



# *Strategic Regional Arterial*

## **ILLINOIS ROUTE 1**

County Line Road to 159th Street

## **ILLINOIS ROUTE 394**

Goodenow Road to U.S. Route 30



**OPERATION GREENLIGHT**

**Illinois Department of Transportation**

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## Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for rural and suburban areas of Illinois Route 1 and Illinois Route 394. The rural portion of the Illinois Route 1 and Illinois Route 394 study extends from the Kankakee/Will County Line to the Will/Cook County Line. The suburban section for Illinois Route 1 then continues north to 159<sup>th</sup> Street (U.S. Route 6) and for Illinois Route 394 extends north to U.S. Route 30 (Lincoln Highway). The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements

can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Illinois Route 1 and Illinois Route 394 corridor passes through can the ultimate improvement plan be realized.

The Illinois Route 1 SRA corridor was divided into six segments for the purposes of this study, and the Illinois Route 394 corridor is contained in one segment. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: Illinois Route 1 - Kankakee/Will County Line to Goodenow Road**

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.

**Segment 2: Illinois Route 1 - Goodenow Road to Richton Road**

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction separated by a 12-foot flush median between Illinois Route 394 and Burrville Road and again from Fifth Street to Richton Road.
- Acquire up to 17 feet of right-of-way on the east and west sides of Illinois Route 1 south of Burrville Road and again between Fifth Street and Richton Road.
- Widen the existing underpass of the Union Pacific Railroad just south of Richton Road.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 3: Illinois Route 1 - Richton Road to 16<sup>th</sup> Place**

- Maintain the Illinois Department of Transportation's recent design with two travel lanes in each direction with a flush median.
- Between 26<sup>th</sup> Street and 16<sup>th</sup> Place, an option is being considered to change the flush median to a barrier median thereby limiting access to specific locations.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 4: Illinois Route 1 - 16<sup>th</sup> Place to Parkside Avenue**

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction with a 12-foot flush median.
- Maintain the Illinois Department of Transportation's recent design with two travel lanes in each direction with a flush median.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 5: Illinois Route 1 - Parkside Avenue to Ridge Road**

- Maintain two travel lanes in each direction and provide a flush painted median north of Joe Orr to Ridge Road.
- Construct a cul-de-sac for the termination of Parkside Avenue west of the Illinois Route 1 intersection.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 6: Illinois Route 1 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

- Maintain existing roadway cross-section.
- Maintain existing access.
- Acquire 8.5 feet of right-of-way east and west of Illinois Route 1 to accommodate sidewalks.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 7: Illinois Route 394 - Goodenow Road to U.S. Route 30 (Lincoln Highway)**

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.

## I. Introduction

### 1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's , however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even

only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

## **1.2 The Strategic Regional Arterial System**

The Strategic Regional Arterial system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties (see Figure 1.1). 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). The SRA system, which was designated as part of the 2020 Transportation System Development (TSD) Plan adopted by regional planning agencies, 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.

Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

## **1.3 SRA Route Types and Improvement Techniques**

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 to correspond to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes



SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated February, 1994 available from IDOT and CATS.

The Illinois Route 1 and Illinois Route 394 corridor is classified as a rural SRA route in eastern Will County. It is also classified as a suburban route in southeastern Cook County. Table 1.1 and 1.2 indicate the desirable route characteristics for rural and suburban SRA facilities, respectively. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

## **1.4 Study Objectives**

As SRA routes, Illinois Route 1 and Illinois Route 394 are 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 being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. Illinois Route 1 and Illinois Route 394 are included in the fifth subset of SRA routes.

The Illinois Route 1 and Illinois Route 394 SRA study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The Illinois Route 1 and Illinois Route 394 SRA study identifies both short-range and long-range improvements to enable the routes to function as part of the SRA system. The following objectives have guided the study process:

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

The completed study can be used by local and State agencies to help guide implementation of improvements on or along Illinois Route 1 and Illinois Route 394. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the communities through which Illinois Route 1 and Illinois Route 394 pass can the ultimate improvement plan be realized.

**Table 1.1  
2010 Desirable Route Characteristics  
Rural Strategic Regional Arterials**

Right-of-Way Width	188' – 284' (w/ frontage roads)
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction: 12' width; with provision for future expansion to 6 total lanes.
Median Width	50' - 74'
Right Turns	Turn lanes at major cross streets
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads
Bicycle Accommodation	Paved Shoulder (minimum 6')
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at 1/2 mile spacing until frontage roads are constructed.
Curb Cut Access	Protect right-of-way for past-2010 construction of two-way frontage roads.* Right-in/right-out until frontage roads are constructed.
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential
Number of Traffic Signals Per Mile	2, signals spaced 1/2 mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearance	New Structures: 16' - 3" Existing Structures: 14' - 6"
Railroads	Consider a grade separation at all railroads
Loading	Off-street loading

\* unless criteria and conditions of Section 6.3 of the SRA Design Concept Report (1994) are met.

**Table 1.2  
2010 Desirable Route Characteristics  
Suburban Strategic Regional Arterial**

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 Accommodation	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' paved width
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 preemption and HOV potential.
Number of Traffic Signals/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'- 3" Existing Structures: 14'- 6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off street loading

## 1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

**Data Collection/Evaluation** - The SRA study process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental inventories. The data is reviewed to establish current conditions, constraints, and improvement needs.

**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 2020).

**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.

**Cost Estimates/Identification of Right-Of-Way Needs** - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

**Local Involvement and Coordination** - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns; and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county along the route.

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

## 1.6 Study Data Sources and Methodologies

**Existing Roadway Characteristics** - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

**Existing Transit Characteristics** - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2020 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

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

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

**Environmental Considerations** - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, 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 shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the 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** - The Chicago Area Transportation Study projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption ensures that no route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also ensures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode and trip assignment. Collectively, the number of vehicle trips was projected for each SRA

to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

**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. Cost estimates 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 Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

## 1.7 Organization of the Report

The SRA corridor report for Illinois Route 1 and Illinois Route 394 is divided into five sections:

- I. Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. Illinois Route 1/ Illinois Route 394 - Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
  - Segment 1: Illinois Route 1 - County Line Road to Goodenow Road
  - Segment 2: Illinois Route 1 - Goodenow Road to Richton Road
  - Segment 3: Illinois Route 1 - Richton Road to 16<sup>th</sup> Place
  - Segment 4: Illinois Route 1 - 16<sup>th</sup> Place to Dixie Highway
  - Segment 5: Illinois Route 1 - Dixie Highway to Ridge Road
  - Segment 6: Illinois Route 1 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)
  - Segment 7: Illinois Route 394 - Goodenow Road to U.S. Route 30 (Lincoln Highway)

For each route segment the following analyses are presented:

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

**Land Use and Environmental Conditions** - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and flood plains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the type, density or intensity of use. Setbacks and access locations are identified. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

**Recommended Plan** - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2020) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

**IV. Public Involvement** - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings and other efforts to promote local involvement in the study process.

## **II. Route Overview**

### **2.1 The Illinois Route 1 and Illinois Route 394 Study Area**

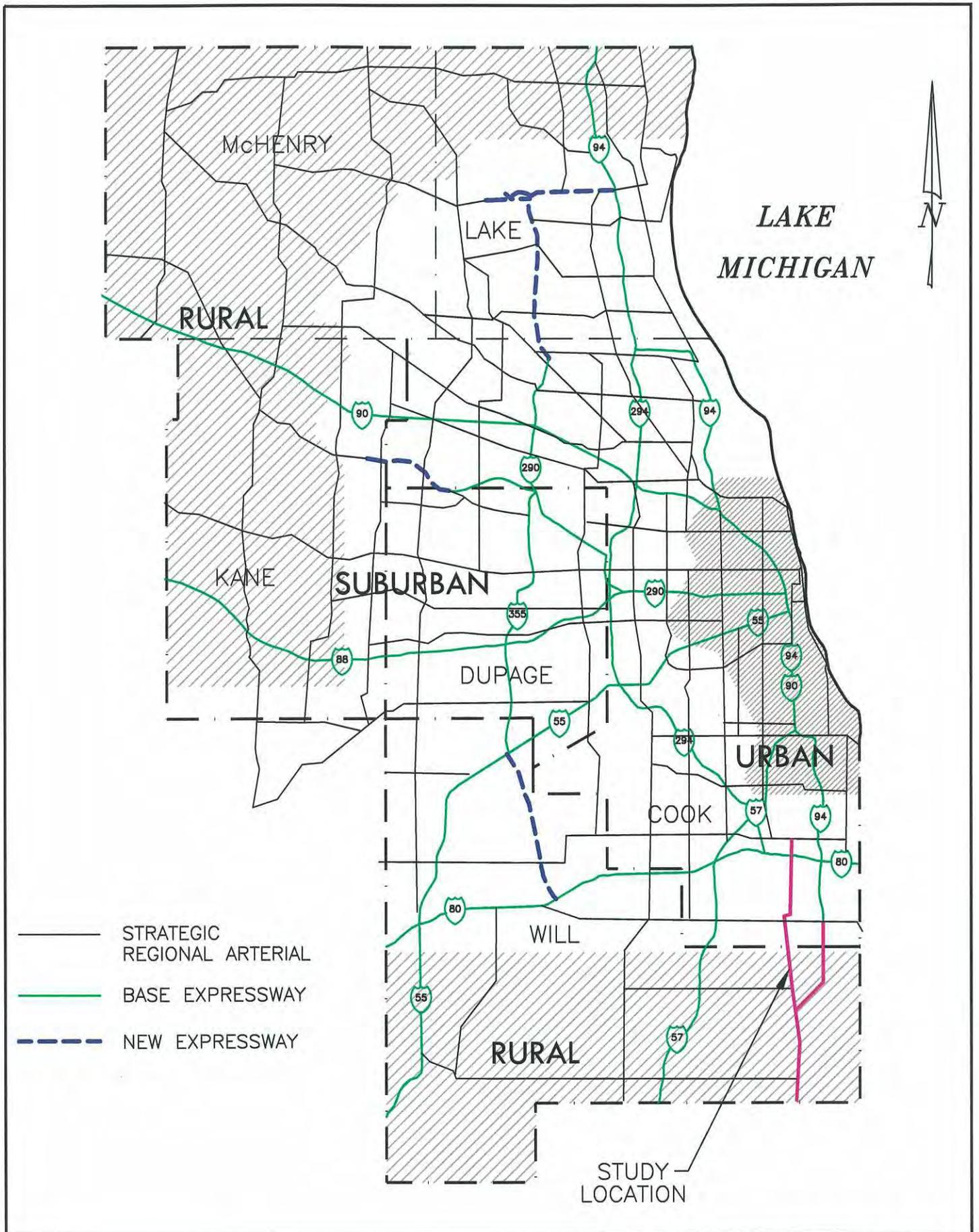
The SRA corridor extends along Illinois Route 1 from the Kankakee/Will County Line continuing north to 159<sup>th</sup> Street (U.S. Route 6) in Cook County. The rural portion passes through the communities of Beecher and Crete. The suburban communities include Steger, South Chicago Heights, Chicago Heights, Glenwood, Homewood, Thornton, East Hazel Crest, Harvey, and South Holland. The total length of the Illinois Route 1 SRA corridor is 21 miles. The Illinois Route 394 corridor passes through the communities of Sauk Village, Crete, and Steger for a total length of 9.5 miles. A location map is shown on Figure 2.1.

### **2.2 Land Use/Development Characteristics**

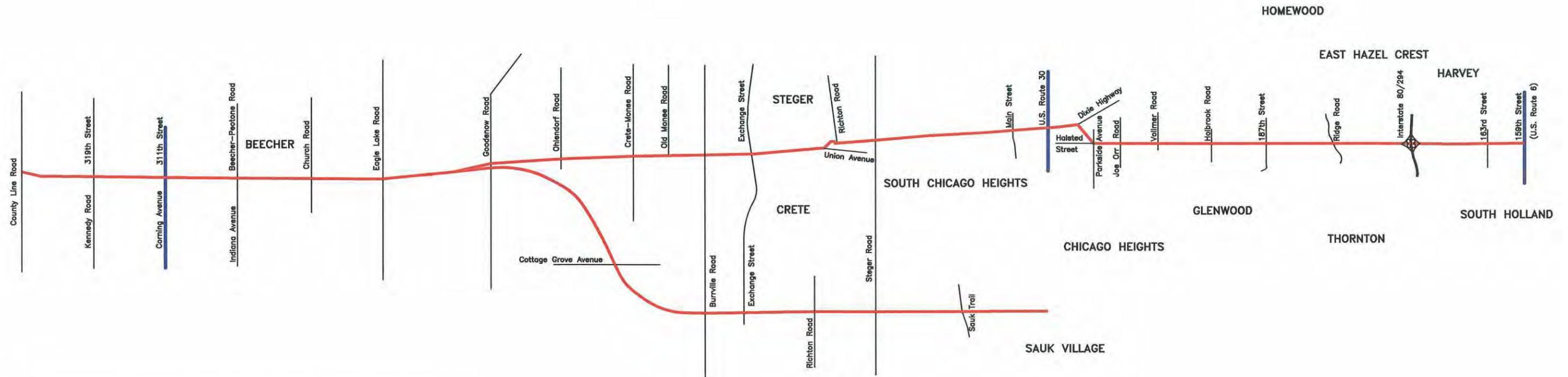
The Illinois Route 1 and Illinois Route 394 SRA corridors include a wide range of land use types throughout the lengths of both the rural and suburban sections. Residential, industrial, commercial, institutional, recreational and office land uses are scattered along the suburban areas. The primary land use along the rural portion of Illinois Route 1 and Illinois Route 394 is agricultural.

### **2.3 Regional Transportation Facilities**

The Corridor Map, which depicts major transportation facilities and crossing SRA routes, is shown on Figure 2.2. Illinois Route 1 intersects the SRA routes of Corning Avenue/ 311<sup>th</sup> Street, U.S. Route 30 (Lincoln Highway), and U.S. Route 6 (159<sup>th</sup> Street). The northern limit of the Illinois Route 394 is U.S. Route 30. The expressway that crosses the route and provides full access is Interstate 80/294.



ILLINOIS ROUTE 1 / ILLINOIS ROUTE 394  
 LOCATION MAP  
 FIGURE 2.1



**LEGEND**

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

## 2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the Illinois Route 1 and Illinois Route 394 corridors. The rural portion of the Illinois Route 1 SRA, located in Will County, has one to two through lanes in each direction. The right-of-way for rural Illinois Route 1 is typically between 60 feet and 120 feet. The suburban section of Illinois Route 1 has two travel lanes in each direction. The right-of-way in Cook County ranges from 66 feet to 187 feet and varies up to 236 feet near the Interstate 80/294 area.

The Illinois Route 394 corridor has 2 travel lanes in each direction for the entire section. The existing right-of-way along Illinois Route 394 varies from 200 feet up to 360 feet.

## 2.5 Transit

Several existing transit routes exist along the Illinois Route 1 corridor. There are no routes that presently cross or run along Illinois Route 394 or Segments 1 and 2 of Illinois Route 1. The following PACE bus routes are provided for the remainder of the Illinois Route 1 segments: 352, 357, 358, 366, 370, 888, and 890. Access to the Harvey, Homewood, and 211<sup>th</sup> Street Metra Stations as well as the Homewood and South Holland Park-n-Ride lots are served via the above PACE bus routes.

Future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating Plan (COP).

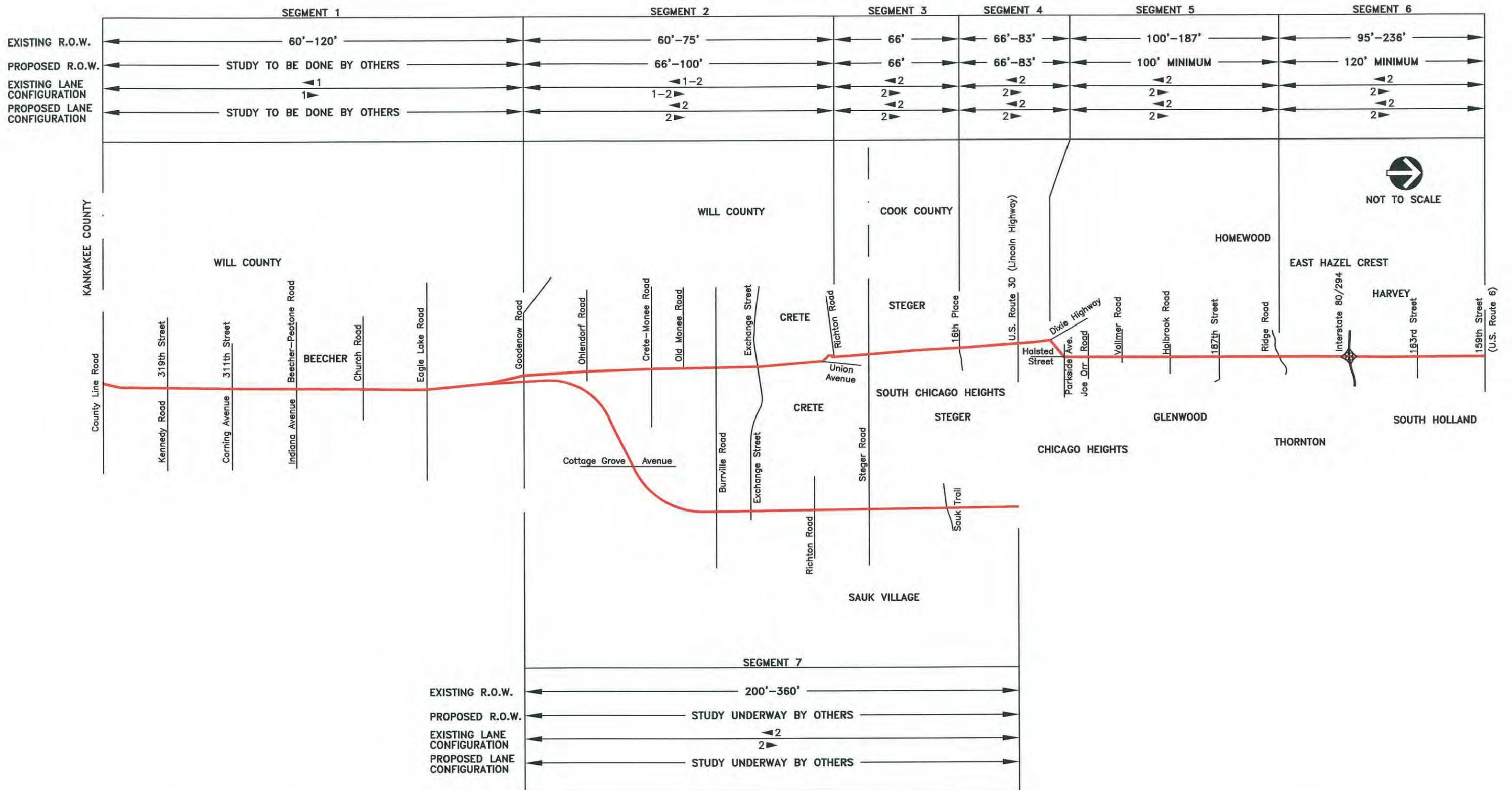
Specific transit improvement recommendations are detailed for each roadway segment in the following sections of this report.

### III. Route Analysis - Illinois Route 1/ Illinois Route 394

This section provides a detailed summary of existing conditions and recommended improvements along the Illinois Route 1 and Illinois Route 394 portion of the SRA corridor. The portion has been divided into seven segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and existing versus proposed conditions. The segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Illinois Route 1 - County Line Road to Goodenow Road
- Segment 2: Illinois Route 1 - Goodenow Road to Richton Road
- Segment 3: Illinois Route 1 - Richton Road to 16<sup>th</sup> Place
- Segment 4: Illinois Route 1 - 16<sup>th</sup> Place to Parkside Avenue
- Segment 5: Illinois Route 1 - Parkside Avenue to Ridge Road
- Segment 6: Illinois Route 1 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)
- Segment 7: Illinois Route 394 - Goodenow Road to U.S. Route 30 (Lincoln Highway)

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.



**Segment 1**  
**Illinois Route 1**  
**County Line Road to Goodenow Road**

### 3.1 Segment 1: Illinois Route 1 - County Line Road to Goodenow Road

#### 3.1.1 Location

Segment 1 extends along Illinois Route 1 from the Kankakee/Will County Line at County Line Road north to Goodenow Road (see Figure 3.1). The segment is approximately 6.5 miles in length and is located in unincorporated Will County and the Village of Beecher.

#### 3.1.2 Existing Facility Characteristics

Existing facility characteristics for Segment 1 of the Illinois Route 1 area are shown on Exhibits A-1 through A-7.

**Right-of-Way** - The existing right-of-way in this segment is typically 60 feet. Near 311<sup>th</sup> Street the right-of-way varies up to 120 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. A gravel shoulder with open ditch drainage is typical for this segment. Existing typical sections for this segment are included on Exhibits A-1 through A-7.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1999 the average annual daily traffic for this segment varied from 7,100 to 10,500 vehicles per day.

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are not provided.

**Traffic Control/Intersection Configuration** - All intersecting roadways with Illinois Route 1 are controlled with a stop sign except at the Beecher-South Suburban Road intersection which is signalized. Existing lane configurations for these intersections are shown on Exhibits A-1 through A-7.

**Structures** - There is one existing structure in this segment which is described in Table 3.1.1.

**Table 3.1.1  
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
099-0079	Illinois Route 1	Trim Creek	36.9'	53'	NA	NA

**Transit** - There are no existing transit facilities in this segment.

### 3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of Illinois Route 1 area shown on Exhibits B-1 through B-7.

**Lakes/Streams/Wetlands/Floodplains** - Illinois Route 1 crosses Trim Creek 700 feet south of Corning Avenue/311<sup>th</sup> Street. The floodplain extends approximately 300 feet north and south of the creek. Also, two wetlands abut Illinois Route 1. One is located east of Illinois Route 1, 250 feet south of Miller Street and the other is located west of Illinois Route 1, 2,375 feet south of Goodenow Road. A floodplain bisects Illinois Route 1 north of Church Road and continues to the east and west. Another floodplain occurs adjacent to the route just south of Goodenow Road.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - Three leaking underground storage tanks are identified in this segment. The first is located at the northeast corner of Illinois Route 1 and Cemetery Lane. The two other LUST sites are located west of Illinois Route 1, 150 feet and 250 feet north of Hodges Street.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - Approximately 70 percent of the farmland adjacent to Illinois Route 1 is classified as prime farmland. Thirty percent of this prime land is currently planned for development under municipal plans.

### 3.1.4 Existing Land Use Characteristics

Existing land use characteristics for Segment 1 are shown on Exhibits B-1 through B-7.

**Type and Intensity of Development** - Segment 1 is predominantly a rural corridor that traverses the community of Beecher. The corporate limits of Beecher are characterized by commercial and residential uses with less dominant uses including industrial, vacant parcels, and multi-family residential. The dominant land use north and south of Beecher is agriculture. A utility corridor is located 1,300 feet north of Kennedy Road. A radio station is located at the southeast corner of Illinois Route 1 and Corning Avenue/311<sup>th</sup> Street.

**Planned Development** - Beecher has planned developments along Segment 1. Retail business is the dominant planned use between Kennedy Road/319<sup>th</sup> Street and the Village of Beecher. Other planned uses include industrial, service business and low and medium density residential. Retail business is planned for a small, vacant parcel at the southeast corner of Illinois Route 1 and Miller Street. Low and medium density residential is planned from Beecher north, to one-half mile north of Eagle Lake Road.

### **3.1.5 Recommended SRA Improvements**

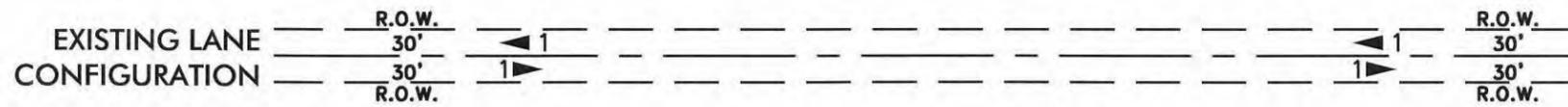
No proposed recommendations are presented as part of this SRA report for the portion of Illinois Route 1 between County Line Road and Illinois Route 394 in Will County. The Illinois Department of Transportation is presently studying this separately. Any potential realignment south of Goodenow Road would carry the Illinois Route 1 designation and the SRA classification would be transferred as well.

Immediately north of Goodenow Road, Illinois Route 1 will be realigned to intersect Illinois Route 394 opposite Village Woods Drive. As part of the realignment, the new Illinois Route 1 intersection with Illinois Route 394 will be signalized. The ultimate geometric design and traffic control for this intersection will be determined as part of any realignment study for Illinois Route 1 south of Goodenow Road. See Exhibit D-1 for a detail of the realignment of Illinois Route 1 north of Goodenow Road.

**Segment 1  
Illinois Route 1  
County Line Road to Goodenow Road**

**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-1 through A-7



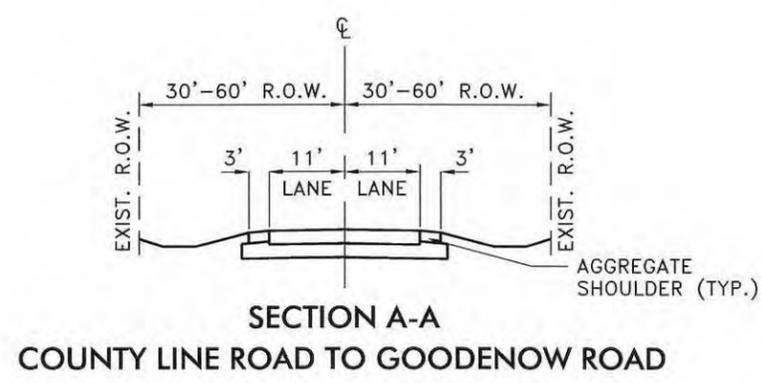
SIGNAL SPACING >3.5 MILES

AVERAGE DAILY TRAFFIC 7,100

HIGH ACCIDENT LOCATIONS

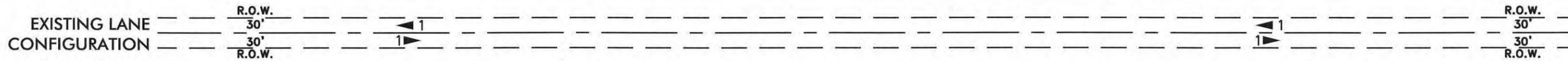


DATE OF PHOTOGRAPHY: APRIL 14, 1995



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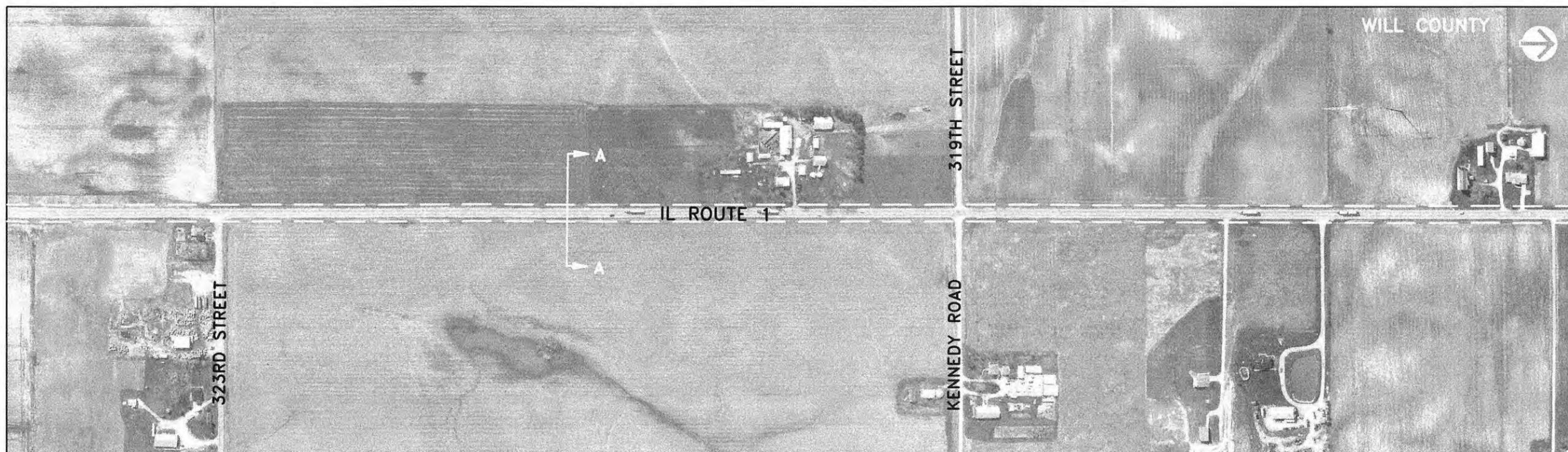
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



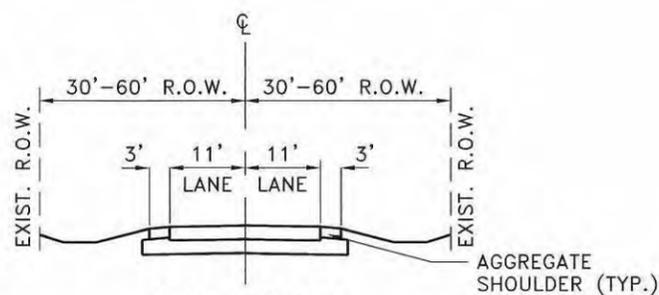
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AVERAGE DAILY TRAFFIC \_\_\_\_\_ 7,100 \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_

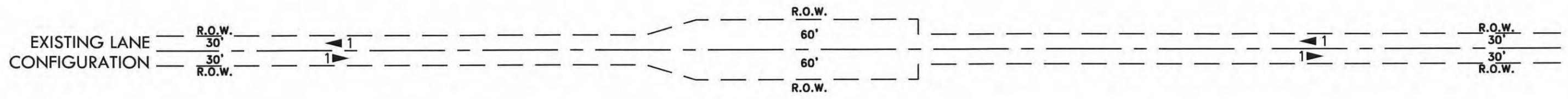


DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION A-A  
COUNTY LINE ROAD TO GOODENOW ROAD

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



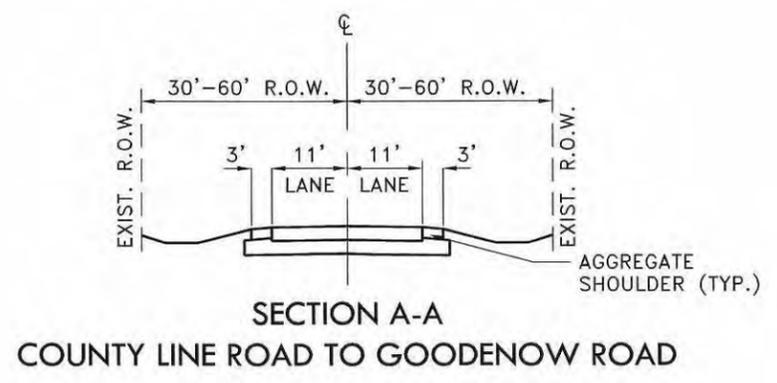
SIGNAL SPACING \_\_\_\_\_

AVERAGE DAILY TRAFFIC \_\_\_\_\_ **7,100** \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_

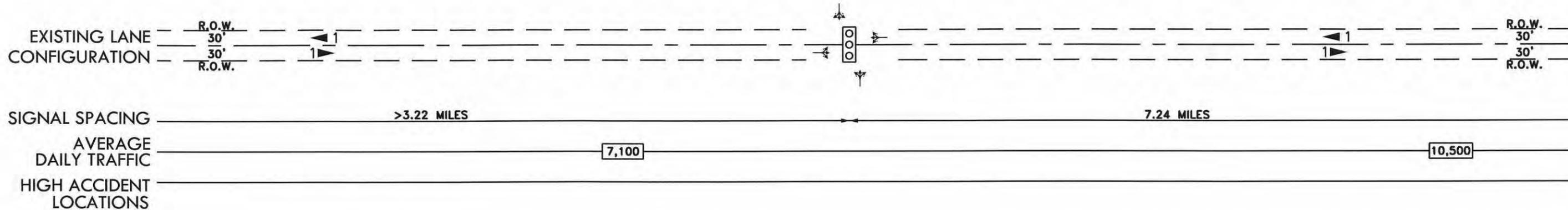


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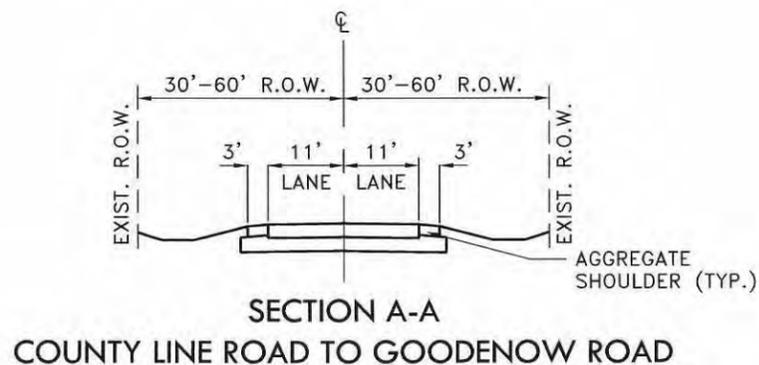


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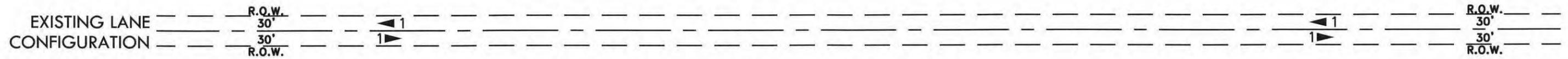
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
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- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



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LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES



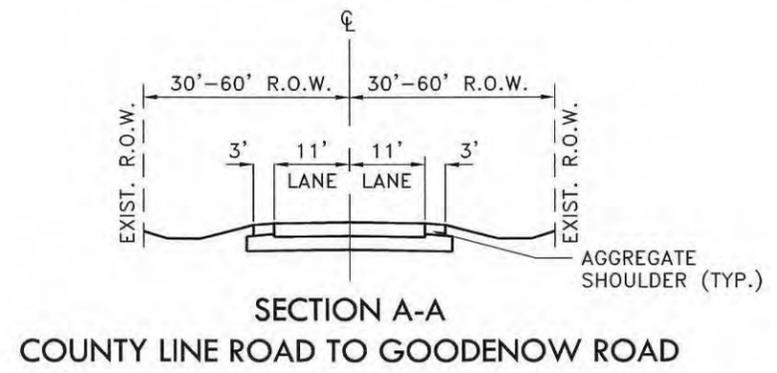
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AVERAGE DAILY TRAFFIC \_\_\_\_\_ 10,500 \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_

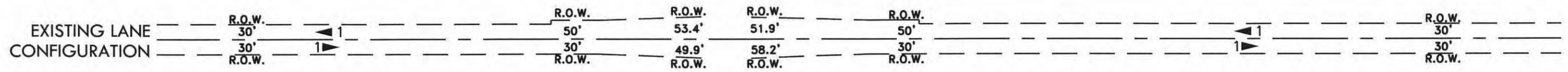


DATE OF PHOTOGRAPHY: APRIL 14, 1995



### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
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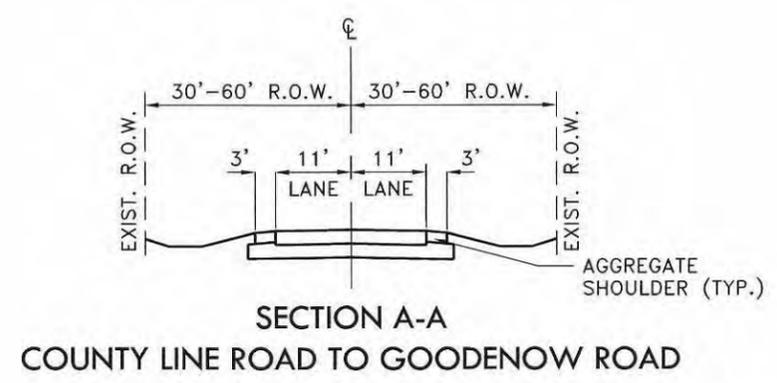
SIGNAL SPACING \_\_\_\_\_ 7.24 MILES \_\_\_\_\_

AVERAGE DAILY TRAFFIC \_\_\_\_\_ 10,500 \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_

