



Strategic Regional Arterial

**ILLINOIS ROUTE 38 / Fabyan Parkway
Randall Road to Interstate 294**



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 1,340 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 one of the routes on the SRA system: Fabyan Parkway/ IL Route 38 which extends between Randall Road and Interstate 294. The study developed a conceptual improvement plan which, when implemented, will significantly 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 Fabyan Parkway/ IL Route 38 passes, can the ultimate improvement plan be realized.

The IL Route 38 SRA corridor was divided into six segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Fabyan Parkway - Randall Road to Kirk Road

- Widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by a 12-foot painted median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- Maintain existing driveway access.
- Provide left turn channelization on Fabyan Parkway at major collector street intersections.

Segment 2: Fabyan Parkway - Kirk Road to Roosevelt Road

- Through Kane County, widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median with B-6.24 curb & gutter for an enclosed drainage system.
- Through DuPage County, widen Fabyan Parkway to provide two 12-foot lanes in each direction separated by an 18-foot barrier median with 10-foot shoulders and an open ditch drainage system.
- Acquire five to fifteen feet of additional right-of-way on each side through DuPage County.
- Proposed barrier median will restrict future driveway access and minor streets to right-in/right-out.

Segment 3: IL Route 38 - Fabyan Parkway to Winfield Road

- Widen IL Route 38 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- No right-of-way acquisition needed except for intersection widening.
- Realign Gary's Mill Road to provide split "T" intersections.
- Restrict driveway access and minor streets to right-in/right-out.
- Provide a 30-foot barrier median at Winfield Road to accommodate dual westbound left turn lanes.

Segment 4: IL Route 38 - Winfield Road to IL Route 53

- From Winfield Road to Schaffner Road, provide two 12-foot lanes in each direction separated by a 4-foot painted median. Restrict driveways and sidestreets to right-in/right-

- out.
- From Schaffner Road to IL Route 53, provide two 11-foot lanes in each direction separated by an 11-foot painted median.
- Provide a 28-foot barrier median at County Farm Road to accommodate dual left turn lanes.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Proposed right-of-way width is 66 foot minimum west of Schaffner Road and 74 foot east.
- Consolidate driveway access where feasible.

Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue

- Along IL Route 38, provide two 12-foot lanes in each direction separated by a 16-foot mountable median.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Provide 6.5 feet behind the back of curb for sidewalk, signing and utilities. Grading easements will be required.
- Only scattered right-of-way acquisition required.
- Consolidate driveway access where feasible.

Segment 6: IL Route 38 - Michigan Avenue to Interstate 294

- This segment already meets the SRA standards. The existing cross section and access control will be maintained.

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 because 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. Often, 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 (SRA) system is a 1,340-mile network of existing roads in Northeastern Illinois. The system includes 65 routes in Cook, DuPage, Kane, 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 2010 Transportation System Development 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 Fabyan Parkway / IL Route 38 corridor is classified as a suburban SRA route along its entire length. Table 1.1 indicates the desirable route characteristics for a Suburban SRA facility. 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 an SRA route, Fabyan Parkway / IL Route 38 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. Fabyan Parkway / IL Route 38 is included in the fifth subset of SRA routes.

The Fabyan Parkway / IL Route 38 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 Fabyan Parkway / IL Route 38 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization, and 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 Fabyan Parkway / IL Route 38. 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

**Table 1.1
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 pre-emption 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

recommendations for SRA routes is encouraged. Only with the support of the communities through which Fabyan Parkway / IL Route 38 passes can the ultimate improvement plan be realized.

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 2010).

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 on 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 2010 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, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are 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 (CATS) 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 Fabyan Parkway / Illinois Route 38 is divided into four 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. 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: Fabyan Parkway - Randall Road to Kirk Road
- Segment 2: Fabyan Parkway - Kirk Road to Roosevelt Road
- Segment 3: IL Route 38 - Fabyan Parkway to Winfield Road
- Segment 4: IL Route 38 - Winfield Road to IL Route 53
- Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue (Villa Park)
- Segment 6: IL Route 38 - Michigan Avenue (Villa Park) to Interstate 294

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 floodplains; 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 2010) 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 Fabyan Parkway / IL Route 38 Study Area

The SRA corridor extends along Fabyan Parkway from Randall Road in Geneva to Roosevelt Road in West Chicago where it then follows IL Route 38 to Interstate 294 in Oakbrook. The corridor passes through the communities of Geneva, Batavia, West Chicago, Winfield, Wheaton, Glen Ellyn, Lombard, Villa Park, Oakbrook Terrace, Oakbrook, and Elmhurst as well as unincorporated Kane and DuPage Counties for a total route length of 16.8 miles. A Location Map is shown on Figure 2.1.

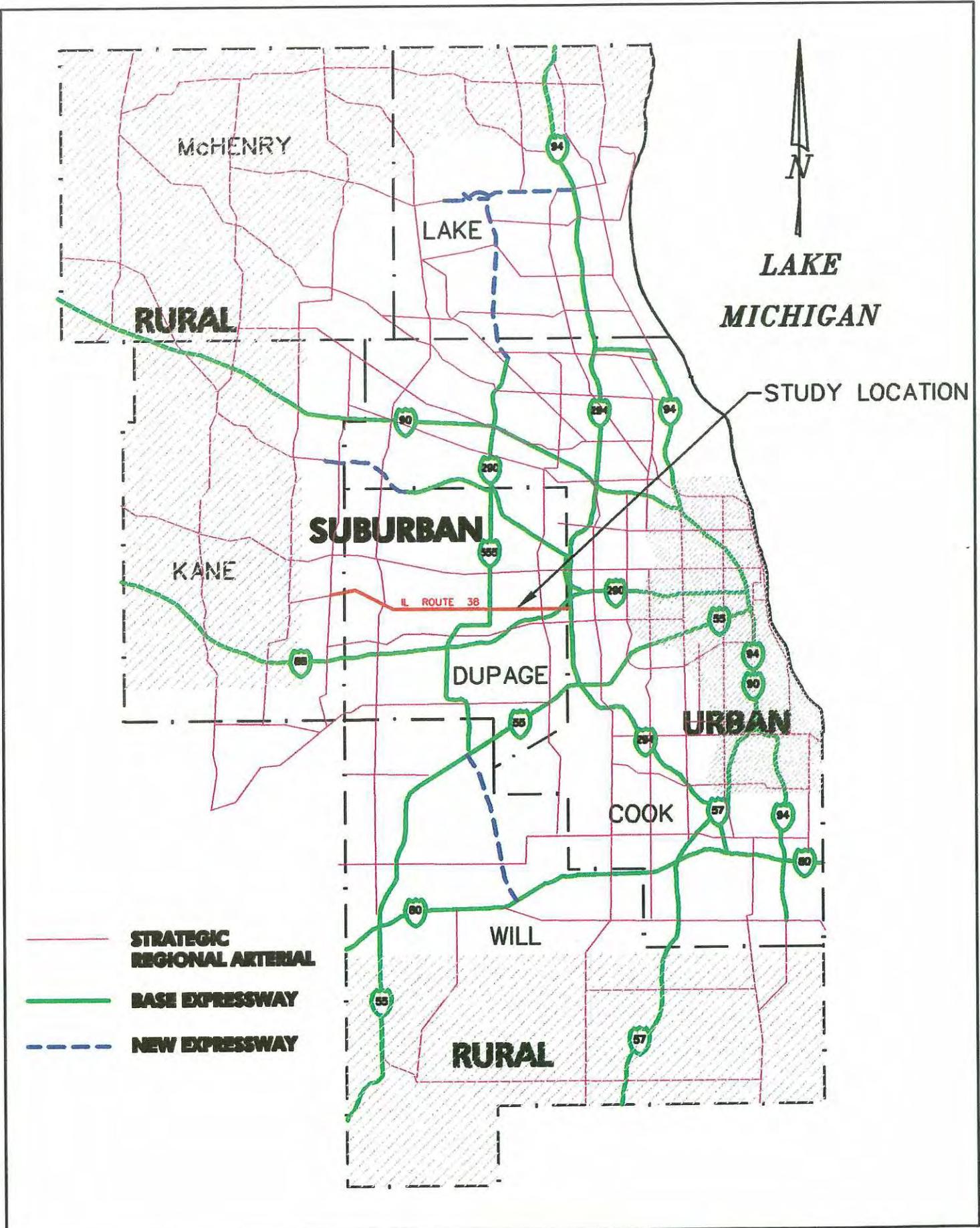
2.2 Land Use/Development Characteristics

The Fabyan Parkway / IL Route 38 SRA corridor includes a wide range of land use types. The west end of the route is residential, commercial, and industrial in nature. To the east of Geneva and Batavia much of the land is currently undeveloped and is planned to be industrial or commercial in the future. Along IL Route 38, the undeveloped land along the western edge of West Chicago is intended to be used for business parks. Throughout the remainder of IL Route 38 commercial and residential development is predominant.

