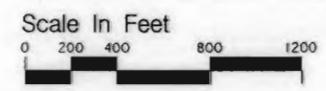


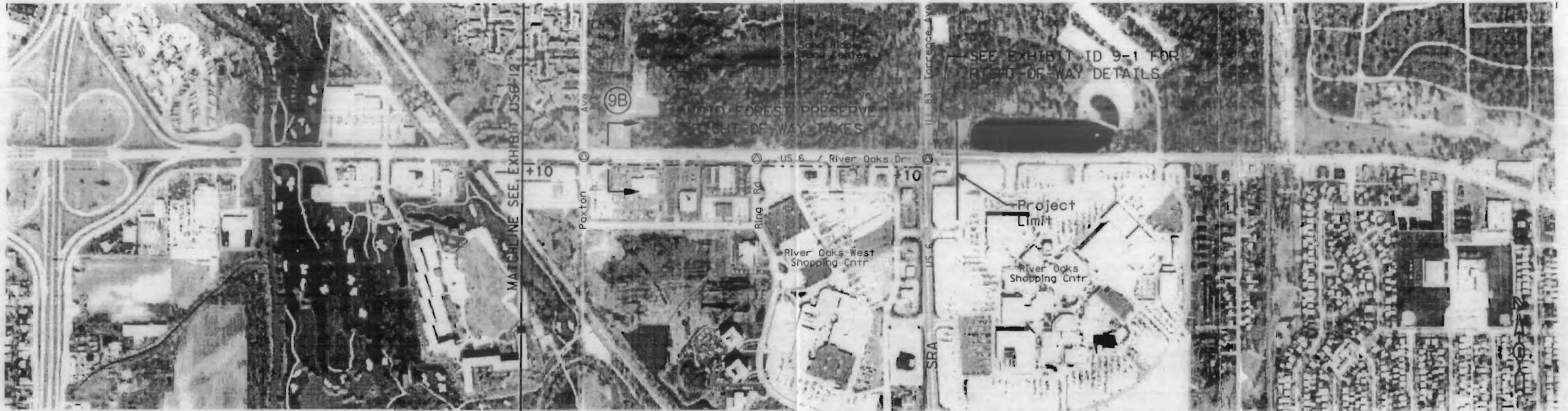
NOTES -PROVIDE BUS STOPS, SHELTERS AND TURNOUTS

Exhibit US6-12b
US Route 6 (159th Street/River Oaks Drive)

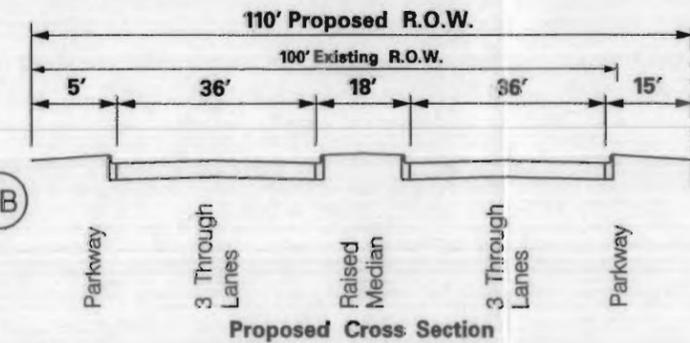
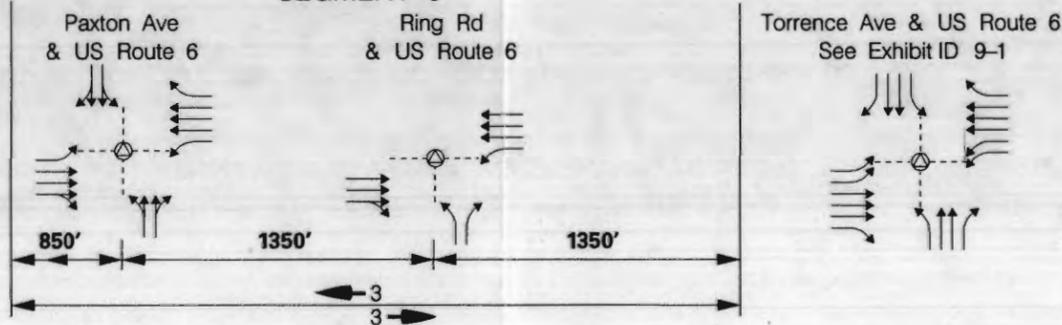
PROPOSED IMPROVEMENTS

- Legend
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal





SEGMENT 9



INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS

NOTES

-PROVIDE ASYMMETRICAL R.O.W. TAKES ALONG FOREST PRESERVE PROPERTY

-RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS

Exhibit US6-13b
US Route 6 (River Oaks Drive)

PROPOSED IMPROVEMENTS

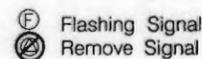
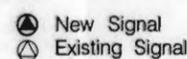
Legend



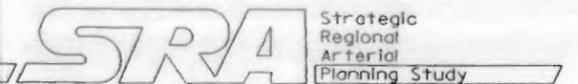
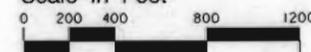
Structure Number
Existing Structure
Median Break



+20
Additional Right-Of-Way
Proposed Right-Of-Way



Scale In Feet



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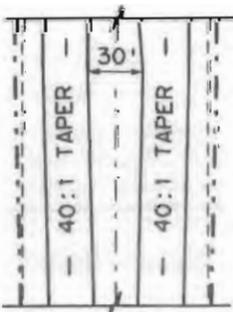
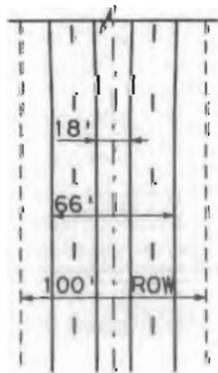
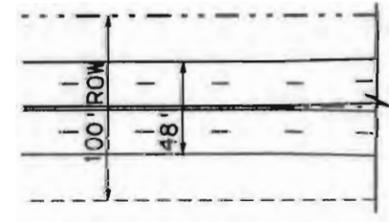
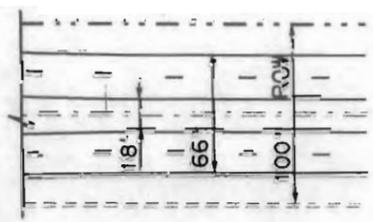
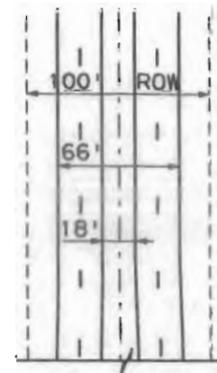
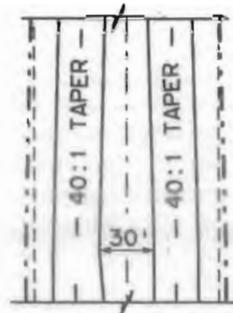
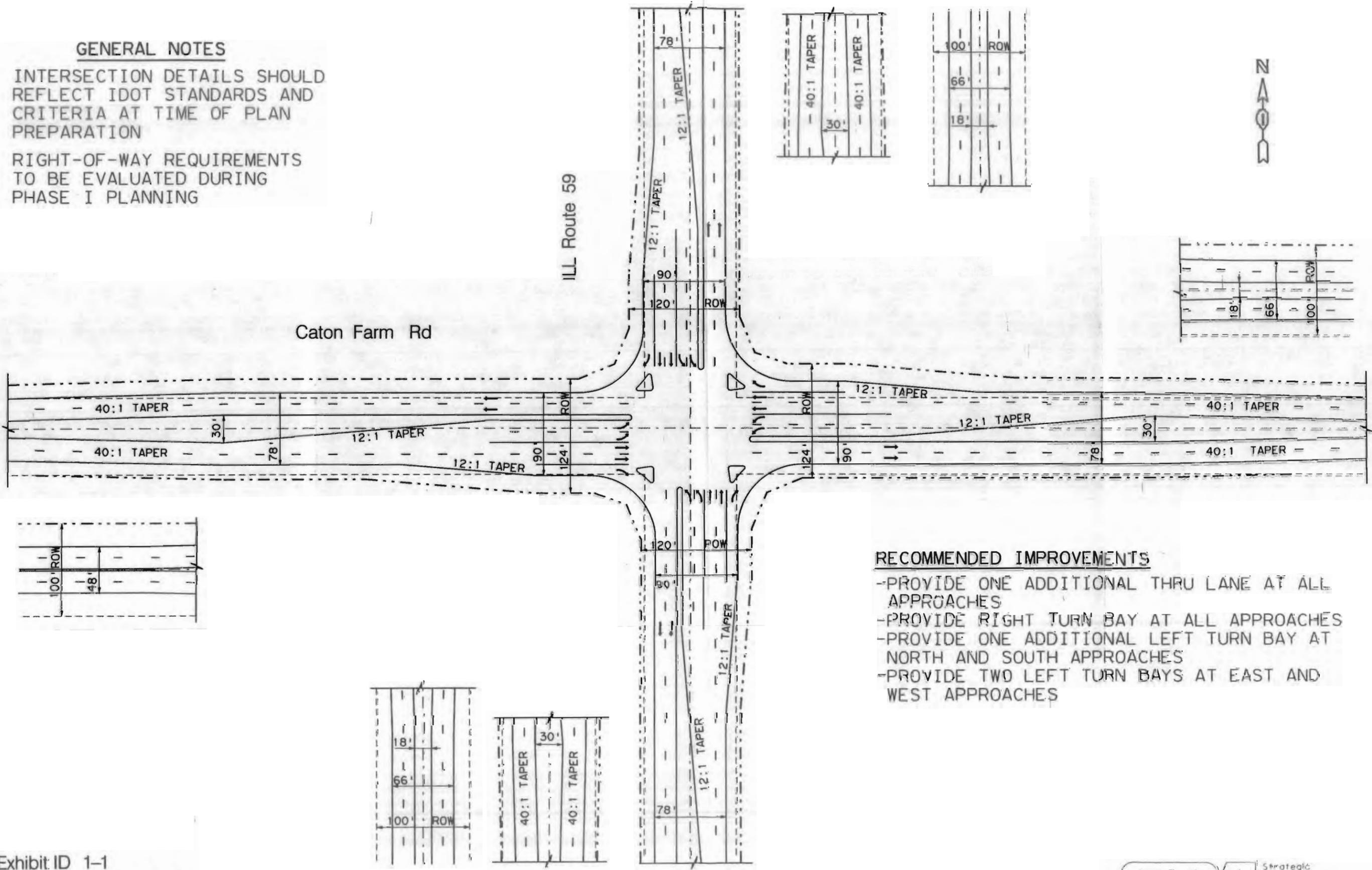
GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

ILL Route 59

Caton Farm Rd



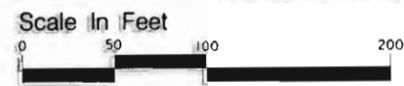
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
- PROVIDE TWO LEFT TURN BAYS AT EAST AND WEST APPROACHES