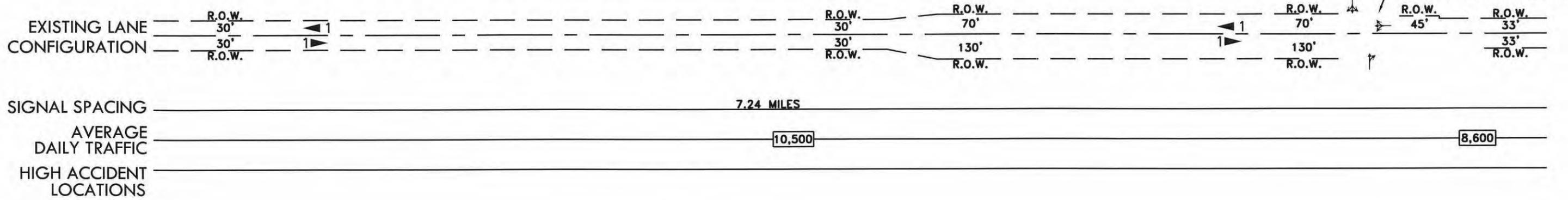


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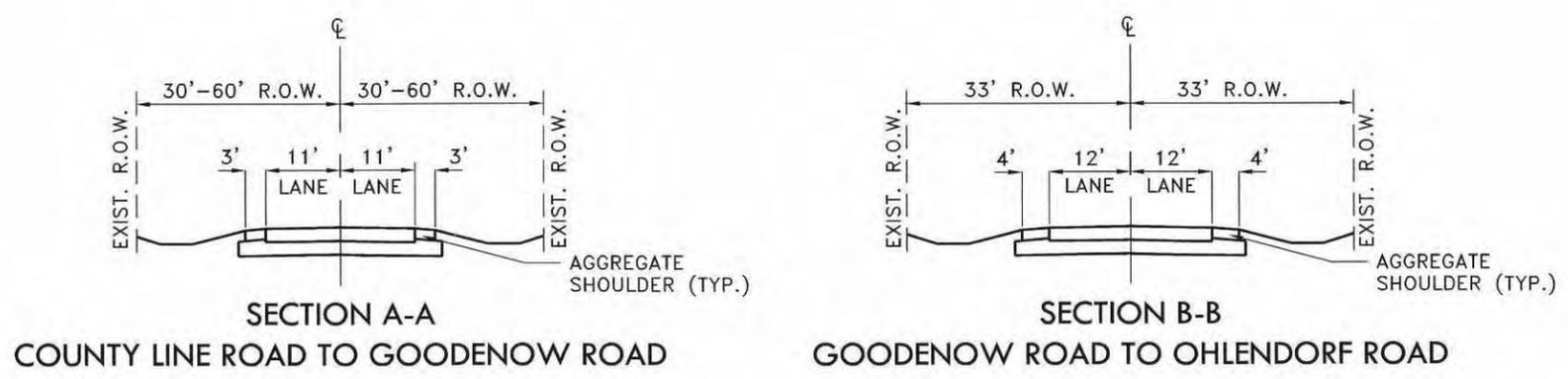


### LEGEND

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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



IL ROUTE 1 INTERSECTION  
SEE EXHIBIT A-22 FOR  
IL ROUTE 394 INTERSECTION

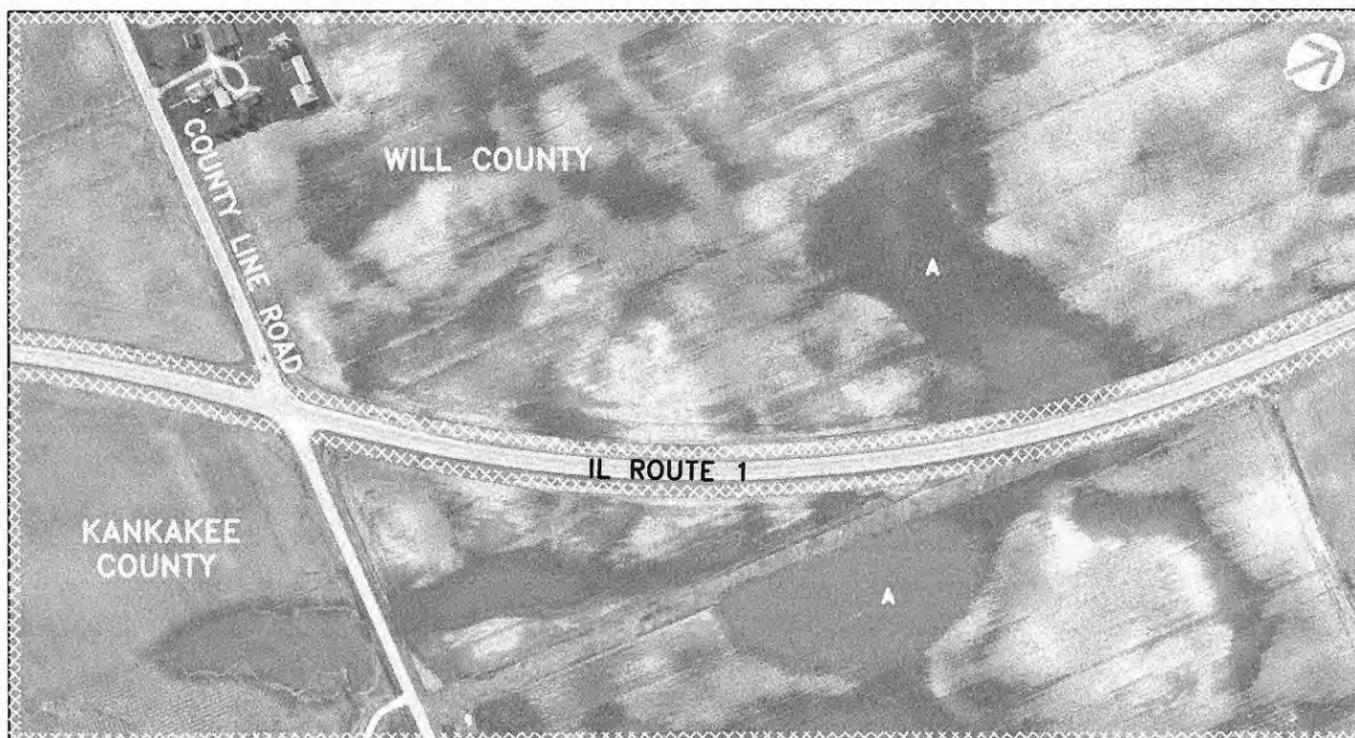


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
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	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

**Segment 1  
Illinois Route 1  
County Line Road to Goodenow Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-1 through B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

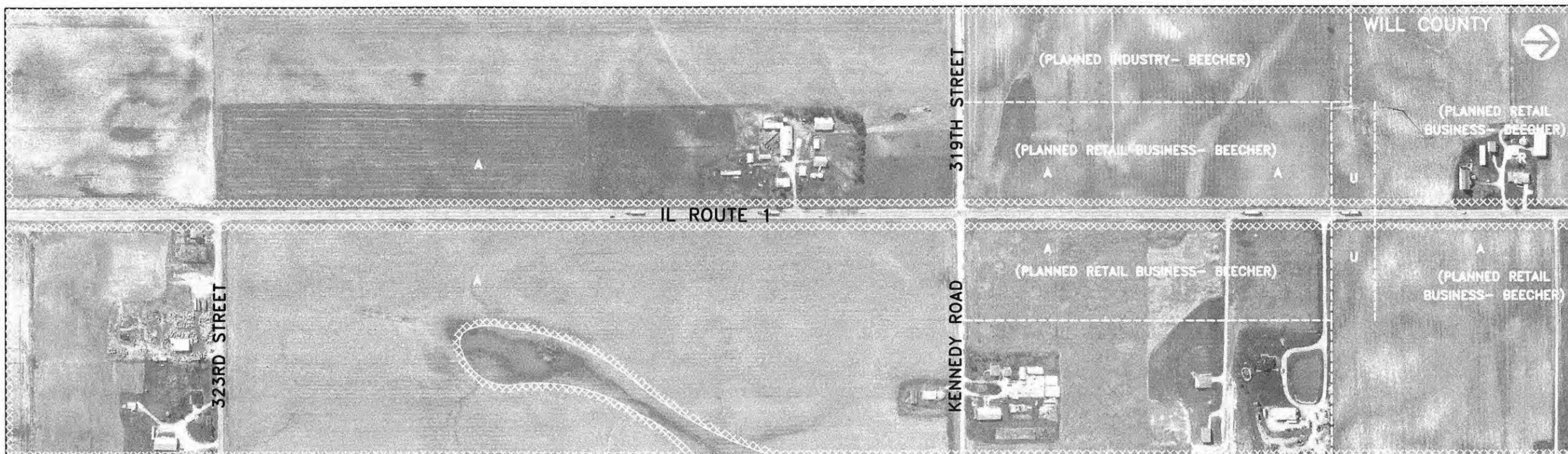
**ENVIRONMENTAL FACTORS LEGEND**

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

**LAND USE LEGEND**

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



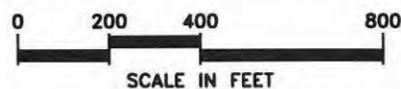
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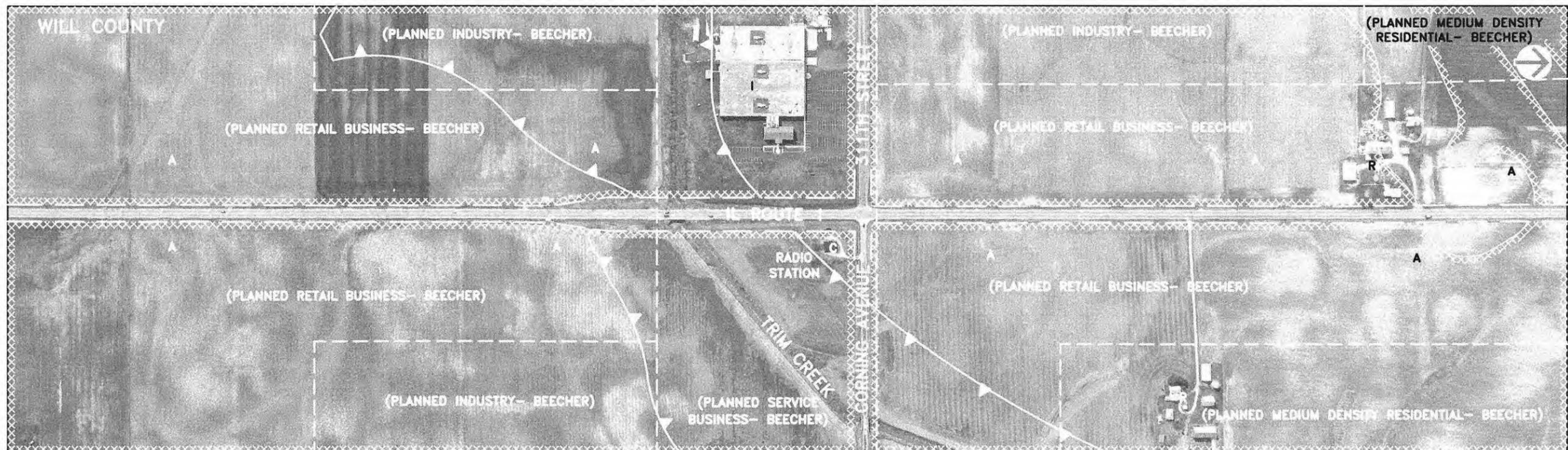
### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
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  - - - PLANNED USE/JURISDICTION BOUNDARY
  - - - MUNICIPAL BOUNDARY
  - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
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	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
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A	AGRICULTURE
V	VACANT
(dashed line)	PLANNED USE/JURISDICTION
(dotted line)	PLANNED USE/JURISDICTION BOUNDARY
(dash-dot line)	MUNICIPAL BOUNDARY
(solid line)	EXISTING RIGHT OF WAY

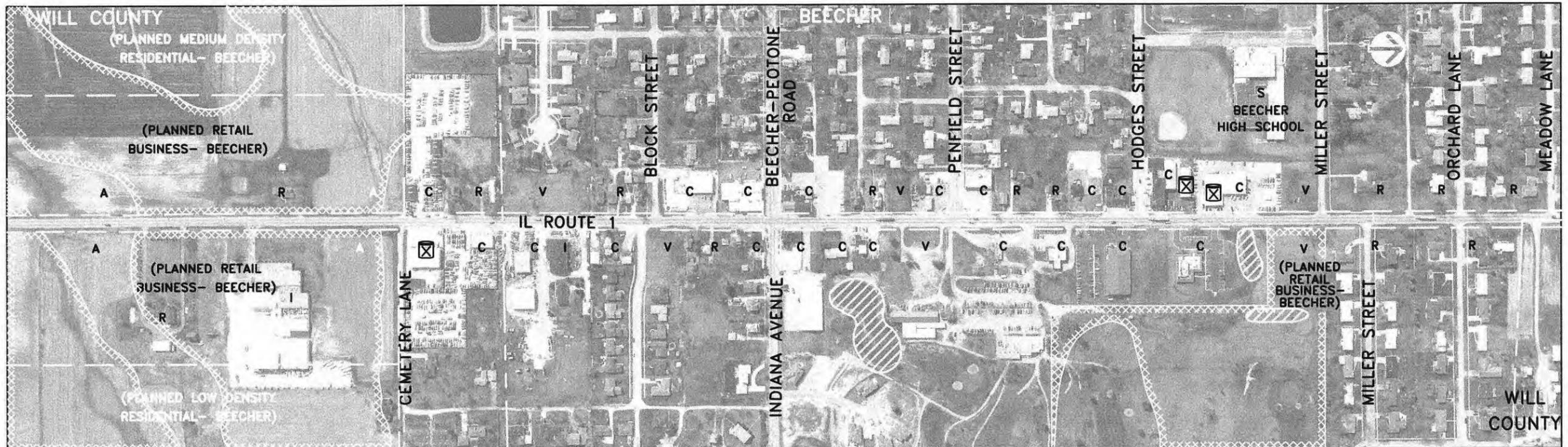
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: CIVILTECH ENGINEERING, INC.  
 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.



**STRA** Strategic Regional Arterial Planning Study  
 IL ROUTE 1  
 LAND USE AND ENVIRONMENTAL CONDITIONS  
 EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

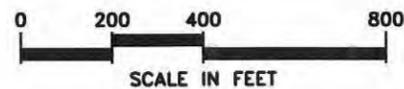
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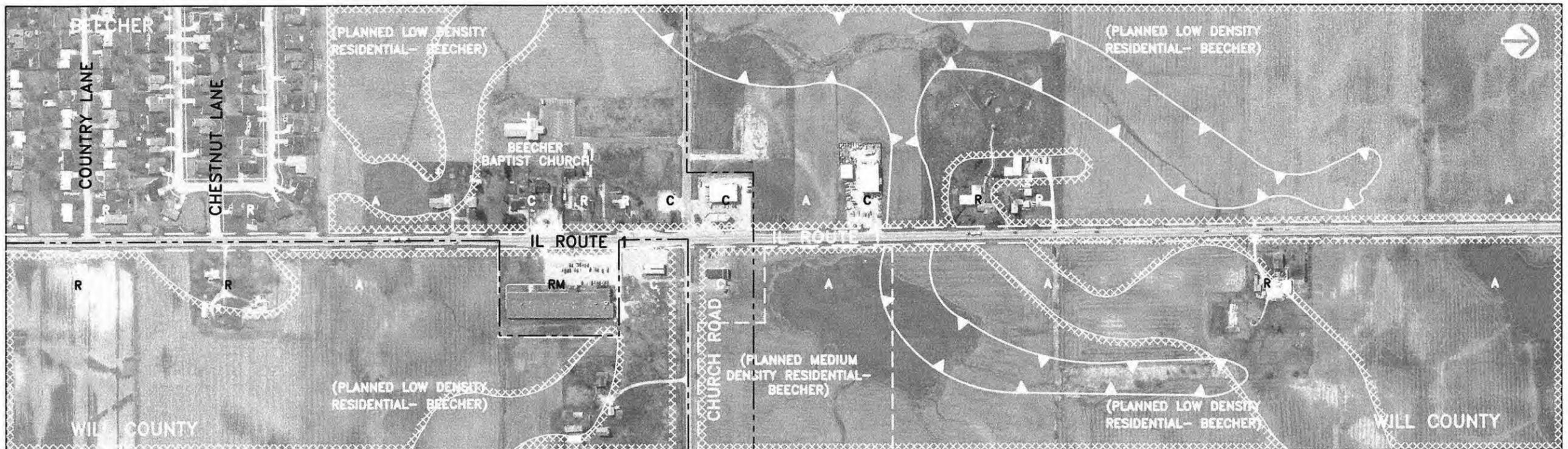
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

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- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

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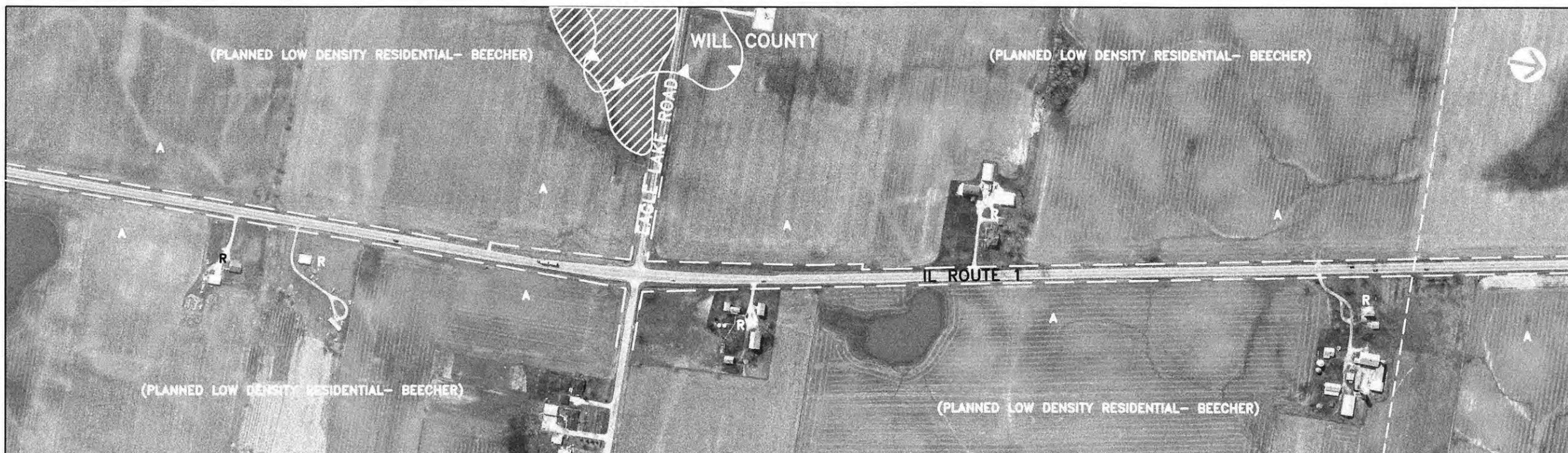
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
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	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
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E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
( )	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





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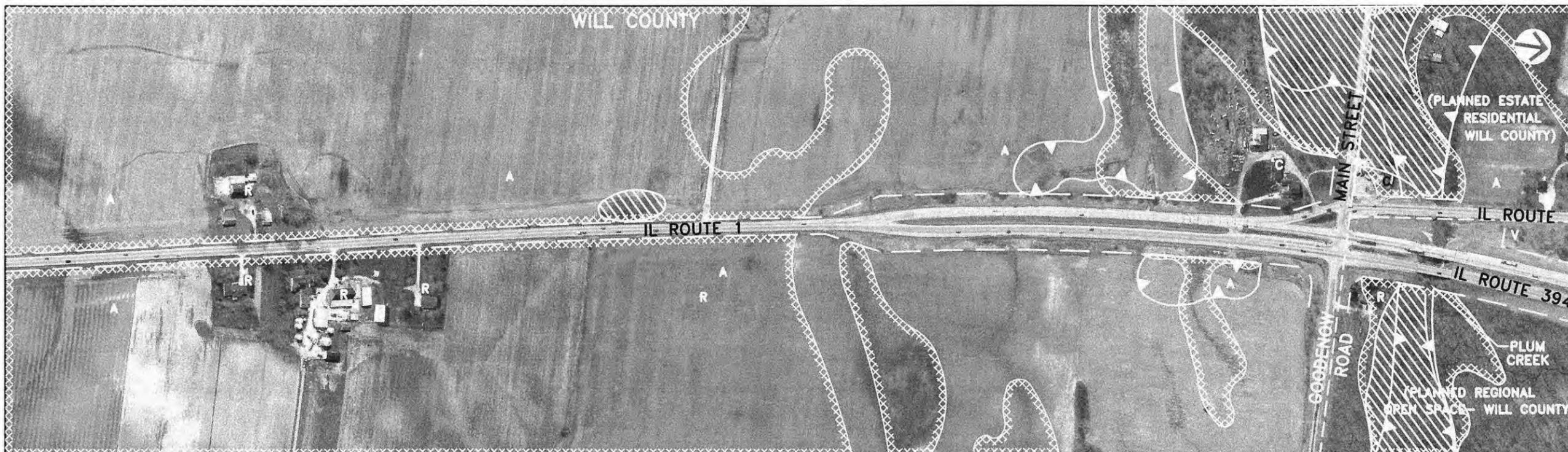
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- I INDUSTRIAL/WAREHOUSE
- † CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- - - PLANNED USE/JURISDICTION BOUNDARY
- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



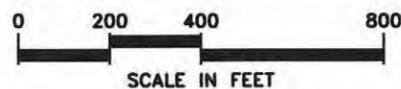
DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
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  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



**Segment 1  
Illinois Route 1  
County Line Road to Goodenow Road**

**RECOMMENDED PLAN**

Exhibits C-1 through C-7

PROPOSED LANE  
CONFIGURATION

PROPOSED  
SIGNAL SPACING

PROPOSED  
ACCESS CONTROL

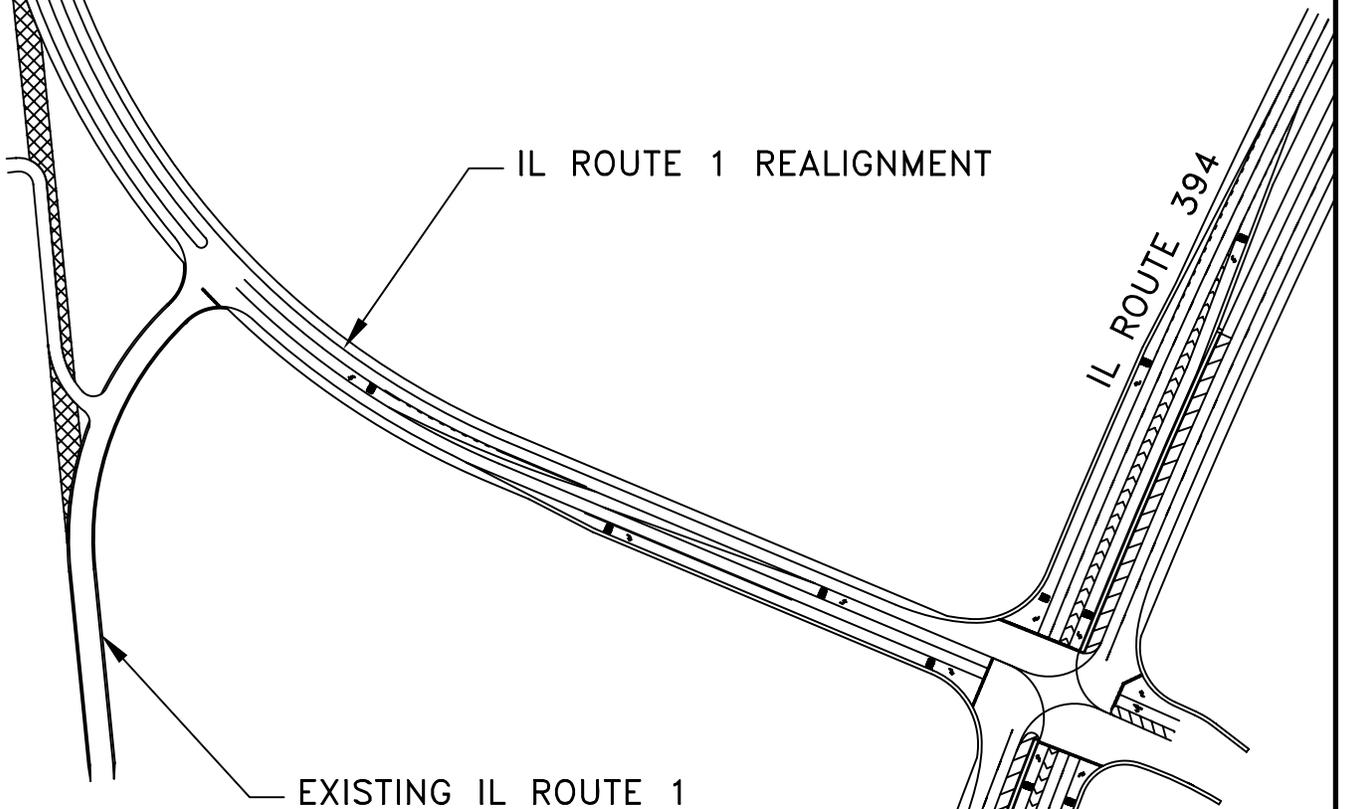
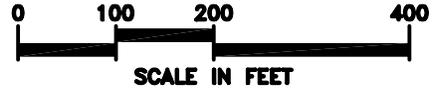
FOR SEGMENT 1, NO PROPOSED FACILITY CHARACTERISTICS  
EXHIBITS ARE SHOWN FOR SHEETS C-1 THROUGH C-7.

THESE SHEETS ARE NOT SHOWN BECAUSE THE STUDY IS  
UNDERWAY BY OTHERS.

### LEGEND

-  EXISTING TRAFFIC SIGNAL
-  POTENTIAL TRAFFIC SIGNAL
-  PROPOSED LANE ARRANGEMENT
-  EXISTING LANE ARRANGEMENT
-  PROPOSED NUMBER OF LANES
-  EXISTING R.O.W. LINE
-  FUTURE R.O.W. LINE
-  ADDITIONAL R.O.W.
-  BARRIER/GRASS MEDIAN
-  BUS STOP

ARLINGTON LANE



IL ROUTE 1 REALIGNMENT

IL ROUTE 394

EXISTING IL ROUTE 1



Illinois Department of Transportation

**SRA**

Strategic Regional Arterial Planning Study

IL 1 & IL 394 REALIGNMENT EXHIBIT D-1

Prepared by: CIVILTECH ENGINEERING, INC.

**Segment 2  
Illinois Route 1  
Goodenow Road to Richton Road**

## 3.2 Segment 2: Illinois Route 1 - Goodenow Road to Richton Road

### 3.2.1 Location

Segment 2 extends along Illinois Route 1 from Illinois Route 394 to Richton Road (see Figure 3.1). The segment is approximately 4.75 miles in length and is located in the Village of Crete, the Village of Steger, and unincorporated Will County.

### 3.2.2 Existing Facility Characteristics

Existing facility characteristics for Segment 2 of Illinois Route 1 are shown on Exhibits A-7 through A-12.

**Right-of-Way** - The existing right-of-way in this segment is typically 66 feet but varies between 60 feet and 75 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of one 12-foot travel lane in each direction with no median between Goodenow Road and Ohlendorf Road. From Ohlendorf Road to Burrville Road, two 9.5-foot travel lanes are provided in each direction. For these sections, no median and open ditch drainage is provided. From Burrville Road to Fifth Street, there is one travel lane in each direction which is 15-feet wide except between Division Street and North Street. The lane width in that section is reduced to 11-feet to provide left turn lanes as Exchange Street in addition to one through lane and a parallel parking lane in each direction. From Fifth Street north to Union Avenue, two 13-foot travel lanes are provided in each direction. Between Burrville Road and Union Avenue, closed drainage is provided with curb and gutter. Existing typical sections for this segment are included on Exhibits A-7 through A-12.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1999 the average annual daily traffic for this segment varied from 5,300 to 14,400 vehicles per day.

**Accidents** - There are two high accident locations in this segment from Division Street to Exchange Street and again from Fifth Street north for approximately 1/4 mile. The section between Division Street and Exchange Street is located within the Downtown Crete area.

**Parking, Sidewalks, and Frontage Roads** - On-street parking is designated along both sides of Illinois Route 1 from Cass Street to North Street. The parking designations are described on Exhibit A-11. Sidewalks are provided intermittently in the Downtown Crete area between Division Street and North Street. No frontage roads are provided.

**Traffic Control/Intersection Configuration** - There is one traffic signal in this segment located at the Exchange Street intersection. The existing lane configuration for this intersection is shown on Exhibit A-11. A traffic signal is currently proposed at the Crete-Monee Road intersection.

**Structures** - There are three existing structure in this segment which are described in Table 3.2.1.

**Table 3.2.1  
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
099-0078	Illinois Route 1	Plum Creek	36.8'	43'	NA	NA
099-0076	Illinois Route 1	Deer Creek	50'	32'	NA	NA
099-0229	Union Pacific R.R.	Illinois Route 1	*	31'	28'	13.4'

\* Data not available

**Transit** - There is no transit service provided in this segment.

### 3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 are shown on Exhibits B-7 through B-12.

**Lakes/Streams/Wetlands/Floodplains** - Illinois Route 1 crosses Plum Creek and its associated floodplain and wetland approximately 200 feet north of Goodenow Road. Additional wetlands abut Illinois Route 1 to the east, approximately 2,000 feet north of Goodenow Road and 500 feet south of Burrville Road. Illinois Route 1 also crosses a floodplain 1,300 feet north of Exchange Street and at Deer Creek located 800 feet south of Richton Road.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - Four leaking underground storage tanks are identified in this segment. The first is located west of Illinois Route 1, approximately 250 feet south of Kent Avenue. Two LUST sites are located at the southeast and southwest corners of Illinois Route 1 and Exchange Street. The fourth LUST site is located west of Illinois Route 1 in Crete, 950 feet north of Fifth Street.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - Over 80 percent of the farmland adjacent to Illinois Route 1 is classified as prime farmland. However, virtually all this land is currently planned for development under county or municipal plans.

Existing land use characteristics for Segment 2 are shown on Exhibits B-7 through B-12.

**Type and Intensity of Development** - Segment 2 is characterized by a mixture of residential, commercial, agricultural, institutional and vacant land. Other land uses include industrial and office. The section south of Crete-Monee Road is more rural than areas to the north containing agricultural and vacant uses interspersed with residential areas. Commercial and residential are predominant in the northern portion of the corridor. The highest concentrations of these uses occur where the corridor passes through downtown Crete. Four churches including Christ Church of Victory, First Baptist Church, Zion Lutheran Church and United Methodist Church are located in this segment. Other institutional uses include the Crete-Monee District 201 Administrative Building, a pre-school, and a library. Two cemeteries, Zion Evangelical Lutheran Cemetery and Trinity Lutheran Cemetery, are also located in Segment 2. Balmoral Racetrack is at the northeast corner of Illinois Route 1 and Elmscourt Lane. The Crete Township Fire Department building is located west of Illinois Route 1, approximately 250 feet south of Kent Avenue.

**Planned Development** - Will County and Crete have planned developments along Segment 2. Will County designated the area between Goodenow Road and Crete-Monee Road for estate residential, suburban residential, regional open space, light industrial and commercial uses. Other planned uses by Will County include suburban residential land east of Illinois Route 1, across from Old Monee Road. Land zoned by Crete as multi-family residential and general residential is located west of Illinois Route 1 and adjacent to Old Monee Road. A zoned planned commercial district is located east of Illinois Route 1, approximately 1,200 feet north of Edgewood Lane.

### **3.2.5 Recommended SRA Improvements**

The recommended plan for Segment 2 is shown on Exhibits C-7 through C-12.

**Roadway** - The recommendation for this segment is to widen Illinois Route 1 to provide two 12-foot travel lanes in each direction with a 12-foot painted median from Illinois Route 394 north to Burrville Road.

Illinois Route 1 is planned to be realigned from Arlington Lane south. Illinois Route 1 will be relocated to the south and east on a new alignment so that it intersects Illinois Route 394 opposite Village Woods Drive. As part of the realignment, the new Illinois Route 1 intersection with Illinois Route 394 will be signalized. The ultimate geometric design and traffic control for this intersection will be determined as part of any realignment study for Illinois Route 1 south of Goodenow Road. See Exhibit D-1 for a detail of the realignment of Illinois Route 1 south of Arlington Lane.

Along the portion of Illinois Route 1 through the Downtown Crete area, Burrville Road north to Fifth Street, two 10-foot travel lanes with a 10-foot painted median is recommended. The on-street parking that currently exists between Division Street and North Street would be maintained. Peak hour parking restrictions are recommended in both directions to provide two travel lanes in each direction during the morning and afternoon peak hours. The permanent removal of on-street parking would only occur upon an agreement between the Village of Crete and the Illinois Department of

Transportation.

For the remainder of the Segment from Fifth Street north to Richton Road, two 12-foot travel lanes would be provided in each direction with a 12-foot painted median.

A connection between Illinois Route 1 and a future east/west expressway serving the proposed South Suburban Airport could occur south of Old Monee Road. A study for this connection would be conducted separately.

**Traffic Control/Intersection Configuration** - The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Traffic signal interconnection is recommended.

**Access Management** - The existing access available to Illinois Route 1 will be maintained for this segment. It is recommended that existing access locations be consolidated where feasible conforming to IDOT access standards.

**Structures** - The three structures within this Segment will require widening to accommodate the SRA recommendations. The modifications are shown in Table 3.2.2.

**Table 3.2.2  
Structure Modifications**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Existing Width</b>	<b>Recommendation</b>
099-0078	Illinois Route 1	Plum Creek	36.8'	Widen the structure to accommodate recommended section.
099-0076	Illinois Route 1	Deer Creek	50'	Widen the structure to accommodate recommended section.
099-0229	Union Pacific R.R.	Illinois Route 1	28'	Widen the structure to accommodate recommended section.

**Transit** – It is recommended that bus stops be relocated to the far side of intersections when feasible. Park and Ride and Park and Pool lots should be implemented at major traffic generators such as schools, shopping centers, forest preserves and major employment centers. Bus turnouts are also recommended at major traffic generators where possible.

### 3.2.6 Right-of-Way Requirements

Additional right-of-way will be required for this segment. From Arlington Lane to Burrville Road,

the existing right-of-way is 66 feet and with the recommended roadway plan, up to 17 additional feet will be required on each side for a total of 100 feet. The necessary right-of-way can be taken from both sides of Illinois Route 1 to lessen the impacts.

From Burrville Road north to Fifth Street, no additional right-of-way will be required for the proposed cross section. From Fifth Street to Richton Road, the existing right-of-way varies between 60 and 68 feet. With the recommended roadway plans, 12 to 20 feet of additional right-of-way will be required on each side of Illinois Route 1. See Exhibit C-7 through C-12 and Exhibit D-1 for right-of-way acquisition details.

### **3.2.7 Environmental Considerations**

The recommended roadway for Segment 2 will require right-of-way acquisition of 17 feet along the east and west sides of Illinois Route 1 between Goodenow Road and Burrville Road. Impacts to wetland, floodplain and a creek are expected. Plant communities including forest, wooded fencerow, non-native grassland and agricultural land, including prime farmland, also will be impacted. One LUST site could be affected. Although no new right-of-way will be acquired between Burrville Road and Fifth Street, non-native grassland, mature trees and floodplain may be affected. In addition, three LUST sites may be impacted. Between Fifth Street and Richton Road, impacts to prime farmland, floodplain and a creek are expected with the acquisition of up to 20 feet of right-of-way along both sides of the roadway. A LUST site could also be affected.

### **3.2.8 Land Use Considerations**

Seventeen feet of right-of-way acquisition along the east and west sides of Illinois Route 1 between Goodenow Road and Burrville Road will reduce front yard setbacks at various residential, commercial and institutional properties. Parking will be lost at some commercial properties. One vacant building across from Balmoral Racetrack will be acquired. The segment between Burrville Road and Fifth Street will not require additional right-of-way. Peak hour restrictions for the existing on-street parking may be implemented through the downtown Crete district, between Division Street and North Street. North of Fifth Street, right-of-way acquisition will reduce the setbacks of the commercial, institutional, and residential properties in this area.

Future development in Will County and the Village of Crete should be coordinated with SRA criteria and the land use plans for the respective jurisdictions.

### 3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.2.3  
Construction Cost Estimate  
Segment 2- Illinois Route 394 to Richton Road**

Recommended Improvements	Estimated Cost
Roadway	\$12,870,000
Intersection Improvements	\$2,100,000
Structure Modifications	\$1,377,000
Right-of-Way Acquisition	\$3,248,000
<b>Total - Recommended Improvements</b>	<b>\$19,595,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

### 3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### 3.2.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### 3.2.12 Crossing SRA Routes

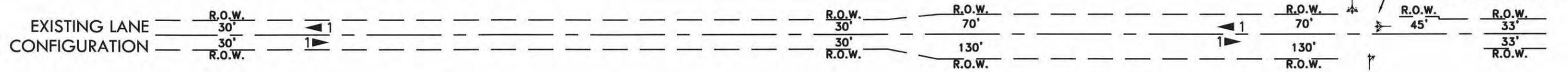
There are no crossing SRA routes within Segment 2 of the Illinois Route 1 SRA.