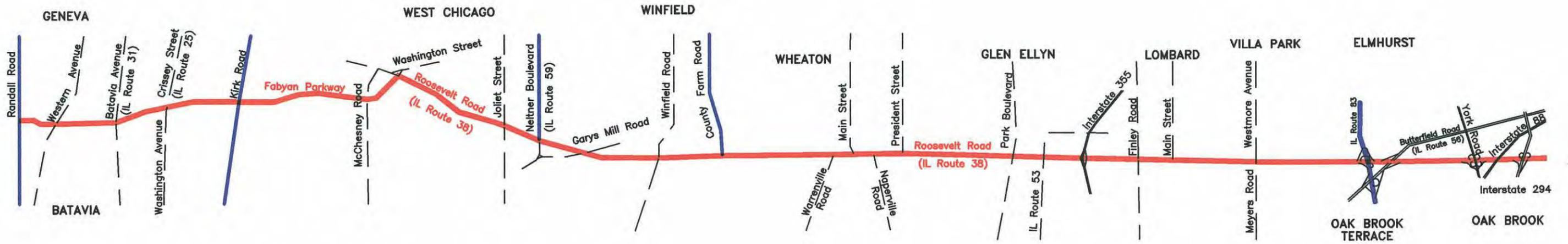
Several forest preserves are adjacent to the route. These include the Braeburn Forest Preserve in Batavia, Fabyan Forest Preserve in Geneva, Belleau Woods Forest Preserve in Wheaton, and the York Forest Preserve in Oakbrook. Other open areas include Settler's Hill in Geneva, the Cantigny Historic Grounds in Winfield, and the Chapel Hills Garden Cemetery in Oakbrook Terrace.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. Fabyan Parkway/Roosevelt Road intersects five other designated SRA routes: Randall Road, Kirk Road, IL Route 59, County Farm Road, and IL Route 83. It also crosses three interstates: Interstate 355, Interstate 88, and Interstate 294.



**IL ROUTE 38 LOCATION MAP
FIGURE 2.1**



LEGEND

-  SRA ROUTE
-  OTHER CROSSING ROUTES
-  OTHER SRA ROUTES

Fabyan Parkway/IL Route 38 intersects two rail lines which include the C.B. & Q. Railroad and the E.J.&E. Railroad.

2.4 Roadway/Right-of-Way Characteristics

The existing roadway and right-of-way widths vary along the length of the Fabyan Parkway/IL Route 38 corridor. On Fabyan Parkway, between Randall Road and the Kane/DuPage County Line, the roadway consists of two through lanes in each direction with a 100-foot to 120-foot right-of-way. From the County Line to IL Route 38, the roadway consists of one lane in each direction with open ditch drainage. The right-of-way is 100-foot to 120-foot wide.

On IL Route 38 (Roosevelt Road), the roadway is primarily two lanes in each direction with varying median widths and types. From Fabyan Parkway to Joliet Street, a painted median exists in the center with a right-of-way varying from 110-foot to 120-foot wide. From Joliet Street to County Farm Road, there is no median and the right-of-way varies from 66-foot to 100-foot wide. From County Farm Road to Polo Drive an 11-foot median exists. From Polo Drive to West Street, there is no median and from West Street to Michigan Avenue, a median exists although it varies between painted, mountable and barrier. From Michigan Avenue to Interstate 294, three lanes exist in each direction with limited access to IL Route 38 east of Villa Park Avenue.

2.5 Transit

Existing mass transit facilities in the Fabyan Parkway/IL Route 38(Roosevelt Road) corridor consist of both fixed route bus service and nearby rail service. Transit “Level of Service” in suburban areas is quantified as follows:

- Level 1 - Peak hour headways < 15 minutes.
- Level 2 - Peak hour headways ≥ 15 and < 30 minutes.
- Level 3 - Peak hour headways ≥ 30 minutes.

Bus service does not occur along Fabyan Parkway except where PACE Route 802 intersects Fabyan Parkway at Illinois Route 31.

Along Roosevelt Road, seven PACE routes extend along the SRA Route. They are listed as follows:

PACE Routes along the SRA			
<u>Route Number</u>	<u>Limits</u>	<u>Headways during the Peak Hours</u>	<u>Transit Level of Service</u>
707	Schaffner and Beverly	44 minutes	Level 3
711	County Farm Road and Carlton	105 minutes	Level 3
713	West and Naperville Road	(One trip in Peak Hour)	Level 3
715	Lorraine and Main (Glen Ellyn)	52 minutes	Level 3
747	West and Summit and York and Interstate 290	20 minutes	Level 2
703	Ardmore and Illinois Roue 83	18 minutes	Level 2
737	York Road and Mannheim Road	60 minutes	Level 3

Eight other PACE Routes intersect the SRA and they are listed below:

Intersecting PACE Routes			
<u>PACE ROUTE NUMBER</u>	<u>Intersection Location</u>	<u>Headway during Peak Hours</u>	<u>Level of Service</u>
706	President Street	30 minutes	Level 3
652	Lorraine	30 minutes	Level 3
654	Main Street	25 minutes	Level 2
656	Park Boulevard	30 minutes	Level 3
674	Finley Road	40 minutes	Level 3
313	Main Street	30 minutes	Level 3
702	Westmore Avenue	30 minutes	Level 3
332	York Road	30 minutes	Level 3

The nearest commuter rail service is the Union Pacific / Metra West Line which runs parallel to the SRA Route. The nearest stations are located in Geneva, Winfield, Wheaton, Glen Ellyn, Lombard, and Villa Park.

Future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating (COP) Plan. Within the IL Route 38 corridor, the COP plan calls for the following:

- Signal Pre-emption along IL Route 38 between Main Street and IL Route 83 in Lombard.
- Signal Pre-emption along IL Route 38 between IL Route 83 and Wolf Road in Villa Park.

The Metra “Extra” Plan which is part of the FAST Plan calls for the following future facility:

- Development of the Elgin, Joliet & Eastern (E.J.&E.) Outer Circumferential Rail which intersects IL Route 38 west of Joliet Street.

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

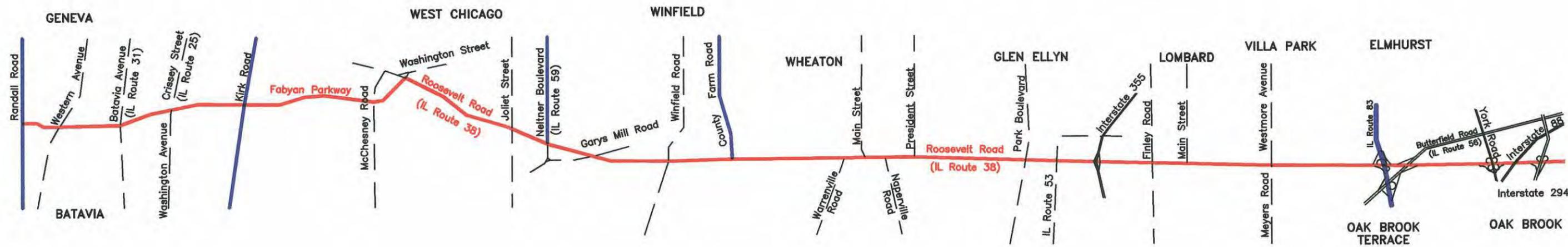
III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the Fabyan Parkway/IL Route 38 SRA corridor. The corridor has been divided into six separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and adjacent land use patterns. The six segments are shown on Figure 3.1 and are as follows:

- Segment 1: Fabyan Parkway - Randall Road to Kirk Road
- Segment 2: Fabyan Parkway - Kirk Road to IL Route 38 (Roosevelt Road)
- Segment 3: IL Route 38 - Fabyan Parkway to Winfield Road
- Segment 4: IL Route 38 - Winfield Road to IL Route 53
- Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue (Villa Park)
- Segment 6: IL Route 38 - Michigan Avenue (Villa Park) to Interstate 294

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 with 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	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6
EXISTING R.O.W.	100'-130'	100'-120'	100'-120'	61'-100'	81'-115'	120'-335'
PROPOSED R.O.W.	100'-130'	100'-120'	120'	74'-100'	81'-115'	120'-335'
EXISTING LANE CONFIGURATION	2	1-2	2	2	2-3	3
PROPOSED LANE CONFIGURATION	2	2	2	2	2	3



Segment 1
Fabyan Parkway: Randall Road to Kirk Road

3.1 Segment 1: Fabyan Parkway: Randall Road to Kirk Road

3.1.1 Location

Segment 1 extends along Fabyan Parkway from Randall Road to Kirk Road. It extends through the City of Geneva and the City of Batavia and is approximately 3 miles in length (see Figure 3.1).