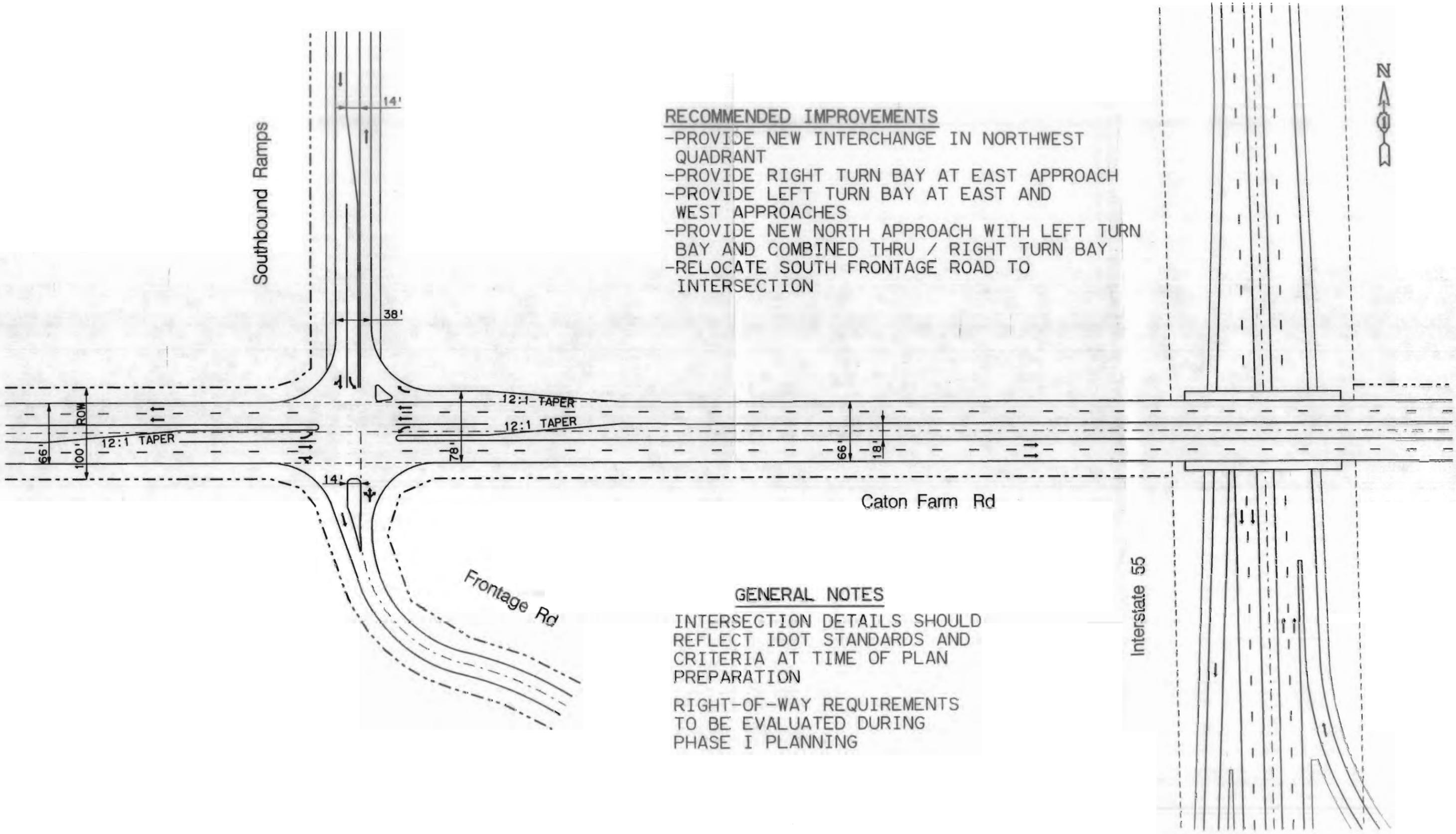
Exhibit ID 1-1
Caton Farm Rd at ILL Route 59

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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RECOMMENDED IMPROVEMENTS

- PROVIDE NEW INTERCHANGE IN NORTHWEST QUADRANT
- PROVIDE RIGHT TURN BAY AT EAST APPROACH
- PROVIDE LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE NEW NORTH APPROACH WITH LEFT TURN BAY AND COMBINED THRU / RIGHT TURN BAY
- RELOCATE SOUTH FRONTAGE ROAD TO INTERSECTION

GENERAL NOTES

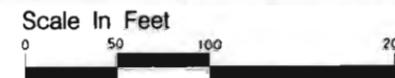
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

Exhibit ID 1-2
Caton Farm Rd at I-55 (Southbound Ramps)

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

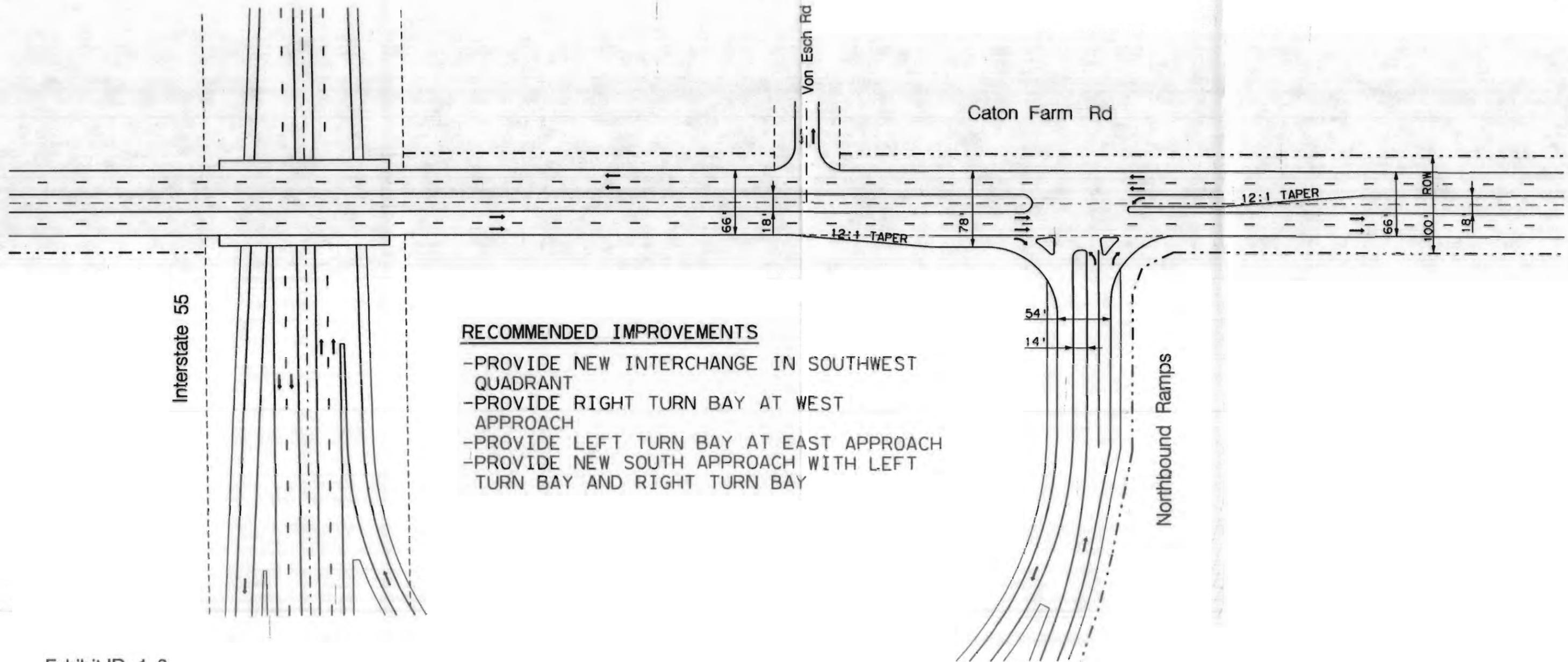
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE NEW INTERCHANGE IN SOUTHWEST QUADRANT
- PROVIDE RIGHT TURN BAY AT WEST APPROACH
- PROVIDE LEFT TURN BAY AT EAST APPROACH
- PROVIDE NEW SOUTH APPROACH WITH LEFT TURN BAY AND RIGHT TURN BAY

Exhibit ID 1-3
Caton Farm Rd at I-55 (Northbound Ramps)

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

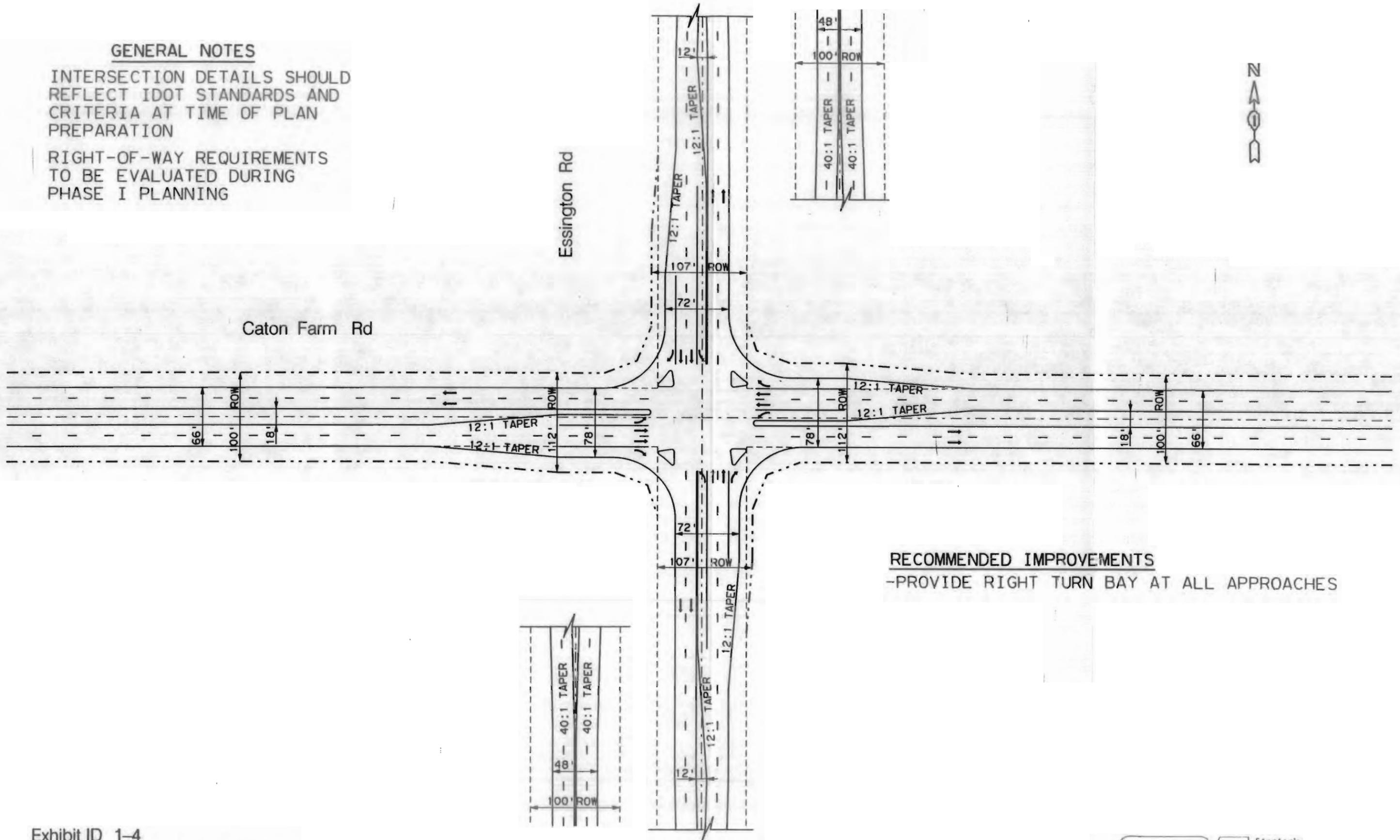
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

Scale In Feet
 0 50 100 200

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS
 -PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 1-4
 Caton Farm Rd at Essington Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

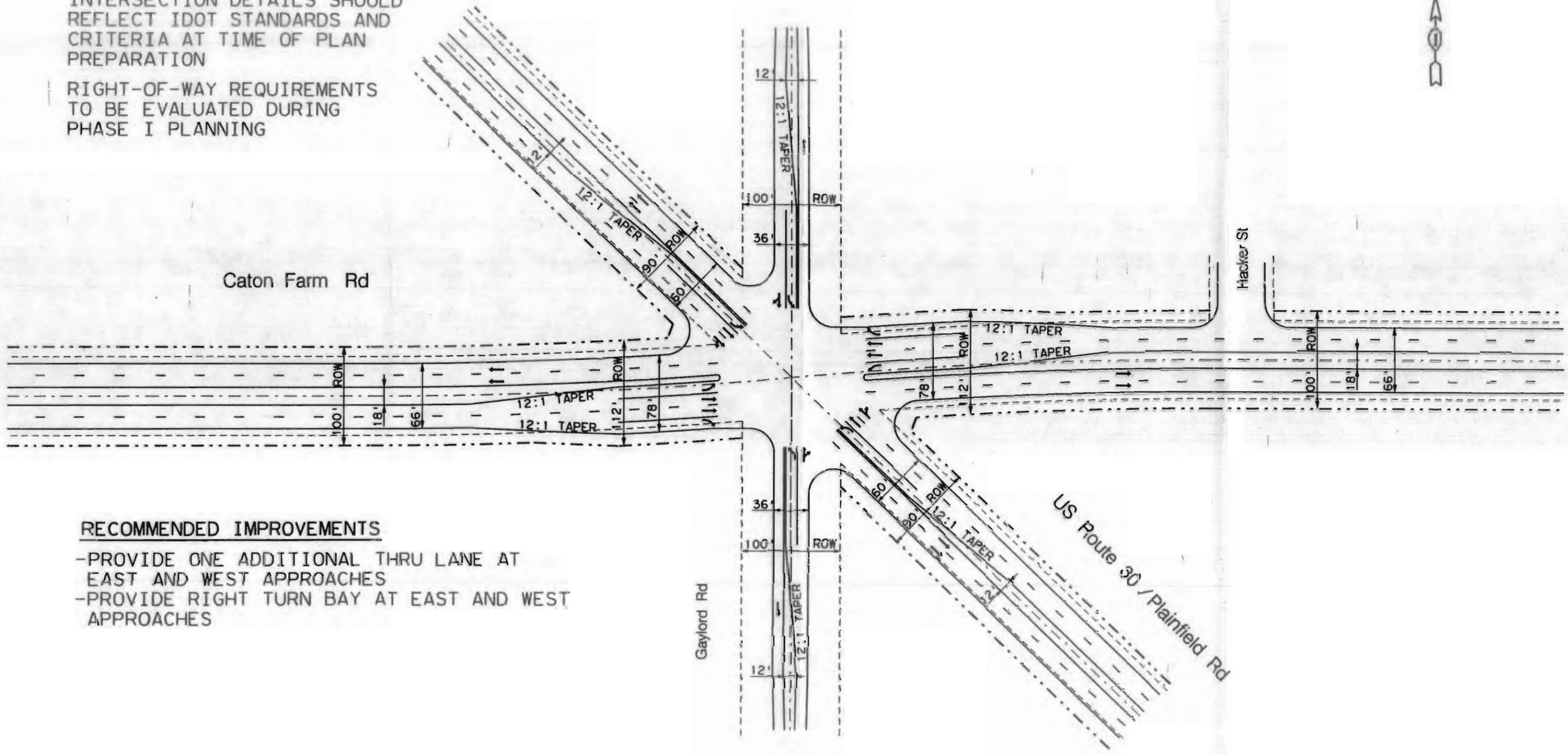
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