**Segment 2  
Illinois Route 1  
Goodenow Road to Richton Road**

**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-7 through A-12

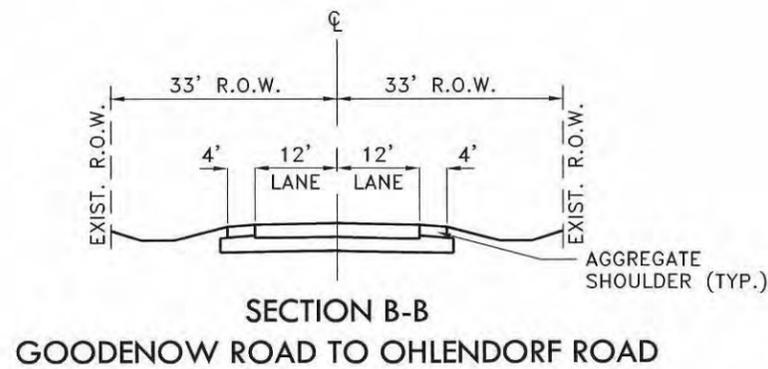
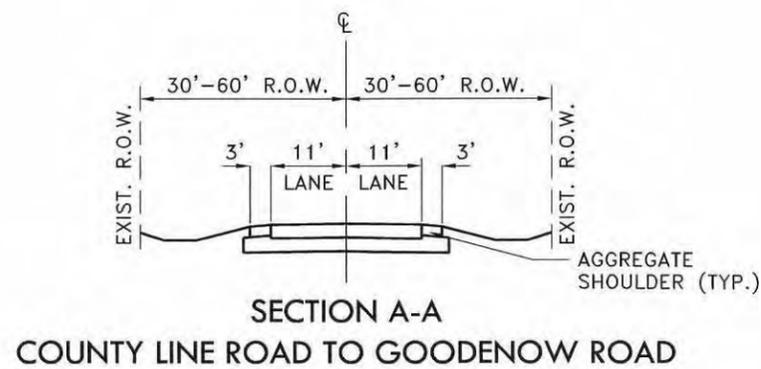
See Segment 3 for Exhibit A-12



SIGNAL SPACING	7.24 MILES
AVERAGE DAILY TRAFFIC	10,500
HIGH ACCIDENT LOCATIONS	8,600

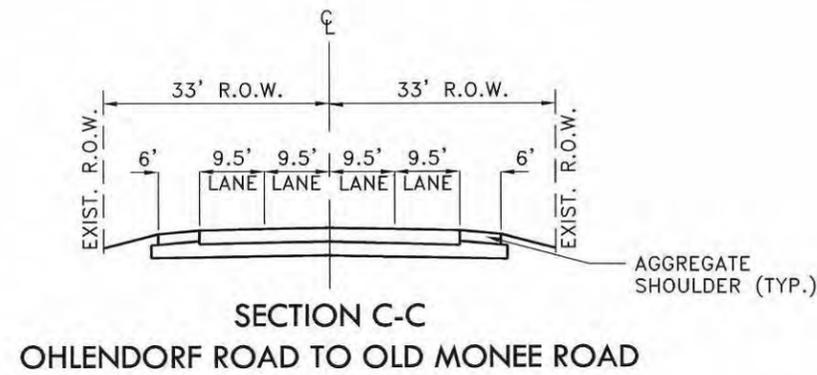
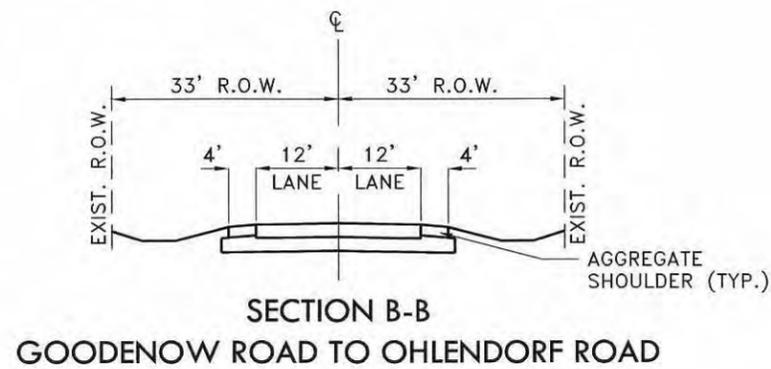
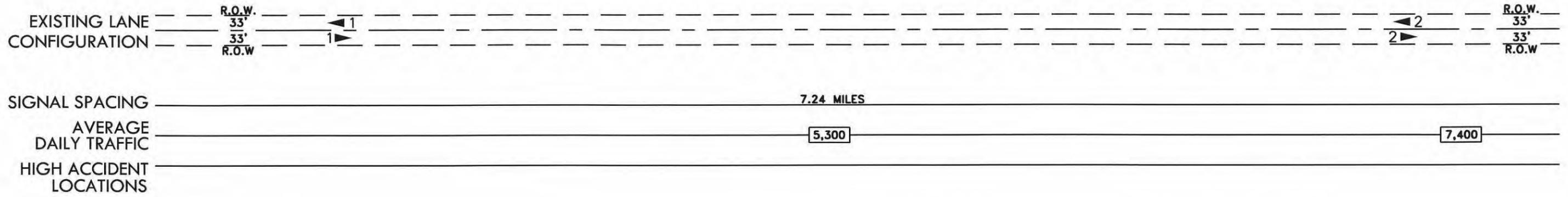


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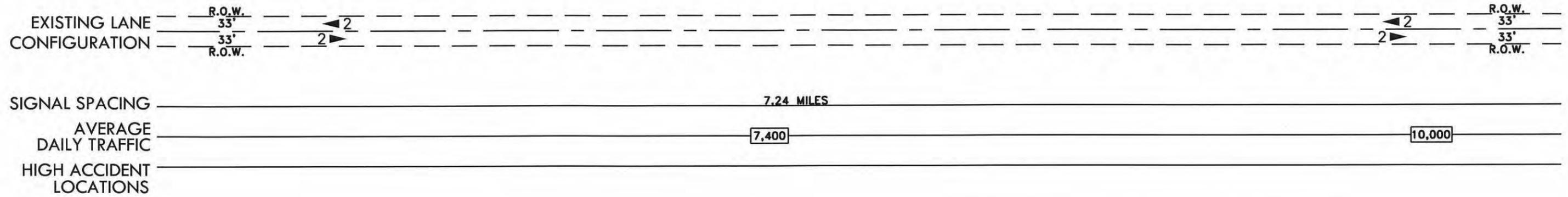
### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

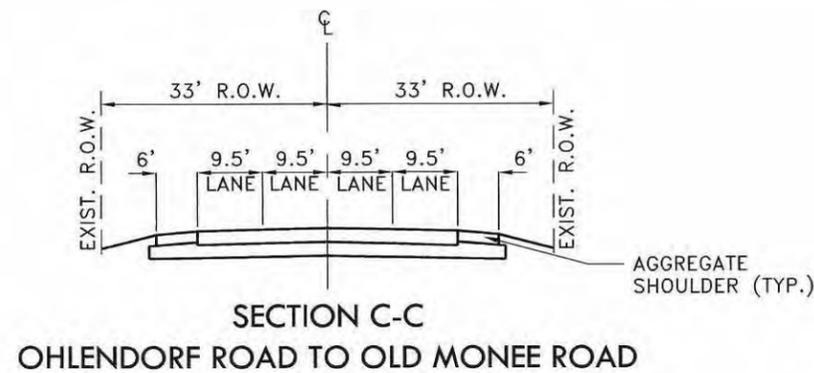


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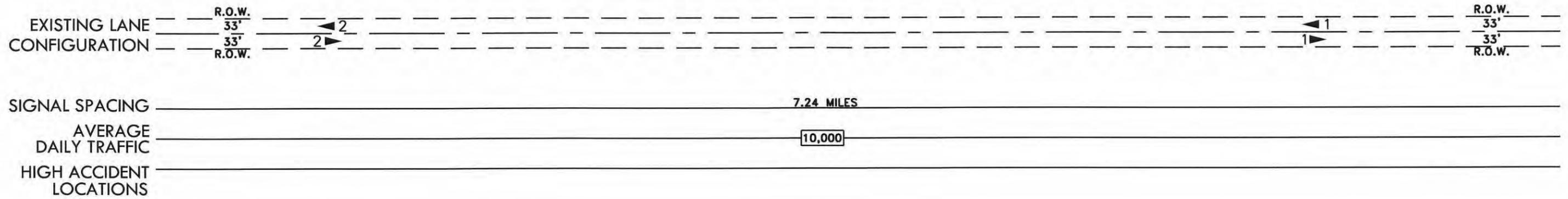


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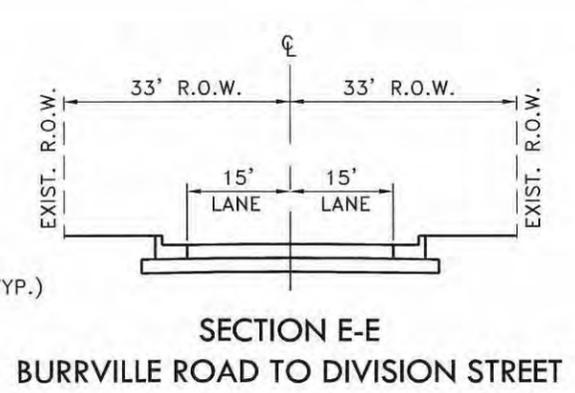
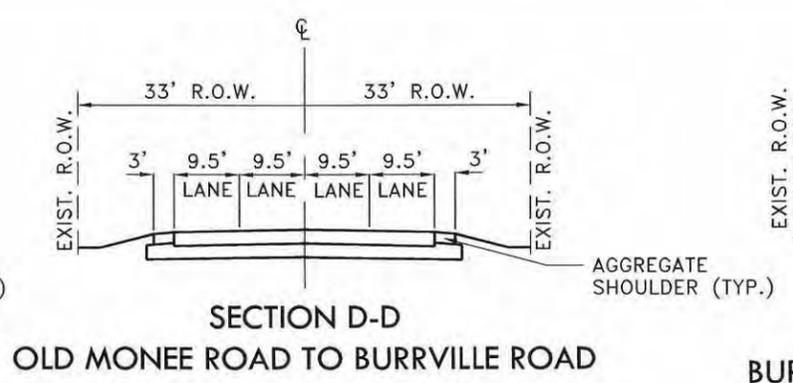
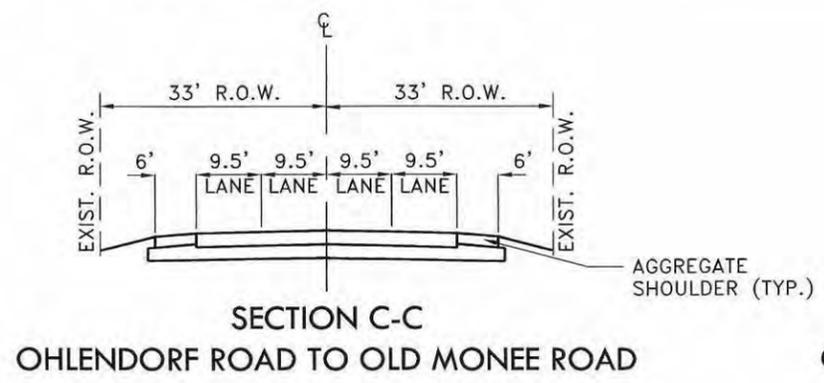


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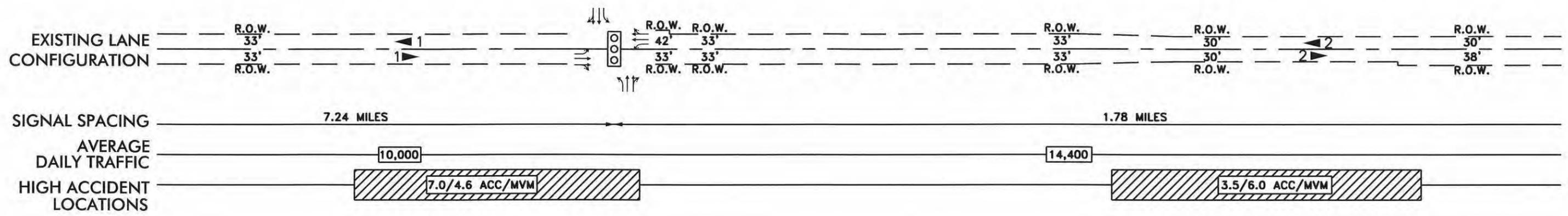


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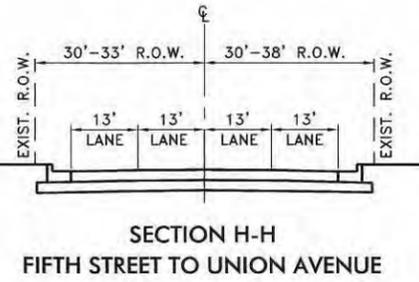
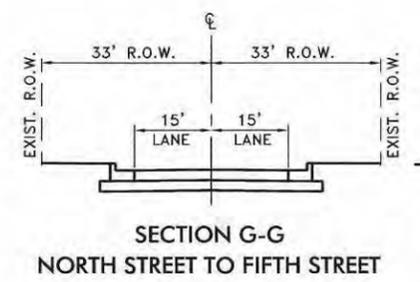
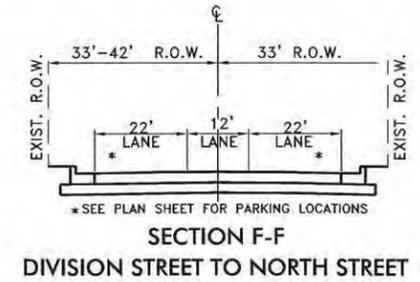
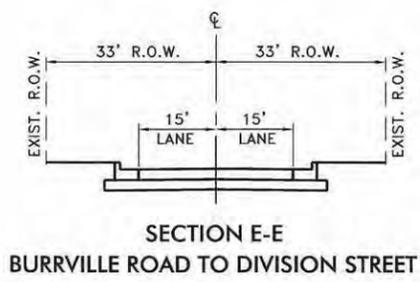


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**PARKING DESIGNATIONS**

- (S1) NO PARKING 7AM - 9AM MON - FRI
- (S2) 2 HOUR PARKING 8AM - 6PM
- (S3) NO PARKING 4PM - 6PM MON - FRI

**LEGEND**

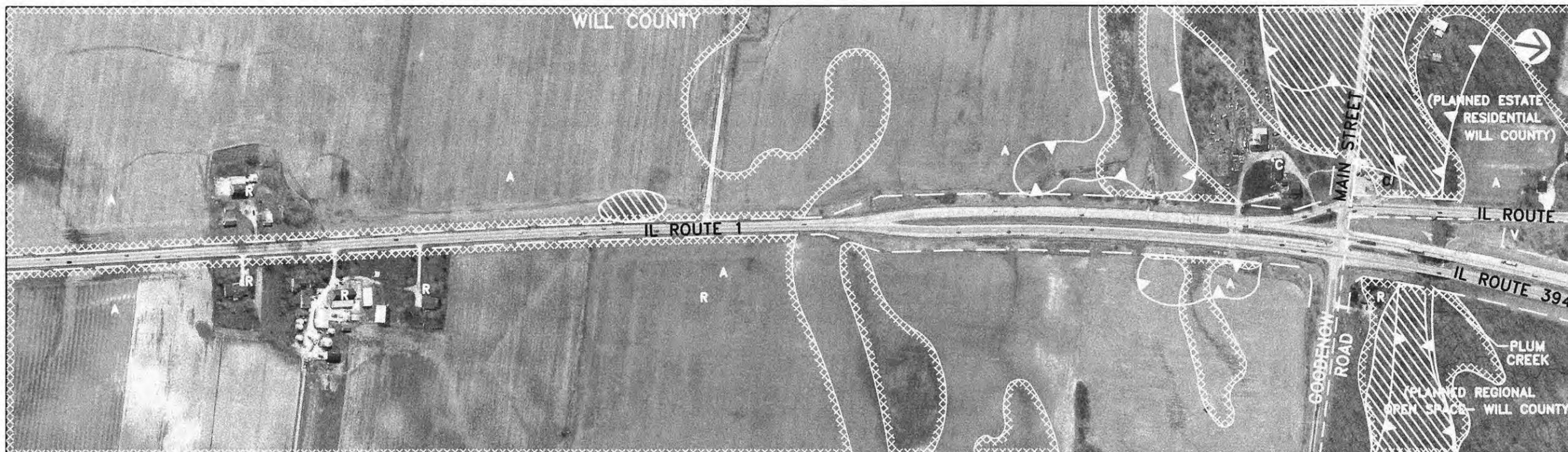
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**Segment 2  
Illinois Route 1  
Goodenow Road to Richton Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-7 through B-12

See Segment 3 for Exhibit B-12



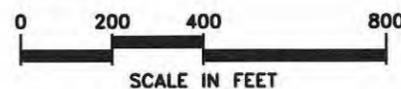
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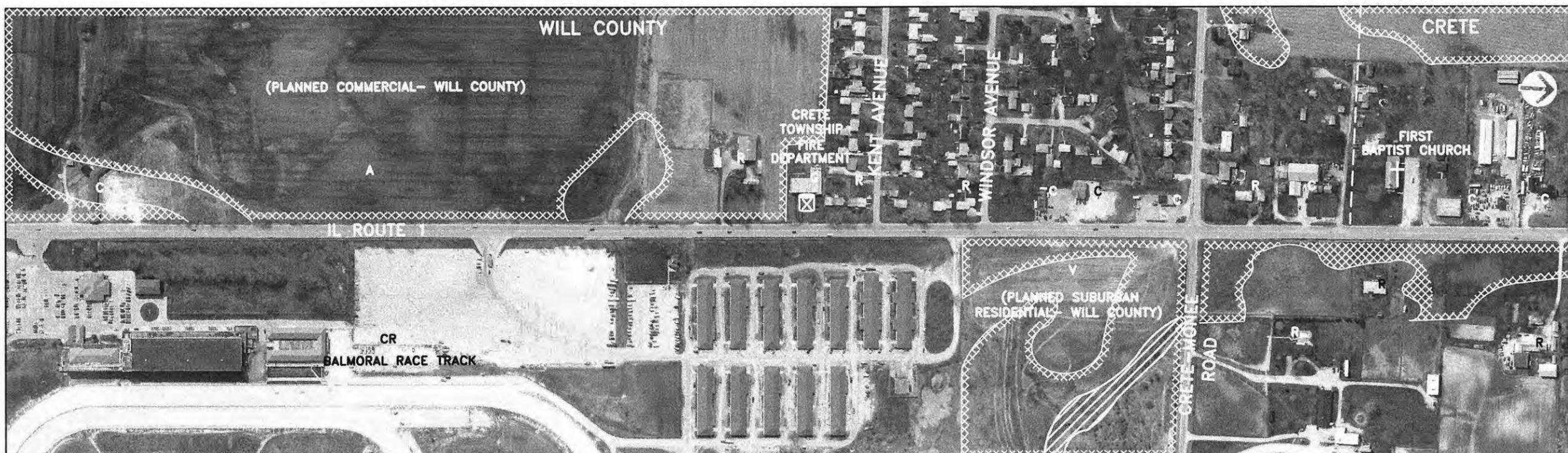
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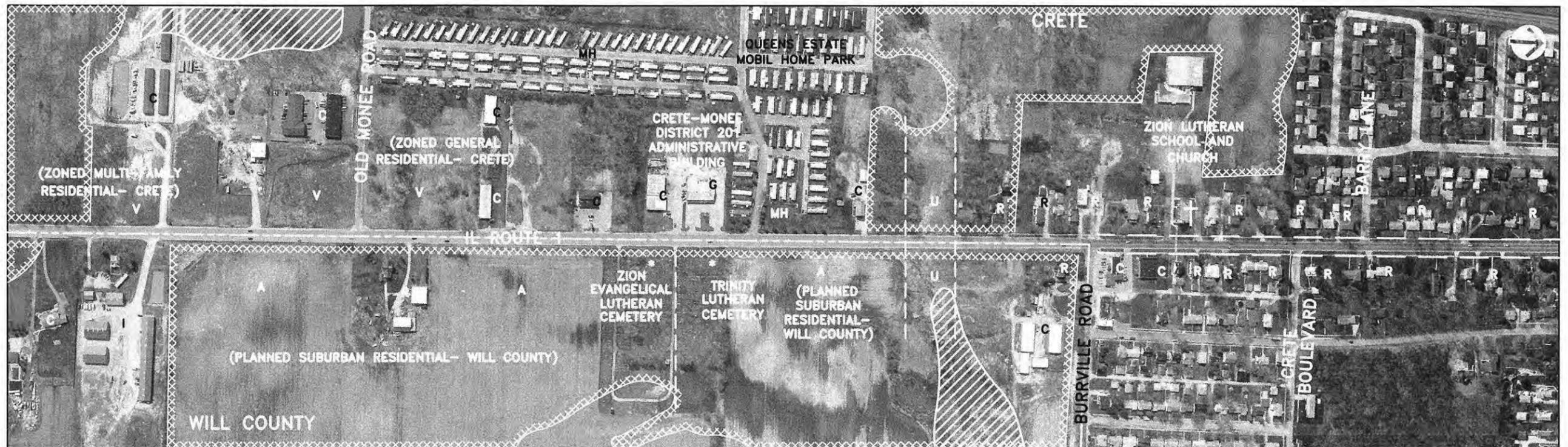
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- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

**LAND USE LEGEND**

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- - - PLANNED USE/JURISDICTION BOUNDARY
- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

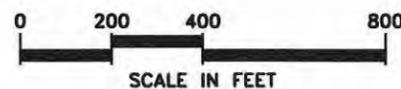
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
( )	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	





DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

### HISTORIC BUILDINGS

- CRETE ELEMENTARY SCHOOL
- THE BAND STAND  
CRETE PARK

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
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  - O PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

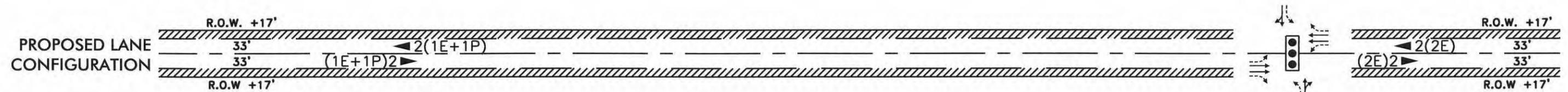
**Segment 2  
Illinois Route 1  
Goodenow Road to Richton Road**

**RECOMMENDED PLAN**

Exhibits C-7 through C-12

See Segment 3 for Exhibit C-12





PROPOSED SIGNAL SPACING

PROPOSED ACCESS CONTROL

4.9 MILES

1.0 MILE

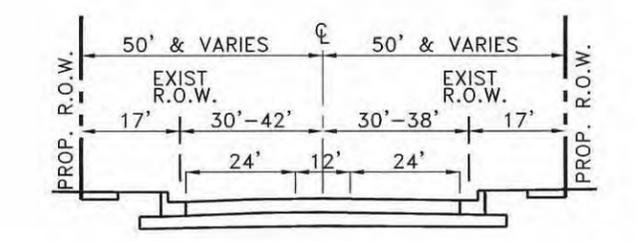
MAINTAIN EXISTING ACCESS \*

\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



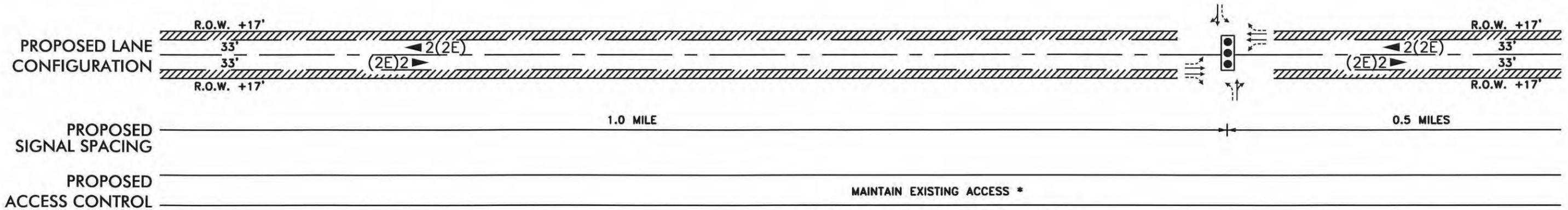
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION A-A  
GOODENOW ROAD TO BURRVILLE ROAD  
RECOMMENDED CROSS SECTION

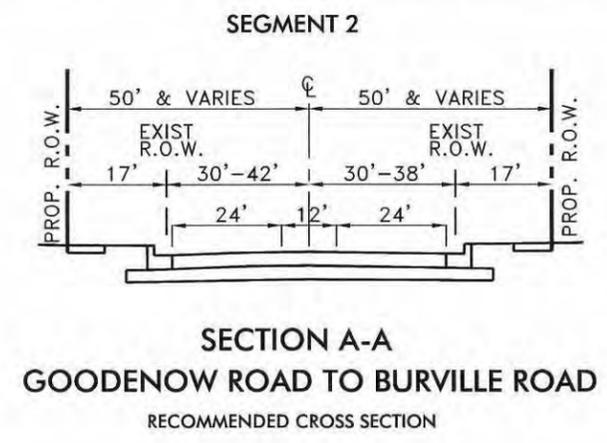
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN
	BUS STOP



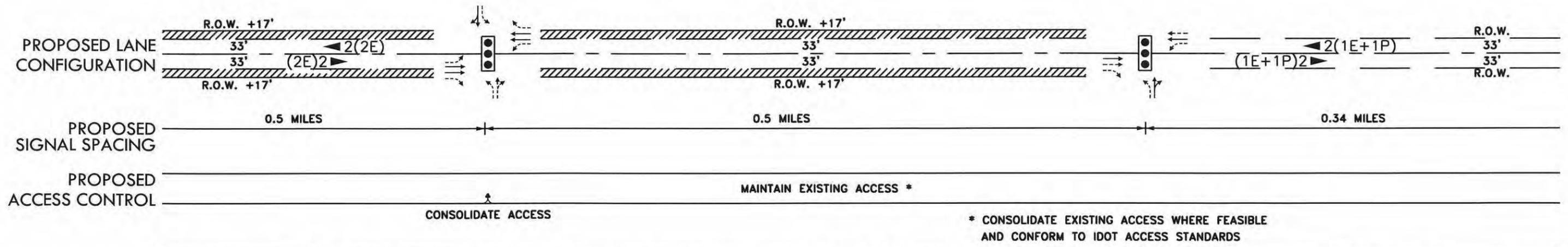
\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



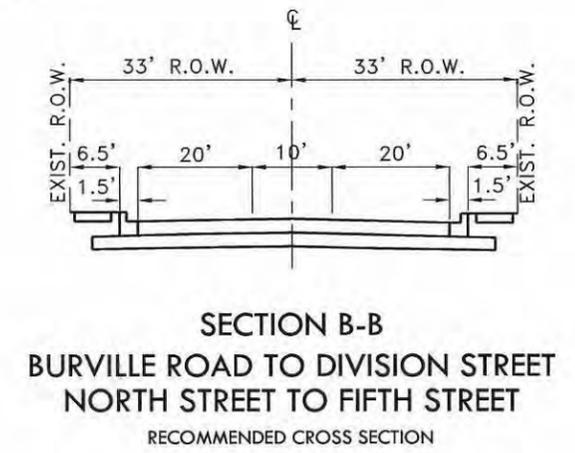
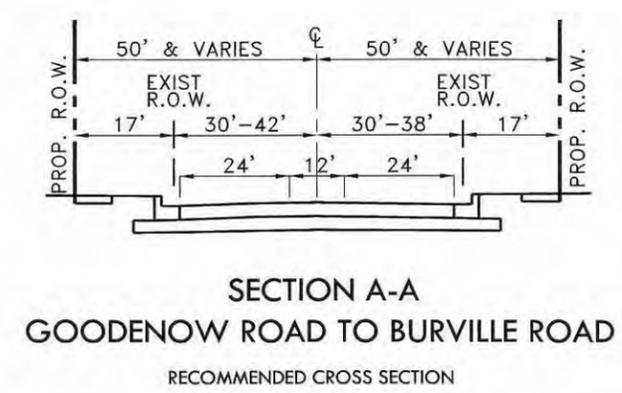
DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

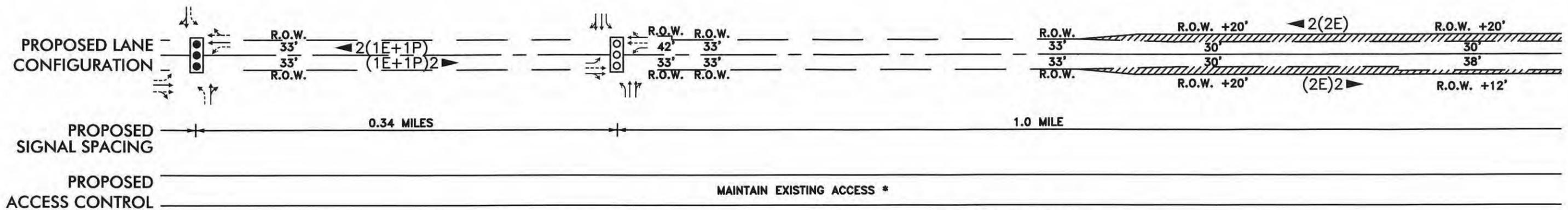


SEGMENT 2



**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

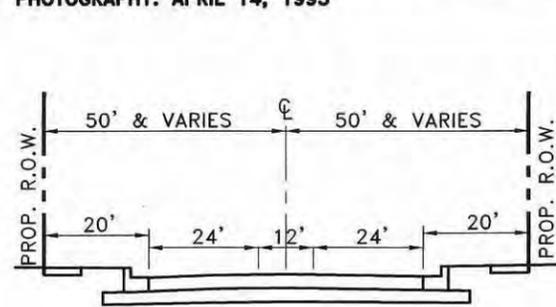


PERMANENT REMOVAL OF ON STREET PARKING ONLY UPON AGREEMENT BETWEEN VILLAGE OF CRETE AND IDOT

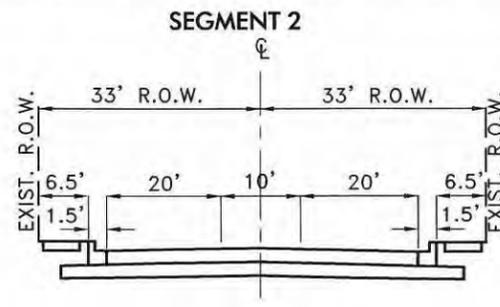
\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



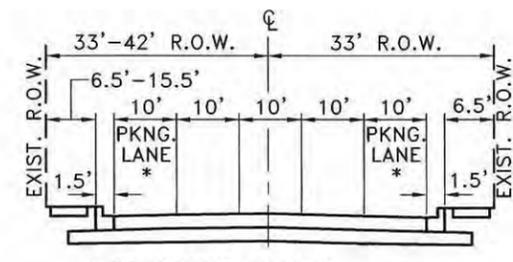
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION A-A  
FIFTH STREET TO RICHTON ROAD  
RECOMMENDED CROSS SECTION



SECTION B-B  
BURRVILLE ROAD TO DIVISION STREET  
NORTH STREET TO FIFTH STREET  
RECOMMENDED CROSS SECTION



SECTION C-C  
DIVISION STREET TO NORTH STREET  
RECOMMENDED CROSS SECTION

\* PEAK HOUR PARKING RESTRICTIONS RECOMMENDED

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

**Segment 3  
Illinois Route 1  
Richton Road to 16<sup>th</sup> Place**

### 3.3 Segment 3: Illinois Route 1 - Richton Road to 16<sup>th</sup> Place

#### 3.3.1 Location

Segment 3 extends along Illinois Route 1 from Richton Road to 16<sup>th</sup> Place (see Figure 3.1). The segment is approximately 3.0 miles in length and is located in the Village of Steger, the Village of South Chicago Heights, and the City of Chicago Heights. Illinois Route 1 is also named Chicago Road in this segment.

#### 3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-12 through A-15.

**Right-of-Way** - The existing right-of-way in this segment is 66 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lanes in each direction with a 12-foot painted median between Richton Road and 36<sup>th</sup> Street. From 36<sup>th</sup> Street north to 16<sup>th</sup> Place, two 9.8-foot travel lanes in each direction with a 9.8-foot painted median is provided. Closed drainage with curb and gutter exists throughout this segment. Existing typical sections for this segment are included on Exhibits A-12 through A-15.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1998 the average annual daily traffic for this segment varied from 10,400 to 19,500 vehicles per day.

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces or frontage roads in this segment. Sidewalks are provided along the length of the entire segment.

**Traffic Control/Intersection Configuration** - There are three traffic signals in this segment located at the Steger Road, Sauk Trail, and 26<sup>th</sup> Street intersections. The existing lane configurations for these intersections are shown on Exhibits A-12 through A-14.

**Structures** - There are no existing structures in this segment.

**Transit** - The PACE bus routes serving this segment are 352, 357, 358, 366, 370, and 890. Route 357 provides access to the 211<sup>th</sup> Metra/Electric Station for the Electric District Line on U.S. Route 30 (Lincoln Highway) west of Illinois Route 1.

### 3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of Illinois Route 1 area shown on Exhibits B-12 through B-15.

**Lakes/Streams/Wetlands/Floodplains** - No natural resources such as lakes, streams, wetlands or floodplain are identified in Segment 3.

**Structures with Historical Significance** - Two sites of documented historical significance are located along this segment. Both are located in Steger: the Old Standard Gas Station located at the northwest corner of Illinois Route 1 and 34<sup>th</sup> Place and the First State Bank in Steger at the northwest corner of Illinois Route 1 and Steger Road.

**Hazardous Waste/LUST Sites** - Two leaking underground storage tanks are identified in this segment. The first is located at the southwest corner of Illinois Route 1 and Steger Road. The second LUST site is located west of Illinois Route 1, between Interocean Avenue and 26<sup>th</sup> Street.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - There is no prime farmland along this segment.

### 3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-12 through B-15.

**Type and Intensity of Development** - Segment 3 is a highly developed corridor through the communities of Steger, South Chicago Heights and the southern portion of Chicago Heights. Interspersions of residential and commercial uses abut Segment 3. Less dominant uses including industrial, office and institutional are scattered throughout Segment 3 in addition to vacant parcels. A utility easement bisects Illinois Route 1 north of 30<sup>th</sup> Street. The institutional uses include the Military Order of the Purple Heart, a vacant train station and the Chicago Heights municipal building. Illinois Route 1 crosses the E.J.&E. Railroad between 21<sup>st</sup> and 23<sup>rd</sup> Streets. A cemetery is located at the northeast corner of the intersection of Illinois Route 1 and the E.J.&E. Railroad. One church is located west of Illinois Route 1, between 21<sup>st</sup> Street and Main Street in Chicago Heights.

**Planned Development** - There are no planned development areas in this segment.

### 3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-12 through C-15.

**Roadway** - The recommendation for this segment is to maintain the existing cross section which provides two 9.8-foot travel lanes in each direction with a 9.8-foot painted median. These dimensions are metric standards.

**Traffic Control/Intersection Configuration** - No future signal locations are recommended for this segment. Traffic signal interconnection is recommended.

**Access Management** - For the majority of Segment 3, the existing access available to Illinois Route 1 will be maintained. Furthermore, it is recommended that existing access locations be consolidated where feasible conforming to IDOT access standards.

At the request of the City of Chicago Heights, a landscaped barrier median within their City limits was investigated. The recommendation of this report is to maintain the existing flush painted median along Illinois Route 1 south of U.S. Route 30. North of U.S. Route 30, a barrier landscaped median would be provided. Coordination between the City and IDOT will be necessary at the time a landscaped barrier median is implemented.

**Transit** - It is recommended that bus stops be relocated to the far side of intersections when feasible. Park and Ride and Park and Pool lots should be implemented at major traffic generators such as schools, shopping centers, forest preserves and major employment centers. Bus turnouts are also recommended at major traffic generators where possible.

### 3.3.6 Right-of-Way Requirements

No additional right-of-way acquisition is required for Segment 3.

### 3.3.7 Environmental Considerations

The recommended roadway in Segment 3 will not require additional right-of-way acquisition. However, two LUST sites may be impacted if excavation occurs.

### 3.3.8 Land Use Considerations

No significant impacts to land use are expected within Segment 3 since roadway improvements are planned within the existing right-of-way.

### 3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.1. This construction cost estimate is based on 1991 unit prices.

**Table 3.3.1  
Construction Cost Estimate  
Segment 3 - Richton Road to 16<sup>th</sup> Place**

Recommended Improvements	Estimated Cost
Intersection Improvements	\$1,100,000
Roadway	\$309,000
<b>Total – Recommended Improvements</b>	<b>\$1,409,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

### 3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### 3.3.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. In the City of Chicago Heights between 23<sup>rd</sup> Street and 21<sup>st</sup> Street, the Elgin, Joliet, and Eastern Railroad has an at-grade crossing with Illinois Route 1. It is recommended that this crossing, post 2020, be grade separated. The location of the railroad crossing is shown on Exhibit C-14.