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-4.

Right-of-Way - The existing right-of-way in this segment is 100 feet in width.

Roadway Characteristics - From Randall Road to Kirk Road, Fabyan Parkway is 52-foot wide with two-twelve foot lanes in each direction, a 4-foot painted median and curb and gutter at the edges of pavement.

Traffic Volumes - Kane County traffic counts indicate the 1995 average annual daily traffic for this segment varies from 20,600 to 24,000 vehicles per day (vpd).

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 exist on the south side of Fabyan Parkway from Western Avenue to IL Route 31. There is also an existing sidewalk on the north side of Fabyan Parkway from IL Route 25 to Kirk Road.

Traffic Control/Intersection Configuration - There are six existing signalized intersections along Fabyan Parkway in this segment. These intersections are located at Randall Road, Western Avenue, IL Route 31, IL Route 25, North Raddant Road, and Kirk Road. Existing lane configurations at each of these intersections are shown on Exhibits A-1 through A-4.

Structures - There is one existing structure in this segment as indicated in Table 3.1.1.

**Table 3.1.1
Existing Structure**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
	Fabyan Parkway	Fox River	64'	1300'	58'	N/A

Transit - Pace Bus Route 802 intersects this route at Illinois Route 31. The Metra Union Pacific/West Railroad Line parallels Fabyan Parkway and the nearest station location is west of Illinois Route 31 on 3rd Street in Geneva.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of Illinois Route 38/Fabyan Parkway are shown on Exhibits B-1 through B-4.

Lakes/Streams/Wetlands/Floodplains. Fabyan Parkway crosses the Fox River and associated floodplain between Illinois Routes 31 and 25. The SRA route passes adjacent to the lakes and associated floodplains within the Braeburn Forest Preserve, between Randall Road and Western Avenue. Several small lakes and wetlands are also located north of the SRA, west of Kirk Road, within Settler’s Hill golf course.

Structures with Historical Significance. There are three sites of historic significance within Segment 1. The Campana factory building, listed on the National Register of Historic Places, is located at the northwest corner of Fabyan Parkway and Illinois Route 31. The Kane County cemetery, locally listed as an historic place, is located on the north side of Fabyan Parkway, east of the Kane County jail. The site of the Bork Brothers Poor Farm, listed on the Illinois Inventory of Historic Landmarks, is located on the north side of Fabyan Parkway, within Settler’s Hill golf course.

Hazardous Waste/LUST Sites. Two leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, are located on the north side of Fabyan Parkway, between North Raddant Road and Kirk Road. One hazardous waste site is located on the southwest corner of Fabyan Parkway and North Raddant Road.

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

Prime Farmland. Prime farmland abuts the right-of-way east of Illinois Route 25 along non-developed portions of Segment 1. Except for those prime farmlands located within the Fabyan Forest Preserve, these areas have been planned for commercial and industrial uses (see Exhibits B-3 and B-4).

3.1.4 Existing Land Use Characteristics

Type and Intensity of Development. A variety of land uses occur in Segment 1 along Fabyan Parkway, between Randall Road and Kirk Road (see Exhibits B-1 through B-4). West of the Fox River is predominantly single-family residential homes with a concentration of commercial uses at the corners of Fabyan Parkway and Randall Road. West of these residential uses, north and south of the SRA, is the Braeburn Forest Preserve. The Holmstad Retirement Center and Campana factory are located at the intersection of Fabyan Parkway and Illinois Route 31. The Fox River is flanked on both sides by forest preserve. East of the Fox River is a mixture of single-family residential, industrial, commercial recreational, institutional and agricultural uses. Institutional uses include the Kane County Jail and Kane County Youth Center. The Fabyan Forest Preserve and Settler's Hill golf course are located on the north side of the SRA, east of the Fox River.

Segment 1 contains extensive bicycle and pedestrian facilities. Bicycle paths run parallel to Fabyan Parkway throughout most of Segment 1. The Fox River Trail crosses beneath the Fabyan Parkway bridge on the east and west sides of the Fox River and it crosses the Fox River on a separate structure north of Fabyan Parkway.

Planned Development. The southeast corner of Fabyan Parkway and Randall Road is planned for commercial use by the City of Geneva. Vacant parcels and agricultural uses along the south side of the SRA, east of Illinois Route 25, are planned for commercial and industrial uses by the City of Batavia.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1 through C-4.

Roadway - Due to the character of existing development in the Segment, the recommended roadway cross section for this segment includes two 12-foot through lanes in each direction, a continuous 12-foot flush median and B-6.24 curb & gutter. The proposed typical section (Section A-A) is shown on Exhibits C-1 through C-4. The existing sidewalks will remain in place. This cross section fits within the existing 100-foot right-of-way.

Traffic Control/Intersection Configuration - It is proposed to maintain the six existing traffic signals in this segment. One additional signal is proposed at Bent Tree Drive. This is proposed as part of an intergovernmental agreement with Kane County and the Illinois Department of Transportation. It will be installed once the traffic at this location warrants it.

At Randall Road, it is recommended to add left turn lanes in the westbound, northbound, and eastbound directions. This would make a total of two left turn lanes in all directions at Randall Road. An additional through lane will be added in all directions. This agrees with the recommendations shown in the Randall Road SRA report. The recommended lane configuration is shown in Exhibit D-1.

At the intersections of IL Route 31 and IL Route 25 with Fabyan Parkway, northbound right turn lanes are proposed to be added.

At Raddant Road, the north leg to the Kane County Jail has been realigned to make a four-legged intersection with Raddant Road.

At Kirk Road, additional left turn lanes are recommended for all directions to make dual left turn lanes for all movements. An additional northbound and southbound through lane are also recommended. This agrees with the Kirk Road SRA study. The recommended lane configuration is shown in Exhibit D-2.

Access Management - Due to the small size of adjacent commercial and residential parcels and the lack of building setbacks, consolidation of access is not feasible in most areas and restricting access via a barrier median would cause significant hardship on adjacent properties. Therefore, it is recommended that access conflicts be minimized through construction of a continuous flush median that would accommodate bidirectional left turns. To reduce the number of driveways, it is recommended that commercial properties be restricted to a single driveway for each parcel if feasible. Existing driveway widths should be modified to conform to the Kane and DuPage access policies.

It is recommended to realign the drive to the Kane County Youth Center to make a four-legged intersection with Surrey Street.

Structures - The existing structure in this segment will not require modifications.

Transit - There are no current plans for transit improvements in this segment.

3.1.6 Right-of-Way Requirements

The recommended cross section will fit within the existing 100-foot right-of-way. Small right-of-way strips may be needed for intersection improvements.

3.1.7 Environmental Considerations

Grading and roadway improvements within Segment 1 may impact the floodplain and associated wetlands within the Braeburn Forest Preserve, adjacent to Fabyan Parkway (see Exhibit B-1). SRA improvements will not impact the Campana Factory, Bork Brothers Poor Farm or county cemetery historic sites, since there will not be right-of-way acquisition within this segment. Additionally, there will not be impacts to the two LUST sites, the hazardous waste site or prime agricultural land within Segment 1.

3.1.8 Land Use Considerations

Segment 1, between Randall Road and Kirk Road, would not require additional right-of-way for roadway improvements along the SRA. Additional right-of-way for Illinois Route 25 will be required for intersection improvements at Fabyan Parkway (see Exhibit D-2). Ten feet of right-of-way acquisition would be required from the Fabyan Forest Preserve on the west side of Route 25. Fifteen feet of right-of-way acquisition from a commercial property on the southeast corner would be acquired to provide these improvements. No other significant impacts to land use are expected within this segment. Existing bicycle trails parallel and cross Fabyan Parkway within Segment 1. These trails should be maintained and pedestrian activated signals, crosswalks and/or non-grade crossings should be provided as part of SRA improvements. Existing medians and access points would be maintained within Segment 1. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.3.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 1, these improvements include consolidating driveways to conform to current access standards as parcels redevelop.

3.1.11 Ultimate (Post 2010) 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 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.1.12 Crossing SRA Routes

The western terminus of the Fabyan Parkway SRA corridor is Randall Road, which is also designated as an SRA route. An SRA study for Randall Road was completed in September 1993. That study recommended widening Randall Road to provide three through lanes in each direction with dual left turn lanes in all directions and a separate northbound right turn lane. These proposals are unaffected by the Fabyan Parkway/IL Route 38 recommended plan.