Scale In Feet
 0 50 100 200

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

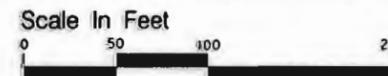
- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT EAST AND WEST APPROACHES

Exhibit ID 1-5

Caton Farm Rd at US Route 30 / Plainfield Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

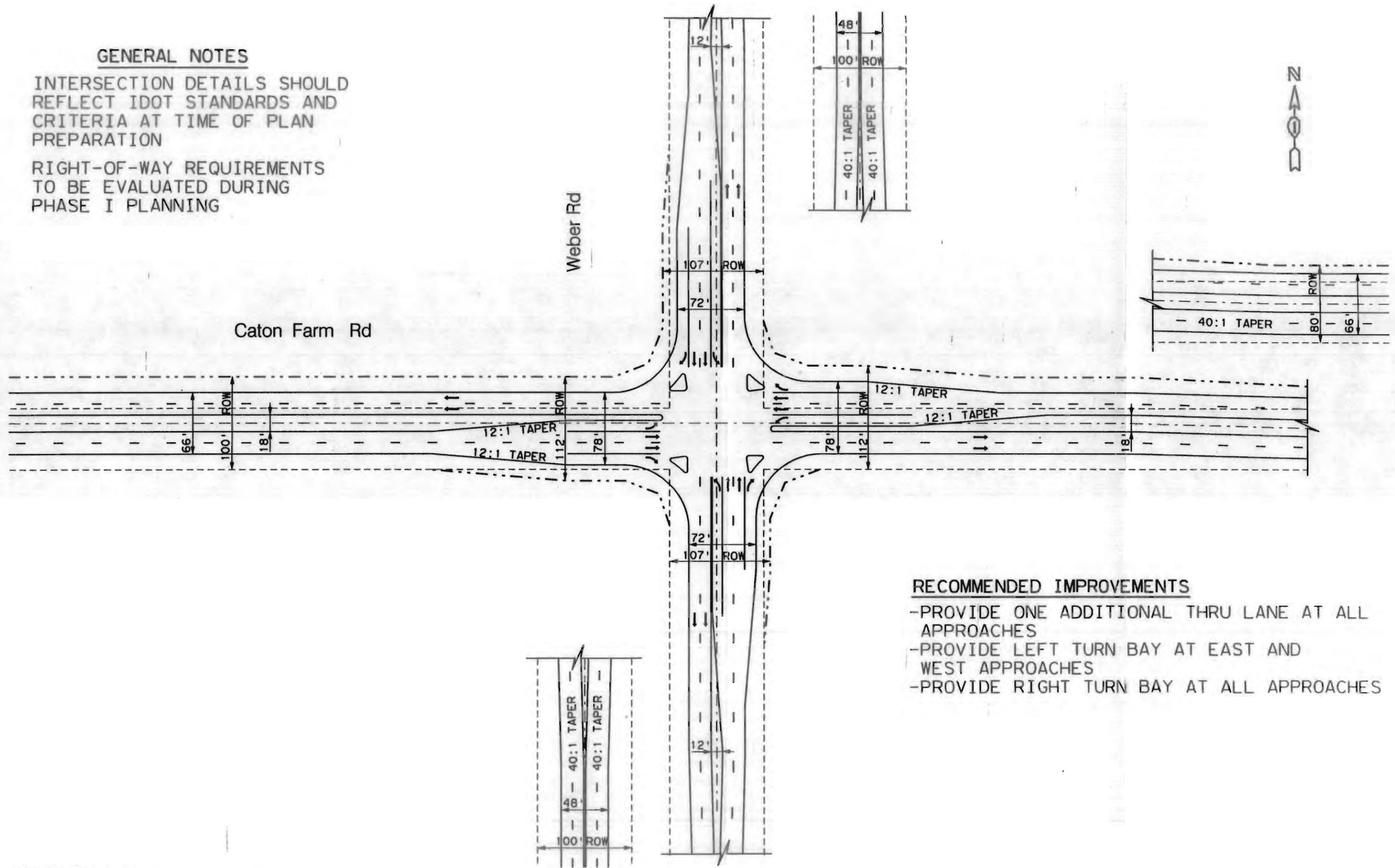
Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



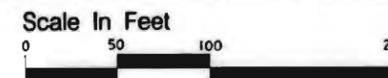
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 1-6
Caton Farm Rd at Weber Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

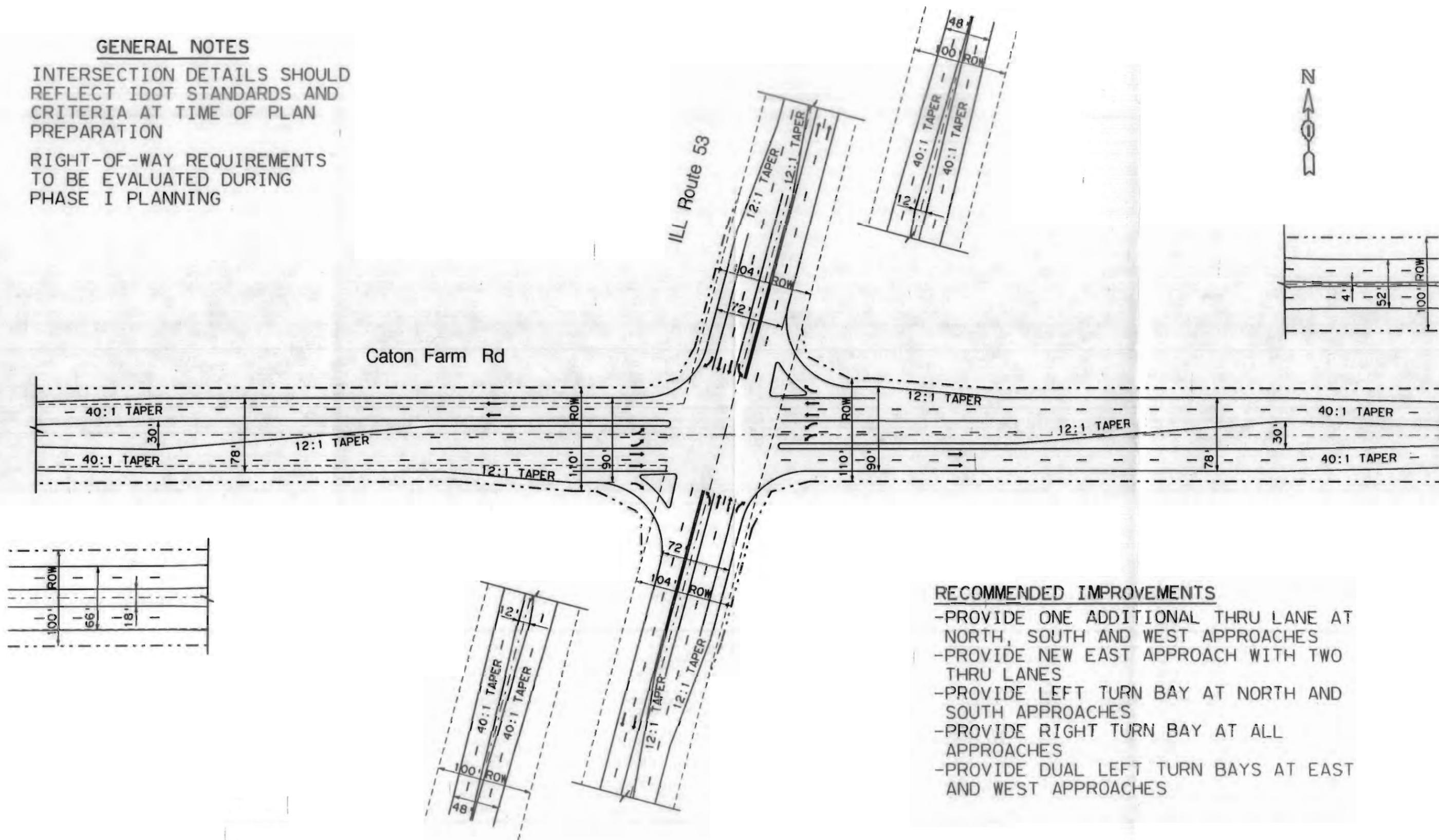
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



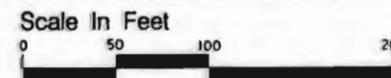
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH, SOUTH AND WEST APPROACHES
- PROVIDE NEW EAST APPROACH WITH TWO THRU LANES
- PROVIDE LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE DUAL LEFT TURN BAYS AT EAST AND WEST APPROACHES

Exhibit ID 1-7
Caton Farm Rd at ILL Route 53

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

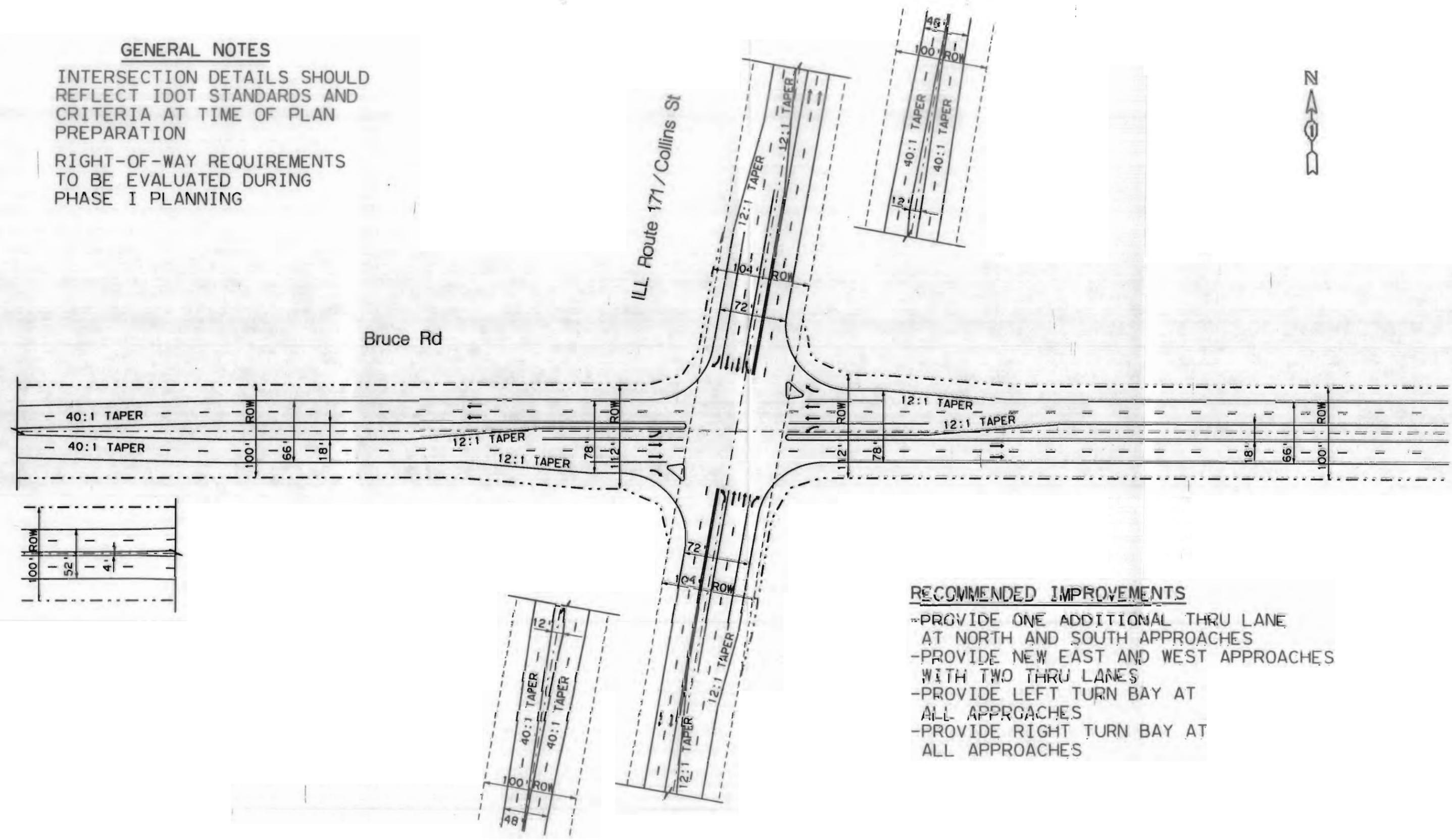


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 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 9/94 Chkd EMW Date 9/94