### 3.3.12 Crossing SRA Routes

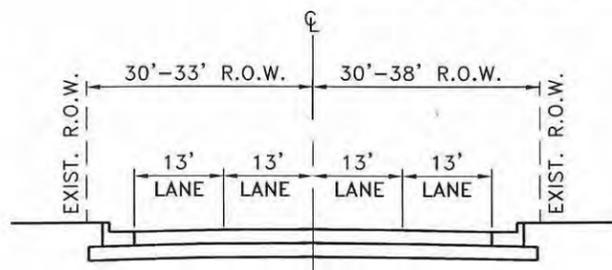
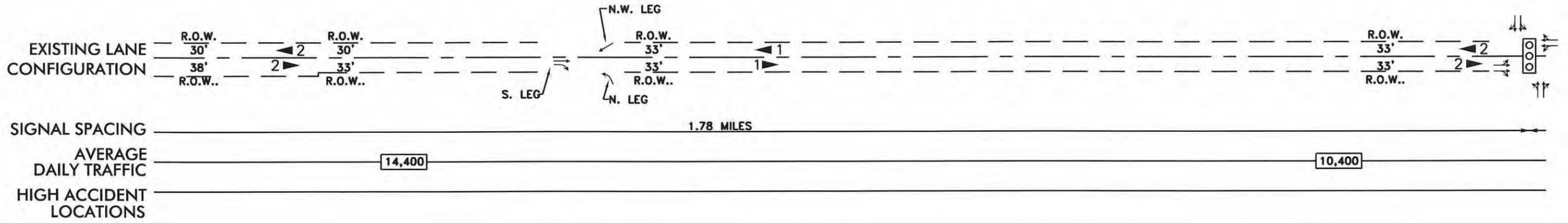
There are no crossing SRA routes within Segment 3 of the Illinois Route 1 SRA.

**Segment 3  
Illinois Route 1  
Richton Road to 16<sup>th</sup> Place**

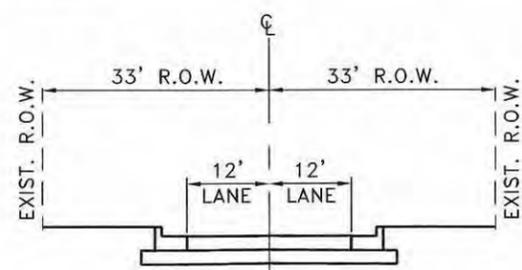
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-12 through A-15

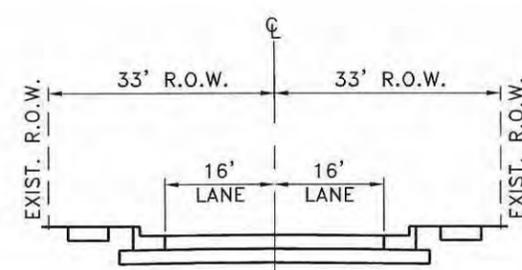
See Segment 4 for Exhibit A-15



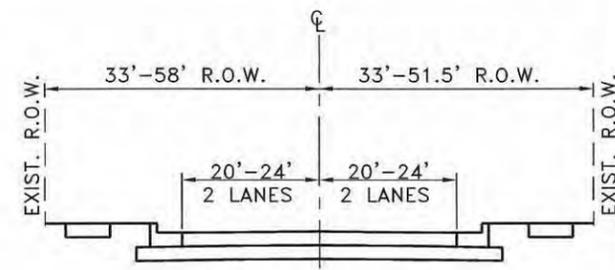
SECTION H-H  
FIFTH STREET TO UNION AVENUE



SECTION I-I  
UNION AVENUE TO MCKINLEY AVENUE



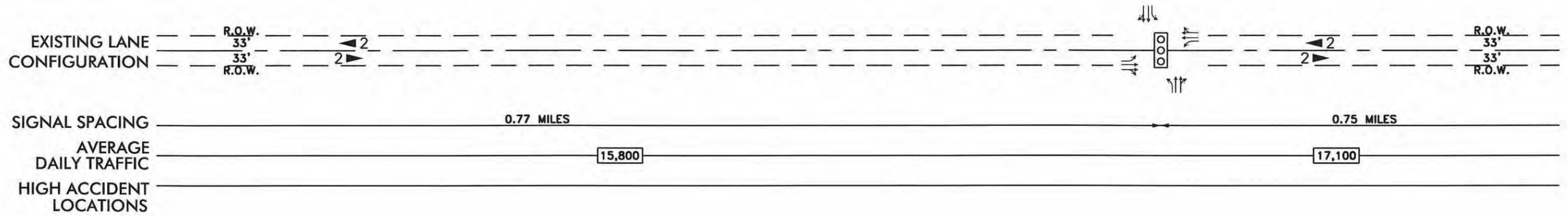
SECTION J-J  
MCKINLEY AVENUE TO 34TH PLACE



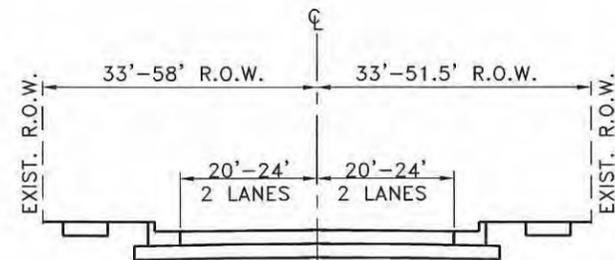
SECTION K-K  
34TH PLACE TO PARKSIDE AVENUE

**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

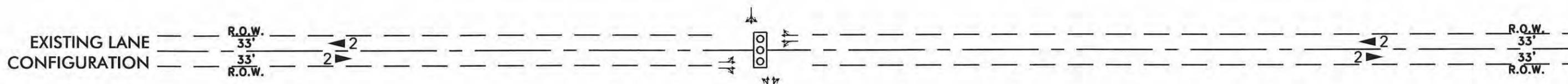


DATE OF PHOTOGRAPHY: APRIL 14, 1995



### LEGEND

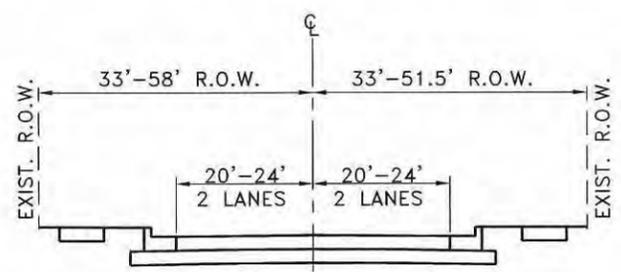
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- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



SIGNAL SPACING	0.75 MILES	0.75 MILES
AVERAGE DAILY TRAFFIC	19,500	
HIGH ACCIDENT LOCATIONS		



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION K-K  
34TH PLACE TO PARKSIDE AVENUE

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

**Segment 3  
Illinois Route 1  
Richton Road to 16<sup>th</sup> Place**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-12 through B-15

See Segment 4 for Exhibit B-15



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

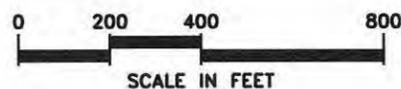
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### HISTORIC BUILDINGS

-  OLD STANDARD GAS STATION  
3420 CHICAGO ROAD (IL ROUTE 1)
-  FIRST STATE BANK IN STEGER

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
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### ENVIRONMENTAL FACTORS LEGEND

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### HISTORIC BUILDINGS

- JERGENSEN BUILDING  
29-31 W. STEGER ROAD

### LAND USE LEGEND

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- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation



**SRA** Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.  
In Association with: METRO Transportation Group  
Shah Engineering, Inc. Planning Resources Inc.

IL ROUTE 1  
LAND USE AND ENVIRONMENTAL CONDITIONS  
EXHIBIT B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
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- HISTORIC BUILDING/DISTRICT
- WETLAND
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- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: CIVILTECH ENGINEERING, INC.  
 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.

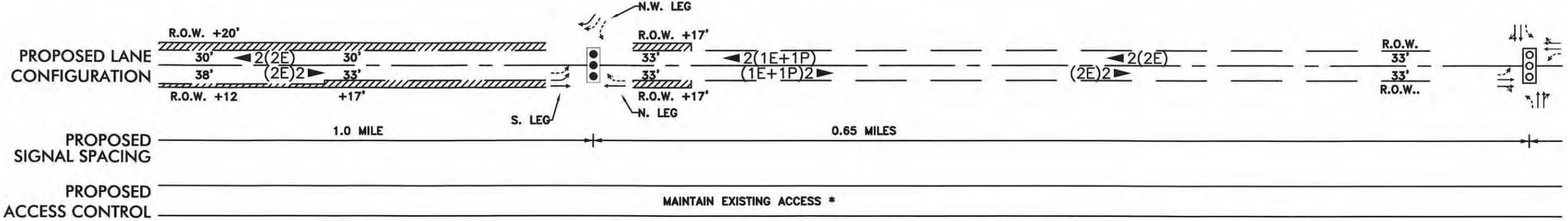
IL ROUTE 1  
 LAND USE AND ENVIRONMENTAL CONDITIONS  
 EXHIBIT B-14

**Segment 3  
Illinois Route 1  
Richton Road to 16<sup>th</sup> Place**

**RECOMMENDED PLAN**

Exhibits C-12 through C-15

See Segment 4 for Exhibit C-15



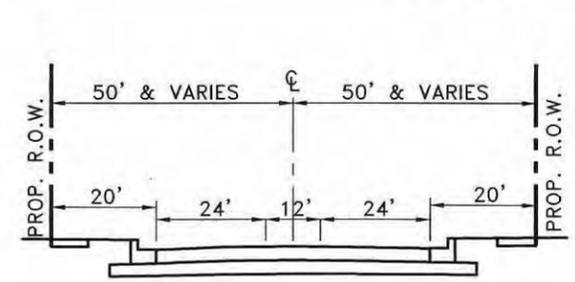
\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



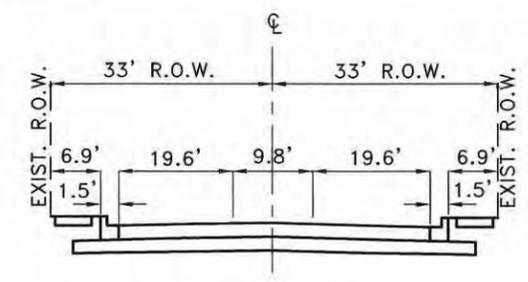
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2

SEGMENT 3



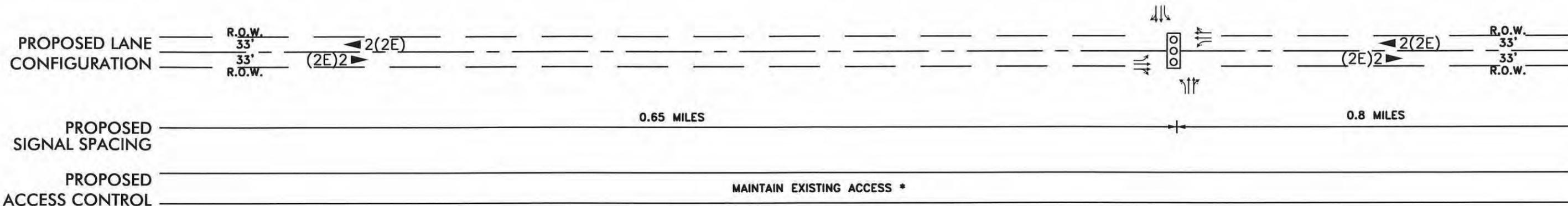
SECTION A-A  
FIFTH STREET TO RICHTON ROAD  
RECOMMENDED CROSS SECTION



SECTION D-D  
RICHTON ROAD TO 26TH STREET  
RECOMMENDED CROSS SECTION  
(PROPOSED METRIC STANDARDS)

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

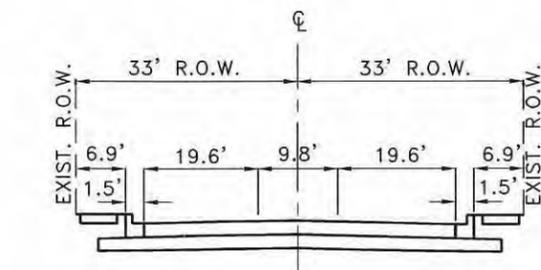


\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

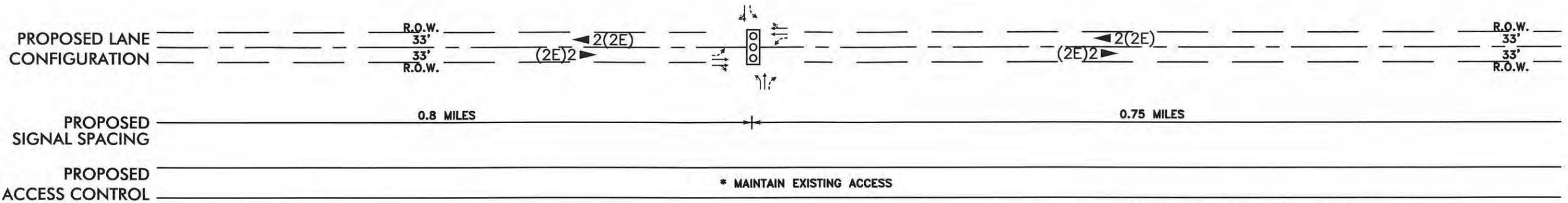


SECTION D-D  
RICHTON ROAD TO 26TH STREET

RECOMMENDED CROSS SECTION  
(PROPOSED METRIC STANDARDS)

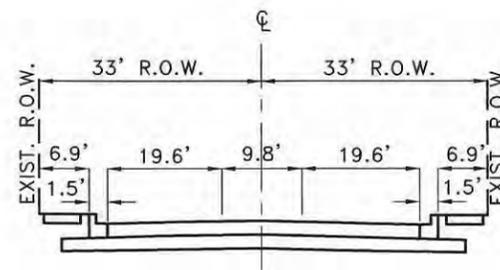
### LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



SECTION D-D  
RICHTON ROAD TO 16TH PLACE

RECOMMENDED CROSS SECTION  
(PROPOSED METRIC STANDARDS)

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

**Segment 4  
Illinois Route 1  
16<sup>th</sup> Place to Parkside Avenue**

### 3.4 Segment 4: Illinois Route 1 - 16<sup>th</sup> Place to Parkside Avenue

#### 3.4.1 Location

Segment 4 extends along Illinois Route 1 from 16<sup>th</sup> Place to Parkside Avenue (see Figure 3.1). The segment is approximately 1.0 mile in length and is located in the City of Chicago Heights. Illinois Route 1 is also named Chicago Road in this segment.

#### 3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-15 and A-16.

**Right-of-Way** - The existing right-of-way in this segment varies from 66 feet to 91 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of two 10 to 12-foot travel lanes in each direction with no median. Closed drainage with curb and gutter is typical for this segment. Existing typical sections for this segment are included on Exhibits A-15 and A-16.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1998 the average annual daily traffic for this segment varied from 16,100 to 20,200 vehicles per day.

**Accidents** - There are three high accident locations in this segment. They are located at the Illinois Route 1 intersections with 16<sup>th</sup> Street, 15<sup>th</sup> Street, and U.S. Route 30 (Lincoln Highway).

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces or frontage roads in this segment. Sidewalks are provided in this segment.

**Traffic Control/Intersection Configuration** - Six traffic signals are located in this segment. The locations and existing lane configurations for these intersections are shown on Exhibit A-15 and A-16.

**Structures** - There is one existing structure in this segment which is described in Table 3.4.1.

**Transit** - The PACE Bus routes serving this segment are 352, 357, 370, and 890. Access to the Homewood Station and several other Metra Stations serving the Electric District Line is provided.

**Table 3.4.1  
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-2546	Illinois Route 1	Thorn Creek	52'	80'	NA	NA

### 3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of Illinois Route 1 are shown on Exhibits B-15 and B-16.

**Lakes/Streams/Wetlands/Floodplains** - Illinois Route 1 crosses Thorn Creek and its associated wetland and floodplain north of 13<sup>th</sup> Street in Chicago Heights. This wetland also abuts the south side of Illinois Route 1 Cutoff near Halsted Street. The floodplain extends along both sides of the eastern portion of Illinois Route 1 Cutoff near Halsted Street and Parkside Avenue. The majority of this land is owned by the Forest Preserve District of Cook County and is known as Halsted Woods.

**Structures with Historical Significance** - Bloom Township High School, located approximately 500 feet north of Illinois Route 1 Cutoff, has been documented as having historical significance.

**Hazardous Waste/LUST Sites** - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - There is no prime farmland along this segment.

### 3.4.4 Existing Land Use Characteristics

Existing land use characteristics for Segment 4 of Illinois Route 1 area shown on Exhibits B-15 through B-16.

**Type and Intensity of Development** - Segment 4 contains concentrations of developed land comprised of commercial and residential uses south of U.S. Route 30 (Lincoln Highway) and a mix of developed and forest preserve land north of U.S. Route 30. The area between 16<sup>th</sup> Place and U.S. Route 30 contains a school, church, library, hospital and a park district center. Wilson Woods and Halsted Woods Forest Preserve, owned by the Forest Preserve District of Cook County, occupy the northern portion. Chicago Heights Park District's active recreation fields are located north of Illinois Route 1 Cutoff. The Thorn Creek Bicycle Trail crosses Illinois Route 1 at the Dixie Highway intersection.

**Planned Development** – There are no planned development areas in Segment 4.

### 3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-15 and C-16.

**Roadway** - The recommendation for this segment is to widen Illinois Route 1 to provide two 12-foot travel lanes in each direction with a 12-foot median.

**Traffic Control/Intersection Configuration** - The existing traffic signals will also be maintained. At the 16<sup>th</sup> Street and 15<sup>th</sup> Street intersections, separate left turn lanes should be incorporated on these side streets to improve the operation of the intersection. Traffic signal interconnection is recommended.

**Access Management** - The existing access available to Illinois Route 1 will be maintained for this segment. It is recommended that existing access locations be consolidated where feasible conforming to IDOT access standards.

At the request of the City of Chicago Heights, a landscaped barrier median within their City limits was investigated. The recommendation of this report is to maintain the existing flush painted median along Illinois Route 1 south of U.S. Route 30. North of U.S. Route 30, a barrier landscaped median would be provided. Coordination between the City and IDOT will be necessary at the time a landscaped barrier median is implemented.

**Structures** - The structure over Thorn Creek will require modification as detailed in Table 3.4.2.

**Table 3.4.2  
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-2546	Illinois Route 1	Thorn Creek	52'	Widen the structure to accommodate recommended section.

**Transit** - It is recommended that bus stops be relocated to the far side of intersections when feasible. Park and Ride and Park and Pool lots should be implemented at major traffic generators such as schools, shopping centers, forest preserves and major employment centers. Bus turnouts are also recommended at major traffic generators where possible.

### 3.4.6 Right-of-Way Requirements

No additional right-of-way will be required for this segment.

### 3.4.7 Environmental Considerations

The recommended roadway in Segment 4 will not require additional right-of-way acquisition. However, mature trees may be impacted within the existing right-of-way.

### 3.4.8 Land Use Considerations

No significant impacts to land uses are expected within Segment 4 since roadway improvements are planned within the existing right-of-way.

### 3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 3.4.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.4.3**  
**Construction Cost Estimate**  
**Segment 4 - 16<sup>th</sup> Place to Parkside Avenue**

Recommended Improvements	Estimated Cost
Intersection Improvements	\$500,000
Structure Modifications	\$600,000
Roadway	\$450,000
<b>Total - Recommended Improvements</b>	<b>\$1,550,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

### 3.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### 3.4.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### **3.4.12 Crossing SRA Routes**

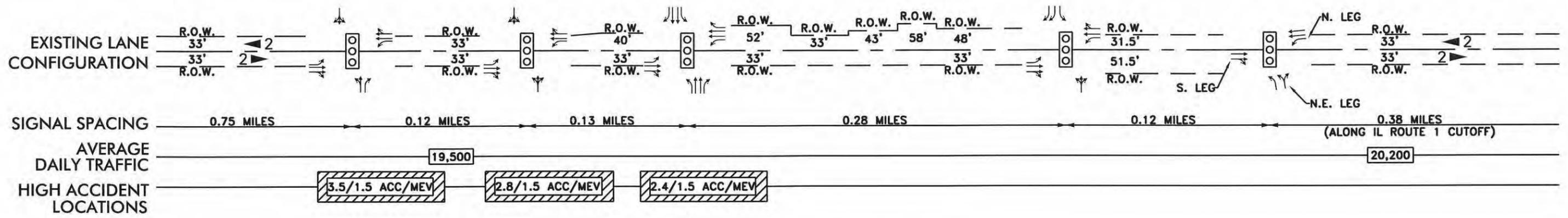
U.S. Route 30 (Lincoln Highway) is also designated as an SRA route. The SRA study for this corridor was completed in February of 1992. The SRA improvement recommendations contained in this report differ from the U.S. Route 30 study. The U.S. Route 30 study assumed that Illinois Route 1 would be widened to a six lane facility and provide dual left turn lanes on Illinois Route 1 at U.S. Route 30. That level of improvement along Illinois Route 1 was determined not feasible due to right-of-way limitations among other constraints. A four lane cross section with single left turn lanes are recommended.

**Segment 4  
Illinois Route 1  
16<sup>th</sup> Place to Parkside Avenue**

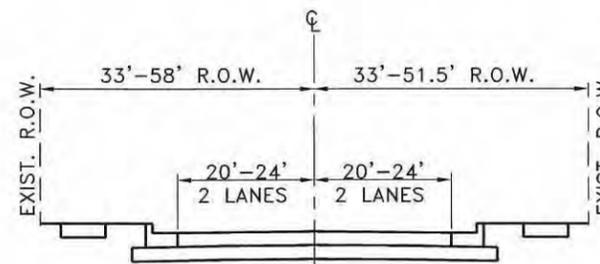
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-15 and A-16

See Segment 5 for Exhibit A-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION K-K  
34TH PLACE TO PARKSIDE AVENUE

**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- EXISTING NUMBER OF LANES

**Segment 4  
Illinois Route 1  
16<sup>th</sup> Place to Parkside Avenue**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-15 and B-16

See Segment 5 for Exhibit B-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### HISTORIC BUILDINGS

-  BLOOM TOWNSHIP HIGH SCHOOL  
101 W. 10TH STREET  
1931-34

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- † CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

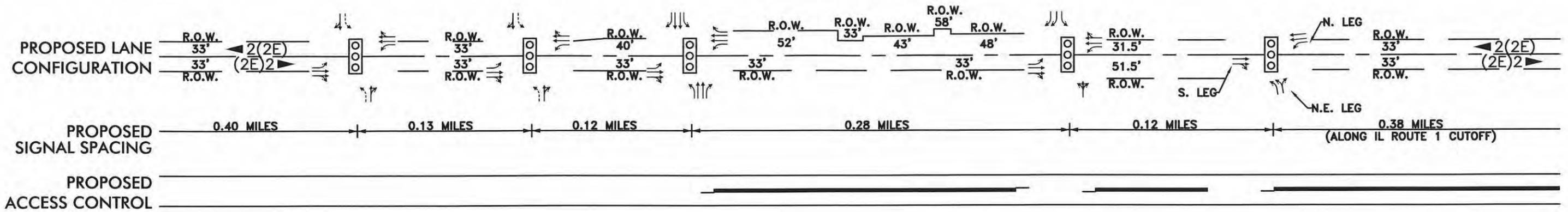


**Segment 4  
Illinois Route 1  
16<sup>th</sup> Place to Parkside Avenue**

**RECOMMENDED PLAN**

Exhibits C-15 and C-16

See Segment 5 for Exhibit C-16



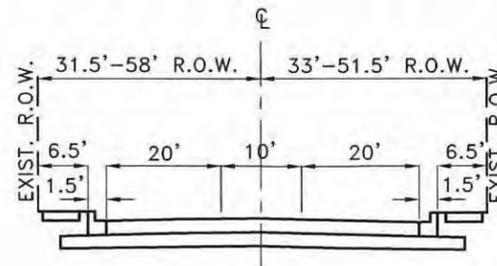
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

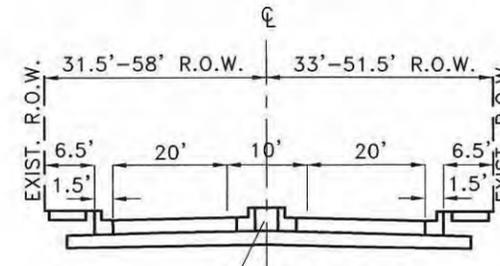
SEGMENT 4

MATCH LINE A-A

FOR SECTION D-D,  
SEE SHEET C-14



**SECTION E1-E1**  
16TH PLACE TO U.S. ROUTE 30  
RECOMMENDED CROSS SECTION



**SECTION E2-E2**  
U.S. ROUTE 30 TO PARKSIDE AVENUE  
RECOMMENDED CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

**Segment 5  
Illinois Route 1  
Parkside Avenue to Ridge Road**

### **3.5 Segment 5: Illinois Route 1 - Parkside Avenue to Ridge Road**

#### **3.5.1 Location**

Segment 5 extends along Illinois Route 1 from Parkside Avenue to Ridge Road (see Figure 3.1). The segment is approximately 3.25 miles in length and is located in the City of Chicago Heights, the Village of Glenwood, the Village of Homewood, and unincorporated Cook County. Illinois Route 1 is also named Halsted Street in this segment.

#### **3.5.2 Existing Facility Characteristics**

Existing facility characteristics for this segment are shown on Exhibits A-16 through A-19.

**Right-of-Way** - The existing right-of-way in this segment is typically 100 feet and varies up to 187 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lane in each direction with a median. The median type varies between a mountable and a painted median that is 16 to 18 feet wide. Closed drainage with curb and gutter is provided in this segment. Existing typical sections for this segment are included on Exhibits A-16 through A-19.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1998 the average annual daily traffic for this segment is approximately 27,000 vehicles per day.

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** - There are no frontage roads in this segment. Intermittent sidewalks are provided and on-street parking is available between Parkside Avenue and 7<sup>th</sup> Place in a dedicated parking lane on both sides of Illinois Route 1.

**Traffic Control/Intersection Configuration** - Seven signalized intersections exist in this segment. The existing lane configurations for these intersections are shown on Exhibits A-16 through A-19.

**Structures** - There are two existing structures in this segment. One of the structures is a pedestrian overpass that has no data available. The second structure is described in Table 3.5.1.

**Transit** - The PACE Bus Routes serving this segment are 352, 370, 452, and 890. Access is provided to the Homewood Metra/Electric Station west of Illinois Route 1 via Route 452. Route 890 serves the Homewood Park-n-Ride lot.

**Table 3.5.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
016-2409	Illinois Route 1	Butterfield Creek	56'	66'	NA	NA

### 3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 6 of Illinois Route 1 area shown on Exhibits B-16 through B-19.

**Lakes/Streams/Wetlands/Floodplains** - Wetland abuts the western right-of-way along Illinois Route 1 at Eastgate Avenue in Chicago Heights. Floodplain also abuts the western right-of-way approximately 900 feet north of Eastgate Avenue. One large area of wetland and floodplain occurs along both sides of Illinois Route 1 beginning approximately 550 feet north of Holbrook Road and extending north approximately 1,300 feet.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - Two leaking underground storage tanks are identified in this segment. The first site is located at the southwest corner of Illinois Route 1 and 183<sup>rd</sup> Street. The second LUST site is located at the southwest corner of Illinois Route 1 and Ridge Road.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - There is no prime farmland along this segment.

### 3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-16 through B-19.

**Type and Intensity of Development** - Segment 5 is a highly developed corridor that passes through the communities of Chicago Heights, Glenwood and Homewood. The primary land uses are commercial with concentrations of residential between 195<sup>th</sup> Street and 183<sup>rd</sup> Street. Other less dominant uses include vacant parcels, office, agricultural and institutional. Prairie State Junior College and surrounding open space are located near the northwest corner of Illinois Route 1 and Joe Orr Road. Institutional uses also include Bloom Township Center, St. Kieran School and Mercy Medical Center. Veteran’s Memorial Park and a pedestrian overpass occur in this segment.

**Planned Development** - Homewood has designated the area north of Holbrook Road and west of Illinois Route 1 as planned open space/recreational.

**3.5.5 Recommended SRA Improvements**

The recommended plan for this segment is shown on Exhibits C-16 through C-19.

**Roadway** - The recommendation for this segment is to maintain the two travel lanes in each direction with an 18-foot wide median.

The Parkside Avenue intersection has five separate approaches. To improve the operation of the intersection, it is recommended that the west approach of Parkside Avenue be terminated via a cul-de-sac prior to the Illinois Route 1 intersection.

The on-street parking that currently exists between Parkside Avenue and 7<sup>th</sup> Street would be maintained. Peak hour parking restrictions are not necessary as the on-street parking exists in a dedicated parking lane. The permanent removal of on-street parking would only occur upon an agreement between the City of Chicago Heights and the Illinois Department of Transportation.

**Traffic Control/Intersection Configuration** - The existing traffic signals will also be maintained. At the Holbrook Road intersection, separate left turn lanes should be incorporated on Holbrook Road to improve the operation of the intersection. Traffic signal interconnection is recommended.

**Access Management** - Future access locations will be restricted to right-in/right-out only except where full access locations are shown.

At the request of the City of Chicago Heights, a landscaped barrier median within their City limits was investigated. The recommendation of this report is to maintain the existing flush painted median along Illinois Route 1. This does not preclude the City from requesting a landscaped barrier median at a later time with IDOT.

**Structures** - The structure over Butterfield Creek will not require modification as detailed in Table 3.5.2.

**Table 3.5.2  
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-2409	Illinois Route 1	Butterfield Creek	56'	No improvement required.

**Transit** - It is recommended that bus stops be relocated to the far side of intersections when feasible. Park and Ride and Park and Pool lots should be implemented at major traffic generators such as schools, shopping centers, forest preserves and major employment centers. Bus turnouts are also recommended at major traffic generators where possible.

### 3.5.6 Right-of-Way Requirements

Minor right-of-way acquisition will be required at the 187<sup>th</sup> Street intersection.

### 3.5.7 Environmental Considerations

The five to seven feet of additional right-of-way acquisition at the 187<sup>th</sup> Street intersection will primarily impact non-native grassland.

### 3.5.8 Land Use Considerations

The five to seven feet of additional right-of-way acquisition at the 187<sup>th</sup> Street intersection will reduce front yard setbacks for commercial uses.

### 3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.5.3  
Construction Cost Estimate  
Segment 5 - Parkside Avenue to Ridge Road**

Recommended Improvements	Estimated Cost
Intersection Improvements	\$1,075,000
Right-of-Way Acquisition	\$17,000
<b>Total - Recommended Improvements</b>	<b>\$1,092,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

### **3.5.10 Short Term/Low Cost Improvements**

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### **3.5.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### **3.5.12 Crossing SRA Routes**

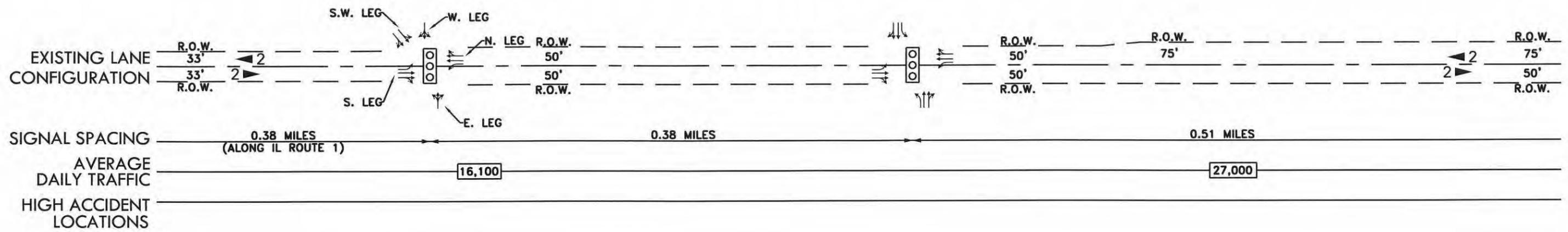
There are no crossing SRA routes located in Segment 5 of the Illinois Route 1 SRA.

**Segment 5  
Illinois Route 1  
Parkside Avenue to Ridge Road**

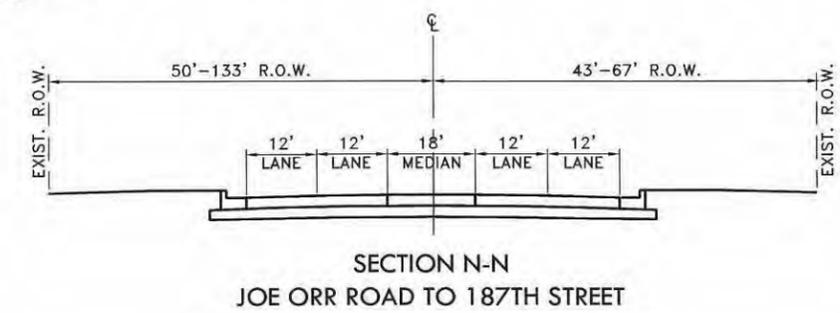
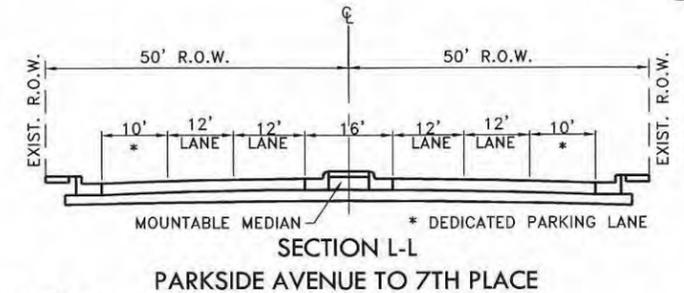
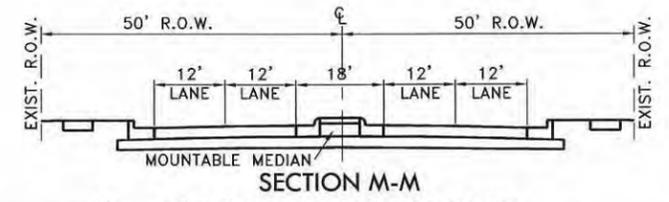
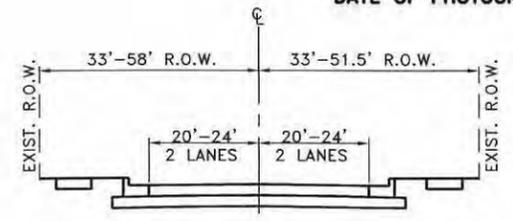
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-16 through A-19

See Segment 6 for Exhibit A-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995



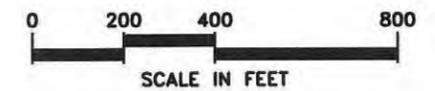
### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

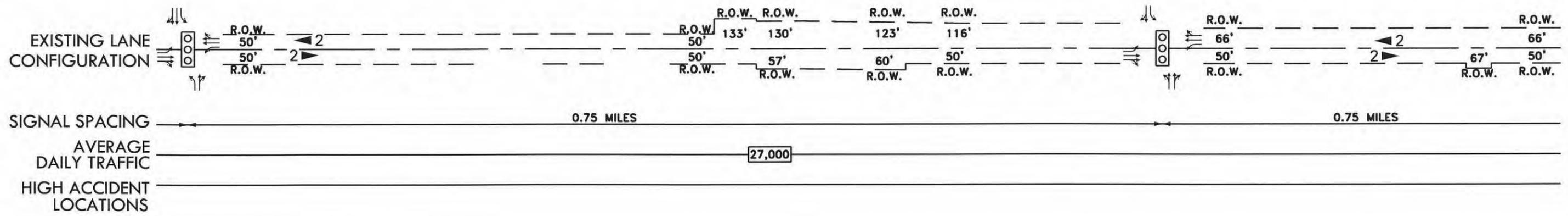
Illinois Department of Transportation

**SRA** Strategic Regional Arterial Planning Study

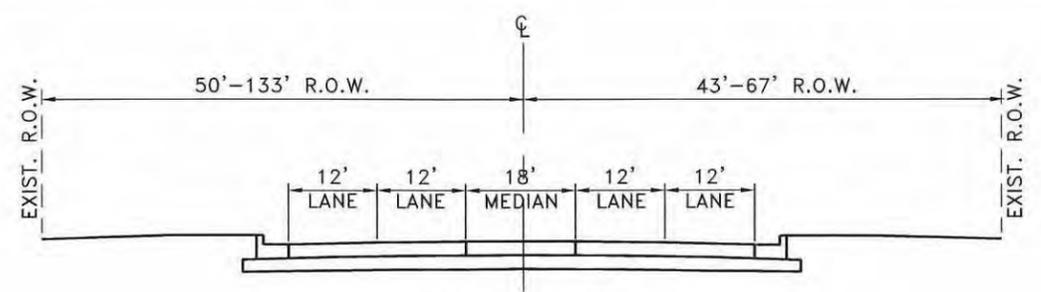
Prepared by: CIVILTECH ENGINEERING, INC.  
In Association with: METRO Transportation Group  
Shah Engineering, Inc. Planning Resources Inc.