The Kirk Road SRA study was completed in 1997 and it recommended three through lanes in each direction near Fabyan Parkway. Dual left turn lanes are recommended in the northbound direction

and right turn lanes are recommended in each direction. Those recommendations are unchanged as a result of the Fabyan Parkway/IL Route 38 study.

**Table 3.1.2
Construction Cost Estimate
Segment 1 - Randall Road to Kirk Road**

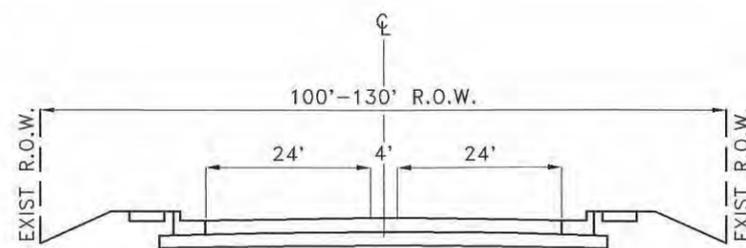
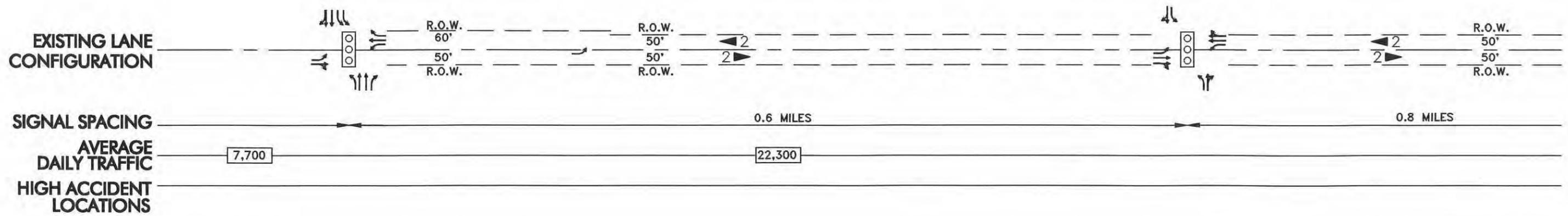
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,080,000
Intersection Improvements	\$1,225,000
Total - Recommended Improvements	\$2,305,000

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

Segment 1
Fabyan Parkway: Randall Road to Kirk Road

EXISTING FACILITY CHARACTERISTICS

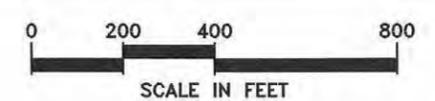
Exhibits A-1, A-2, A-3, and A-4



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

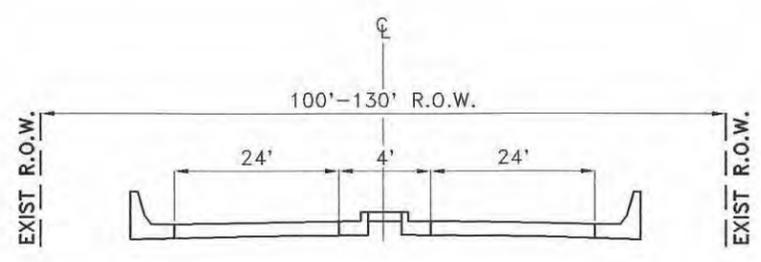
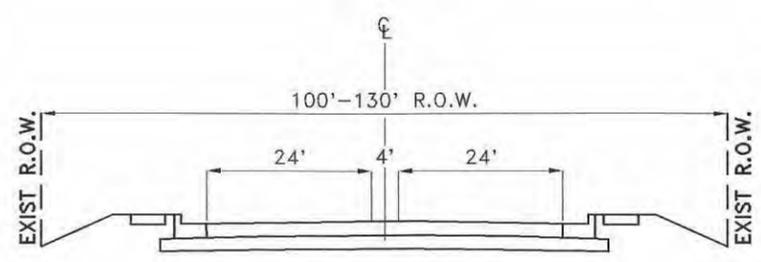
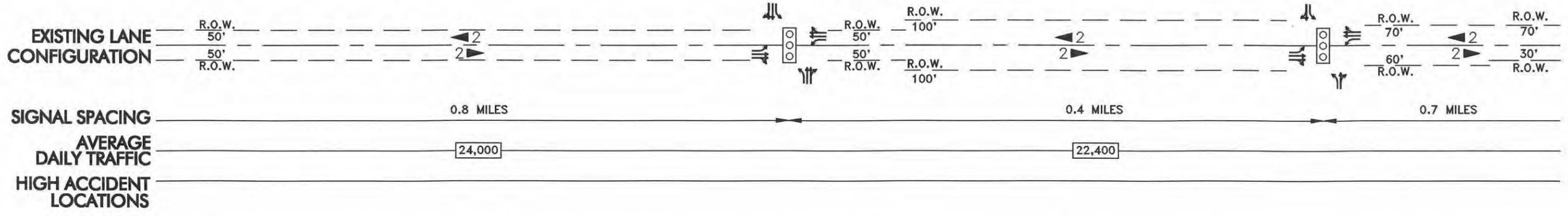
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 Shah Engineering, Inc. Planning Resources Inc.

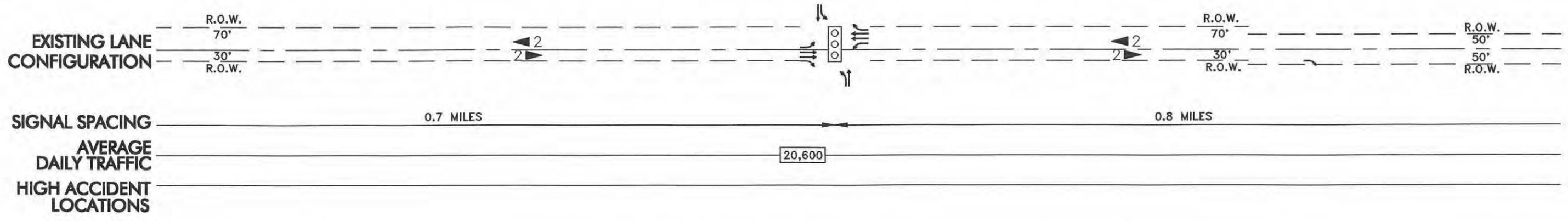


SRA Strategic Regional Arterial Planning Study

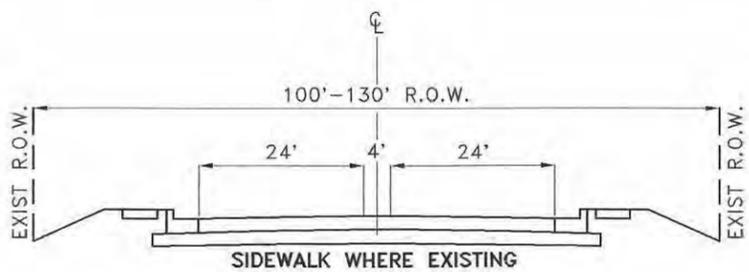
IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-1



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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