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
- PROVIDE NEW EAST AND WEST APPROACHES WITH TWO THRU LANES
- PROVIDE LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 1-8
Bruce Rd at ILL Route 171 / Collins St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

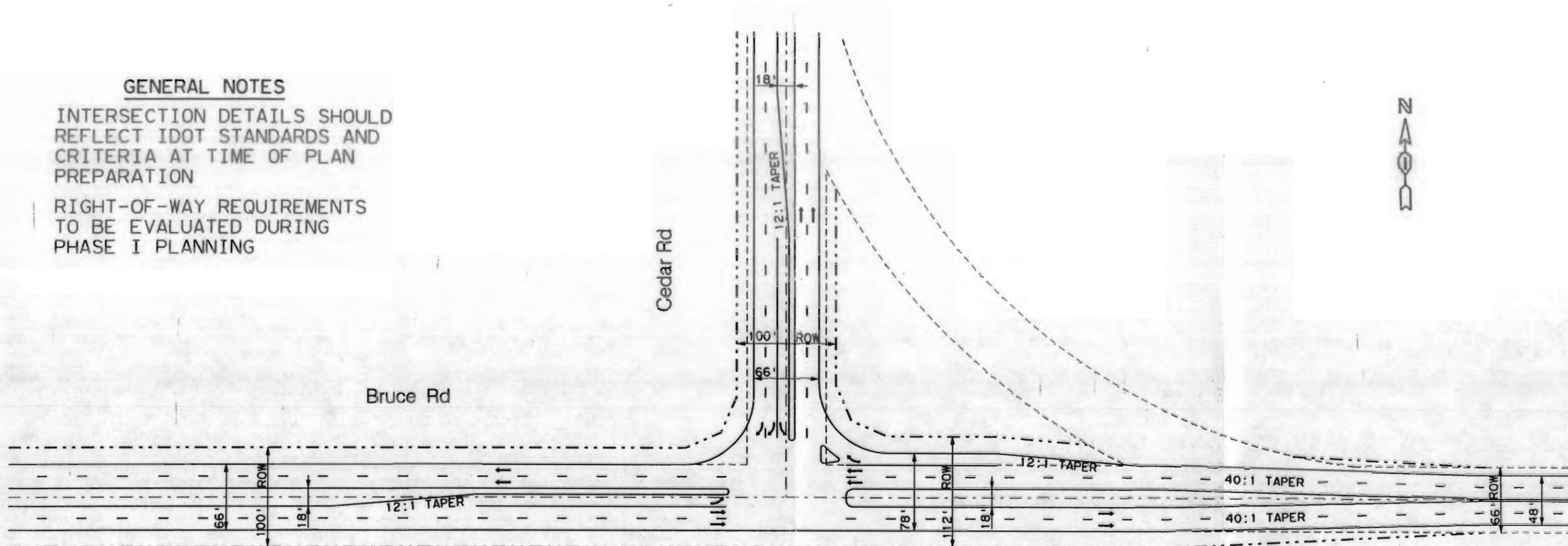
Scale In Feet
 0 50 100 200

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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE LEFT TURN BAY AT NORTH AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT EAST APPROACH

Exhibit ID 1-9
Bruce Rd at Cedar Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

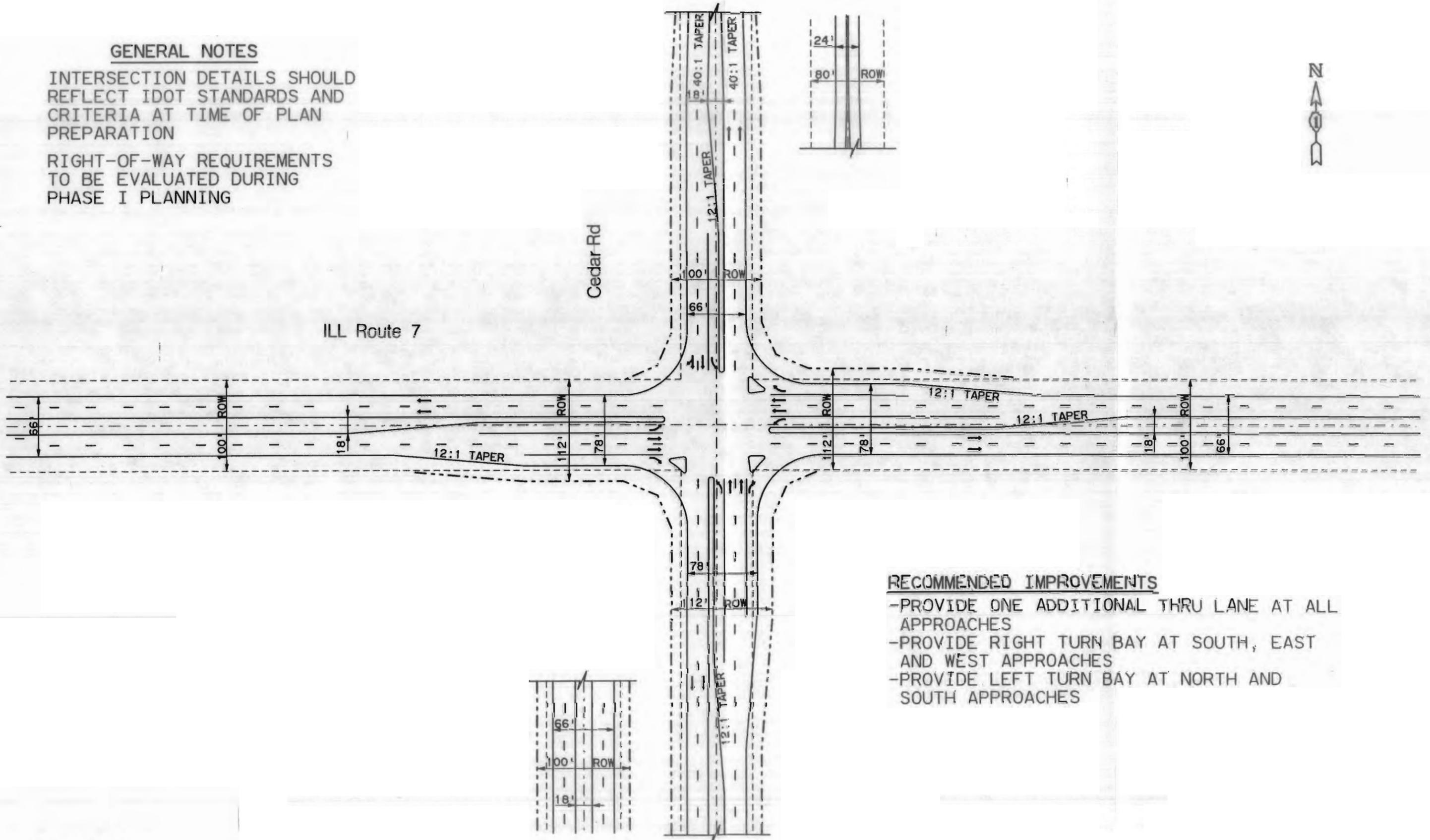
Scale In Feet
 0 50 100 200

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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



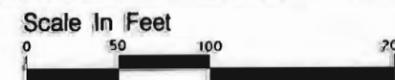
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT SOUTH, EAST AND WEST APPROACHES
- PROVIDE LEFT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 3-1
Cedar Rd at ILL Route 7

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

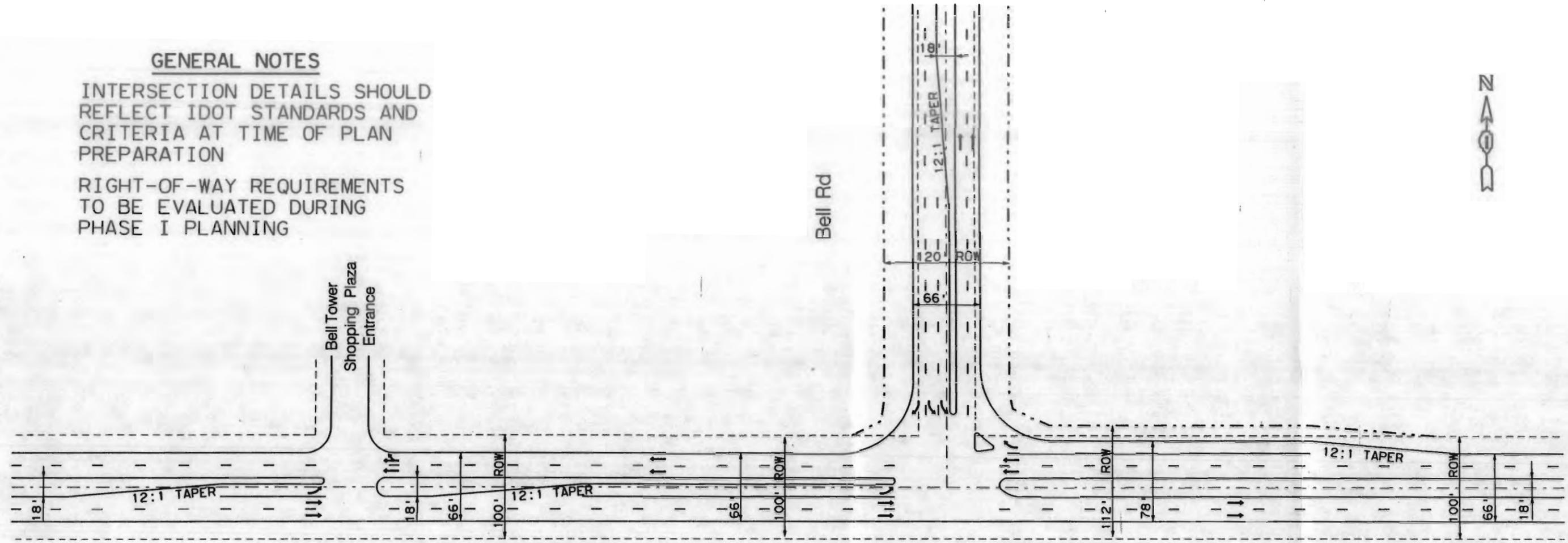


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 Drawn JTS Date 9/94 Chkd EMW Date 9/94

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



ILL Route 7 / 159th St

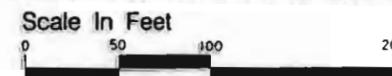
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT EAST APPROACH
- PROVIDE LEFT TURN BAY AT NORTH APPROACH

Exhibit ID 4-1
ILL Route 7 / 159th St at Bell Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - . . . Proposed Right-Of-Way
 ROW = Right-Of-Way