IL ROUTE 1  
EXISTING FACILITY CHARACTERISTICS  
EXHIBIT A-16

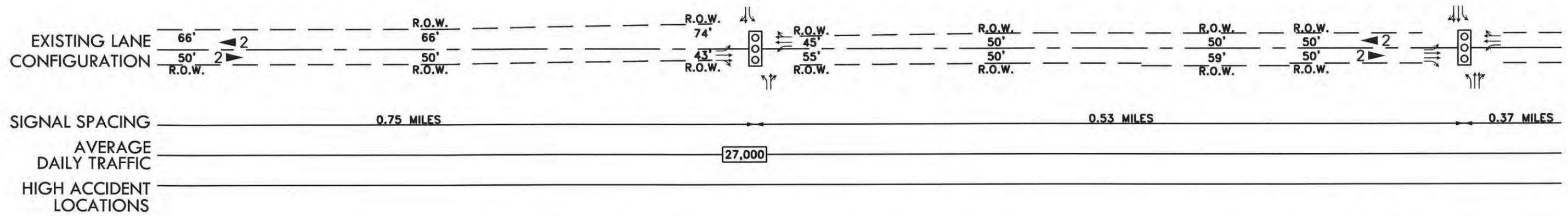


DATE OF PHOTOGRAPHY: APRIL 14, 1995

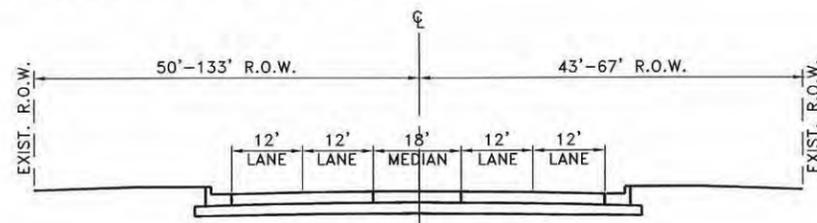


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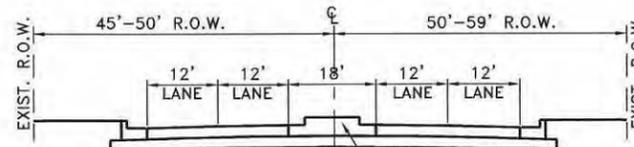
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



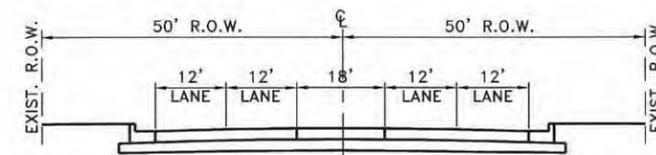
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION N-N  
JOE ORR ROAD TO 187TH STREET



SECTION O-O  
187TH STREET TO 183RD STREET



SECTION P-P  
183RD STREET TO RIDGE ROAD

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
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- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

**Segment 5  
Illinois Route 1  
Parkside Avenue to Ridge Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-16 through B-19

See Segment 6 for Exhibit B-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

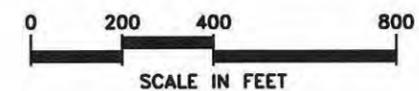
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- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- † CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

**ENVIRONMENTAL FACTORS LEGEND**

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
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DATE OF PHOTOGRAPHY: APRIL 14, 1995

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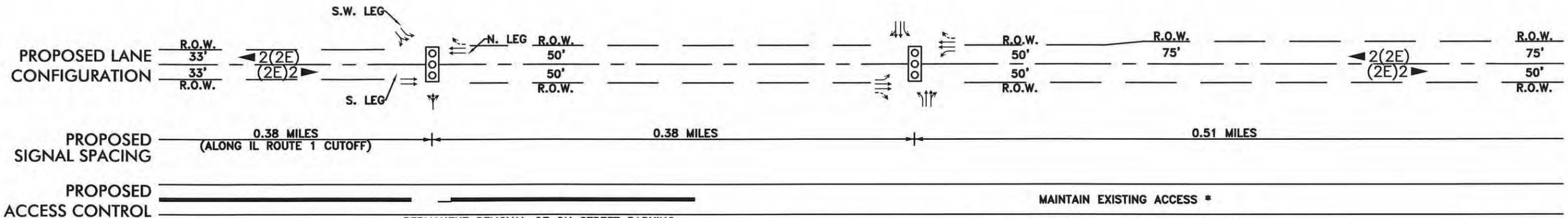
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

**Segment 5  
Illinois Route 1  
Parkside Avenue to Ridge Road**

**RECOMMENDED PLAN**

Exhibits C-16 through C-19

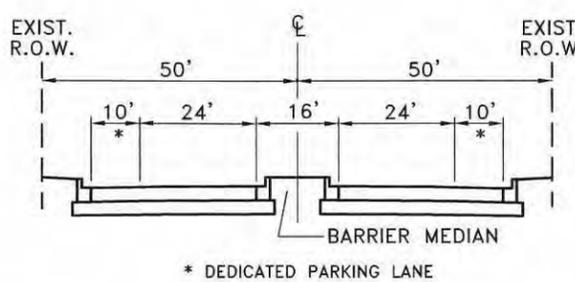
See Segment 6 for Exhibit C-19



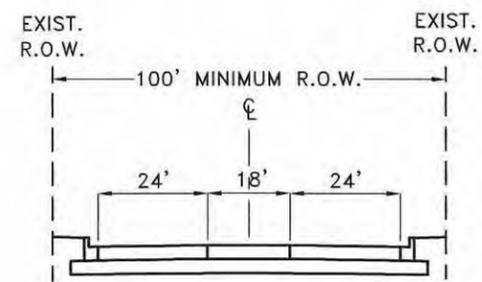
DATE OF PHOTOGRAPHY: APRIL 14, 1995  
SEGMENT 4

SEGMENT 5

FOR SECTION E-E, SEE SHEET C-15



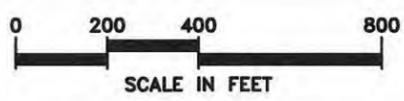
SECTION F-F  
PARKSIDE AVENUE TO 7TH PLACE  
RECOMMENDED CROSS SECTION

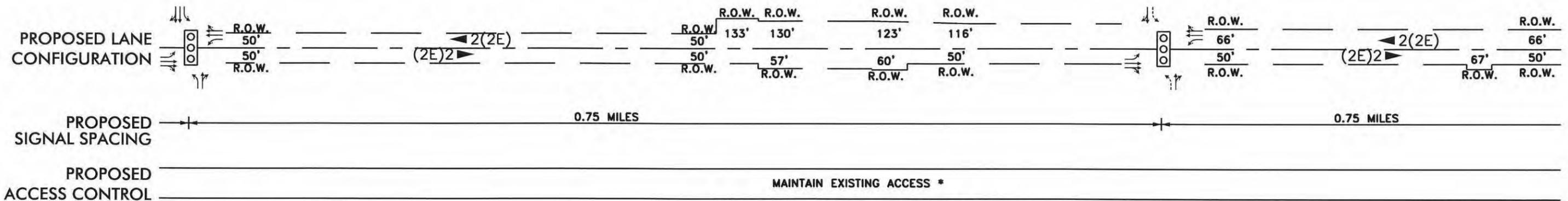


SECTION F-F  
7TH PLACE TO RIDGE ROAD  
RECOMMENDED CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

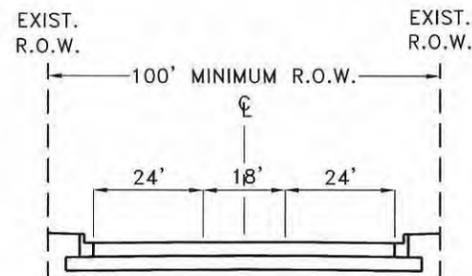




\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



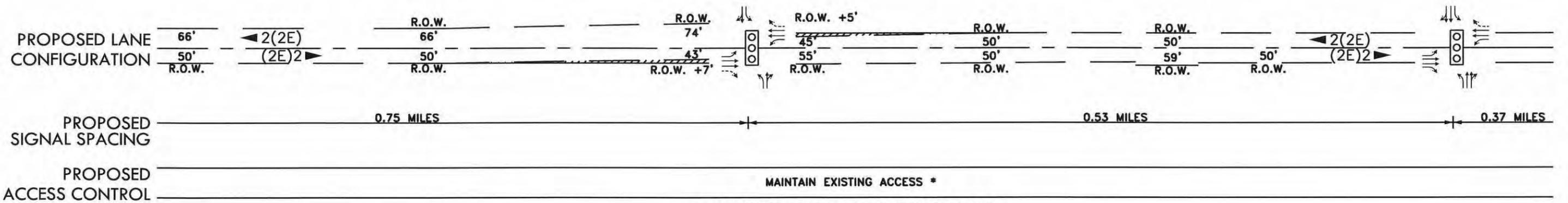
SEGMENT 5



SECTION F-F  
7TH PLACE TO RIDGE ROAD  
RECOMMENDED CROSS SECTION

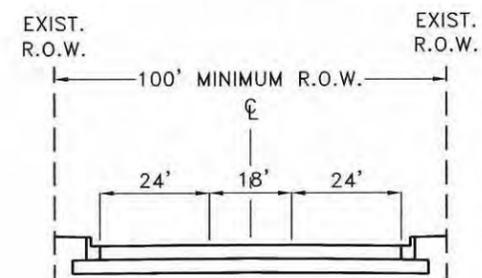
**LEGEND**

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- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION F-F  
7TH PLACE TO RIDGE ROAD  
RECOMMENDED CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

**Segment 6  
Illinois Route 1  
Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

## 3.6 Segment 6: Illinois Route 1 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)

### 3.6.1 Location

Segment 6 extends along Illinois Route 1 from Ridge Road to 159<sup>th</sup> Street (U.S. Route 6) as shown in Figure 3.1. The segment is approximately 2.5 miles in length and is located in the communities of Homewood, East Hazel Crest, Thornton, Harvey, and South Holland. Illinois Route 1 is also named Halsted Street in this segment.

### 3.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-19 through A-21.

**Right-of-Way** - The existing right-of-way in this segment is typically 100 feet and ranges from 95 feet to 236 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lane in each direction with a median. An 18-foot barrier median is provided from Ridge Road north to the Interstate 80/294 interchange. North of the interchange, a 12-foot painted median is provided. A continuous right turn lane is provided in both directions between Ridge Road and 175<sup>th</sup> Street. Curb and gutter with a closed drainage system is provided in this segment. Existing typical sections for this segment are included on Exhibits A-19 through A-21.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1998 the average annual daily traffic for this segment varied from 20,300 to 27,000 vehicles per day.

**Accidents** - There is one high accident locations in this segment at the Illinois Route 1 intersection with 167<sup>th</sup> Street.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces, frontage roads, or sidewalks in this segment.

**Traffic Control/Intersection Configuration** - Eight signalized intersections exist in this segment. The existing lane configurations for these intersections are shown on Exhibits A-19 through A-21.

**Structures** - There are two existing structures in this segment which are described in Table 3.6.1.

**Transit** - Segment 6 is serviced by PACE bus routes 364, 370, 448, 452, 888, and 890. Access is provided to the Homewood and South Holland Park-n-Ride lots. These bus routes serve the Homewood and Harvey stations along the Metra Electric District Line.

**Table 3.6.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
016-0199	Illinois Route 1	Interstate 80/294	78'	230'	NA	NA
016-2525	Illinois Route 1	Cal Union Ditch	64'	24'	NA	NA

### 3.6.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-19 through B-21.

**Lakes/Streams/Wetlands/Floodplains** - Two wetlands are identified in this segment. They are located in the southwest quadrant of Illinois Route 1 and Interstate 80/294 and the southeast quadrant of Illinois Route 1 and 167<sup>th</sup> Street. Illinois Route 1 crosses the Cal Union Ditch north of 161<sup>st</sup> Street.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - Seven leaking underground storage tanks are identified in this segment. The first is located east of Illinois Route 1, approximately 600 feet north of 175<sup>th</sup> Street. The second and third LUST sites are located west of Illinois Route 1, between 171<sup>st</sup> Street and 168<sup>th</sup> Street. The fourth and fifth sites are located near the southeast and southwest corners of the intersection of Illinois Route 1 and 166<sup>th</sup> Street. The sixth site is located at the southwest corner of Illinois Route 1 and 165<sup>th</sup> Street. The remaining LUST site is located at the southeast corner of Illinois Route 1 and 159<sup>th</sup> Street.

**Threatened or Endangered Species** - The Illinois Department of Natural Resources indicated that there are no threatened or endangered species known to exist along this segment of the corridor.

**Prime Farmland** - There is no prime farmland along this segment.

### 3.6.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-19 through B-21.

**Type and Intensity of Development** - Segment 6 is a highly developed corridor that intersects Interstate 80/294. Land uses south of Interstate 80/294 are predominantly commercial including large shopping centers set back from Illinois Route 1. Less dominant uses include small tracts of vacant land near the Interstate 80/294 interchange and residential. North of Interstate 80, land uses are

primarily commercial with an interspersed of residential, multi-family residential and vacant land.

**Planned Development** - Segment 6 is already heavily developed. There are no planned development areas in this segment.

### 3.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-19 through C-21.

**Roadway** - The recommendation for this segment is to maintain the existing roadway cross section. Between Ridge Road and 175<sup>th</sup> Street, it is recommended that sidewalks along Illinois Route 1 be provided.

**Traffic Control/Intersection Configuration** - The existing traffic signals will also be maintained. At the 163<sup>rd</sup> Street and 167<sup>th</sup> Street intersections, separate left turn lanes should be incorporated on these side streets to improve the operation of the intersection. Traffic signal interconnection is recommended.

**Access Management** - The existing access available to Illinois Route 1 will be maintained for this segment. It is recommended that existing access locations be consolidated where feasible conforming to IDOT access standards.

**Structures** - No modifications to the existing structures are required as the existing cross sections will be maintained adjacent to the structures as shown in Table 3.6.2

**Table 3.6.2  
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0199	Illinois Route 1	Interstate 80/294	78'	No improvement required.
016-2525	Illinois Route 1	Cal Union Ditch	64'	No improvement required.

**Transit** – It is recommended that bus stops be relocated to the far side of intersections when feasible. Park and Ride and Park and Pool lots should be implemented near the I-80/294 interchange and at major traffic generators such as schools, shopping centers, forest preserves and major employment centers. Bus turnouts are also recommended at major traffic generators where possible.

### 3.6.6 Right-of-Way Requirements

Additional right-of-way will be required for this segment. Between Ridge Road and 175<sup>th</sup> Street, up to an additional 8.5 feet along each side of Illinois Route 1 will be required in order to provide for the recommended sidewalks in this area.

### 3.6.7 Environmental Considerations

Up to 8.5 feet of right-of-way acquisition will be required for Segment 6 along both sides of Illinois Route 1 between Ridge Road and 175<sup>th</sup> Street. Non-native grassland and landscape trees and shrubs may be impacted by right-of-way acquisition.

### 3.6.8 Land Use Considerations

Up to 8.5 feet of right-of-way acquisition between Ridge Road and 175<sup>th</sup> Street will reduce setbacks and eliminate some parking at commercial properties in Segment 6. No significant impacts to land use are expected.

### 3.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.6.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.6.3**  
**Construction Cost Estimate**  
**Segment 6 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

Recommended Improvements	Estimated Cost
Intersection Improvements	\$875,000
Right-of-Way Acquisition	\$600,000
<b>Total - Recommended Improvements</b>	<b>\$1,475,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

### **3.6.10 Short Term/Low Cost Improvements**

Improvements, which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### **3.6.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. It is recommended that an interchange design study for the Interstate 80/294 interchange with Illinois Route 1 be undertaken post 2020. With increases in traffic along both the SRA corridor and the Interstate, design improvements to the interchange may be warranted.

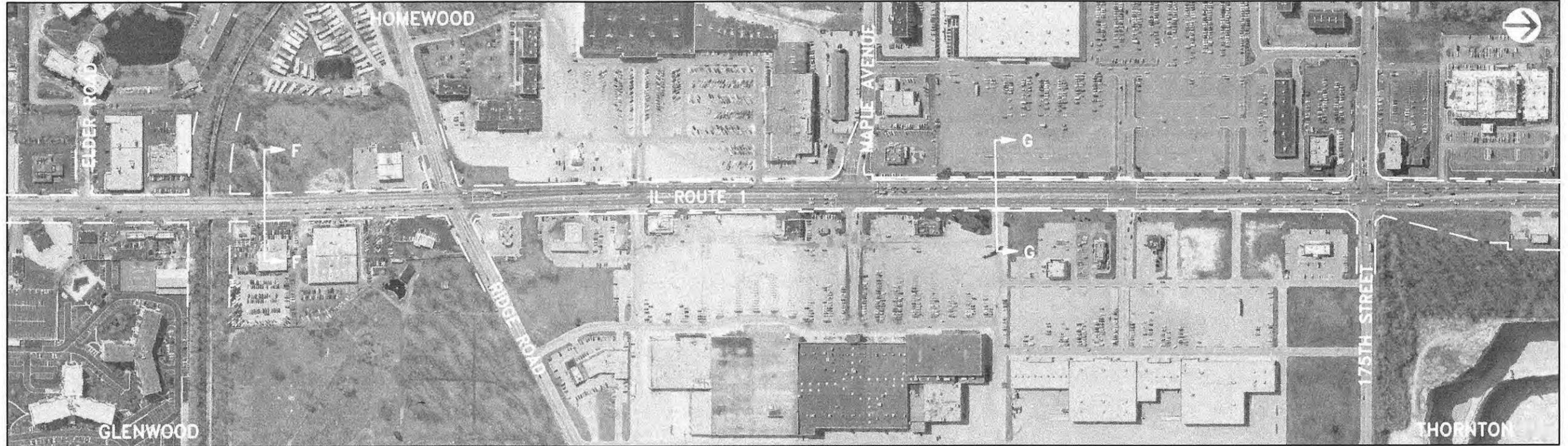
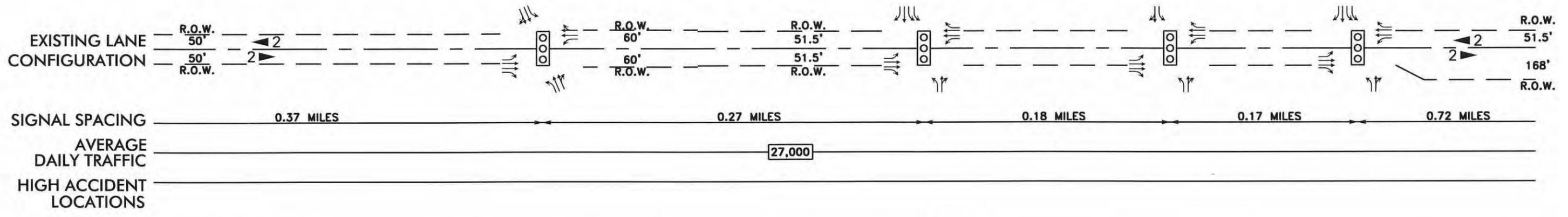
### **3.6.12 Crossing SRA Routes**

159<sup>th</sup> Street (U.S. Route 6) is also designated as an SRA route. The SRA study for this corridor was completed in February of 1995. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the 159<sup>th</sup> Street (U.S. Route 6) corridor.

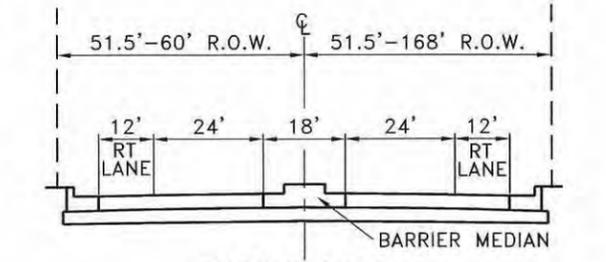
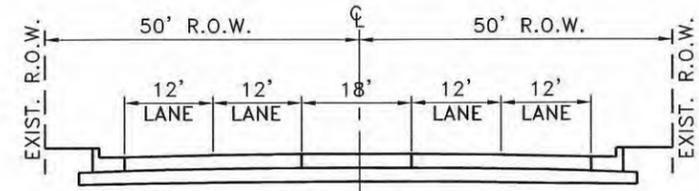
**Segment 6  
Illinois Route 1  
Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

**EXISTING FACILITY CHARACTERISTICS**

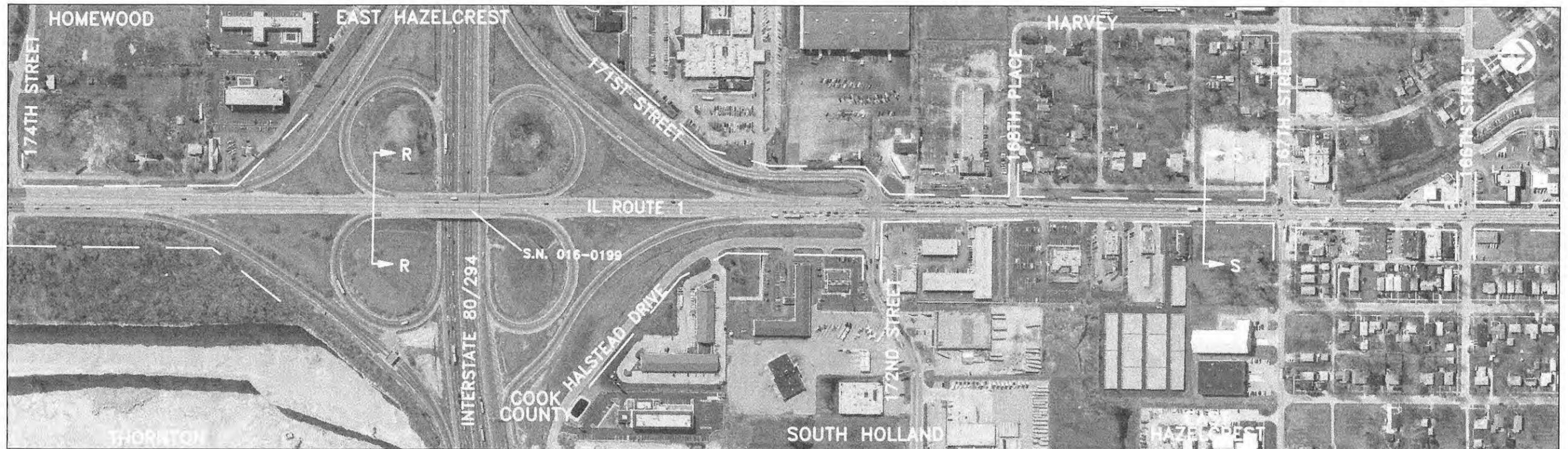
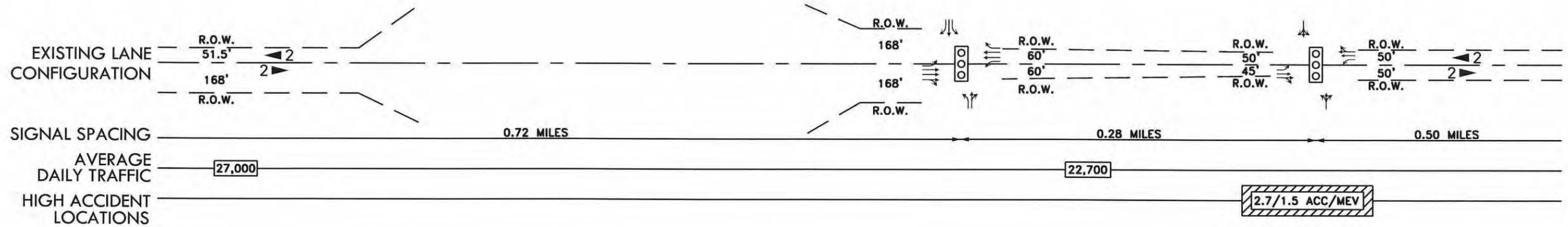
Exhibits A-19 through A-21



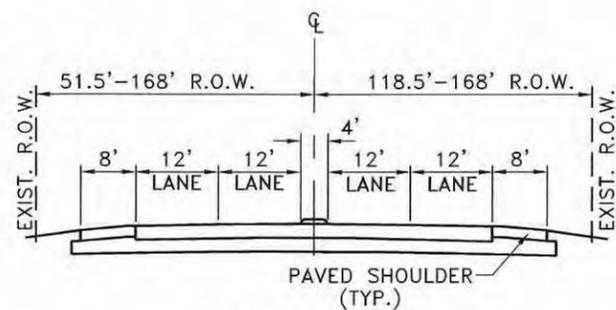
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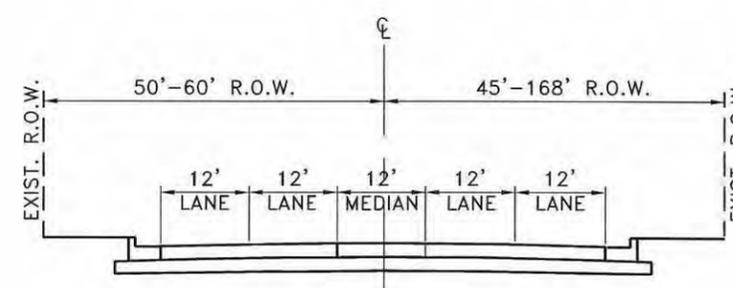
LEGEND	
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	RAPID TRANSIT STATION
	METRA STATION
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	EXISTING NUMBER OF LANES



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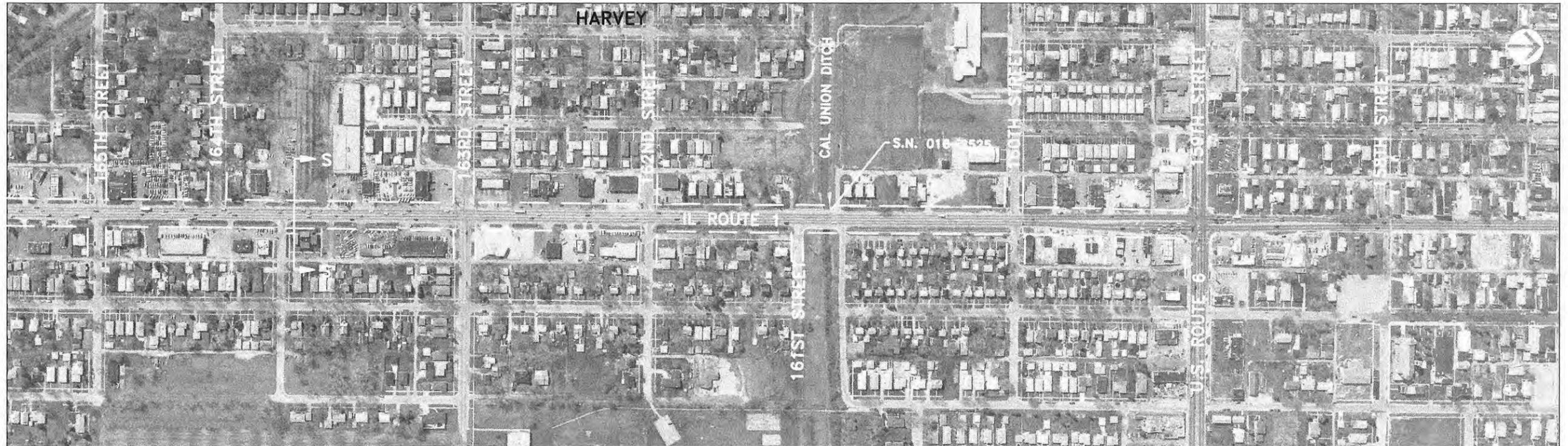
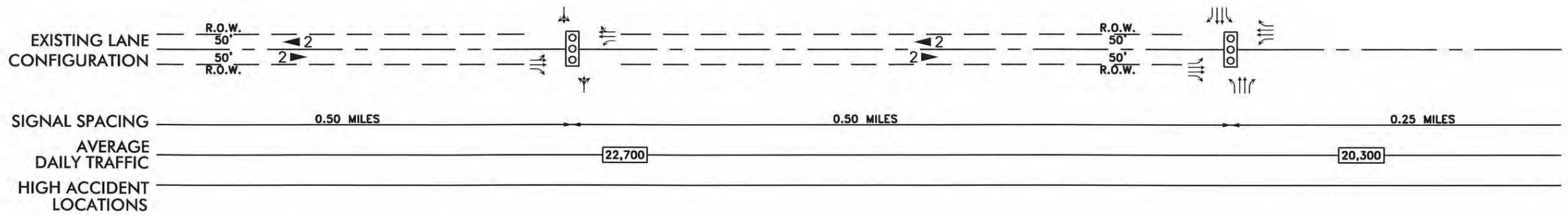
SECTION R-R  
@ I-80/294 INTERCHANGE



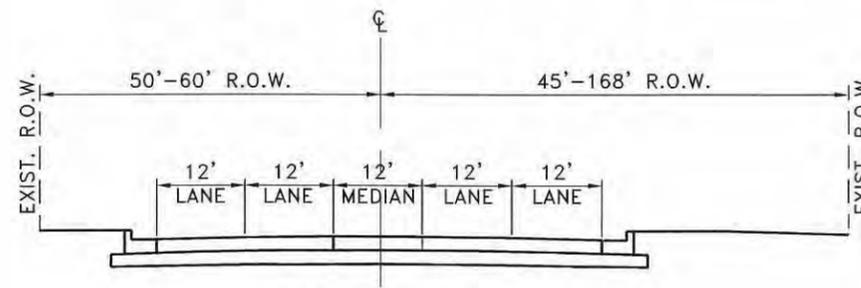
SECTION S-S  
I-80/294 INTERCHANGE TO 159TH STREET

### LEGEND

- SIGNALIZED INTERSECTION
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- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
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SECTION S-S  
I-80/294 INTERCHANGE TO 159TH STREET

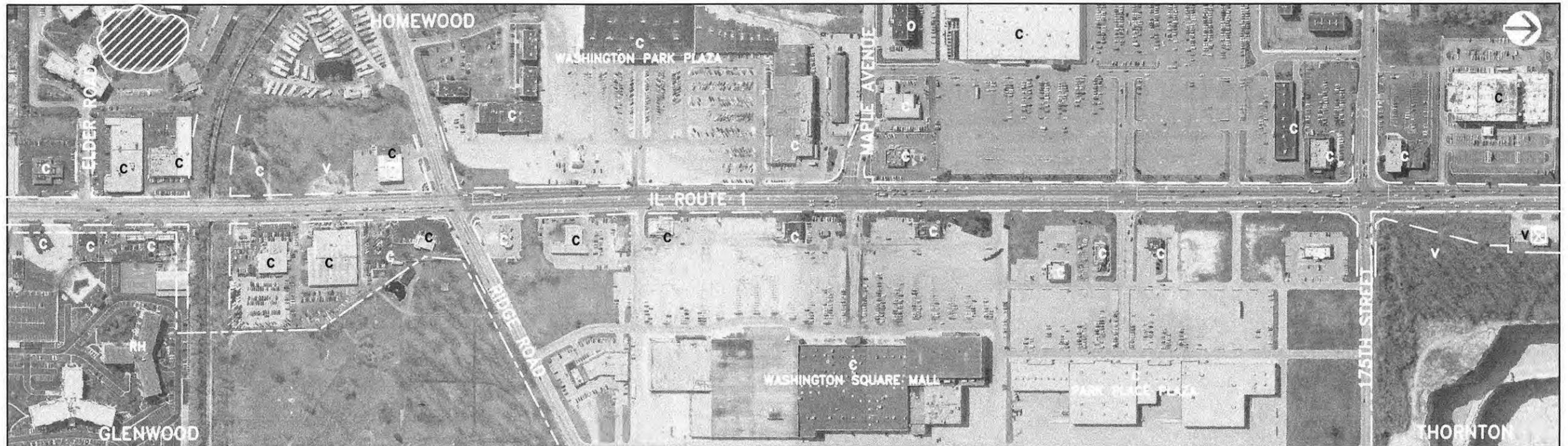
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**Segment 6  
Illinois Route 1  
Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-19 through B-21



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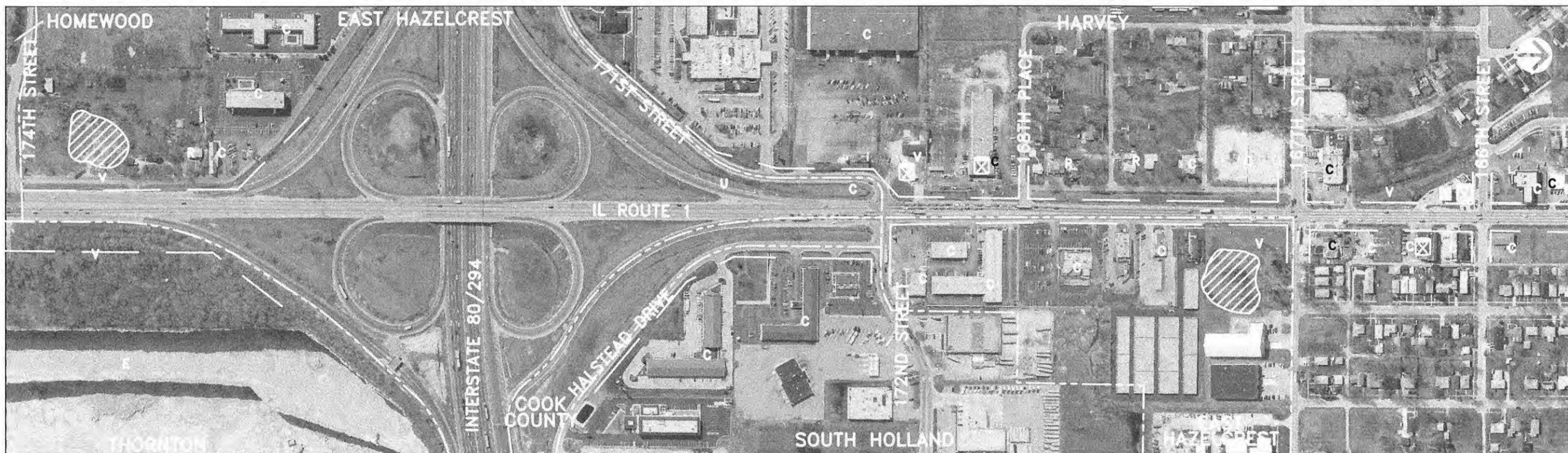
### ENVIRONMENTAL FACTORS LEGEND

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- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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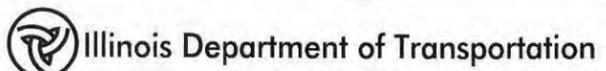
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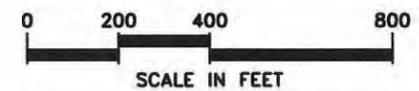
**LAND USE LEGEND**

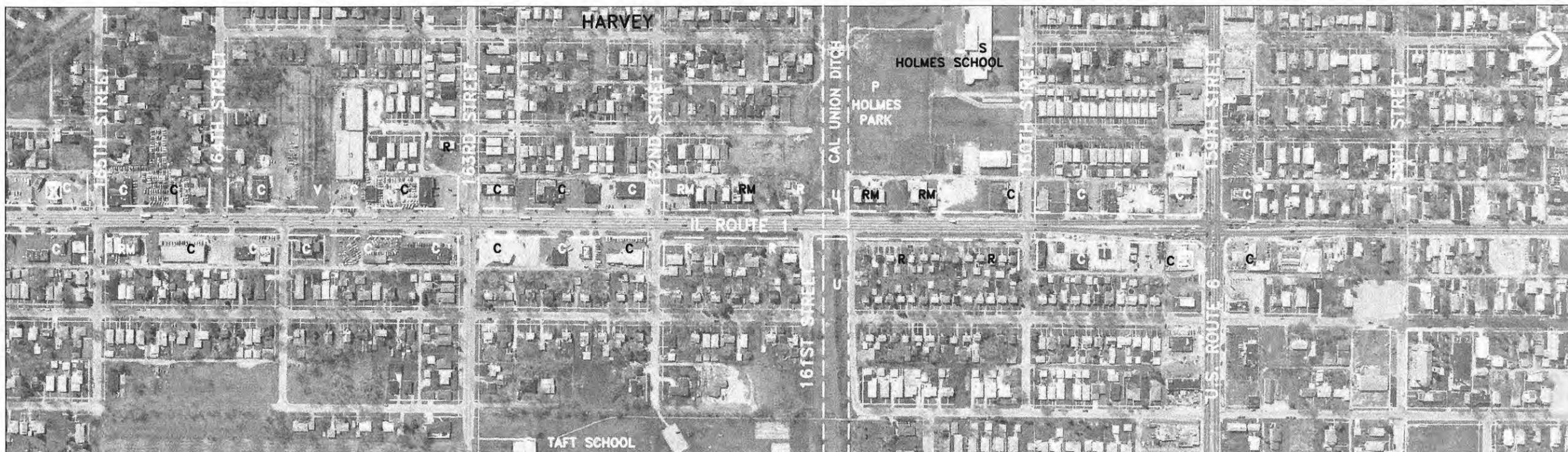
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- CH CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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 Shah Engineering, Inc. Planning Resources Inc.