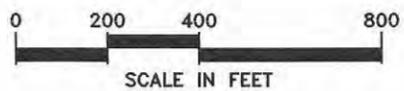


SECTION A-A
IL ROUTE 25 TO KANE/DUPAGE COUNTY LINE

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

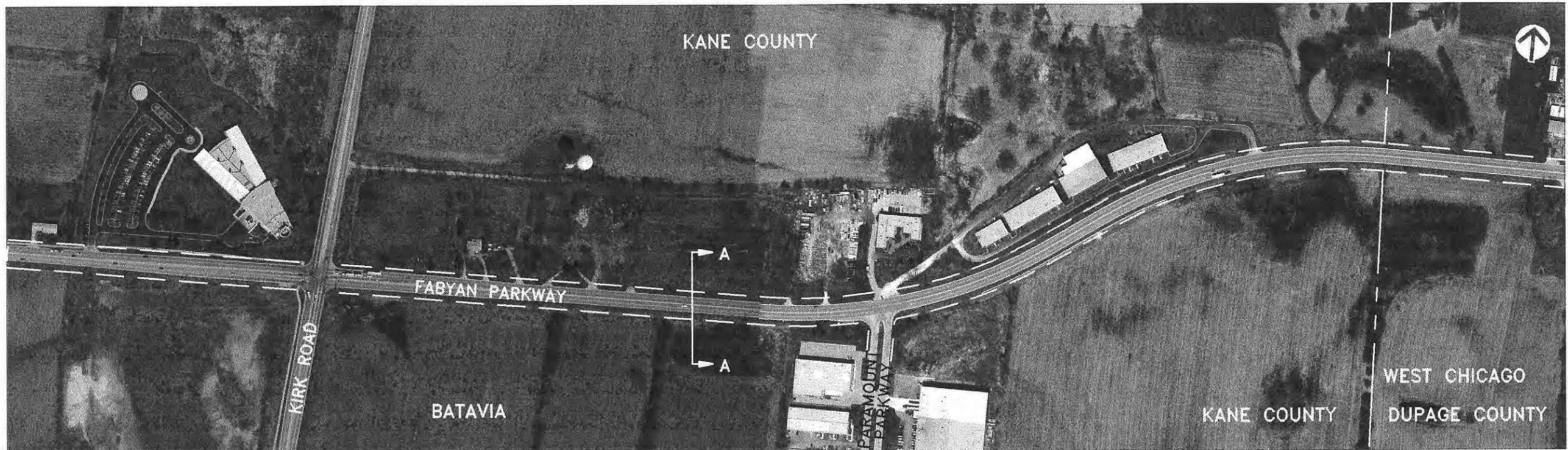
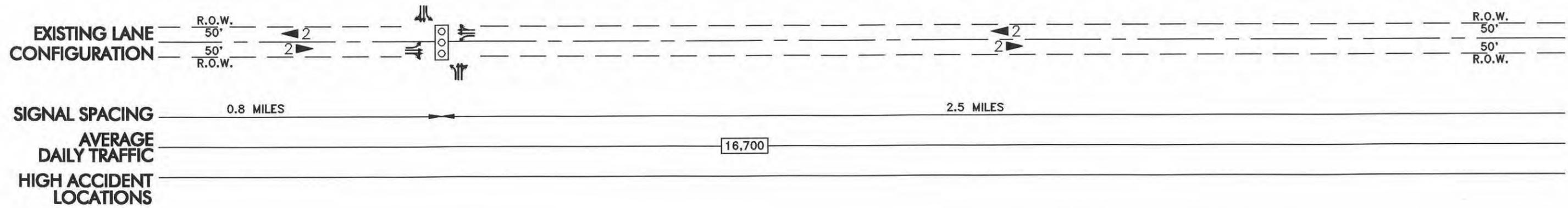
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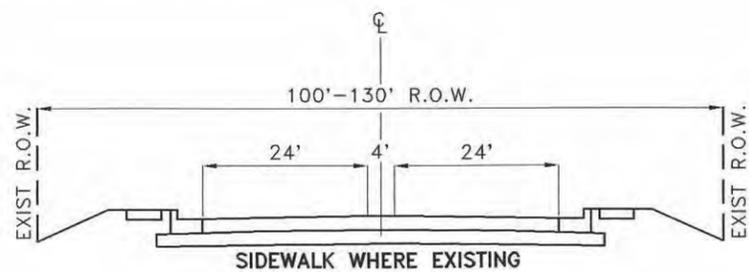


SRA Strategic Regional Arterial Planning Study

IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995



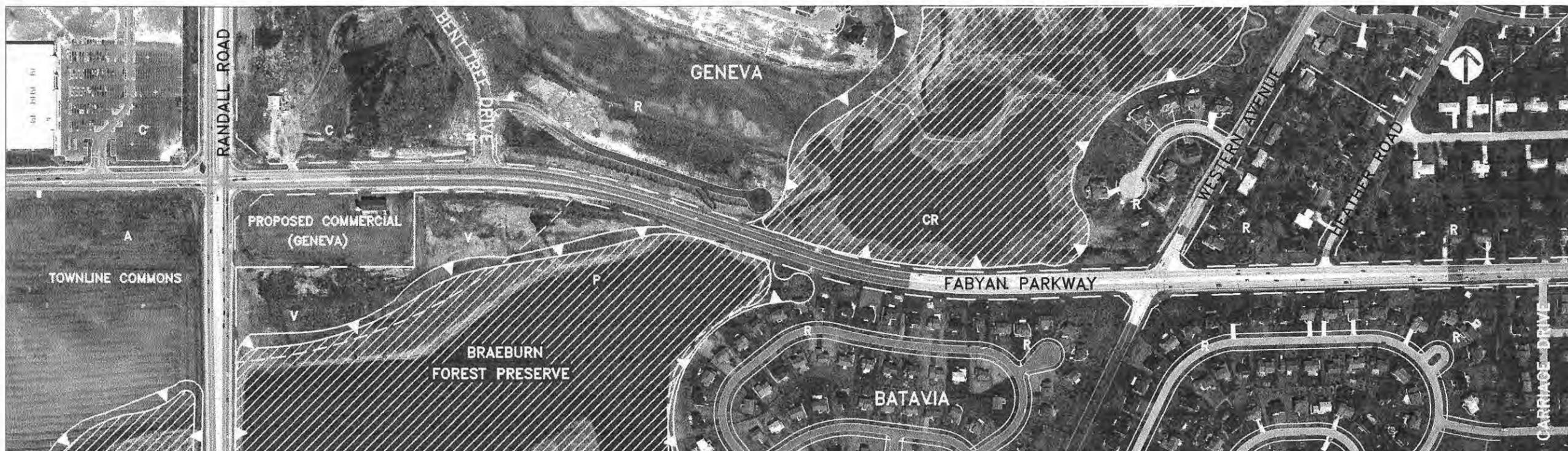
SECTION A-A
IL ROUTE 25 TO KANE/DUPAGE COUNTY LINE

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

Segment 1
Fabyan Parkway: Randall Road to Kirk Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1, B-2, B-3, and B-4



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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SRA Strategic Regional Arterial Planning Study

IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-1



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

- CAMPANA FACTORY
- FOREST PRESERVE BUILDING

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
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS	
	BORK BROTHERS POOR FARM
	COUNTY CEMETERY

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
(O)	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

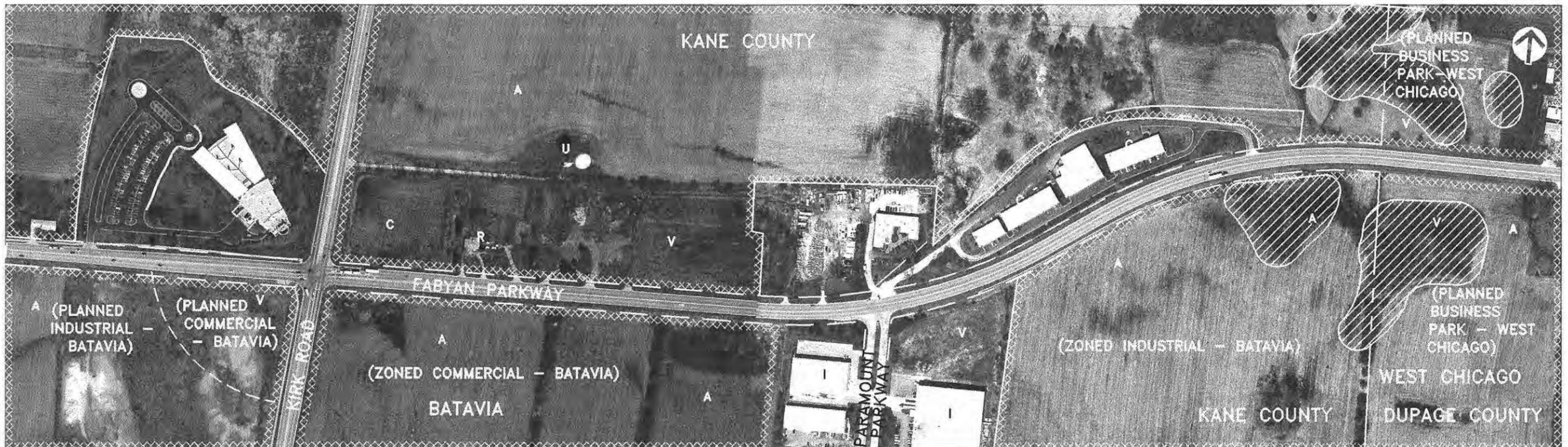
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IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

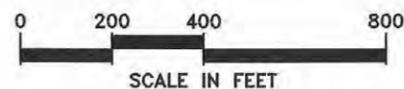
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