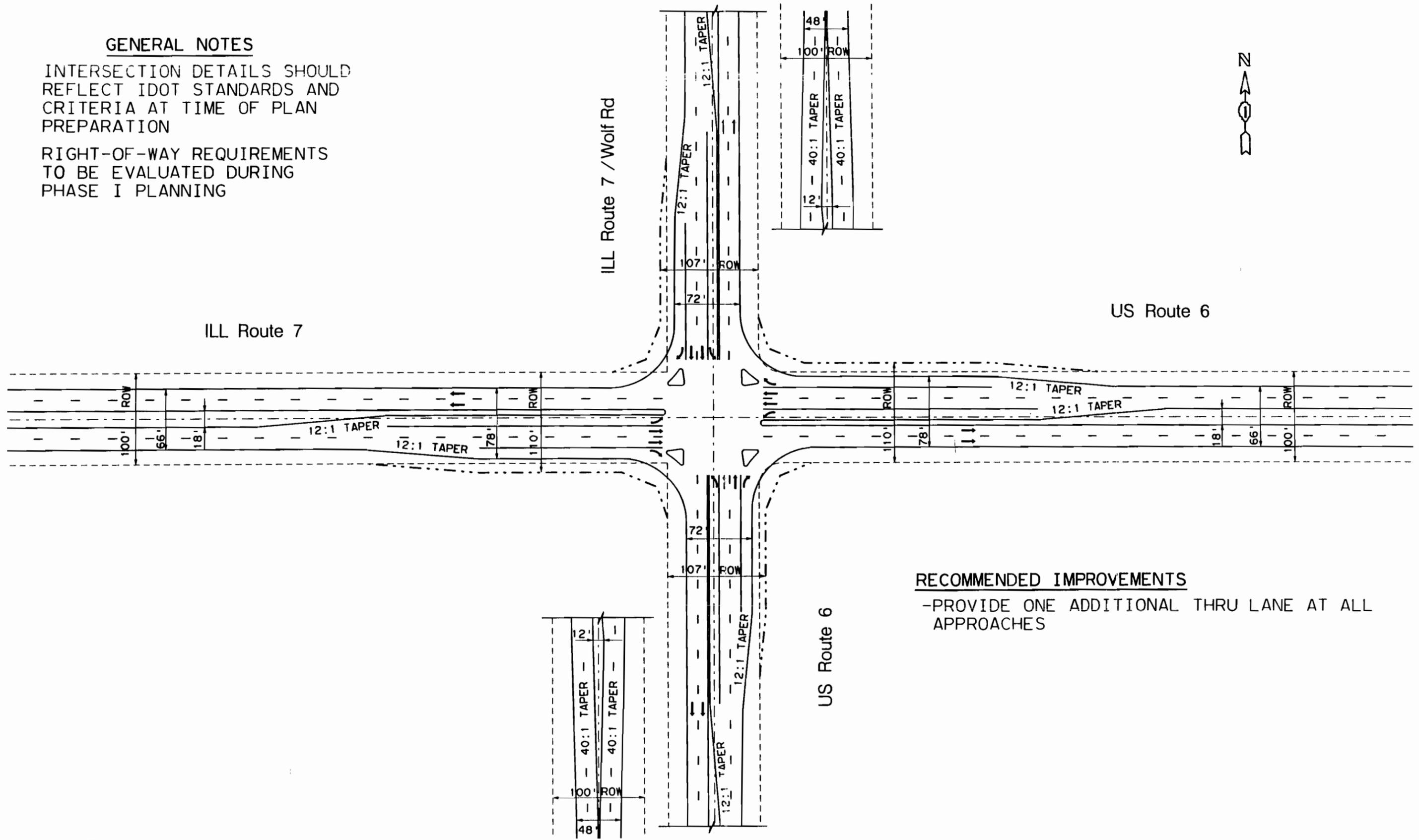


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 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 9/94 Chkd EMW Date 9/94

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES

Exhibit ID 4-2
US Route 6 at Wolf Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

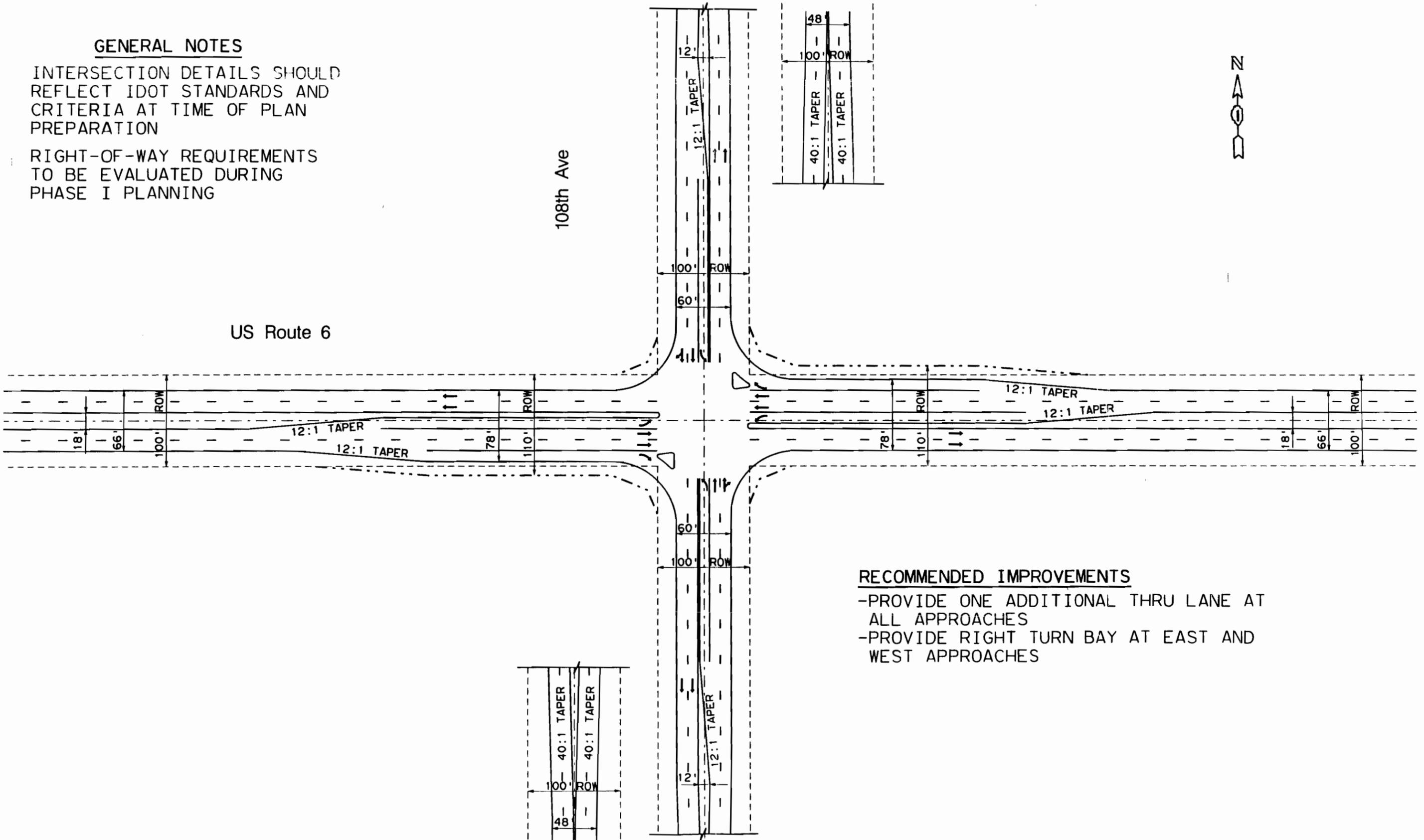
Legend --- Existing Right-Of-Way
- - - Proposed Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT EAST AND WEST APPROACHES

Exhibit ID 4-3
US Route 6 at 108th Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
- - - Proposed Right-Of-Way

Scale In Feet
0 50 100 200

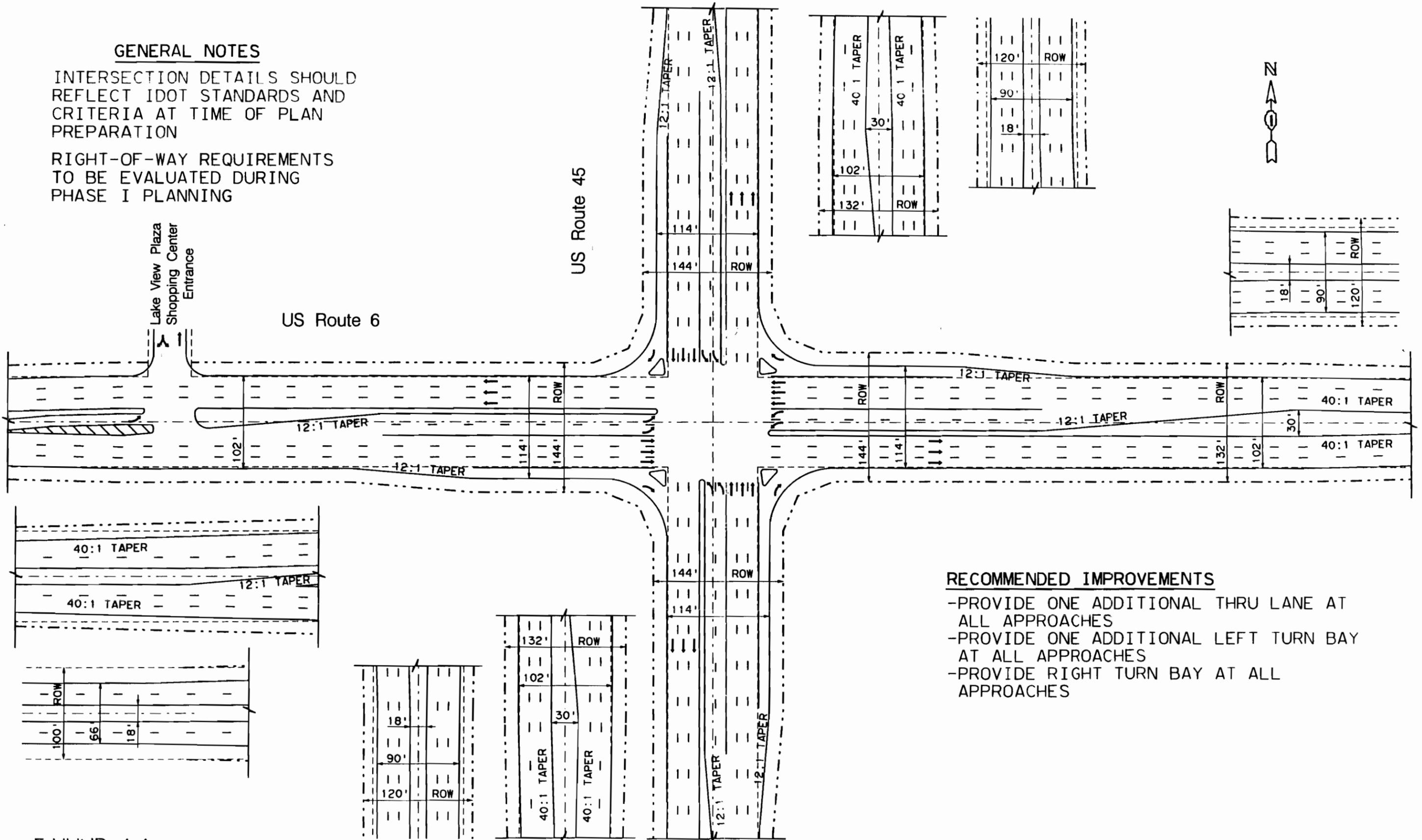


ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

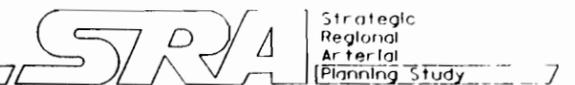
- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 4-4
US Route 6 at US Route 45

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
- - - Proposed Right-Of-Way

Scale In Feet

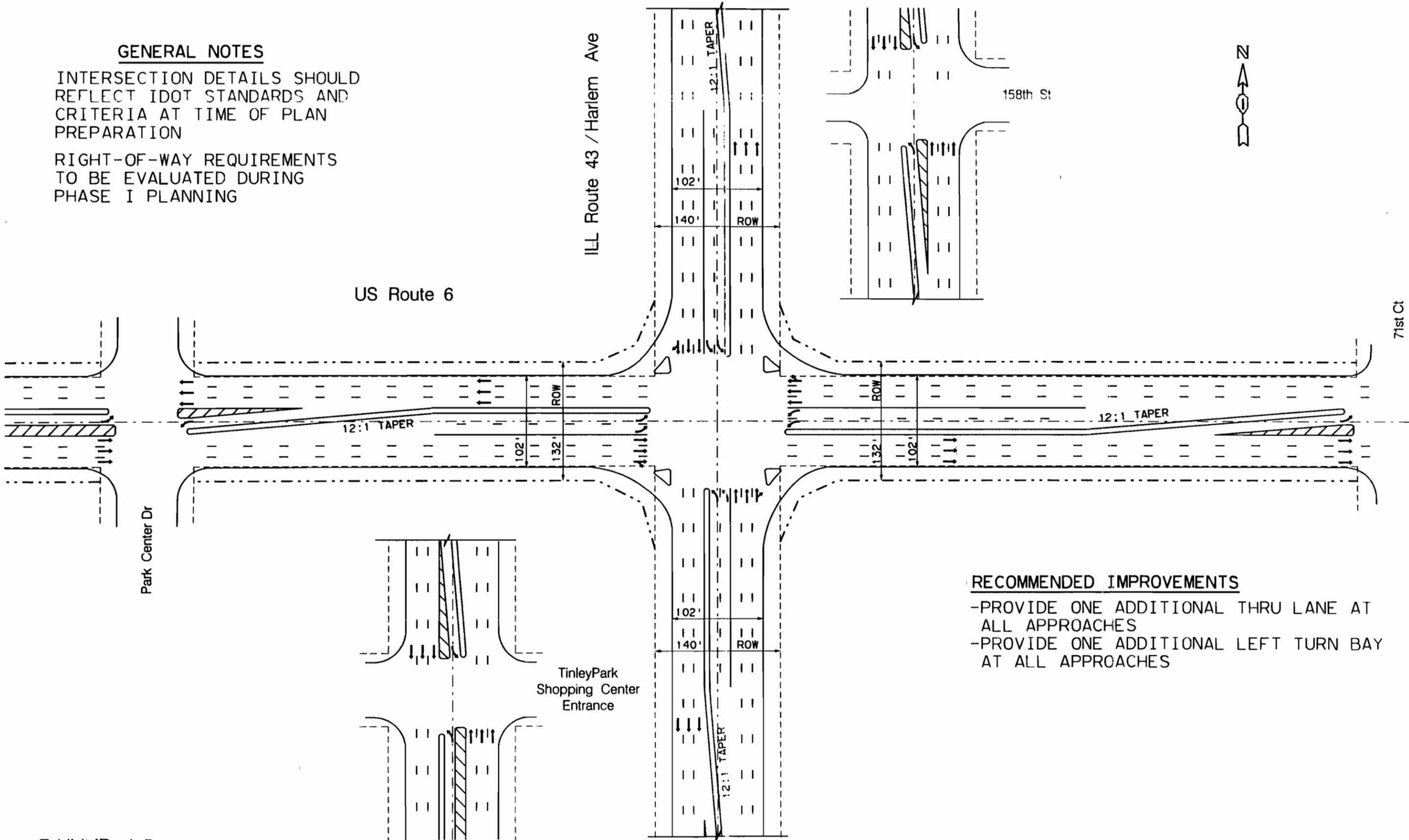


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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES