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### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

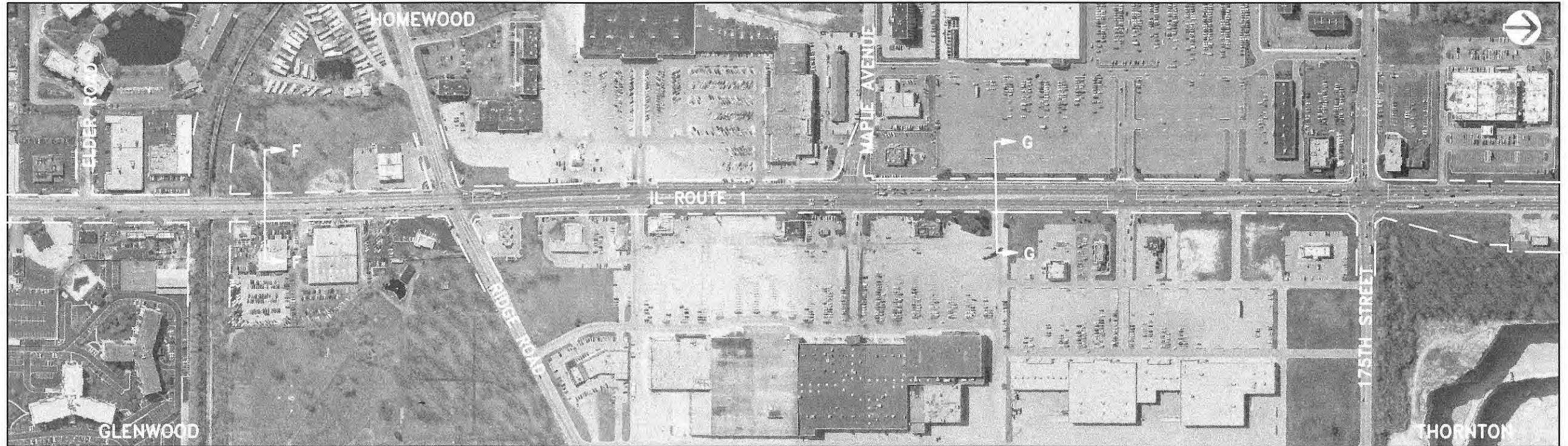
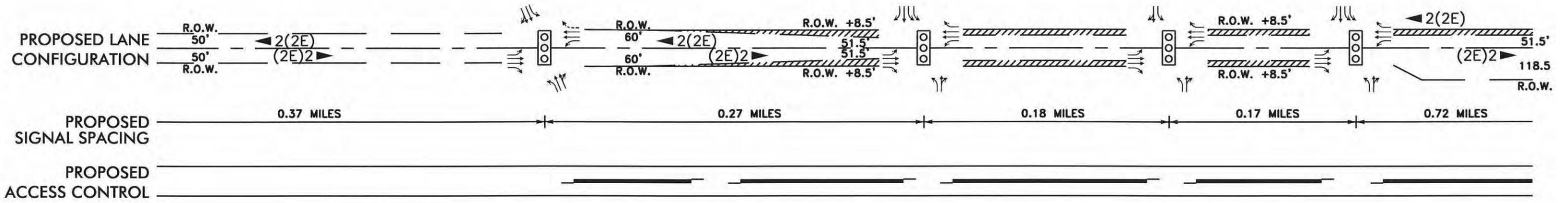
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  - ( ) PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



**Segment 6  
Illinois Route 1  
Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

**RECOMMENDED PLAN**

Exhibits C-19 through C-21

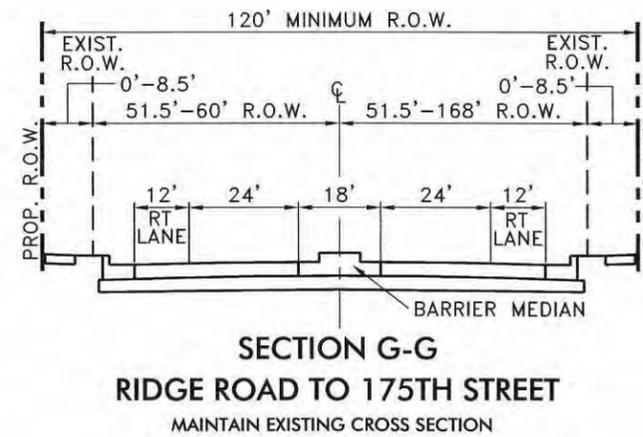


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SEGMENT 5

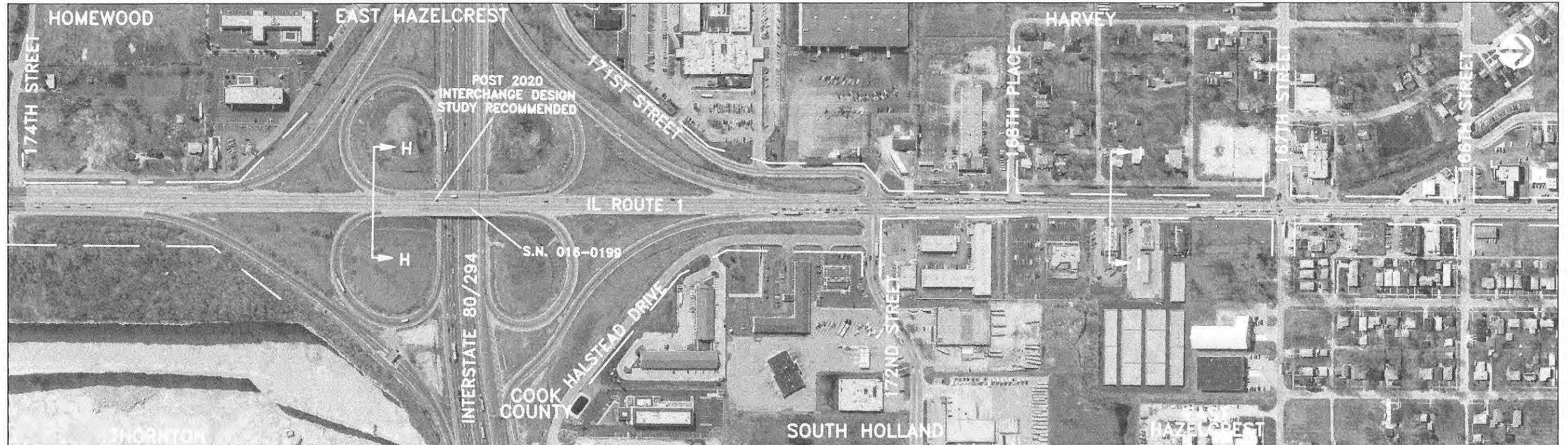
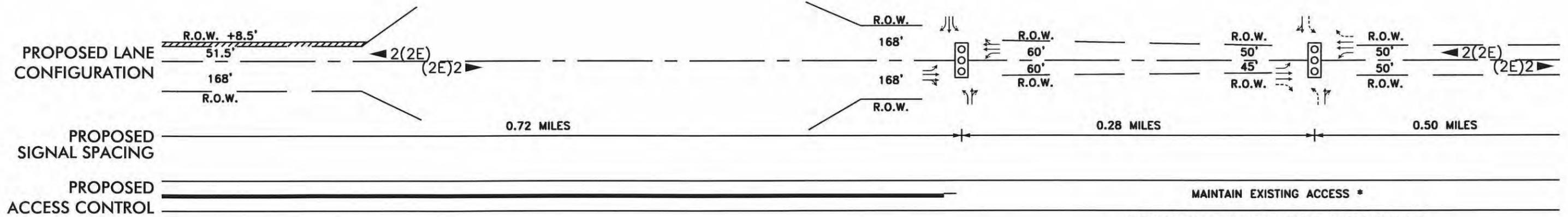
SEGMENT 6

FOR SECTION F-F,  
SEE SHEET C-18



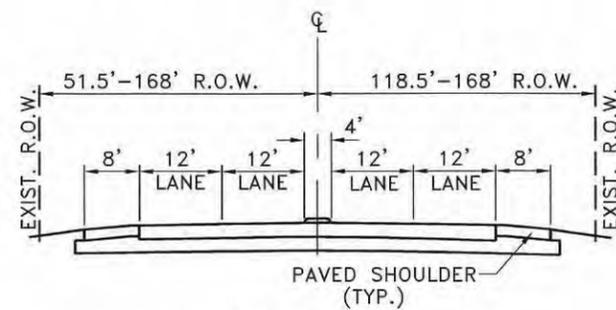
### LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

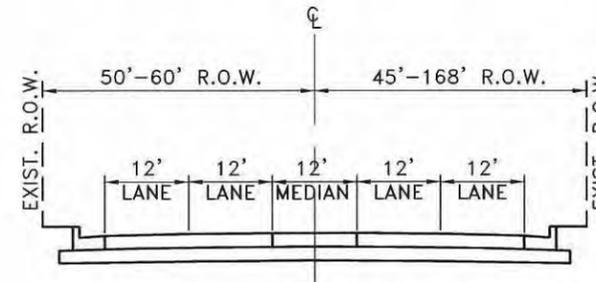


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6

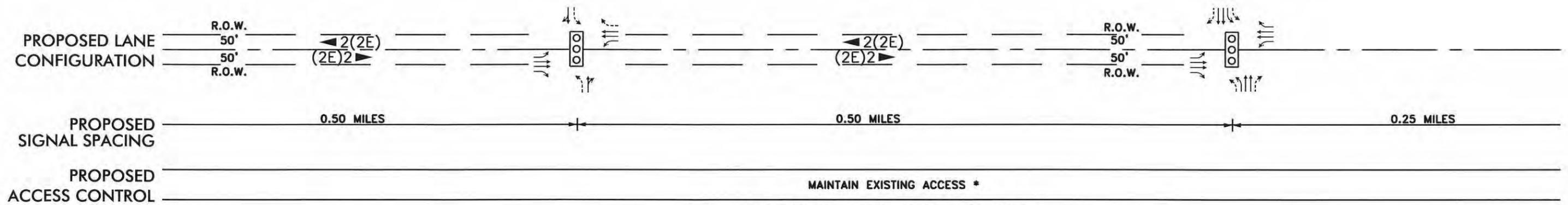


SECTION H-H  
@ I-80/294 INTERCHANGE  
MAINTAIN EXISTING CROSS SECTION



SECTION I-I  
172ND STREET TO 159TH STREET  
MAINTAIN EXISTING CROSS SECTION

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

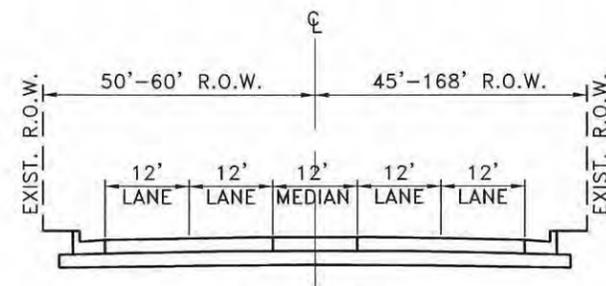


\* CONSOLIDATE EXISTING ACCESS WHERE FEASIBLE AND CONFORM TO IDOT ACCESS STANDARDS



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SEGMENT 6



SECTION I-I  
172ND STREET TO 159TH STREET  
MAINTAIN EXISTING CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

**Segment 7**  
**Illinois Route 394**  
**Goodenow Road to U.S. Route 30 (Lincoln Highway)**

### 3.7 Segment 7: Illinois Route 394 - Goodenow Road to U.S. Route 30 (Lincoln Highway)

#### 3.7.1 Location

Segment 7 encompasses Illinois Route 394 from Goodenow Road north to U.S. Route 30 (Lincoln Highway) as shown on Figure 3.1. The segment is approximately 9.5 miles in length and is located in the communities of Suak Village, Steger, Crete, and unincorporated Will and Cook Counties. Illinois Route 394 is also named the Calumet Expressway.

#### 3.7.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-22 through A-30.

**Right-of-Way** - The existing right-of-way in this segment is typically 200 feet, but varies up to 360 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lanes in each direction. Open ditch drainage exists for the entire corridor. A 20-foot grass median is also provided. The existing cross sections for this segment are included on Exhibits A-22 to A-30.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1999 the average annual daily traffic for this segment varied from 10,000 to 32,100 vehicles per day.

**Accidents** - The Sauk Trail intersection with Illinois Route 394 is a high accident location.

**Parking, Sidewalks, and Frontage Roads** - On-street parking, frontage roads, and sidewalks are not provided in this segment.

**Traffic Control/Intersection Configuration** - Three traffic signals are located in this segment. The existing lane configurations for these intersections are shown on Exhibit A-22 to A-30.

**Structures** - There are six existing structures in this segment which are described in Table 3.7.1.

**Transit** - There is no transit service provided in this segment.

**Table 3.7.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
099-0147	NB Illinois Route 394	Plum Creek	27.9'	128'	NA	NA
099-0183	SB Illinois Route 394	Plum Creek	38.7'	125'	NA	NA
099-0146	NB Illinois Route 394	C.M.St.P.&P. Railroad (Abandoned)	27.8'	198'	NA	NA
099-0190	SB Illinois Route 394	C.M.St.P.&P. Railroad (Abandoned)	38.7'	196'	NA	NA
016-0456	NB Illinois Route 394	E.J.&E. Railroad	40'	291'	NA	NA
016-1041	SB Illinois Route 394	E.J.&E. Railroad	40'	291'	NA	NA

**3.7.3 Existing Environmental Characteristics**

The existing environmental characteristics for this segment are shown on Exhibits B-22 through B-30.

**Lakes/Streams/Wetlands/Floodplains** - Illinois Route 394 crosses Plum Creek and its associated floodplain and wetlands just north of Goodenow Road. Illinois Route 394 crosses a floodplain immediately south of Bemis Road. Wetlands exist west of Illinois Route 394 for one-quarter mile, beginning 2,200 feet north of Cottage Grove Avenue. Floodplains exist along the east side of Illinois Route 394, one mile north of Cottage Grove Avenue. Illinois Route 394 crosses two floodplain areas 400 feet and 1,550 feet north of Burrville Road. Irregular-shaped floodplains extend within and along the existing right-of-way 1,500 feet north of Exchange Street. A large expanse of floodplain occurs west of Illinois Route 394 beginning approximately one-half mile south of the E.J.&E. railroad and continuing north to U.S. 30.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency.

there are no threatened or endangered species known to exist along this segment of the corridor. However, Goodenow Grove, an area identified on the Illinois Natural Area Inventory, is located south of Illinois Route 394 and west of Bemis Road. Nine state-listed endangered and threatened species, including the spotted coral root orchid (*Corallorhiza maculata*), ear-leafed foxglove (*Tomanthera auriculata*), Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), black-crowned night-heron (*Nycticorax nycticorax*), brown creeper (*Certhia familiaris*), veery (*Catharus fuscenscens*), eastern massasauga (*Sistrurus catenatus*), and Kirtland's snake (*Clonophis kirtlandi*) are known to exist within Goodenow Grove.

**Prime Farmland** - Over fifty percent of the land adjacent to Illinois Route 394 is classified as prime farmland. However, virtually all this land is currently planned for development under county or municipal plans.

### **3.7.4 Existing Land Use Characteristics**

Existing land use characteristics for this segment are shown on Exhibits B-22 through B-30.

**Type and Intensity of Development** - Illinois Route 394 is characterized by vacant and agricultural uses. The highest concentrations of vacant land occur from Goodenow Road north beyond Cottage Grove Avenue. At this point, agricultural uses become intermixed with vacant land north to Exchange Street. A commercial recreational fishing area is located west of Illinois Route 394, north of Goodenow Road. A golf course and Balmoral Race Track are located in the vicinity of Elmscourt Lane. Residential uses are also located near Elmscourt Lane, Richton Road, and Sauk Trail. Goodenow Grove, an Illinois Natural Areas Inventory site, is located east of Illinois Route 394 and south of Bemis Road. A utility corridor is located south of Burrville Road. St. James Cemetery is located just north of Sauk Trail. Other less dominant uses include commercial at the Steger Road intersection and industrial uses south of Sauk Trail.

**Planned Development** - Will County, Crete and Steger have planned developments along Illinois Route 394. Will County has designated much of the area between Goodenow Road and Burrville Road as planned regional open space with planned suburban residential concentrated south of Exchange Street. Areas planned for estate residential occur from Burrville Road to Richton Road. Suburban residential is planned east of Illinois Route 394 and commercial is planned west of Illinois Route 394 between Richton Road and Steger Road. Steger has planned single-family dwellings at the northwest corner of Illinois Route 394 and Steger Road.

### **3.7.5 Recommended SRA Improvements**

The Illinois Route 1 intersection with Illinois Route 394 is planned to be relocated further east opposite Village Woods Drive. As part of the realignment, the new Illinois Route 1 intersection with Illinois Route 394 will be signalized. The ultimate geometric design and traffic control for this intersection will be determined as part of any realignment study for Illinois Route 1 south of Goodenow Road. See Exhibit D-1 for a detail of the realignment of Illinois Route 1 north of Goodenow Road.

A study is underway by the Illinois Department of Transportation for the portion of Illinois Route 394 beginning north of U.S. Route 30 south to the realigned Illinois Route 1 intersection. The needs of that study are to improve highway safety, traffic flow, and roadway deficiencies.

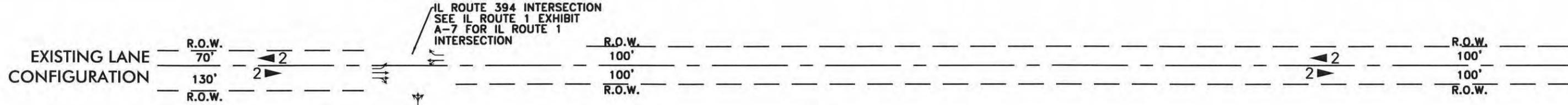
The proposed major improvements to Illinois Route 394 include:

- Widening from two travel lanes in each direction to three
- Grade separate and create an interchange at Sauk Trail, Steger Road, and Exchange Street
- Grade separate and provide no access to Richton Road and Faithorn-Burville Road

**Segment 7**  
**Illinois Route 394**  
**Goodenow Road to U.S. Route 30 (Lincoln Highway)**

**EXISTING FACILITY CHARACTERISTICS**

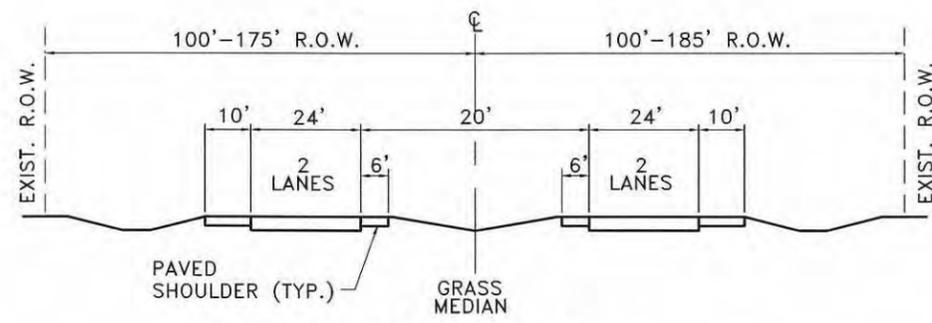
Exhibits A-22 through A-30



SIGNAL SPACING	8.74 MILES
AVERAGE DAILY TRAFFIC	10,000
HIGH ACCIDENT LOCATIONS	



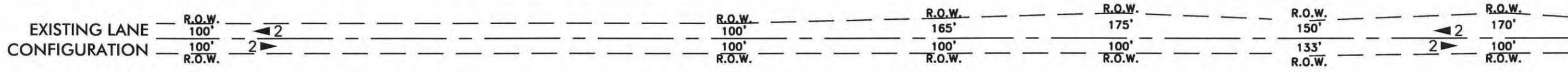
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



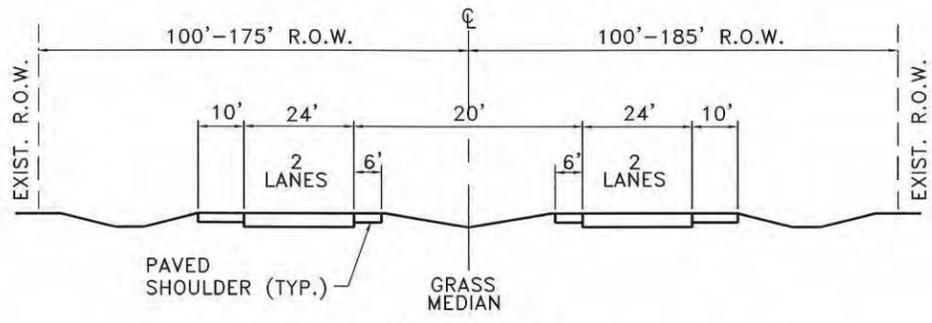
SIGNAL SPACING \_\_\_\_\_ 8.74 MILES \_\_\_\_\_

AVERAGE DAILY TRAFFIC \_\_\_\_\_ 10,000 \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_



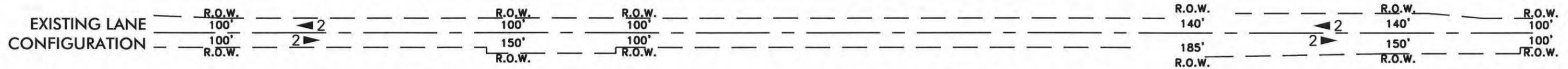
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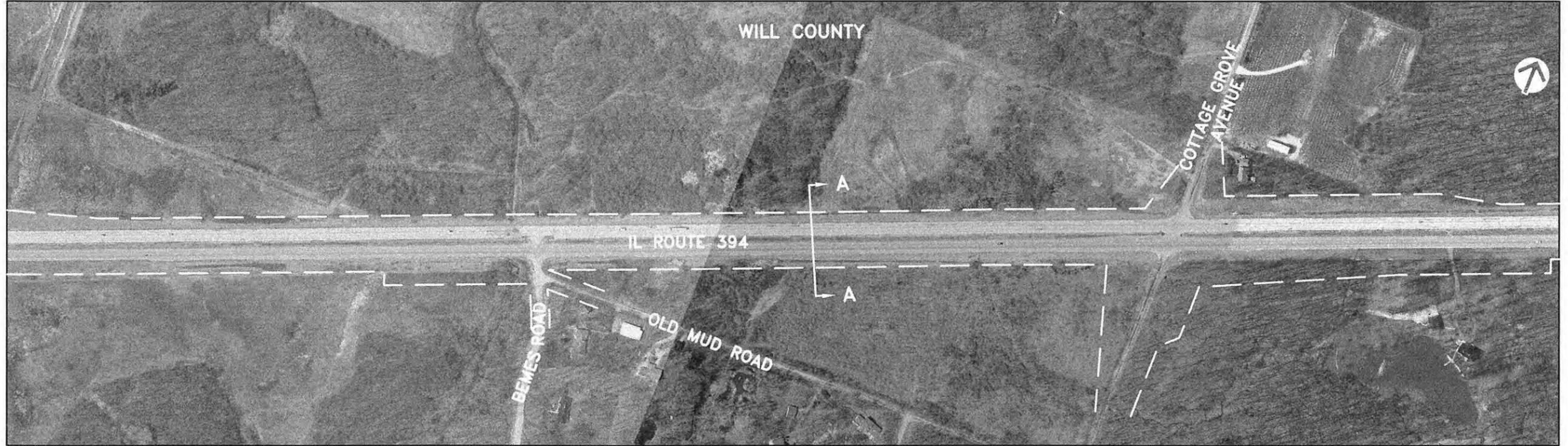
SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

### LEGEND

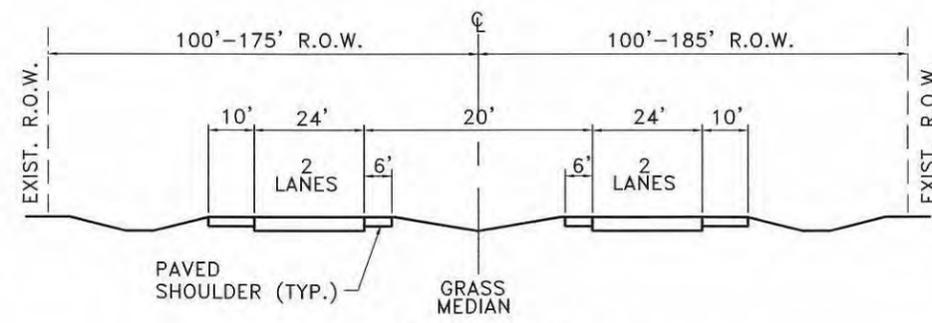
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



SIGNAL SPACING	5.74 MILES
AVERAGE DAILY TRAFFIC	10,000
HIGH ACCIDENT LOCATIONS	



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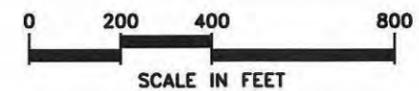
SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

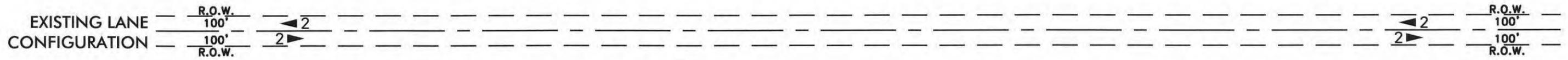
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- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



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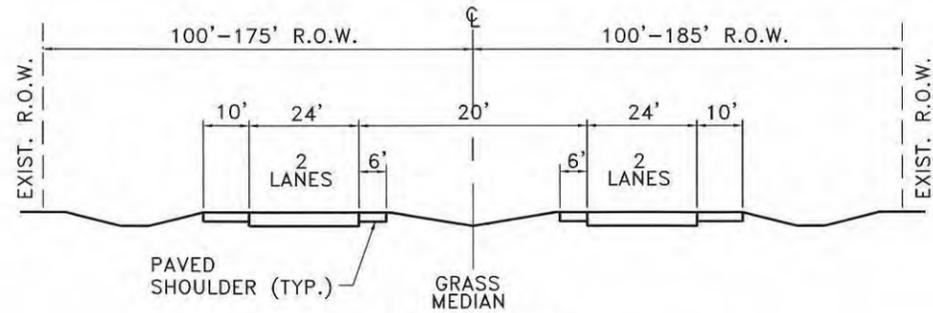
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AVERAGE DAILY TRAFFIC: 10,000

HIGH ACCIDENT LOCATIONS:

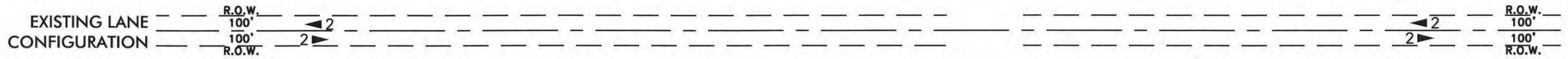


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### LEGEND

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- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



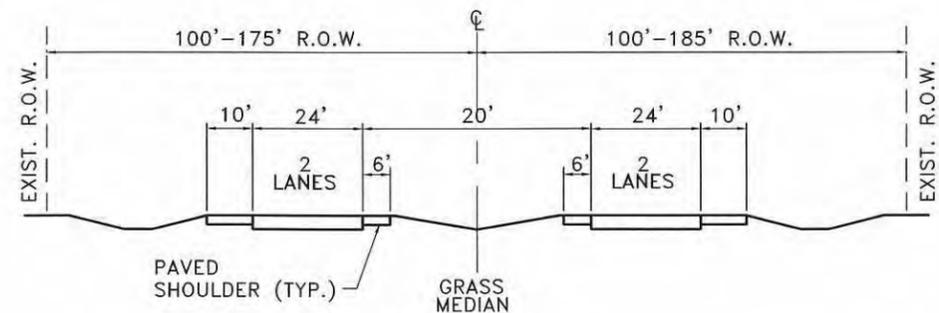
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AVERAGE DAILY TRAFFIC: 10,000

HIGH ACCIDENT LOCATIONS:

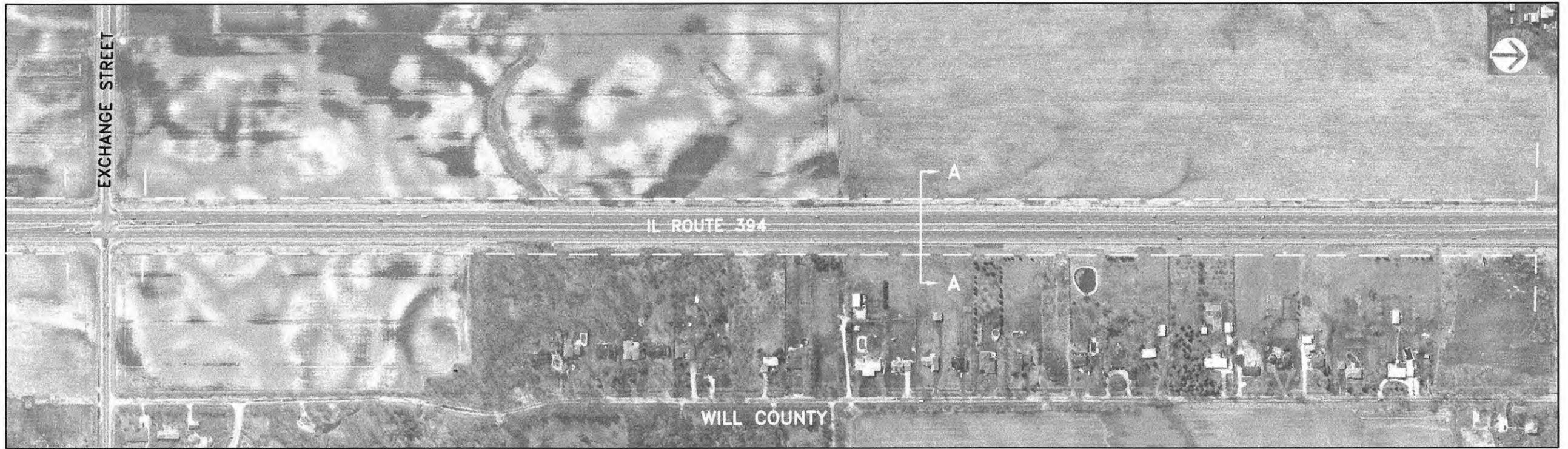
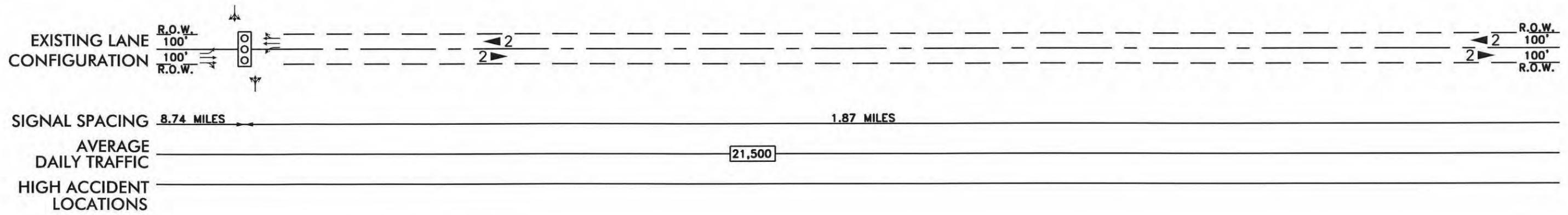


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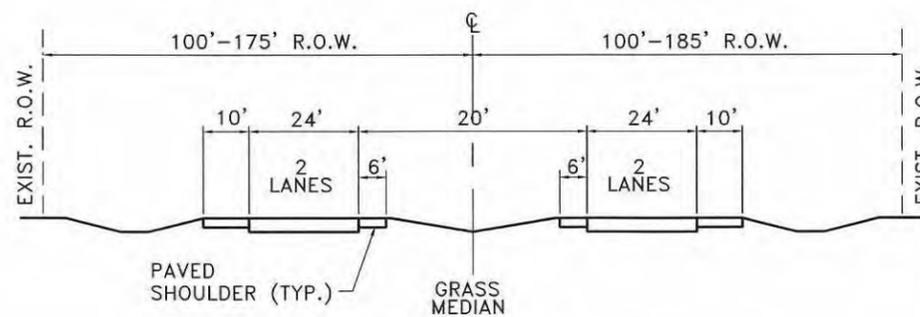


### LEGEND

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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
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- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



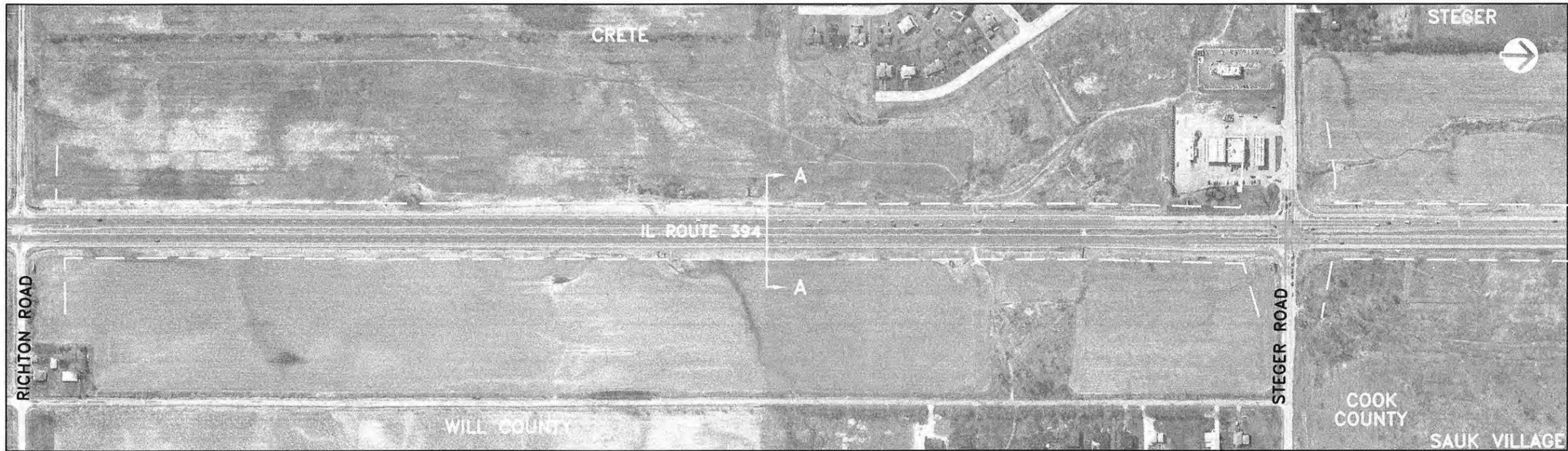
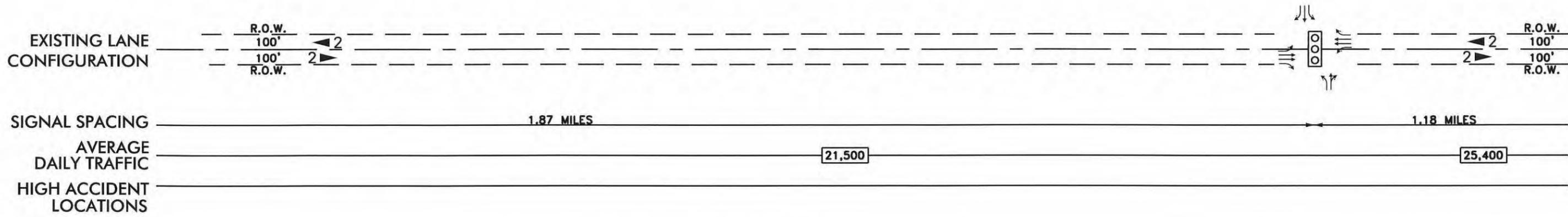
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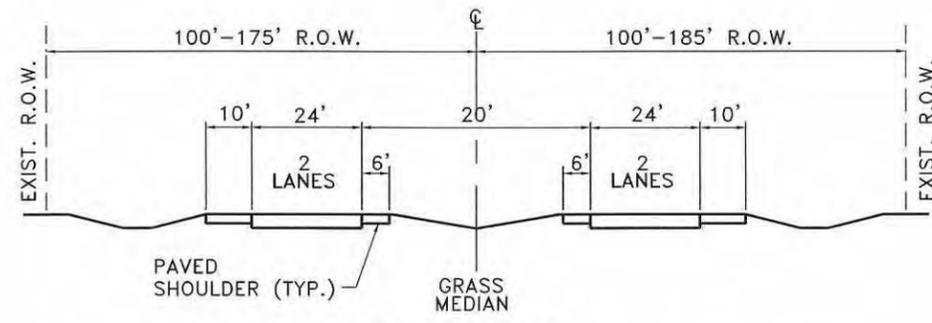
SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