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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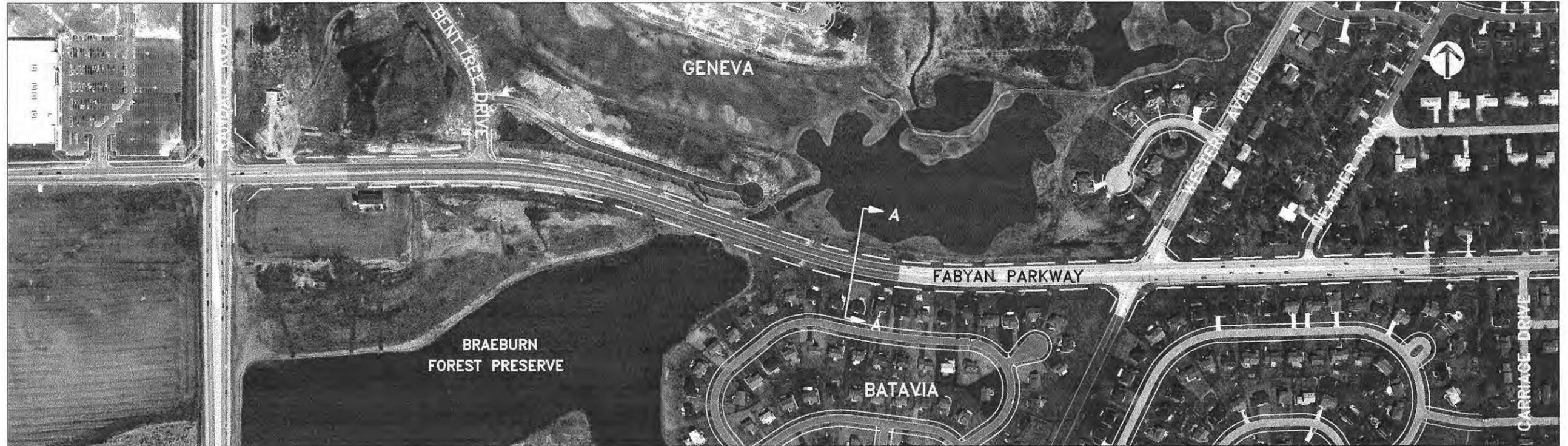
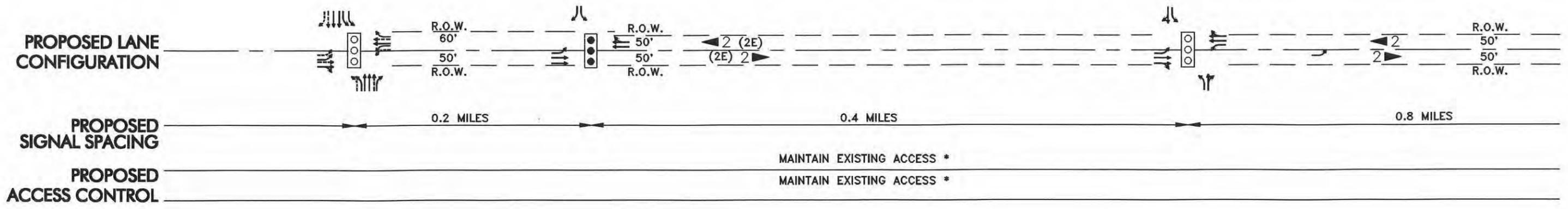
SRA Strategic Regional Arterial Planning Study

IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-4

Segment 1
Fabyan Parkway: Randall Road to Kirk Road

RECOMMENDED PLAN

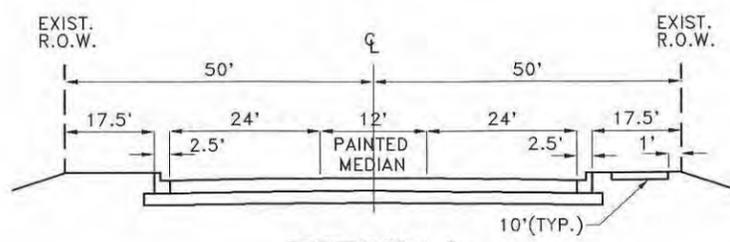
Exhibits C-1, C-2, C-3, and C-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

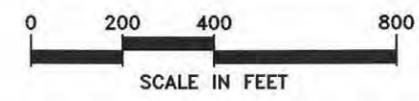
* CONSOLIDATE DRIVEWAYS WHERE FEASIBLE

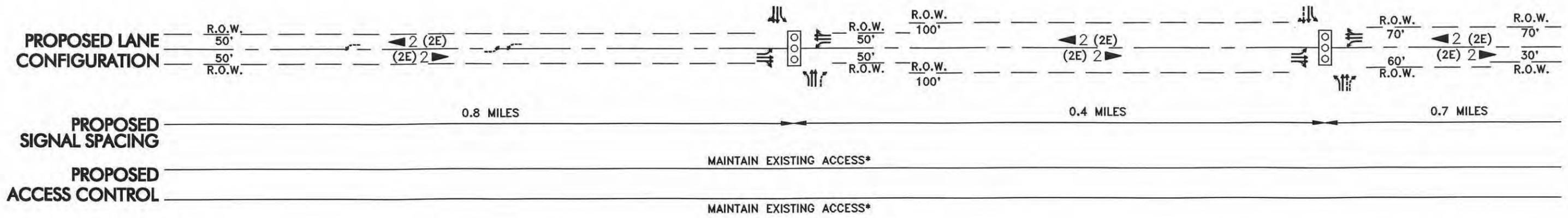


SECTION A-A
RANDALL ROAD TO IL ROUTE 31
 RECOMMENDED CROSS SECTION

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

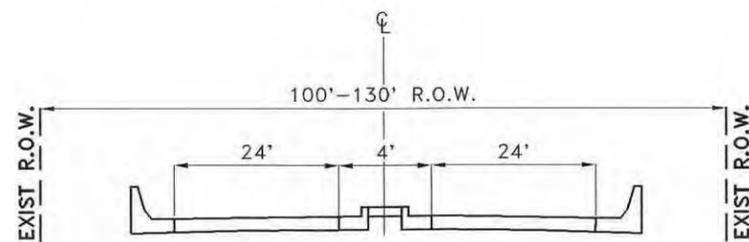




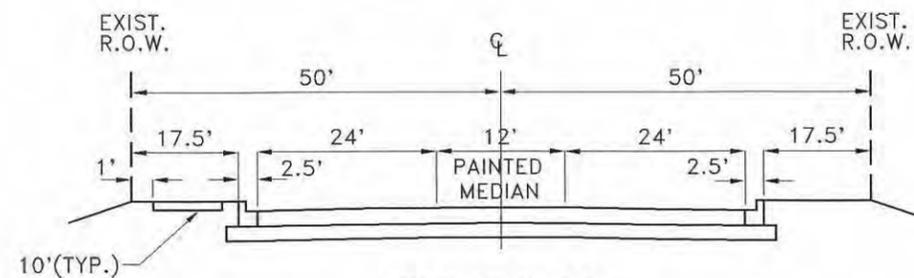
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

* CONSOLIDATE DRIVEWAYS WHERE FEASIBLE



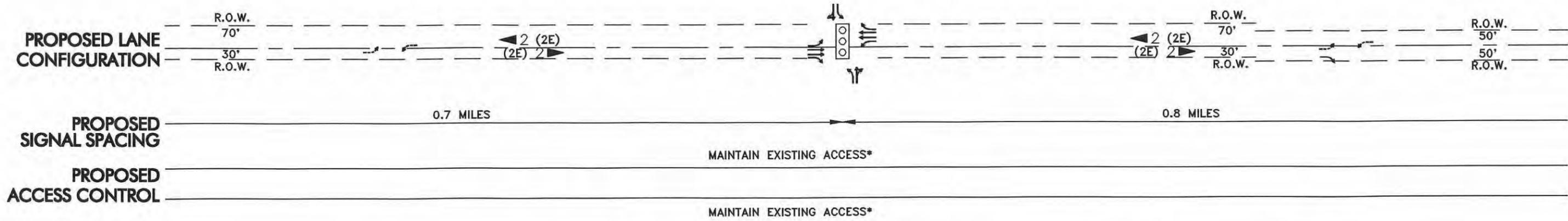
**SECTION S1-S1
OVER FOX RIVER**
RECOMMENDED CROSS SECTION