Exhibit ID 4-5
US Route 6 at ILL Route 43 / Harlem Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

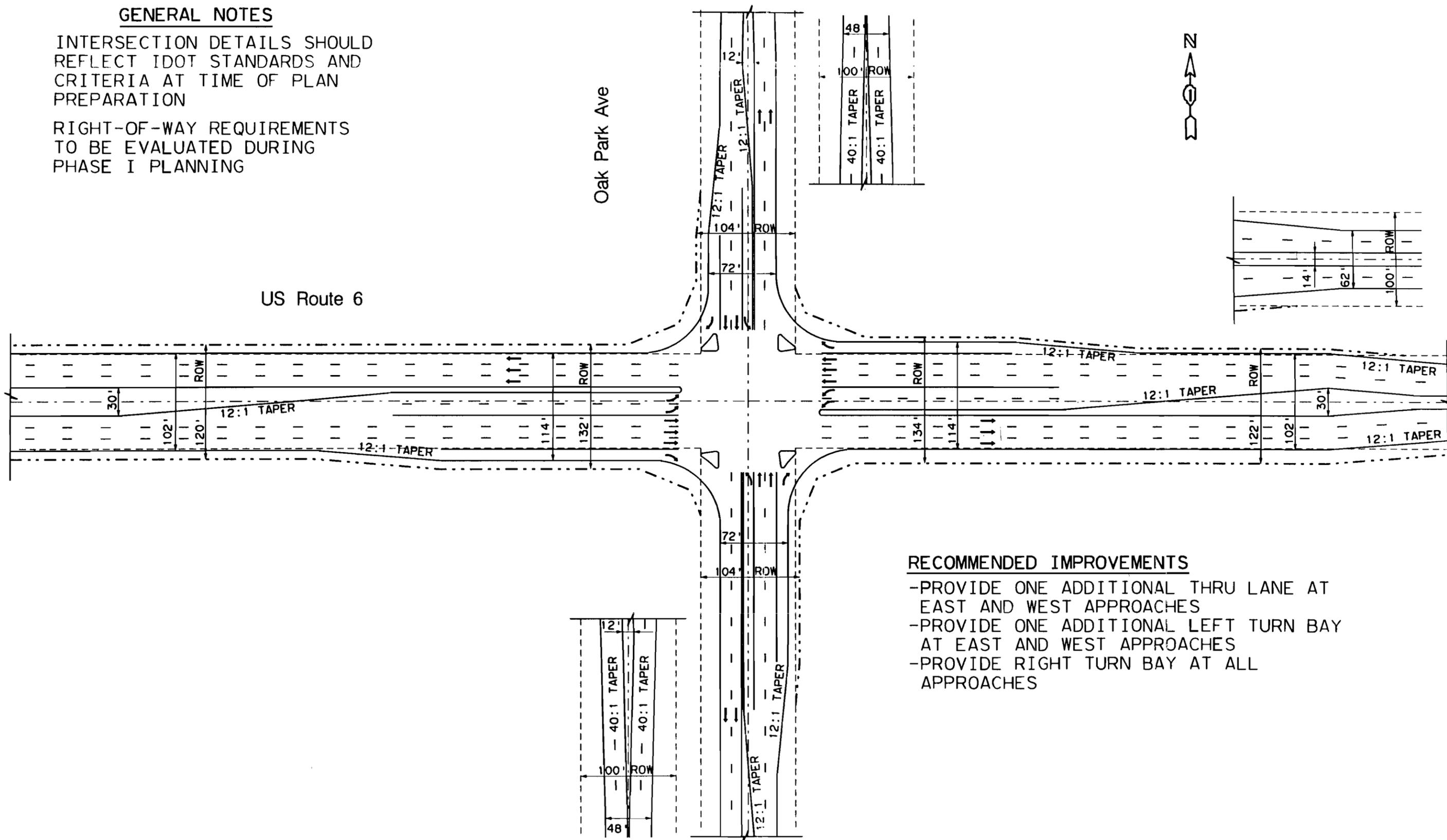
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 5-1
US Route 6 at Oak Park Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

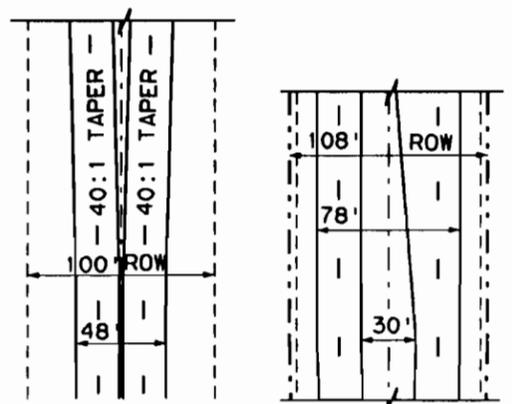
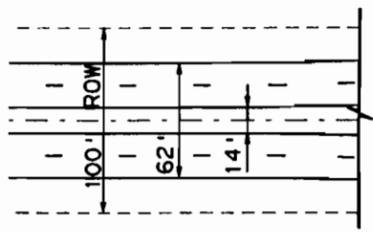
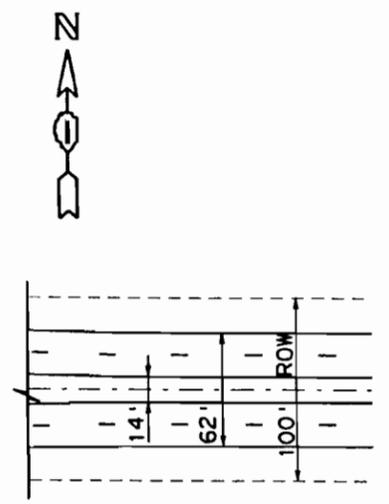
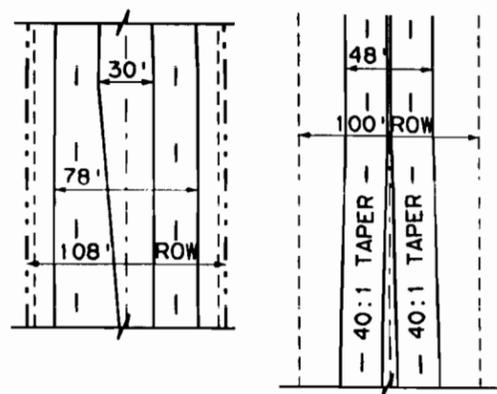
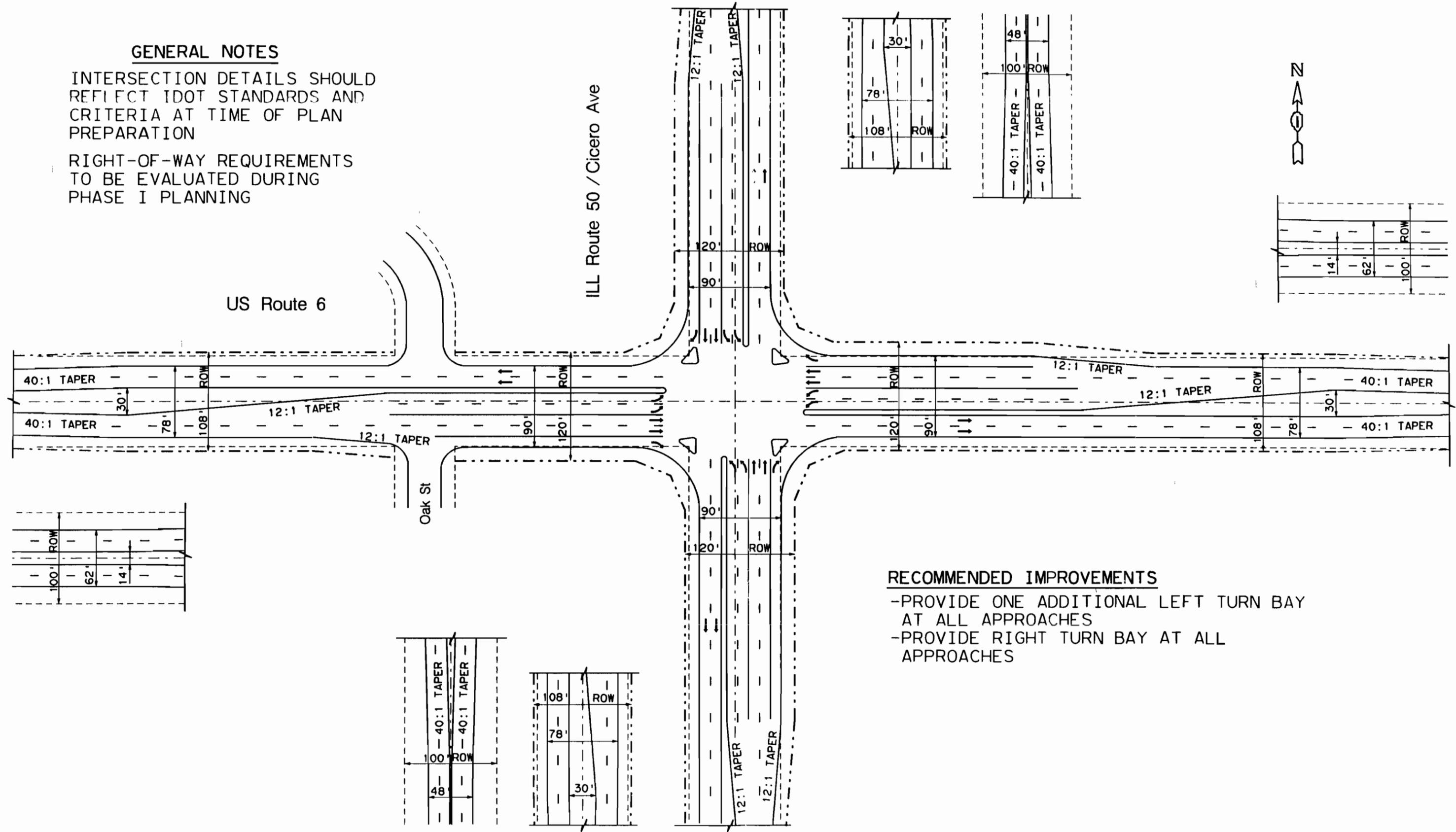
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 5-2
US Route 6 at ILL Route 50 /Cicero Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