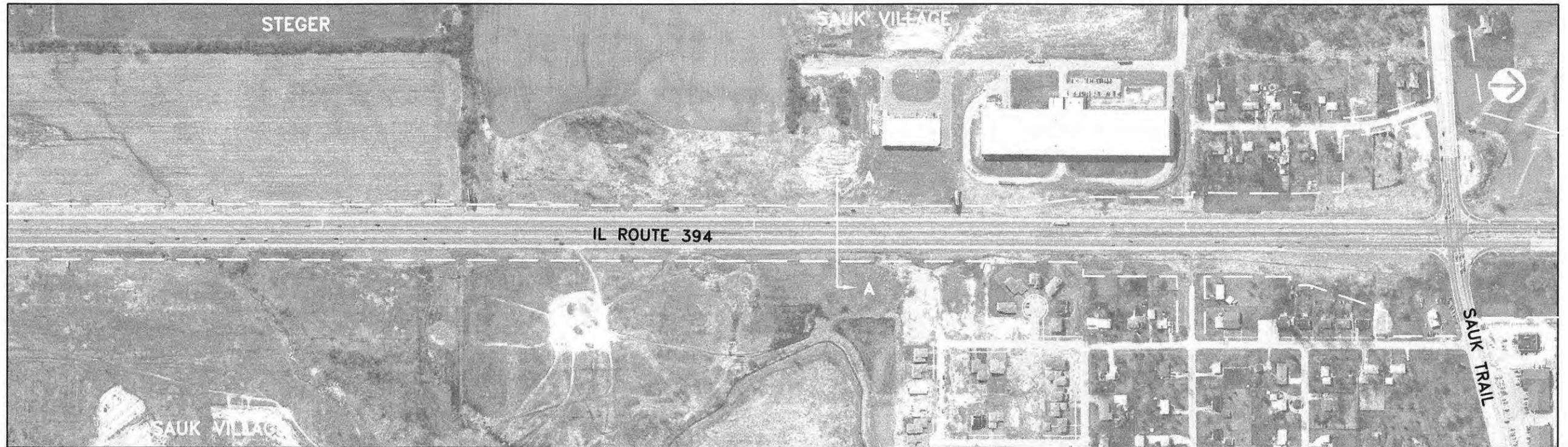
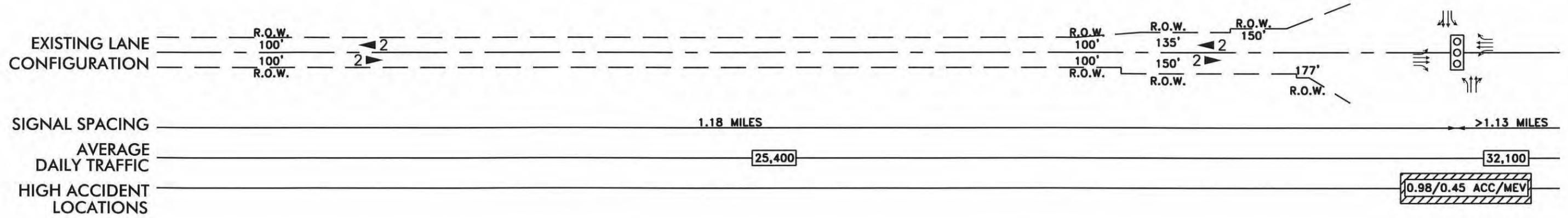
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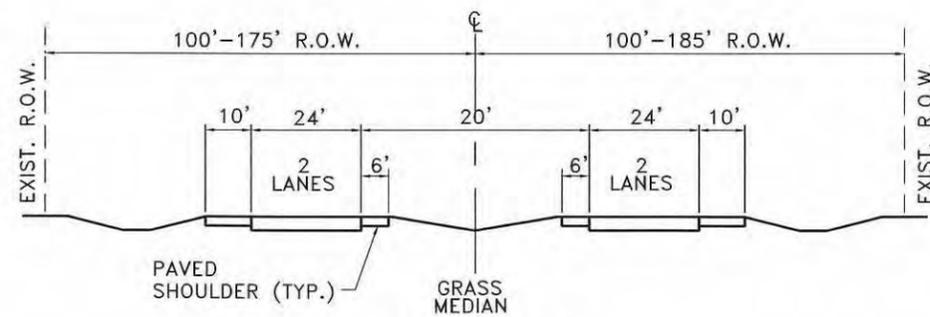
SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
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- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



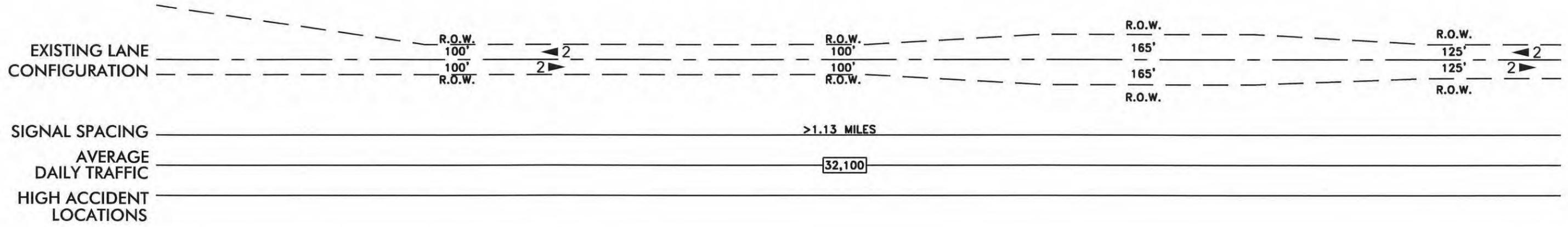
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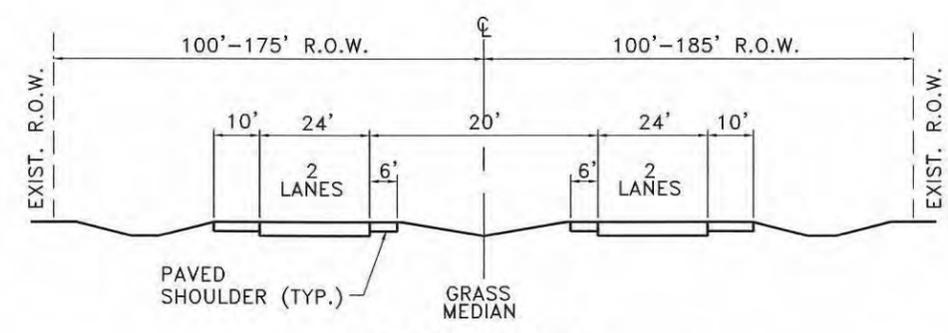
SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

**LEGEND**

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- # EXISTING NUMBER OF LANES



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SECTION A-A  
GOODENOW ROAD TO U.S. ROUTE 30

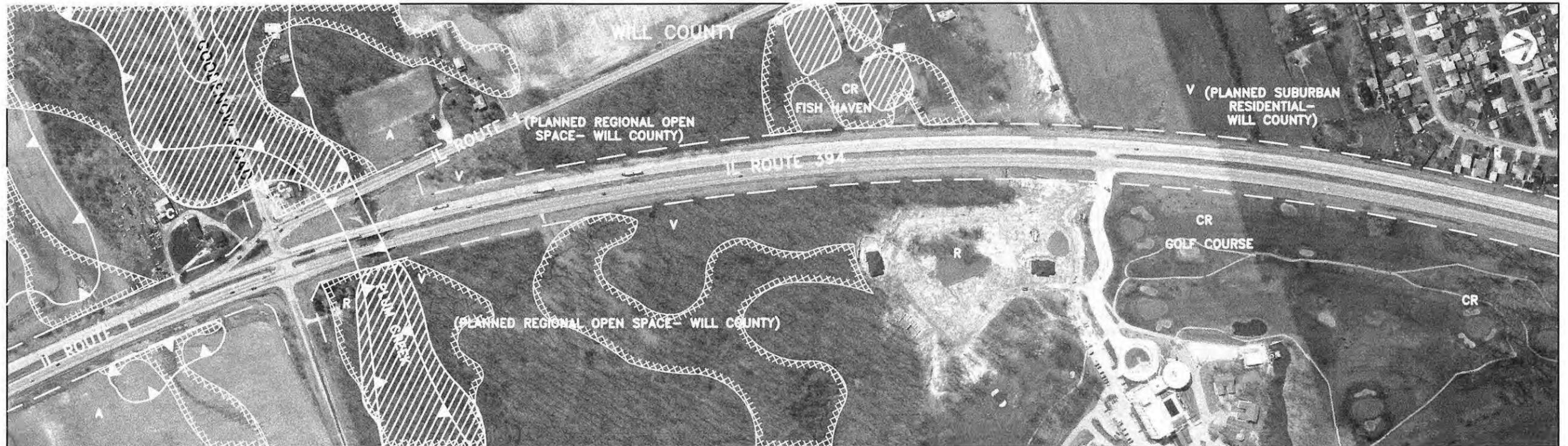
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- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

**Segment 7**  
**Illinois Route 394**  
**Goodenow Road to U.S. Route 30 (Lincoln Highway)**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-22 through B-30



DATE OF PHOTOGRAPHY: APRIL 14, 1995

**ENVIRONMENTAL FACTORS LEGEND**

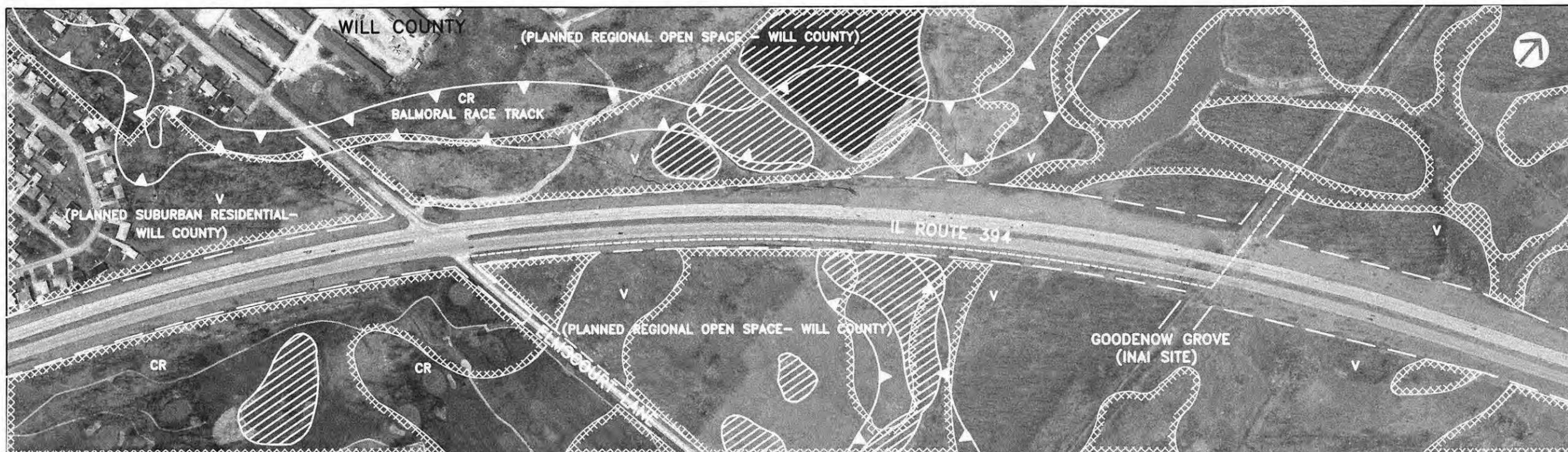
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- LEAKING UNDERGROUND STORAGE TANK
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- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

**LAND USE LEGEND**

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- V VACANT
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- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



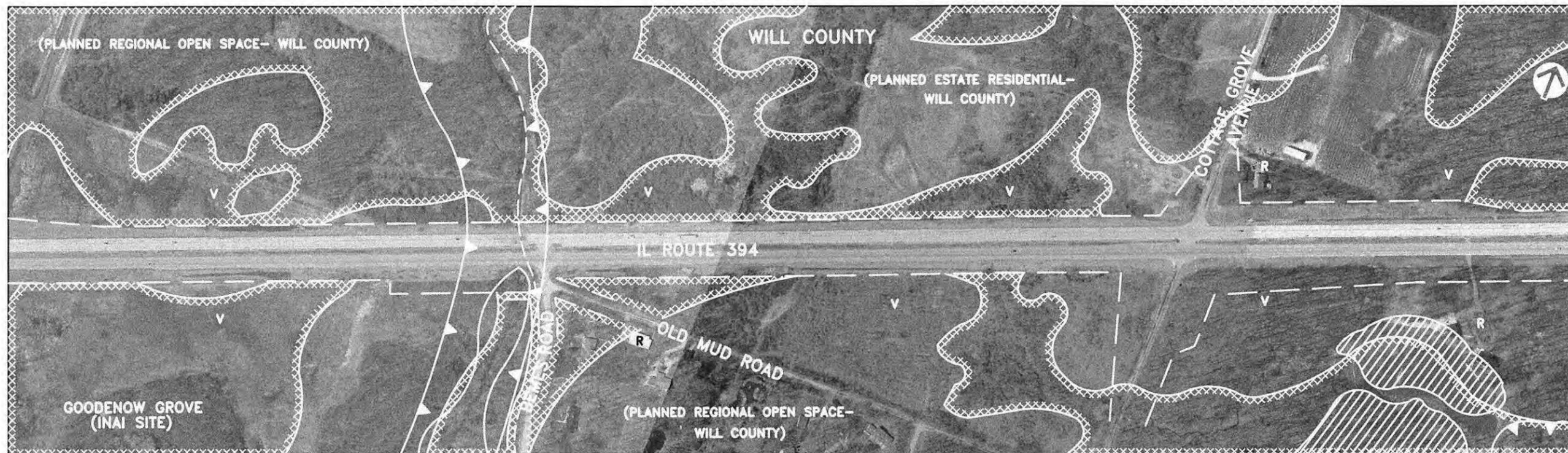


DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
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	HISTORIC BUILDING/DISTRICT
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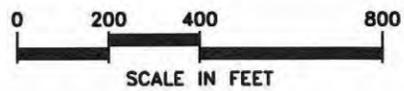
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Illinois Department of Transportation

Prepared by: CIVILTECH ENGINEERING, INC.  
 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.



**SRA** Strategic Regional Arterial Planning Study  
 IL ROUTE 394  
 LAND USE AND ENVIRONMENTAL CONDITIONS  
 EXHIBIT B-24



DATE OF PHOTOGRAPHY: APRIL 14, 1995

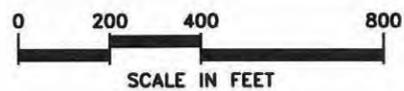
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Illinois Department of Transportation

Prepared by: CIVILTECH ENGINEERING, INC.  
 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.



**SRA** Strategic Regional Arterial Planning Study

IL ROUTE 394  
 LAND USE AND ENVIRONMENTAL CONDITIONS  
 EXHIBIT B-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995

**ENVIRONMENTAL FACTORS LEGEND**

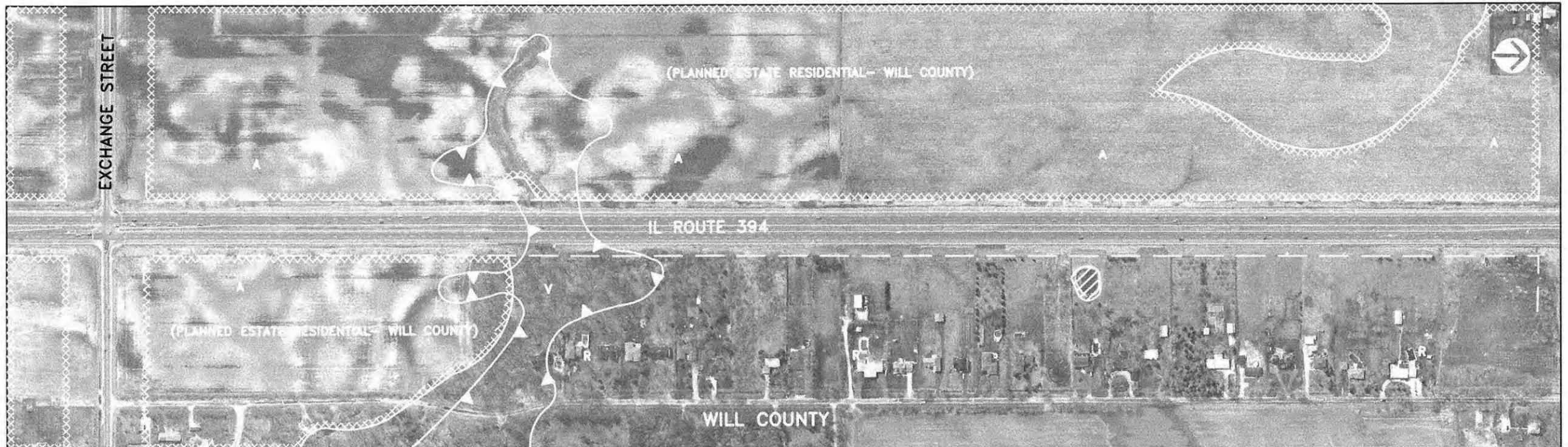
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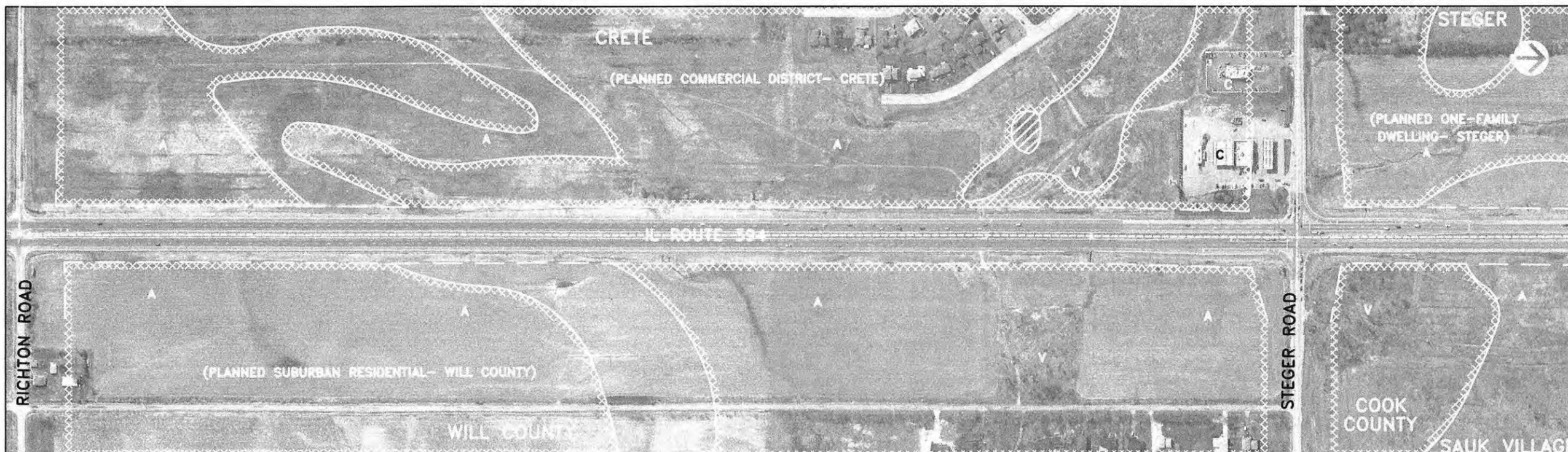
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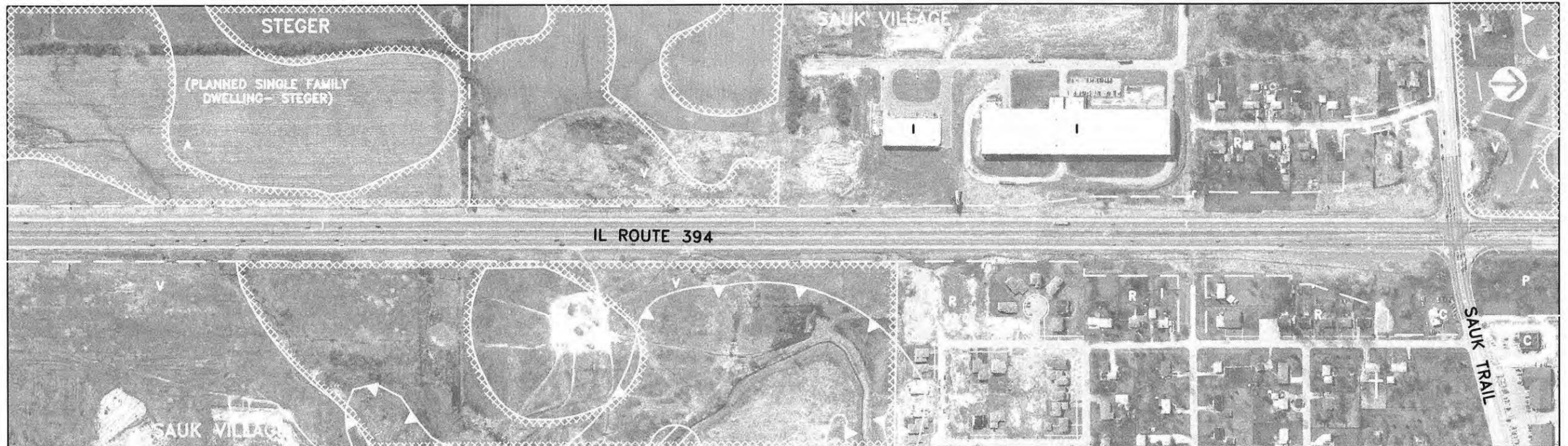
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**Segment 7  
Illinois Route 394  
Goodenow Road to U.S. Route 30 (Lincoln Highway)**

**RECOMMENDED PLAN**

Exhibits C-22 through C-30

PROPOSED LANE  
CONFIGURATION

PROPOSED  
SIGNAL SPACING

PROPOSED  
ACCESS CONTROL

NO PROPOSED FACILITY CHARACTERISTICS EXHIBITS ARE SHOWN  
FOR SHEETS C-22 THROUGH C-30.

THESE SHEETS ARE NOT SHOWN BECAUSE THE STUDY IS  
UNDERWAY BY OTHERS.

### LEGEND

-  EXISTING TRAFFIC SIGNAL
-  POTENTIAL TRAFFIC SIGNAL
-  PROPOSED LANE ARRANGEMENT
-  EXISTING LANE ARRANGEMENT
-  # PROPOSED NUMBER OF LANES
-  --- EXISTING R.O.W. LINE
-  - - - - FUTURE R.O.W. LINE
-  ■■■ ADDITIONAL R.O.W.
-  ■■■ BARRIER/GRASS MEDIAN
-  B BUS STOP

## **IV. Public Involvement**

### **4.1 The Public Involvement Process**

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These will be presented at a second Advisory Panel meeting as well as at a public hearing which will be open to the general public.

Individual Community Interviews were conducted from June of 1996 through July of 1999. The first Advisory Panel meeting was held on January 18, 2001. The second Advisory Panel meeting was held on September 6, 2001. Two public hearings were held, one for each county. The Cook County public hearing was on September 26, and the hearing for Will County was held on October 3, 2001.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix A.

## 4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICIs) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes for Illinois Route 1 and Illinois Route 394 is as follows:

- **Village of Beecher**
  - Truck traffic through the Village is a major concern since Illinois Route 1 was reclassified from a Class III to a Class II Truck Route.
  - Widening Illinois Route 1 through town to provide turn lanes is expected to gain funding shortly; however, the Village views the Beecher Bypass as a necessity.
  - The Village is concerned with the future location of a potential airport access on Illinois Route 1.
  
- **City of Chicago Heights**
  - An important issue is an interchange with Illinois Route 394 at Joe Orr Road (Illinois Route 394 at Joe Orr Road is beyond the limits of the SRA study).
  - Safety concern at 16<sup>th</sup> Place at Illinois Route 1 with an advanced left/through southbound phase. IDOT plans will include a new left turn lane at this location.
  - Local merchants would like to lower the speed limit to increase patrons.
  - The grade crossing of the EJ&E between 23<sup>rd</sup> and 21<sup>st</sup> Streets is a concern as ambulances en route to the hospital are often forced to divert to another crossing approximately 2 miles away.
  - The Village favors cul-de-sacs to reduce neighborhood cut through traffic.
  
- **Village of Crete**
  - Illinois Route 1 viaduct under the Union Pacific Railroad is a concern. The Village Comprehensive Plan recommends relocating Illinois Route 1 west of the tracks and cross at a location further south.
  - The Village is concerned with the preservation of the Downtown area and consequently questions if removing Illinois Route 1 from the SRA system within the Village would be prudent.
  
- **Village of East Hazel Crest**
  - Declined meeting on 6/17/96.
  
- **Village of Glenwood**
  - Glenwood removed the barrier median on Illinois Route 1 between 183<sup>rd</sup> Street and Ridge Road and is pursuing approval to remove the barrier between 187<sup>th</sup> and 183<sup>rd</sup> Streets.

- The Village is concerned with Illinois Route 1 widening as it could impact 30 to 40 homes between 187<sup>th</sup> and 183<sup>rd</sup> Streets.
- **City of Harvey**
  - Current IDOT project to widen to 5 lanes would address any existing deficiencies along Illinois Route 1. (*The project is now complete and is shown on the existing condition exhibits*)
- **Village of Homewood**
  - The Village is concerned with the raised median in the SRA cross section. Since the removal (see Glenwood notes), they see no turning problems. They are also concerned with the large median width proposed for the SRA.
  - A comment was made regarding the possible need to lower the speed limit which is currently at 45 mph.
  - The timing of several traffic signals may need modification.
- **Village of Sauk Village**
  - There are safety concerns at the Sauk Trail Road intersection with Illinois Route 394 as it is the first signalized intersection south of U.S. Route 30.
  - The Village views grade separation along Illinois Route 394 as beneficial but stated that sound barriers would be needed especially with the addition of traffic associated with the potential South Suburban Airport.
- **Village of South Chicago Heights**
  - Two unsignalized intersections are of concern, 34<sup>th</sup> and 28<sup>th</sup> Streets. Both locations involve school children crossing Illinois Route 1.
  - The Village would like to modify building setbacks at some point in the future as properties redevelop to provide on-street parking in spot locations.
- **Village of South Holland**
  - Weaving in the area of I-80/294 is difficult. The village reviewed alternatives but did not complete an acceptable plan.
  - Maintaining access to the South Holland Industrial Park is an important issue for the Village.
- **Village of Steger**
  - The Village sees a need for an additional traffic signal because a gap of 3/4 mile exists between signals along Illinois Route 1. Suggested locations are 31<sup>st</sup> and 33<sup>rd</sup> Streets.
  - The Village is concerned with the Union Pacific Railroad viaduct and sees the need for it to be widened.

Copies of the ICI meeting minutes are included in Appendix A.

A meeting of the SRA Advisory Panel was held on January 18, 2001. The second Advisory Panel meetings was held on September 6, 2001. At the Panel Meetings, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for Illinois Route 1 and Illinois Route 394 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

#### **4.4 Public Hearing**

Two public hearing were scheduled to present recommended improvements to Illinois Route 1 and Illinois Route 394 as part of the SRA system and to obtain public input. One public hearings was held in Cook County on September 26, 2001. The second hearing, in Will County, was held on October 3, 2001.

The public hearings were held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of Illinois Route 1 and Illinois Route 394 to the overall system and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter also was present during the hearing to take oral comments; and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in the Appendix of this report.

At the Will County Public Hearing held on October 3, 2001, the issue of a realignment of Illinois Route 1 in the Village of Crete was resolved. The decision on a realignment of Illinois Route 1 between Fifth Street and Richton Road had been postponed at the Secondary Advisory Panel Meeting held on September 6, 2001. At the Public Hearing, the Mayor of Crete stated that the realignment option should be removed from further consideration and that Illinois Route 1 should remain on its current alignment.

## **APPENDIX**

### **Public Involvement**

## **Individual Community Interview Meeting Minutes**



**Village of Beecher Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** June 28, 1999

**Time:** 11:00 A.M.

**Place:** Village of Beecher  
Village Hall

**In Attendance:** Mr. Paul Lohmann – Village President  
Mr. Robert Barber – Village Administrator  
Mr. Harry Gilmore – Civiltech Engineering, Inc.  
Mr. Jeff Young – Civiltech Engineering, Inc.

Mr. Young began the meeting by giving a brief history and description of the SRA planning study process. The SRA study is a long range roadway planning process for the Chicago region which includes Illinois Route 1 from 159<sup>th</sup> Street south to the Will/Kankakee County Line and also on Illinois Route 394 from U.S. 30 to IL 1.

The main problem through Beecher is the amount of truck traffic President Lohmann stated. Mr. Barber indicated that the key factor in the increase in truck traffic is due to the reclassification of IL 1 from a Class III to a Class II Truck Route. As a result, the Village's goal is to remove the truck traffic while still maintaining the commercial viability along IL 1 in town.

Mr. Barber stated that new funding for Illinois Route 1 widening through town was expected shortly. The widening project consists primarily of adding a center turn lane from Church Road south approximately to Pasadena Avenue. He commented on the fact that this improvement will aid the truck situation but the by-pass is still needed especially with the proposed Peotone Airport. President Lohmann stated that the by-pass would be needed the first day the airport opens.

With the proposed airport immediately northwest of Beecher, the Village is concerned with a

planned access location along IL 1 just north of town. Mr. Barber stated that knowing where the access roadway is to be located is fundamental for future planning. Some confusion was indicated by the Village as to whether or not the planned access roadway would be relocated at a future date after its initial access was constructed.

With the different roadway projects being studied and the planned Peotone Airport, Mr. Gilmore stated that a goal of the SRA will be to coordinate the proposed improvements in concert with the airport. In addition, the SRA study will address areas that fall outside the current roadway projects.

The next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time. The first of two advisory panel meetings may occur some time in the next two to three months. President Lohmann stated that Wednesday meeting dates are preferred.

The meeting was adjourned at 12:00 noon.

By:   
Jeff Young

Date: July 8, 1999



**Village of Crete Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 8, 1999

**Time:** 7:00 P.M.

**Place:** Village of Crete  
Village Hall

**In Attendance:** Mr. David Wallace – Village Administrator  
Mr. Michael Smith – Village of Crete  
Mr. Randy Derens – Village of Crete  
Mr. Art Tufts – Village of Crete  
Mr. John Potter – Village of Crete  
Mr. George Dunbar – Village of Crete  
Mr. Mike Wiater – Village of Crete  
Mr. Dave Proffitt – Village of Crete  
Mr. Harry Gilmore – Civiltech Engineering, Inc.  
Mr. Jeff Young – Civiltech Engineering, Inc.

The ICI meeting was held as part of the Village's Planning and Zoning Board Hearing. Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The SRA study is a long range roadway planning process for the Chicago region which includes Illinois Route 1 from 159<sup>th</sup> Street south to the Will/Kankakee County Line and also on Illinois Route 394 from U.S. 30 to IL 1.

The Village had recently completed their Comprehensive Plan and a copy was given to Civiltech. The major discussion points revolved around the Comprehensive Plan. The two main concerns of the Village with respect to Illinois Route 1 is the Union Avenue viaduct under the Union Pacific Railroad and conserving the Downtown character of Crete.

The Village suggested relocating IL 1 north of town so that it remains west of the U.P. railroad near Columbia Avenue until a location north of 5<sup>th</sup> Street where it would then return east, cross the train tracks, and link back up with the existing location of IL 1. Another new roadway proposed within the Village is the East/West Beltway. The Beltway parallels IL 394 from Steger Road south to New Monee Road where it curves west along the southern portion of the Village. The Village views this roadway as being able to provide relief to the Downtown area. Where it parallels IL 394, it would act as a frontage road so that access to IL 394 is limited to its existing locations.

Representatives from the Village stated that the Downtown area in Crete is an important and integral aspect of the Village. To lose the on-street parking would be damaging to the businesses. It was also stated that some businesses' front doors are within a few feet of the curb, and to have the parking lane replaced with a through travel lane would pose a safety hazard for pedestrians.

Because of these improvements included in the Comprehensive Plan and a goal of the Village to preserve the Downtown area, representatives from the Village suggested that the portion of IL 1 through Crete be removed from the SRA system. The question of by-passing IL 1 west of the Village was raised; however, it was pointed out by the representatives that IL 394 already acts as the by-pass of Crete. With its limited access design, IL 394 is more desirable for north/south travel. It was commented by the Village that they do not have the truck problems that Beecher experiences.

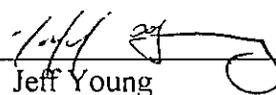
With respect to IL 394 and its current study, the Village has requested that it would like to become involved with the coordination of that study.

The need for a major east/west link through the region and into Indiana was raised as it would assist in alleviating the existing demand and the future demand with the proposed airport.

The Village questioned if Crete Township had been contacted with respect to the SRA project. They suggested that Ms. Marion Gearheart, who is also on the Will County Board, be contacted.

The next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time. The first of two advisory panel meetings may occur some time in the next two to three months.

The meeting was adjourned at 8:30 p.m.

By:   
Jeff Young

Date: July 28, 1999



**Village of Steger Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** June 23, 1999

**Time:** 11:00 A.M.

**Place:** Village of Steger  
Village Hall

**In Attendance:** Mr. Louis Sherman – Village President  
Mr. John Gilkison – Superintendent of Public Works  
Mr. Charles Tieri – Village Trustee  
Mr. Roger Mumford – Resident Observer  
Mr. C. Helsel – Village Trustee  
Mr. Joe Schudt – Schudt Assoc.  
Mr. Matthew Horan – Schudt Assoc.  
Mr. Harry Gilmore – Civiltech Engineering, Inc.  
Mr. Jeff Young – Civiltech Engineering, Inc.

Mr. Young began the meeting by giving a brief history and description of the SRA planning study process. The SRA study is a long range roadway planning process for the Chicago region which includes Illinois Route 1 from 159<sup>th</sup> Street south to the Will/Kankakee County Line and also on Illinois Route 394 from U.S. 30 to IL 1.

President Sherman then questioned as to the status of the current IDOT project along IL 1 from 16<sup>th</sup> Street south to Union Avenue. It was stated by Mr. Young that IDOT is currently working on Phase II and anticipates letting the project in the fall of 2000. This IDOT project was studied separately from the SRA study and is progressing on its own schedule.

It was further stated by Mr. Gilmore that with the proposed roadway improvements of the IL 1 project from 16<sup>th</sup> St. to Union Avenue, much of the SRA goals for this area will be achieved via this current project. It is likely that the SRA study will have no additional major

**Village of Steger – ICI Meeting**

**Page 2 of 2**

recommendations within Steger. It was stated that minor additional recommendations for the area could result which may include future traffic signal locations and/or additional turn lanes.

President Sherman stated that there is quite a gap in traffic signals along IL 1 within the Village. Possible signal locations suggested by the Village were at 31<sup>st</sup> Street and 33<sup>rd</sup> Street.

A question was raised regarding IDOT's current project with respect to the Union Pacific viaduct over IL 1. The current IDOT plans improve the design of IL 1 but does not involve widening the structure. Mr. Young stated that the SRA recommendations would most likely include the widening the viaduct.

Mr. Schudt asked what the remainder of the schedule for the SRA study looked like. Mr. Young explained that the next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time. The first of two advisory panel meetings may occur some time in the next two to three months.

The meeting was adjourned at 12:00 noon.

By:   
Jeff Young

Date: June 30<sup>th</sup>, 1999



**Village of South Chicago Heights Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 27, 1999

**Time:** 10:00 A.M.

**Place:** Village of South Chicago Heights  
Village Hall

**In Attendance:** Mr. David Owen – Mayor  
Mr. Joe Kudra – Village Trustee  
Mr. Jeff Young – Civiltech Engineering, Inc.

Mr. Young began the meeting by giving a brief history and description of the SRA planning study process. The SRA study is a long range roadway planning process for the Chicago region which includes Illinois Route 1 from 159<sup>th</sup> Street south to the Will/Kankakee County Line and also on Illinois Route 394 from U.S. 30 to IL 1.

With respect to the current IDOT project on IL 1, Mr. Young stated that IDOT is working on Phase II and anticipates letting the project in the fall of 2000. This IDOT project was studied separately from the SRA study and is progressing on its own schedule. Also, much of the SRA goals for this area will be achieved via this current project. It is likely that the SRA study will have no additional major recommendations within South Chicago Heights. Minor additional recommendations for the area could result which may include future traffic signal locations and/or additional turn lanes.

Mayor Owen stated that two unsignalized intersections are of concern for the Village. At 34<sup>th</sup> Street, a crossing guard is used to assist school children crossing IL 1. Mayor Owen stated that at times, the crossing guard does not even feel safe. In addition, commercial traffic will use local residential streets parallel to IL 1 to access Sauk Trail where a traffic signal is located instead of 34<sup>th</sup> Street. Consequently, warranting a signal at this location has become difficult. The other

**Village of South Chicago Heights – ICI Meeting**  
**Page 2 of 2**

location is at 28<sup>th</sup> Street. Here, school children crossing IL 1 is also of a concern since a crossing guard is located at 26<sup>th</sup> Street and the pedestrians use 28<sup>th</sup> Street more often.

Mr. Young stated that the SRA study will address future signal locations and commented that SRA guidelines need to be achieved. One such guideline is signal spacing and in this area of IL 1, a minimum of ¼ mile signal spacing is desirable.

Mayor Owen commented that the Village is interested in modifying building setbacks to allow for on-street parking in the future. This would likely occur in spot locations only as properties redevelop in the future. This type of improvement would be in addition to IDOT's current widening project.

The next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time. The first of two advisory panel meetings may occur some time in the next two to three months.

The meeting was adjourned at 11:00 a.m.

By: Jeff Young  
Jeff Young

Date: August 5, 1999



**Village of Chicago Heights Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** June 25, 1996

**Time:** 10:00 A.M.

**Place:** Village of Chicago Heights  
Municipal Building

**In Attendance:** Mr. Albert Marconi, Village of Chicago Heights  
Mr. Joe Christofanelli, Village of Chicago Heights  
Mr. Harry Gilmore, P.E., Civiltech Engineering, Inc.  
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.  
Ms. Jennifer I. Jones, E.I., Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. Also, he stressed the fact that we are concentrating on the section of Illinois Route 1 north of US Route 30 until more information is available for the proposed future airport. However, we are still discussing the section south of US Route 30 in the data collection phase. The Village of Chicago Heights was involved in a previous SRA in Subset No. 1.