**SECTION A-A
IL ROUTE 31 TO KIRK 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



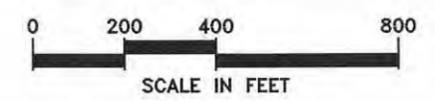
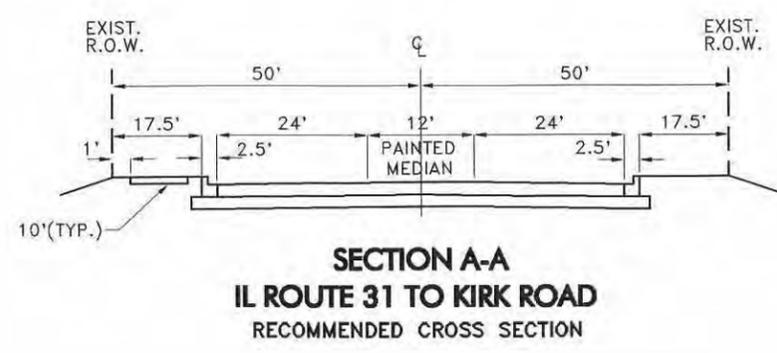
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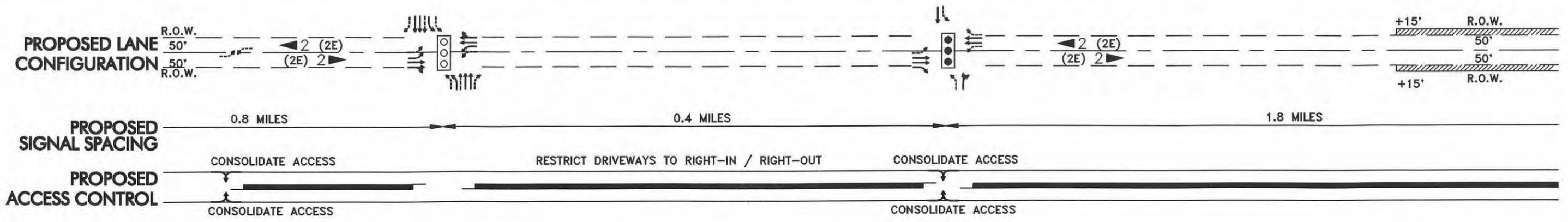
SEGMENT 1

* CONSOLIDATE DRIVEWAYS WHERE FEASIBLE

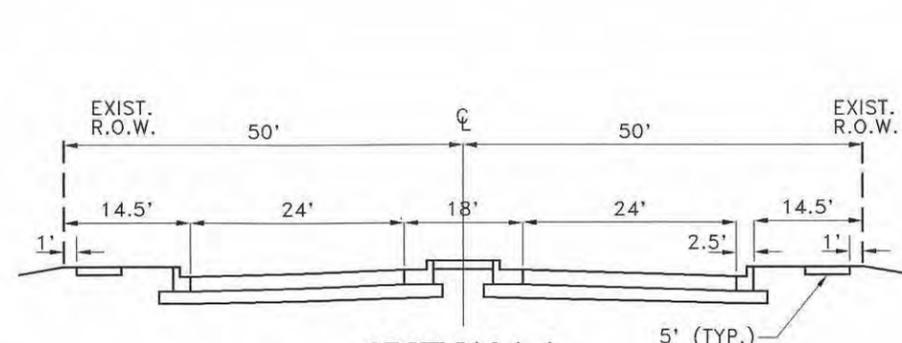
LEGEND

- 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

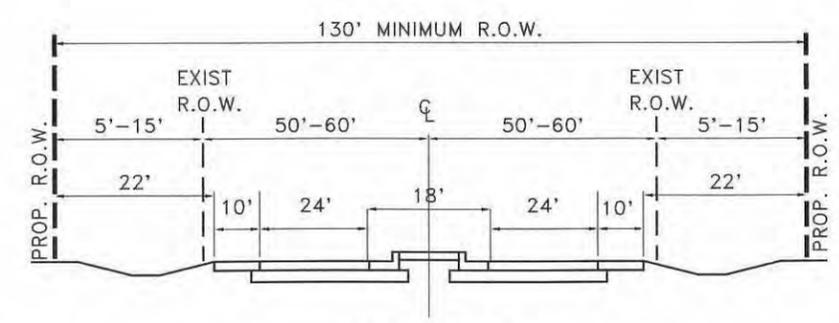




SEGMENT 2



SECTION A-A
 KIRK ROAD TO COUNTY LINE
 RECOMMENDED CROSS SECTION



SECTION B-B
 COUNTY LINE TO IL ROUTE 38
 RECOMMENDED CROSS SECTION

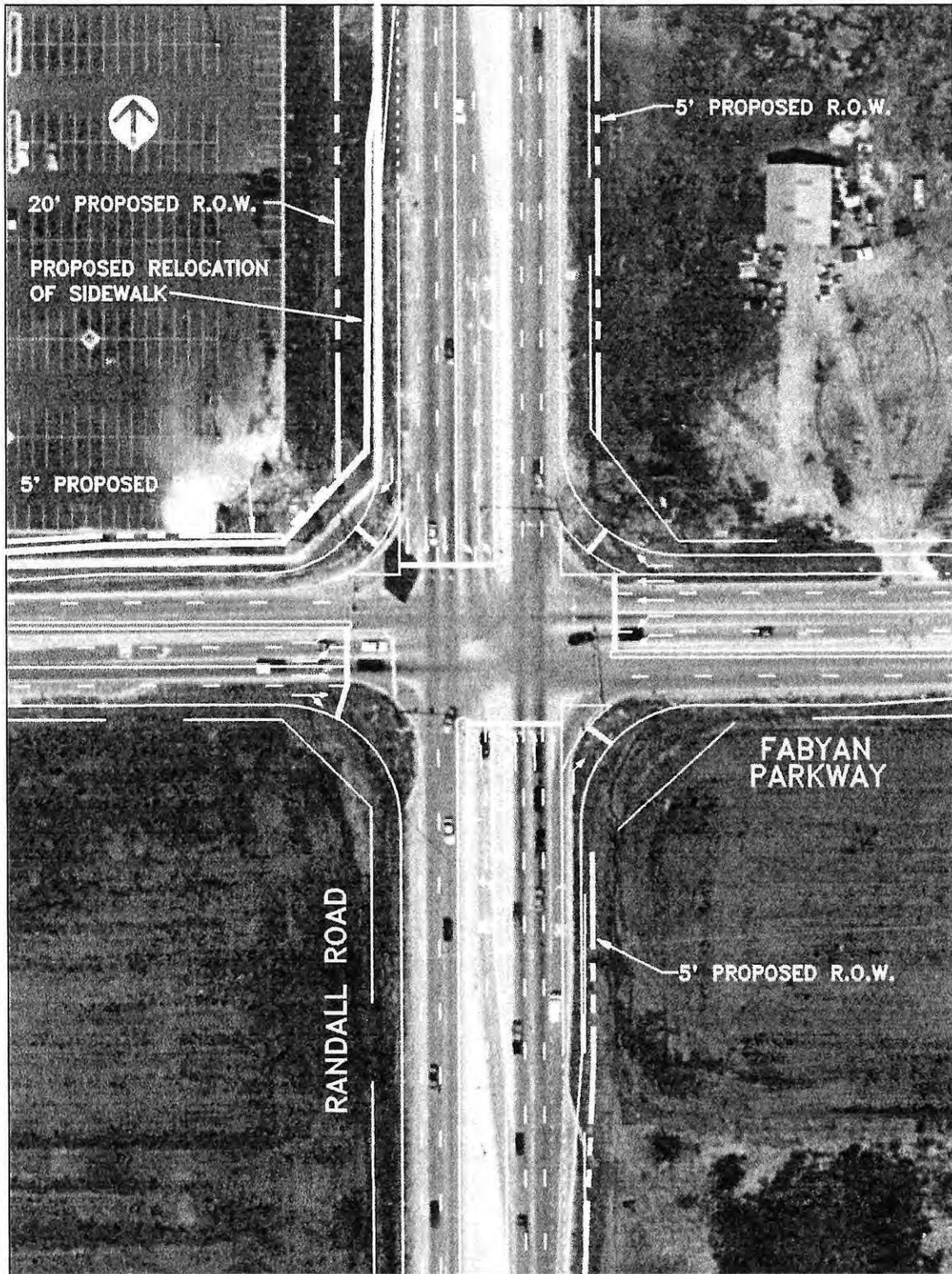
LEGEND

- 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 1

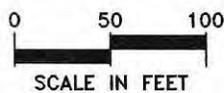
INTERSECTION DETAIL
Fabyan Parkway and Randall Road

Exhibit D-1



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.