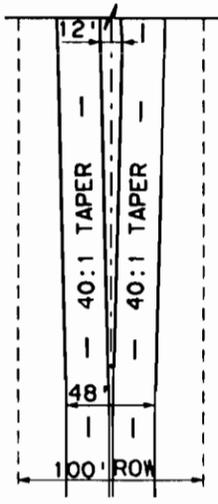
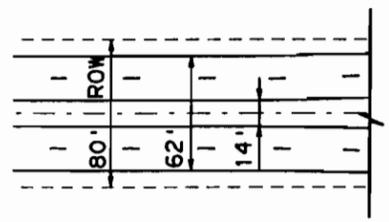
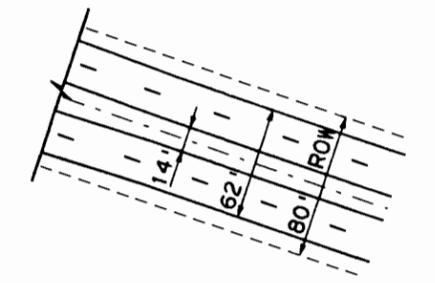
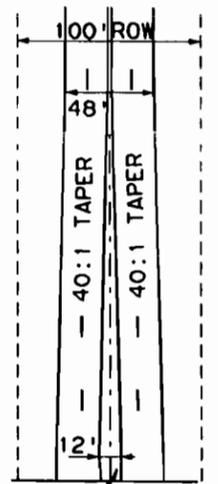
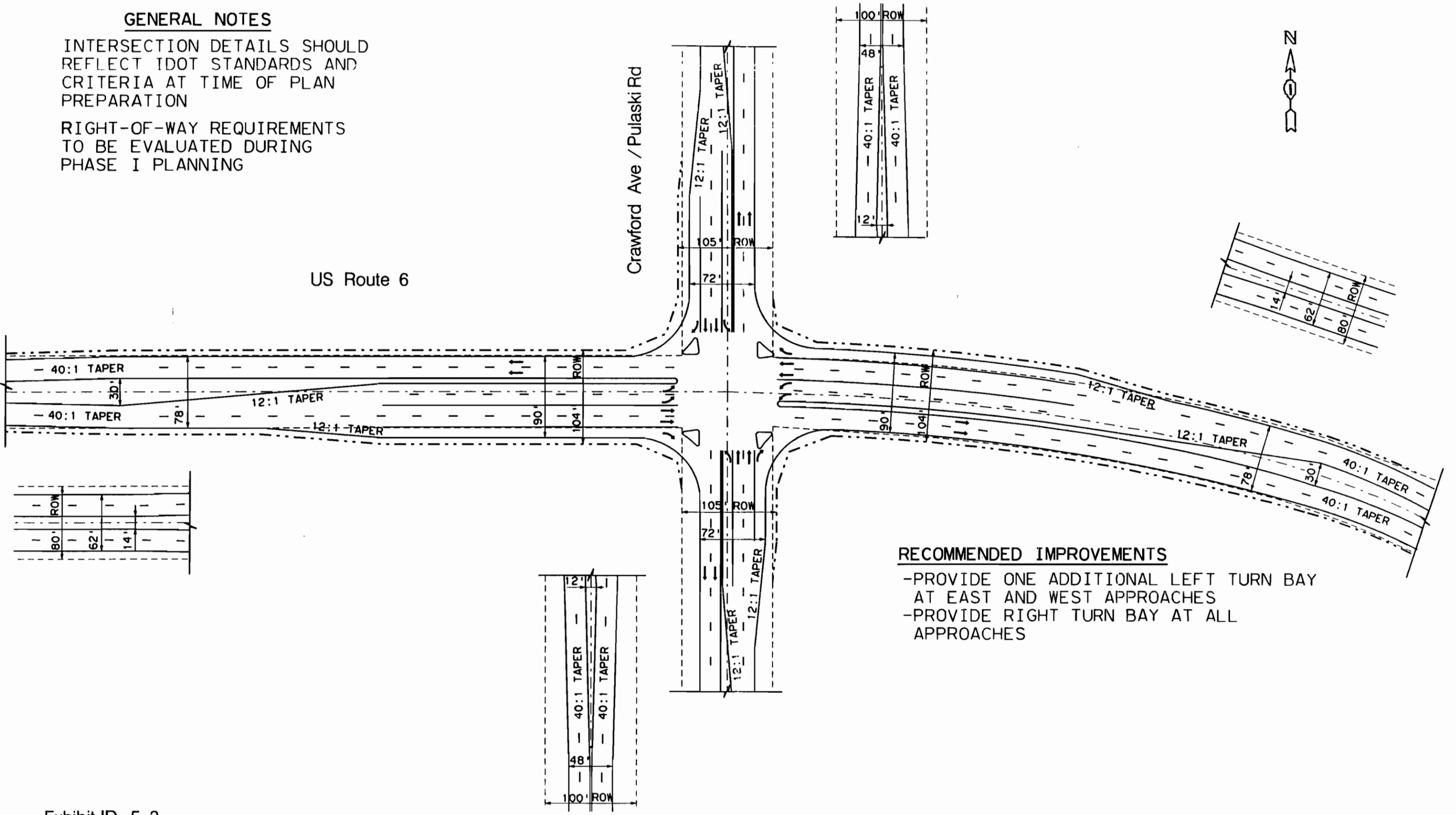
GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

US Route 6

Crawford Ave / Pulaski Rd



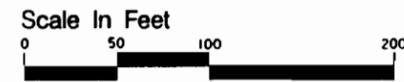
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 5-3
US Route 6 at Crawford Ave / Pulaski Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

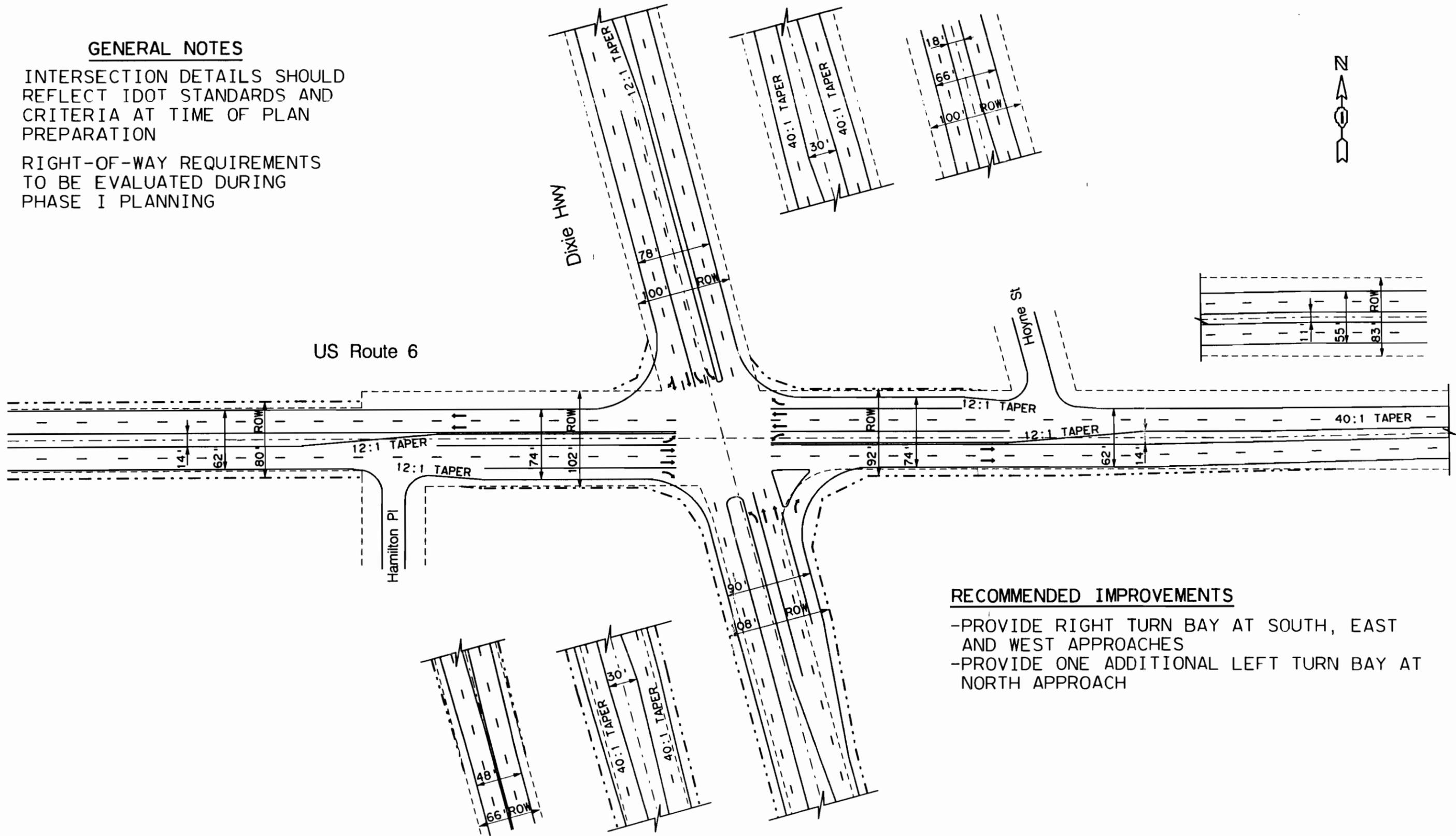
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT SOUTH, EAST AND WEST APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH APPROACH

Exhibit ID 7-1
US Route 6 at Dixie Hwy

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

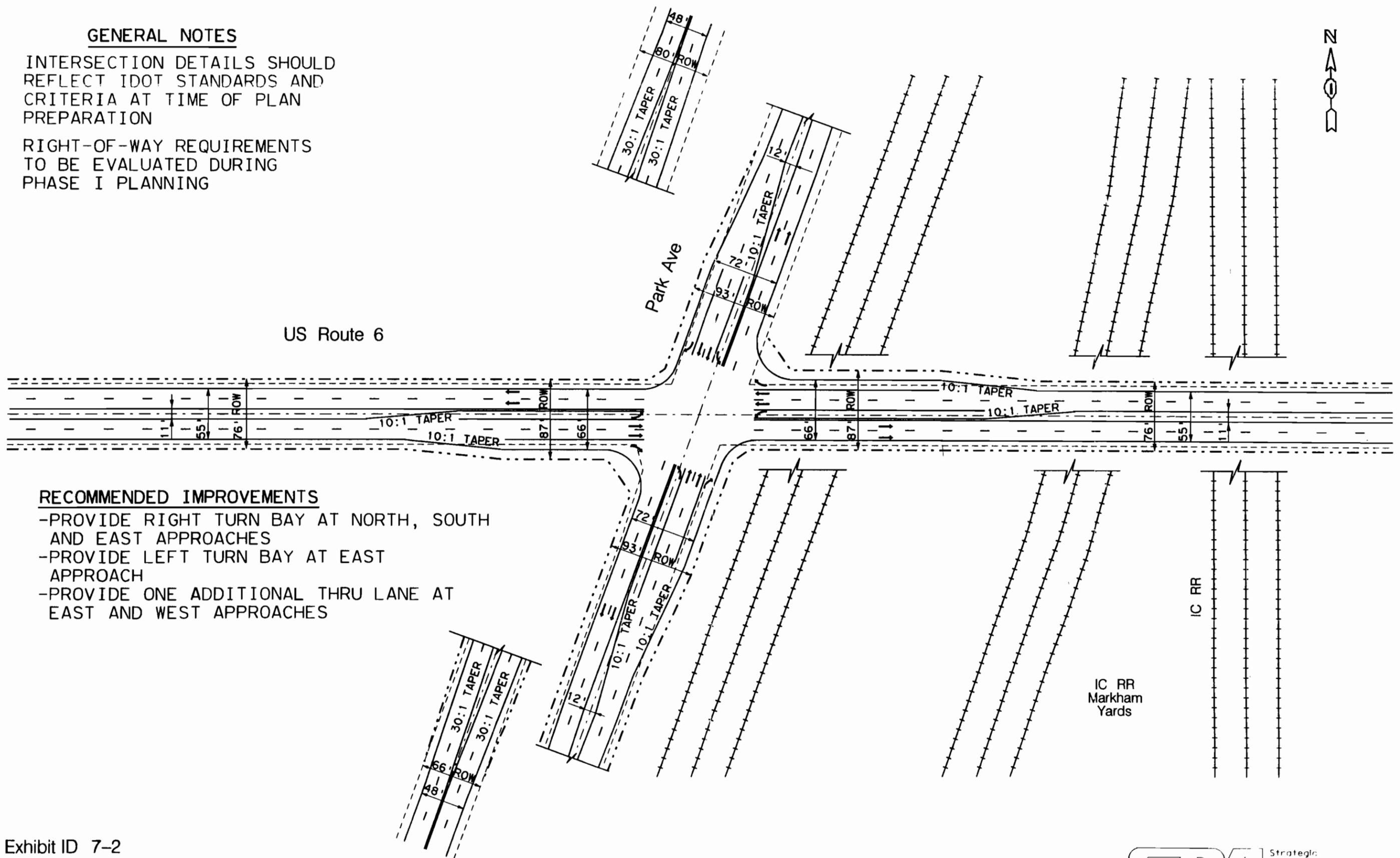
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT NORTH, SOUTH AND EAST APPROACHES
- PROVIDE LEFT TURN BAY AT EAST APPROACH
- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES

Exhibit ID 7-2
US Route 6 at Park Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