Mr. Christofanelli indicated that an important issue for Chicago Heights is an on/off ramp for IL Route 394 at Joe Orr Road. They feel that this connection would enhance the economic development of the community. Mr. Gilmore responded that we will attempt to respond to this request, but the official limit for the SRA corridor is south of this intersection at Sauk Trail Road.

The Village feels that there is a safety concern at 16th Place and IL Route 1. There is an advanced through/left turn movement allowed for the southbound traffic but no designated left turn lane. Many accidents occur at this location as northbound drivers proceed into the intersection before their signal turns green. Contract plans are being completed for this area which proposes a five lane cross section and would provide the necessary left turn lanes and traffic signal modifications (tentatively scheduled for 3rd quarter FY97 contract letting).

Mr. Christofanelli also brought up that merchants on IL Route 1 (Halsted Street) north of Joe Orr Road would like to slow traffic down (35 mph) so that drivers would be more apt to stop at the stores. Civiltech Engineering indicated that they would forward this request to IDOT, but noted that in order to reduce the speed limit on a roadway a speed study must first be completed to determine the "average speed" on the roadway. A posted speed limit can not be more that 5 miles per hour lower than the average speed.

Chicago Heights has no future plans for redevelopment of the area adjacent to IL Route 1. The only area for possible expansion is at Prairie State College (west of Halsted Street from Joe Orr Road north to Commercial Avenue). The college owns this land and there are currently no plans for this open space.

Another concern is the EJ&E at-grade railroad crossing between 23rd Street and 21st Street. This crossing ties up traffic and forces trapped ambulances en route to the hospital to divert to another crossing 1/4 to 1/2 mile away. This location may be a consideration for a grade separated crossing.

There is an existing municipal parking lot located east of IL Route 1 between Independence Way and Illinois Street. There is some discussion within the village of creating an Exhibition Hall at this location. However, there is also an on going study by the Union Pacific Railroad to construct a rail line into Chicago. Therefore, if this should occur the train station would be located a few blocks east of the existing parking lot and the parking lot would become a commuter parking lot. This proposed rail line would progress more quickly if the decision to build a third airport should be made.

East End Avenue (Union Avenue) runs north-south from IL Route 1 to US Route 30 and was formerly designated as a state highway. This route may be available for use as an alternative or auxiliary route to IL Route 1. This road dead-ends at US Route 30.

Chicago Heights is generally in favor of building cul-de-sacs in order to limit access onto IL Route 1. This would reduce traffic through the neighborhoods and divert drivers to major intersections.

There is a Walgreens proposed for the northeast corner of the US Route 30 and IL Route 1 intersection.

Mr. Marconi stated that Chicago Heights would like to install street lighting along IL Route 1 north of Joe Orr Road, as well as the IL Route 1 cut-off.

Ms. Marincic explained the SRA process that will follow this meeting. Future meetings may be delayed by the airport issue or the corridor may be split and IL Route 1 north of US Route 30 be completed followed by the rest of the corridor when the airport issue is solved.

The meeting was adjourned at 11:00 A.M.

By: Jennifer I. Jones  
Jennifer I. Jones

Date: June 27, 1996

**Village of Glenwood Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 3, 1996

**Time:** 1:30 P.M.

**Place:** Village of Glenwood  
Village Hall

**In Attendance:** Mr. Chuck Michalski, Village of Glenwood  
Mr. Aaron Fundich, Robinson Engineering, Ltd.  
Ms. Jeanne Maggio, Village of Glenwood  
Ms. Eda Schrimple, Village of Glenwood  
Mr. William Asselborn, Mayor, Village of Glenwood  
Mr. Harry Gilmore, Civiltech Engineering, Inc.  
Ms. Jennifer I. Jones, Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The Village of Glenwood has never been involved in an SRA project.

Mr. Fundich brought up the fact that the Village of Glenwood removed the barrier median on Illinois Route 1 between 183rd Street and Ridge Road and is currently pursuing approval of the removal of the barrier median between 187th Street and 183rd Street. The Village believes that in order to enhance the economic development of the area there must be an increase in accessibility to each commercial property along Illinois Route 1. Mr. Gilmore indicated that the typical suburban SRA cross section for this segment of Illinois Route 1 would include a 6-lane roadway with an 18-30 foot barrier median. Therefore, the desires of the Village to remove portions of the existing barrier median and the goals of the Department's SRA Study are in conflict for Illinois Route 1 and need to be addressed as part of the ongoing SRA studies. Mr. Gilmore did indicate that one of the main goals of the SRA Study is to address mobility along the routes (i.e., the moving of traffic in the most efficient and safe manner while minimizing access points to the arterial).

Mr. Asselborn and Ms. Schrimple both stated that they believed the median strip actually creates a safety hazard. However, as shown on the Existing Facility Exhibits there are no High Hazard Accident Locations along the portion of Illinois Route 1 within the Village. Mr. Gilmore indicated that one of the primary purposes of a barrier median is to control turning movements at limited locations rather than allowing turns to occur anywhere within a section of arterial roadway. By controlling and limiting the turning movements safety along an arterial roadway is enhanced by minimizing the number of conflicting turning movements.

Mr. Fundich asked if the Typical Suburban SRA cross section becomes the preferred roadway cross section, would the barrier median be reinstalled where it has already been removed. Mr. Gilmore responded that the barrier median would likely be reinstalled, but again indicated that Local Agency input is a key aspect in the selection of the preferred roadway section. In addition, implementation of any SRA cross section is currently unfunded and thus it would be many years before any construction would occur.

Ms. Maggio was concerned about the homes located along the west side of Illinois Route 1 between 183rd Street and 187th Street as well as on the east side of Illinois Route 1 between Strieff Lane and 187th Street. If a 6-lane roadway cross section were to be selected for implementation approximately 30-40 homes could be affected. Mr. Gilmore responded that we do work on aerial photographs, and therefore we are aware of existing adjacent land uses and we do take that into consideration when developing the cross section recommendations.

Mr. Fundich also brought up the fact that the car wash on the east side of Illinois Route 1 just north of 183rd Street already has traffic conflicts with the queue upon entering the car wash. There is not enough storage area in the existing condition (both onsite and on-street), and a 6-lane cross section would make this situation much worse. Ms. Maggio stated that the Village also has trouble in the winter with the drainage from the car wash freezing on Illinois Route 1.

Ms. Maggio expressed concern about removing traffic from the Interstates and putting it on Illinois Route 1, as well as any resulting increases in speeds and/or traffic within the Village. Mr. Gilmore stated that one of the goals of the SRA is to provide better mobility for local traffic. In addition, there would be no recommendations to increase speed limits on Illinois Route 1 as part of the SRA study.

Ms. Maggio also stated that the Village is concerned about increased traffic in the Village (particularly along Main Street between Glenwood-Dyer Road and Vincennes Avenue) due to the anticipated extension of Joe Orr Road and the potential I-394/Joe Orr Road interchange. In addition, the Village is concerned about any adverse impacts the potential new commuter rail line along the Union Pacific Railroad Right-Of-Way may have on the existing at-grade crossing at Main Street. Since Main Street is the Village's only east-west collector roadway the Village is concerned that any additional traffic, especially truck traffic, would create traffic problems. Mr. Gilmore said that while these concerns will be forwarded to the Department for consideration in reviewing the Joe Orr Road extension project, the scope of investigations to be completed as part of this SRA Corridor Study do not include studies along Main Street.

Mr. Fundich believes that the Glenwood School For Boys may actually own property to the centerline of Illinois Route 1. Mr. Gilmore stated that this may be the case, but what we have shown on the exhibits represents the best available right-of-way data at the Department and that if the Village has additional information to please forward it to Civiltech.

Mr. Asselborn stated that a church is purchasing part of the Glenwood School For Boys property adjacent to Illinois Route 1. Mr. Fundich will verify that the church will use the proper setbacks for the preferred SRA cross section, if available.

Ms. Maggio asked that if the Typical Suburban SRA cross section would be selected as the preferred cross section for implementation, would noise barriers be included adjacent to the residential areas. Mr. Gilmore stated that such specific design/environmental issues would be addressed when the project advanced to a Phase I Study and that the SRA report would only identify adjacent current and/or anticipated land uses.

Mr. Gilmore stated that a 5-lane cross section may be appropriate in this area due to the existing right-of-way and land-use constraints, and that this cross section would be considered as part of our evaluations. Civiltech will forward the Village's concerns to the State and will address the concerns as part of the development of a recommended cross section. A recommended SRA Cross Section would then be presented to the Village at an Advisory Panel Meeting in order to obtain any further comments or concerns from the Village. Based upon comments obtained from the community advisory panel meetings, a preferred SRA cross section would be developed and presented at a public meeting. For this Corridor it is anticipated that the Advisory Panel Meetings will not occur until after January 1, 1997 and therefore any public hearings would not occur prior to Summer, 1997.

The meeting was adjourned at 3:00 P.M.

By: Jennifer I. Jones  
Jennifer I. Jones

Date: 7-29-96



**Village of Homewood Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** June 26, 1996

**Time:** 3:00 P.M.

**Place:** Village of Homewood  
Village Hall

**In Attendance:** Mr. Charles Foulkes, Village of Homewood  
Mr. Ray Gossack, Village of Homewood  
Mr. Harry Gilmore, P.E., Civiltech Engineering, Inc.  
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.  
Ms. Jennifer I. Jones, E.I., Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The Village of Homewood was involved in a previous SRA in Subset No. 1.

Mr. Gossack brought up some concern about the raised median in the SRA cross section. The raised median was just removed in the section of IL Route 1 just north of 183rd Street due to the large number of drives in the area. This was a project sponsored by the Village of Glenwood, but Homewood does not see any problem with the turning movements that are present. Also, Mr. Gossack was a bit concerned about the size of the median that is desired on an SRA route. This large median is due to the desired dual left turn lanes at each signalized intersection. Mr. Gilmore stated that the maximum median width would probably be 30 feet throughout Homewood.

The village indicated that they thought the northwest corner of Holbrook Road and IL Route 1 is a wetland and would probably not be developed for that reason.

The southeast corner of 187th Street and IL Route 1 currently belongs to the Glenwood School for Boys and it is believed that it would probably be developed at some point in the future.

Mr. Gilmore brought up the fact that a lot of widening will probably not be necessary between Ridge Road and 175th Street due to the existing continuous right turn lane. More development may occur in this area on the east side of IL Route 1. Mr. Gossack said that there may be a timing problem with the traffic signal at the north entrance of the shopping center because the exiting vehicles back-up occasionally. Also, the existing speed limit in this section is 45 miles per hour and may need to be lowered due to the recent development. Civiltech Engineering indicated that they will forward this request to IDOT, but noted that in order to reduce the speed limit on a roadway a speed study must first be completed to determine the "average speed" on the roadway. A posted speed limit can not be decreased to more than 5 miles per hour lower than the average speed unless the roadway safety is inhibited.

Mr. Gossack asked if there would be any other changes that this study would look at such as traffic signal modifications, etc. Mr. Gilmore replied that a signal system would probably be recommended and typically no speed limit changes are recommended.

Mr. Gossack also brought up concern for the increased run-off and the need for increased storm water detention. Mr. Gilmore replied that the SRA study will not address the issue other than to say that prior to implementing a recommended SRA Improvement, potential increases in run-off will be addressed. Flood plains and wetlands will be identified in this project, but will not be studied in detail until a formal Phase I study is initiated.

Mr. Gossack also asked about landscaping at key intersections and in the medians. The SRA study will not directly address this issue either. The SRA primarily addresses the issue of traffic mobility and traffic safety. The other issues will be discussed in more detail after the project progresses to an actual Phase I study.

Ms. Marincic explained that the next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time.

The meeting was adjourned at 3:30 P.M.

By: Jennifer I. Jones  
Jennifer I. Jones

Date: 7-2-96



**CIVILTECH  
ENGINEERING, INC.**

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**Village of South Holland Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 3, 1996

**Time:** 10:00 A.M.

**Place:** Village of South Holland  
Public Works

**In Attendance:** Mr. Chris Niehof, Village of South Holland  
Mr. Brad Brink, Robinson Engineering  
Mr. Harry Gilmore, Civiltech Engineering, Inc.  
Ms. Jennifer I. Jones, Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The Village of South Holland was involved in a previous SRA in Subset No. 3.

Mr. Niehof stated that the only portion of South Holland adjacent to IL Route 1 is the section surrounded by Halsted Drive, 172nd Street, and IL Route 1 as well as part of the hotel on the northeast corner of IL Route 1 and 172nd Street.

Mr. Brink brought up the fact that Halsted Drive backs up from the intersection at IL Route 1. There are some difficult weaving patterns in this section of roadway due to the ramps for the I-80/294 interchange. Mr. Brink indicated that in the past the Village had reviewed alternative solutions at this location, but did not complete an acceptable plan.

The Village of South Holland believes that the access to IL Route 1 from the South Holland Industrial Park is an important issue. Civiltech Engineering will keep this in mind when coming up with recommended alternatives.

The meeting was adjourned at 11:00 A.M.

By: Jennifer I. Jones  
Jennifer I. Jones

Date: July 27, 1996



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City of Harvey Individual Community Interview  
Meeting Minutes

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 17, 1996

**Time:** 10:00 A.M.

**Place:** Robinson Engineering, Ltd.

**In Attendance:** Mr. Ed Tunelious, Robinson Engineering, Ltd.  
Mr. Harry Gilmore, Civiltech Engineering, Inc.  
Ms. Dawn Marincic, Civiltech Engineering, Inc.  
Ms. Jennifer I. Jones, Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The City of Harvey has not been involved in a previous SRA.

Mr. Tunelious mentioned that IDOT has nearly completed contract plans for the section of Illinois Route 1 within the City. This project will provide a 5-lane cross section and a closed drainage system through Harvey. Mr. Tunelious stated that he felt that this "current" project would address any existing deficiencies along Illinois Route 1. Civiltech has a copy of the contract plans for this project and will incorporate them into the existing conditions for the SRA.

The portion of Illinois Route 1 through Harvey is nearly fully developed and it is not anticipated that a full re-development of the corridor would occur in the near future.

Ms. Marincic explained the SRA process that will follow this meeting. Once cross section alternatives have been evaluated and a recommended cross section has been selected, further comments and/or concerns will be obtained from the City at an Advisory Panel Meeting. Based upon comments obtained from the community advisory panel meetings, a preferred SRA cross section would be developed and presented at a public meeting. For this Corridor it is anticipated that the Advisory Panel Meetings will not occur until after January 1, 1997 and therefore any public hearings would not occur prior to Summer, 1997.

The meeting was adjourned at 10:20 A.M.

By: Jennifer I. Jones  
Jennifer I. Jones

Date: July 29, 1996



**Village of Sauk Village Individual Community Interview**  
**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 2: Illinois Route 1/Illinois Route 394

**Date:** July 16, 1999

**Time:** 11:00 A.M.

**Place:** Village of Sauk Village  
Village Hall

**In Attendance:** Mr. Roger Peckham – Mayor  
Mr. Richard Dieterich – Village Manager  
Mr. Harry Gilmore – Civiltech Engineering, Inc.  
Mr. Jeff Young – Civiltech Engineering, Inc.

Mr. Gilmore began the meeting by giving a brief history and description of the SRA planning study process. The SRA study is a long range roadway planning process for the Chicago region which includes Illinois Route 1 from 159<sup>th</sup> Street south to the Will/Kankakee County Line and also on Illinois Route 394 from U.S. 30 to IL 1.

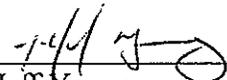
The issue of safety was brought up by the Village with respect to the IL 394 intersection with Sauk Trail. Sauk Trail is the first signalized intersection south of U.S. Route 30 and as a result, the Village says they have about one accident per month at this location including a recent fatality.

The Village stated that the area ( $\pm$  500 acres) northwest of the Sauk Trail / IL 394 intersection is zoned industrial. Other future areas of development include commercial uses near Steger Road. The Village is currently working on their Comprehensive Plan.

With respect to future grade separation of signalized intersections along IL 394, the Village views these improvements as beneficial but commented that sound barriers would be needed especially with new airport traffic.

The next step in the SRA process will be the advisory panel meetings and Civiltech Engineering will have the recommended alternatives at that time. The first of two advisory panel meetings may occur some time in the next two to three months.

The meeting was adjourned at 11:30 a.m.

By:   
Jeff Young

Date: August 5, 1999

## **First Advisory Panel Meeting Minutes**



### Meeting Minutes

**Subject:** Strategic Regional Arterial/Corridor 2  
Illinois Route 1: Kankakee/Will County Line to Interstate 394  
Illinois Route 394: Illinois Route 1 to U.S. Route 30  
1<sup>st</sup> Advisory Panel Meeting

**Date:** January 18, 2001

**Time:** 10:00 AM

**Place:** Chicago Heights Village Hall

**In Attendance:** See attached roster.

Mr. Richard Starr began the meeting by providing a brief explanation as to the purpose of this meeting. The purpose of this meeting was to discuss the proposed alternatives for the subject segments of Illinois Route 1 and Illinois Route 394. After comments have been received from all communities, and any appropriate revisions made to the conceptual improvements presented at this meeting, a second advisory panel meeting and public hearing will be scheduled.

Mr. Jeffrey Young then presented the conceptual improvements as depicted on the "Alternatives/Design Concept" report and exhibits. Mr. Young first began with a brief overview of the 'A' Exhibits which depict the existing conditions. The existing conditions are primarily based upon the aerial photography taken in April 1995, supplemented by input from field observations and comments from the various communities. Similarly, the 'B' Exhibits show the existing or planned land uses as well as the existing main environmental features (such as wetlands, floodplains, etc.).

Mr. Young then began a more detailed (page-by-page) presentation of the 'C' Exhibits (Recommended SRA Plan). The segment of Illinois Route 1 south of Goodenow Road (Segment 1) and the entire length of Illinois Route 394 are currently being studied as separate projects by the Department. He indicated that an evaluation of a Beecher By-pass is part of the separate Illinois Route 1 study. Therefore, this SRA Study will not include any conceptual improvements for these segments.

Mr. Young then explained that the remaining segments of Illinois Route 1 are classified as "Suburban Area SRA Routes". The ideal SRA roadway cross section for this classification is three (3) through travel lanes in each direction, separated by a 30-foot wide barrier median. However, based upon the analysis of the existing and/or planned land uses along this route, combined with initial input from local officials during the Individual Community Interview (ICI) Meetings, it has been determined that this "ideal" cross section would not be appropriate for this SRA Corridor.

Mr. Young then presented the Recommended Plan for Segment 1 (Goodenow Road to Richton Road) as depicted on Exhibits C-7 thru C-11. The recommended cross section included two through travel lanes in each direction, separated by a painted median/left turn lane. The lane widths within this segment range from 10 feet to 12 feet. Parking would be restricted along the corridor; except parking would be permitted during non-peak hour periods adjacent to the Exchange Avenue intersection (as shown on Exhibit C-11).

The Village of Beecher noted that it was their understanding that as part of the Third Airport in Peotone an east-west arterial roadway (likely expressway) would cross Illinois Route 1 near Crete-Monee Road. Mr. Starr indicated that up until this point the SRA Study was not including concepts for a potential third airport. Mr. Gilmore indicated that Civiltech would review the preliminary airport concepts and if appropriate include additional information on the exhibits or in the report text.

The City of Chicago Heights asked if this study had considered the concept of converting both Illinois Route 1 and East End Avenue to one-way couples in order to improve capacity. This concept was not studied in detail because the existing north-south alignment of East End Avenue is not continuous south of U.S. Route 30. In addition, there are very few east-west collector roadways that cross the existing railroad tracks that separate Illinois Route 1 and East End Avenue. The general consensus of the panel members present stated that this concept was not worth further consideration.

Mr. Young then discussed the potential realignment of Illinois Route 1 between Fifth Street and Richton Road (Exhibit E-1). The realignment of this segment was considered due to a) the existing narrow underpass south of Richton Road and b) the Village of Crete's Comprehensive Plan included a potential bypass at this location. The alignment shown was primarily based upon horizontal design considerations. A separate Grade Separation Feasibility Study or Phase I Study would be needed in the future to determine if the new alignment would pass over or under the Union Pacific tracks just north of Fifth Street. The Village of Steger pointed out that a fairly new industrial building (Techno-Tape Corporation) located in the southwest quadrant of the Richton Road/Illinois Route 1 intersection was not shown on Exhibit E-1 and may be adversely impacted by the proposed realignment. Based upon further panel discussions it was generally agreed that if this new building is in conflict with the realignment other options would be reevaluated; including a) maintaining the existing alignment and providing a new traffic signal at the Union Avenue intersection and b) generally maintaining the existing horizontal alignment of Illinois Route 1 south of Richton Road but elevating the pavement over the Union Pacific tracks. *[Note: Subsequent to this panel meeting, based upon a field investigation completed by Civiltech it appeared that this new industrial building was not in direct conflict with the proposed bypass. This was also confirmed based upon a review of a more recent aerial photography of the area.]*

The recommended SRA Concept for Segment 3 of the Illinois Route 1 corridor corresponds to the Department's construction project about to commence between Richton Road and 16<sup>th</sup> Place. The proposed improvement consists of two 9.8-foot (3.0-meter) through lanes in each direction separated by a 9.8-foot painted median/left turn lane. The only additional feature shown on the SRA Concept Plan includes a potential post-2020 grade separation at the EJ&E Railroad (see Exhibit C-14).

The recommended SRA Concept presented for Segment 4 of Illinois Route 1 was nearly identical to Segment 3. The proposed improvement consists of two 10-foot through lanes in each direction separated by a 10-foot painted median/left turn lane. The City of Chicago Heights requested that the Department consider replacing the proposed flush (painted) median with a raised/barrier median between 26<sup>th</sup> Street and Joe Orr Road. Mr. Starr indicated that this comment would be addressed as part of the next submittal for this corridor.

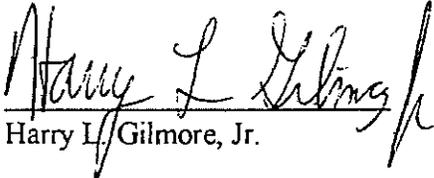
Segment 5 of this corridor (Parkside Avenue to Ridge Road) was not discussed in much detail because the adjacent communities of Glenwood and Homewood were unable to attend. The recommended cross section for the portion between Parkside Avenue and 7<sup>th</sup> Place (within the community of Chicago Heights) consists of two 12-foot through lanes in each direction separated by a 16-foot wide barrier median. The existing on-street parking is recommended to remain. It is also recommended that the west approach of the Parkside Avenue intersection be closed (by means of a cul-de-sac). The only comment on this segment by the City was a request that the Department consider providing a landscaped median. Mr. Starr indicated that if the City desires a landscape median, any additional construction costs would have to be the responsibility of the City.

Mr. Aaron Fundich (Robinson Engineering) indicated that while not able to speak on behalf of the Village of Glenwood, his firm is aware that the Village in the past has not supported a barrier median along Illinois Route 1. *[Note: Subsequent to this panel meeting, Mr. Gilmore was contacted by the Village of Homewood. In a brief meeting letter on January 18<sup>th</sup> with representatives from Homewood (Mr. Michael Cozzo, Village Engineer, Mr. John Schaeffer, Director of Public Works and Mr. Jason Rassmussen, Staff Engineer), they indicated that the Village would also not support a barrier median along the segment of Illinois Route 1 south of Ridge Road.]*

The recommendations for the final segment of the Illinois Route 1 SRA include providing two 12-foot through lanes in each direction for the entire corridor from Ridge Road to U.S. Route 6 (159<sup>th</sup> Street). South of I-294 (Tri-State Tollway) an 18-foot wide barrier median is recommended. North of I-294 the median changes to a 12-foot wide painted median to match the recently completed roadway improvement. As shown on Exhibit C-20, it is recommended that a Post 2020 Interchange Study be completed at I-294. The Village of East Hazel Crest requested that an additional traffic installation be provided at the Illinois Route 1/174<sup>th</sup> Street intersection. This request was in part due to an anticipated future commercial development adjacent to the intersection. Due to the close proximity of this intersection to the I-294 ramp termini, as well as the close proximity of the 175<sup>th</sup> Street signalized intersection, the Department indicated that a new traffic signal would not be shown at this location in part to satisfy the established goals for an SRA route.

There being no further questions or comments, Mr. Starr indicated that appropriate changes would be made to the SRA Exhibits and a Draft SRA Report would be completed over the next 2 to 3 months. At that time the communities would be given another opportunity to review the SRA concepts and provide further input to the Department. Following the Draft Report submittal and review process, a formal public hearing would be scheduled to obtain input from the general public.

The meeting was adjourned at 12:30 P.M.

  
Harry L. Gilmore, Jr.

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February 21, 2001

# ATTENDANCE ROSTER

Project Description 11/1/12394 1<sup>st</sup> Advisory Panel Meeting

Meeting Location City of Chicago Heights

Date: 1/18/01 Time: 10:00 AM PM

NAME: (Please Print)	REPRESENTING:	PHONE:
Jeff Young	Civiltech	630-773-3900
V. PRES. LOUIS SHERMAN	VILLAGE OF STEGER	708-754-3395
ROGER G. MURPHY	VILLAGE OF STEGER	708-754-3395
Jimmy Lynn	Will County Subcontractors League	815-722-0528
BOB BARBER	VILLAGE OF BEZEL	708-948-2261
JOAN SUMMIT	SOUTH HOLLAND	708-210-2918
AARON FUNDICH	ROBINSON ENGINEERING	708 331-6700
V. PRES DAVID OWEN	SA. CHICAGO HTS	708-255-1880
Glenn Sweeney	City of Chicago HTS	708-756-5326
AL MARCONI	CITY OF CHICAGO HEIGHTS	708-756-5331
HARRY GILMORE	CIVILTECH ENGINEERING	630-773-3900
Rich Starr	IDOT	847-705-4095
Pat Lazuka	E. Hazel Crest	708-798-0213

## **Second Advisory Panel Meeting Minutes**



### Meeting Minutes

**Subject:** Strategic Regional Arterial/Corridor 2  
Illinois Route 1: Kankakee/Will County Line to Interstate 394  
Illinois Route 394: Illinois Route 1 to U.S. Route 30  
2<sup>nd</sup> Advisory Panel Meeting

**Date:** September 6, 2001

**Time:** 10:00 AM

**Place:** Chicago Heights City Hall

**In Attendance:** See attached roster.

Mr. Harry Gilmore began the meeting by discussing another public meeting scheduled for October 3<sup>rd</sup> regarding the proposed Peotone Airport. The SRA Public Hearing for Will County is also scheduled for the 3<sup>rd</sup> of October. Those attending indicated that despite the other meeting, they saw no reason to reschedule the SRA Public Hearing. It was then agreed that the Public Hearing on October 3<sup>rd</sup> at the Lincolnshire Country Club would remain as scheduled.

Mr. Jeff Young continued the meeting by discussing the changes in the SRA plan that have occurred based on input from the communities since the 1<sup>st</sup> Advisory Panel Meeting held earlier this year. The first item discussed was the realignment of Illinois Route 1 in Crete. Concerns were raised that new buildings in the area may influence the location of the realignment. Mr. Young stated that the purpose of the realignment exhibit is to depict the concept of the realignment. When the need arises for the realignment, a detailed engineering and environmental study would have to be conducted determining its location, any potential impacts, and mitigation of those impacts. *Note: Subsequent to this meeting, comments were received from the Village of Crete regarding the realignment which could result in modifications to or deletion of the realignment option. This issue will be addressed after the Public Hearings.*

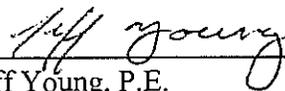
The second item changed in the report is the inclusion of a alternative cross section through portions of Chicago Heights. The City had requested that a landscaped barrier median be incorporated into the design. Mr. Young pointed out that the alternative with the landscaped barrier median results in the closure of several cross streets. It was recommended that the City discuss the plan internally and contact IDOT as to which alternative they prefer. This response could be provided after the Public Hearings in order for the City to obtain public input on this issue.

The final item changed in the SRA study was the removal of a barrier median between Joe Orr Road and Ridge Road through the communities of Homewood and Glenwood. A flush, painted median is recommended.

Ms. Pat Luzuka from East Hazel Crest requested that a traffic signal at 174<sup>th</sup> Street be incorporated into the SRA plan. Mr. Rich Starr from IDOT indicated that the proximity of 174<sup>th</sup> Street to the signal at 175<sup>th</sup> Street and the I-80 interchange is likely too close to permit a signal at 174<sup>th</sup> Street. He then stated that the Village should contact IDOT directly requesting a traffic signal at this location.

As a reminder, two Public Hearings will be held, one in Cook County and the other in Will County. The public and community leaders are welcome to come to either Hearing as exhibits for the entire SRA project will be available at both Hearings.

The meeting adjourned at 11:00 A.M.

  
\_\_\_\_\_  
Jeff Young, P.E.

September 19, 2001



## Public Hearing Minutes

**Illinois Department of Transportation  
PUBLIC HEARING**



You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning Illinois Route 1 from 159th Street to the Will-Kankakee County Line, and Illinois Route 394 from U.S. 30 to Goodenow Road. The meetings will be held in the following locations:

September 26, 2001 2:00 p.m. to 7:00 p.m.  
South Holland Community Center  
501 East 170<sup>th</sup> Street  
South Holland, Illinois

October 3, 2001 2:00 p.m. to 7:00 p.m.  
Lincolnshire Country Club  
309 East Richton Road  
Crete, Illinois

**Purpose of the Hearing:**

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half-hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847)705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847)705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

**Illinois Department of Transportation  
Bureau of Programming  
201 West Center Court  
Schaumburg, IL 60196-1096  
Attn: Rich Starr**

1282307

THE STAR  
Thursday, September 20, 2001

Daily Southtown · Thursday, September 20, 2001

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# SRA

## Strategic Regional Arterial

### OPERATION GREENLIGHT

ILLINOIS ROUTE 1 FROM 159TH STREET TO THE WILL-KANKAKEE COUNTY LINE  
AND ILLINOIS ROUTE 394 FROM U.S. 30 TO GOODENOW ROAD

September 26, 2001  
South Holland Community Center  
501 East 170th Street  
South Holland, Illinois

October 3, 2001  
Lincolnshire Country Club  
309 East Richton Road  
Crete, Illinois



## Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois/60196-1096

**Rich Starr**  
Highway Systems Engineer  
(847)705-4095

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for rural and suburban areas of Illinois Route 1 and Illinois Route 394. The rural portion of the Illinois Route 1 and Illinois Route 394 study extends from the Kankakee/Will County Line to the Will/Cook County Line. The suburban section for Illinois Route 1 then continues north to 159<sup>th</sup> Street (U.S. Route 6) and for Illinois Route 394 extends north to U.S. Route 30 (Lincoln Highway). The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study

is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Illinois Route 1 and Illinois Route 394 corridor passes through can the ultimate improvement plan be realized.

The Illinois Route 1 SRA corridor was divided into six segments for the purposes of this study, and the Illinois Route 394 corridor is contained in one segment. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: Illinois Route 1 - Kankakee/Will County Line to Goodenow Road**

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.

**Segment 2: Illinois Route 1 - Goodenow Road to Richton Road**

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction separated by a 12-foot flush median between Illinois Route 394 and Burrville Road.
- Acquire 17 feet of right-of-way on the east and west sides of Illinois Route 1 south of Burrville Road.
- Realign Illinois Route 1 to the west between Fifth Street and Richton Road. This requires a minimum of 100 feet of right-of-way acquisition.
- Construct an underpass of the Union Pacific Railroad for the proposed Illinois Route 1 realignment.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 3: Illinois Route 1 - Richton Road to 16<sup>th</sup> Place**

- Maintain the Illinois Department of Transportation's recent design with two travel lanes in each direction with a flush median.
- Between 26<sup>th</sup> Street and 16<sup>th</sup> Place, an option is being considered to change the flush median to a barrier median thereby limiting access to specific locations.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 4: Illinois Route 1 - 16<sup>th</sup> Place to Parkside Avenue**

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction with a 12-foot flush median.
- Maintain the Illinois Department of Transportation's recent design with two travel lanes in each direction with a flush median.
- Between 16<sup>th</sup> Place and Parkside Avenue, an option is being considered to change the flush median to a barrier median thereby limiting access to specific locations.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 5: Illinois Route 1 - Parkside Avenue to Ridge Road**

- Maintain two travel lanes in each direction and provide a flush painted median north of Joe Orr to Ridge Road.
- Construct a cul-de-sac for the termination of Parkside Avenue west of the Illinois Route 1 intersection.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 6: Illinois Route 1 - Ridge Road to 159<sup>th</sup> Street (U.S. Route 6)**

- Maintain existing roadway cross-section.
- Maintain existing access.
- Acquire 8.5 feet of right-of-way east and west of Illinois Route 1 to accommodate sidewalks.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

**Segment 7: Illinois Route 394 – Goodenow Road to U.S. Route 30 (Lincoln Highway)**

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.

# Public Hearing Register

Project: SRA IL Route 1 from 159th Street to the Kankakee/Will County Line & IL Route 394 from U.S. 30 to Goodenow Road

Location: Lincolnshire Country Club Date: 10/03/2001 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

		Name (Please Print)	Address	Representing
P	1.	MICHAEL WIATER	3559 DONOVAN DR CRETE, IL Zip 60417	Self <input checked="" type="checkbox"/> Other:
	L	2.	Richard Pizzari	Zip
E		3.	Jeff Kuel	10729 Ave. D Chicago Zip 60617
	A	4.	MARK WIATER	580 MORAY CRETE IL Zip 60417
S		5.		Zip
	E	6.		Zip
P		7.		Zip
	R	8.		Zip
I		9.		Zip
	N	10.		Zip
T		11.		Zip
		12.		Zip

# Public Hearing Register

Project: SRA IL Route 1 from 159th Street to the Kankakee/Will County Line & IL Route 394 from U.S. 30 to Goodenow Road  
 Location: South Holland Community Center Date: 09/26/2001 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1.	16240 WINDYVALE AVE SOUTH HOLLAND Zip 60473	Self <input type="checkbox"/> Other: VILLAGE OF S.H.
	2.	LARRY DE YOUNG 507 BETTY LN. SOUTH HOLLAND Zip 60473	Self <input type="checkbox"/> Other: TRUSTEE VILLAGE OF S.H.
E	3.	Ralph Hochstetler 1991 Indiana Ave Lansing Zip 60438	Self <input type="checkbox"/> Other:
	4.	Hawad Paachy 1907 W. 174th St Zip 60411	Self <input checked="" type="checkbox"/> Other: For Bureau
S	5.	Alme Paachy — Zip	Self <input type="checkbox"/> Other: —
	6.	JAMES VELD 455 E 163 ST SO. HOLLAND Zip 60473	Self <input type="checkbox"/> Other: TRUSTEE Vill SO. HOLLAND
P	7.	Brad Robach 1904 W. 174th St. East Hazel Crest Zip 60429	Self <input type="checkbox"/> Other: SSMMIA
	8.	PAT ZEINZ 17000 SOUTH PARK AVE So. HOLLAND Zip 60473	Self <input type="checkbox"/> Other: ROBINSON ENGR
R	9.	THE TULL 17000 SOUTH PARK AVE So. HOLLAND Zip 60473	Self <input type="checkbox"/> Other:
	10.	Joan Summit 16226 WAUSAU So HOLLAND Zip 60473	Self <input type="checkbox"/> Other: VILLAGE
N	11.	— Zip	Self <input type="checkbox"/> Other:
	12.	— Zip	Self <input type="checkbox"/> Other:

STRATEGIC REGIONAL ARTERIAL )  
 )  
OPERATION GREENLIGHT )  
 )  
ILLINOIS ROUTE 1 FROM 159TH STREET )  
TO THE WILL-KANKAKEE COUNTY LINE )  
AND ILLINOIS ROUTE 394 FROM U.S. 30 )  
TO GOODENOW ROAD )

SOUTH HOLLAND, ILLINOIS, PUBLIC HEARING  
and  
CRETE, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearings of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at The South Holland Community Center, 501 East 170th Street, South Holland, Illinois, on Wednesday, the 26th day of September, A. D. 2001, and at the Lincolnshire Country Club, 309 East Richton Road, Crete, Illinois, on Wednesday, the 3rd day of October, A.D. 2001, between the hours of 2:00 P.M. and 7:00 P.M.

STATE OF ILLINOIS )  
 ) SS  
COUNTY OF DU PAGE )

I, JOAN M. KENNY, C. S. R., a Notary  
Public in and for the County of DuPage, State of Illinois,  
do hereby certify that between the hours of 2:00 P.M. and  
7:00 P.M., on Wednesday, the 26th day of September,  
A.D. 2001, at the South Holland Community Center, 501 East  
170th Street, South Holland, Illinois, and on Wednesday, the  
3rd day of October, A.D. 2001, at the Lincolnshire Country  
Club, 309 East Richton Road, Crete, Illinois, no comments  
were requested to be reported at the public hearings of the  
above-captioned route.

IN TESTIMONY WHEREOF I have hereunto set  
my hand and affix my notarial seal this 4th day of October,  
A. D. 2001.

*Joan M. Kenny*  
\_\_\_\_\_  
Notary Public