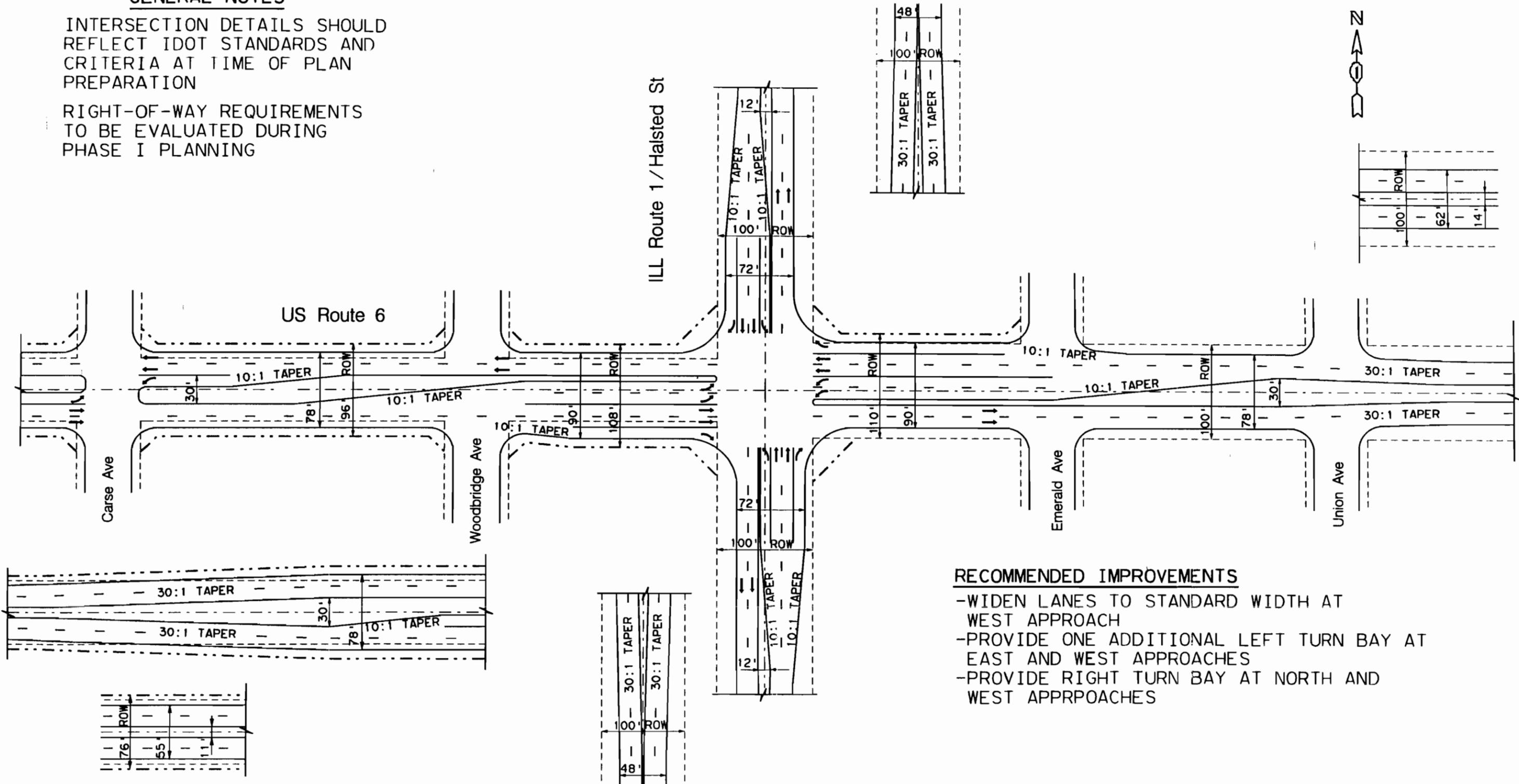
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



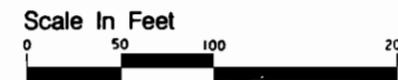
RECOMMENDED IMPROVEMENTS

- WIDEN LANES TO STANDARD WIDTH AT WEST APPROACH
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH AND WEST APPROACHES

Exhibit ID 8-1
US Route 6 at ILL Route 1/Halsted St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

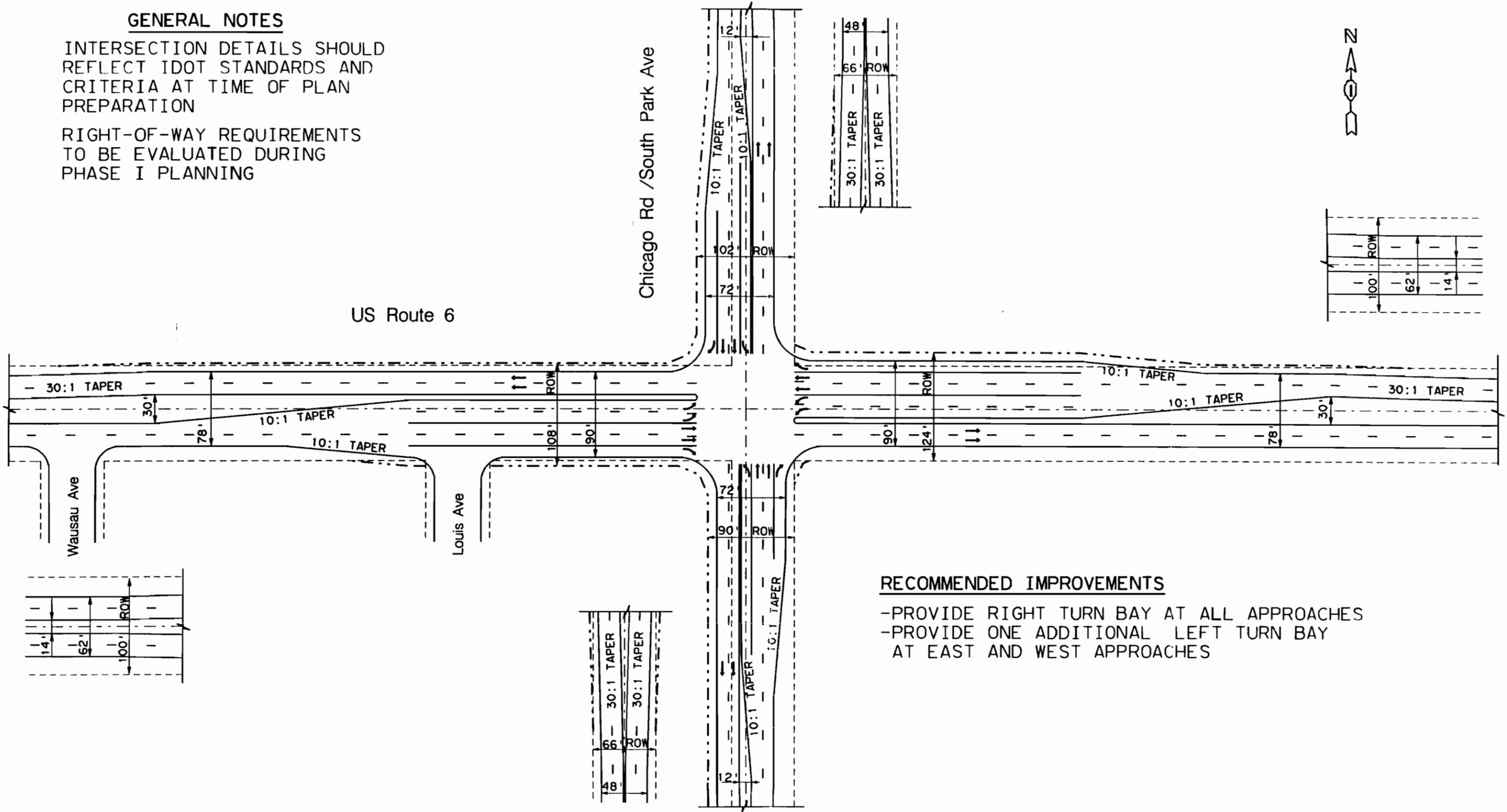
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES

Exhibit ID 8-2
US Route 6 at Chicago Rd /South Park Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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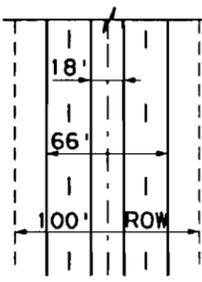
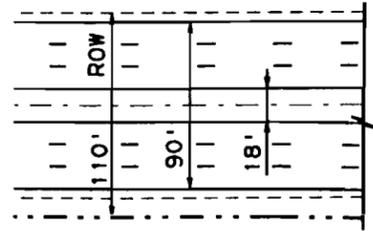
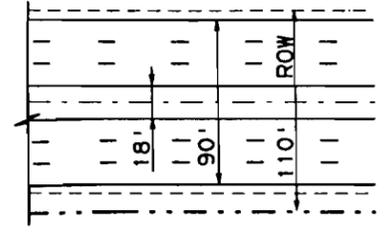
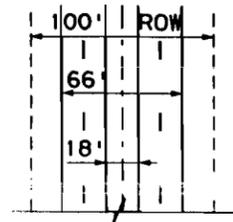
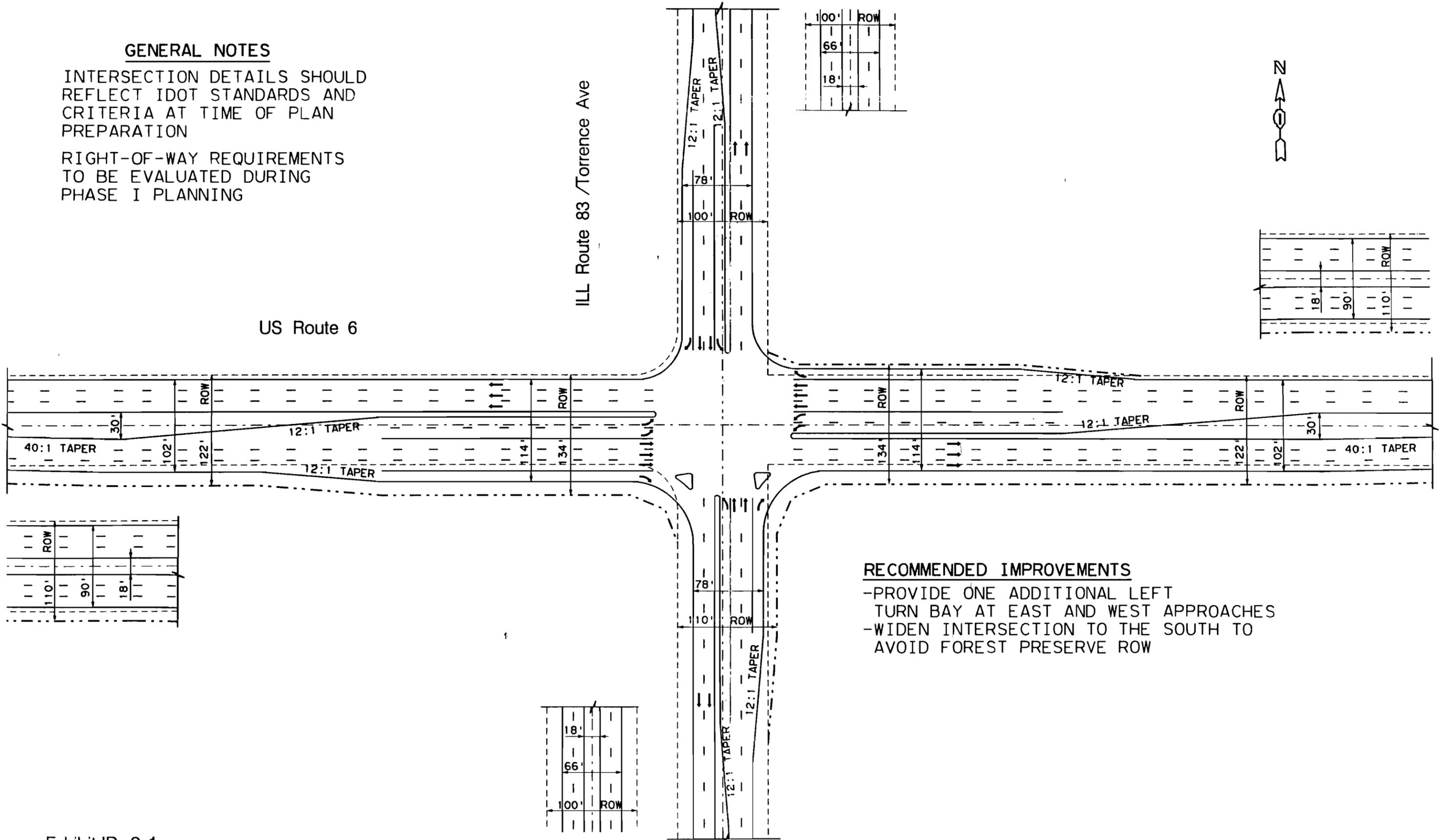
GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

US Route 6

ILL Route 83 / Torrence Ave



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES
- WIDEN INTERSECTION TO THE SOUTH TO AVOID FOREST PRESERVE ROW

Exhibit ID 9-1
US Route 6 at ILL Route 83 / Torrence Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
- - - Proposed Right-Of-Way
= Right-Of-Way



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