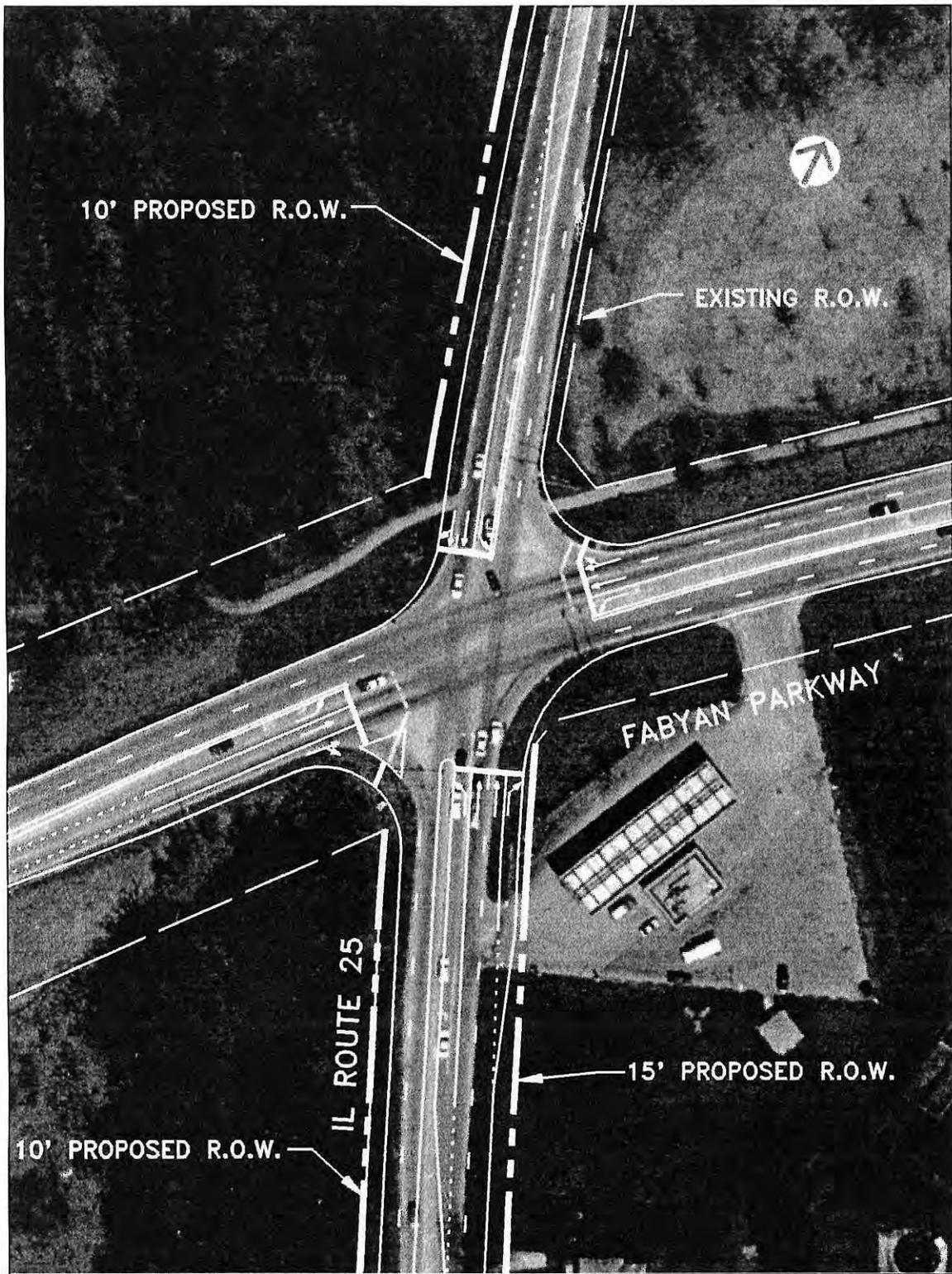
INTERSECTION DETAIL



Segment 1

INTERSECTION DETAIL
Fabyan Parkway and IL Route 25

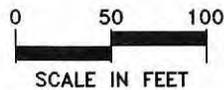
Exhibit D-2



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

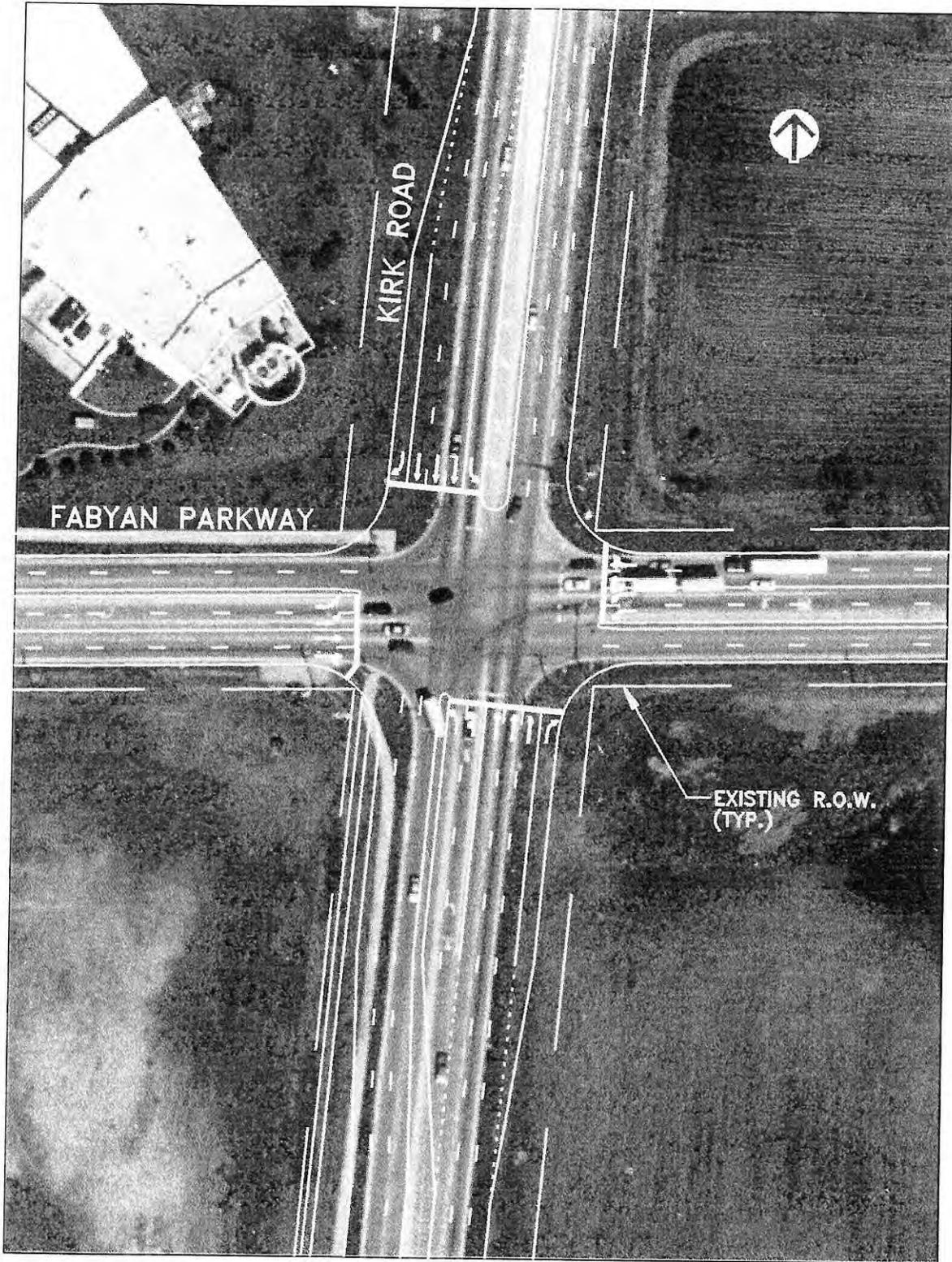
INTERSECTION DETAIL



Segment 1

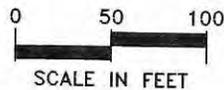
INTERSECTION DETAIL
Fabyan Parkway and Kirk Road

Exhibit D-3



LEGEND

- — — — — EXISTING R.O.W.
- — — — — PROPOSED R.O.W.



INTERSECTION DETAIL



Segment 2
Fabyan Parkway: Kirk Road to Roosevelt Road

3.2 Segment 2: Fabyan Parkway - Kirk Road to IL Route 38 (Roosevelt Road)

3.2.1 Location

Segment 2 extends along Fabyan Parkway from Kirk Road to IL Route 38 (Roosevelt Road). The segment is approximately 2.5 miles in length and is located in the City of West Chicago, unincorporated Kane County, and unincorporated DuPage County. (See Figure 3.1)

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-4 through A-6.

Right-of-Way - The right-of-way in this segment is 100 feet to 120 feet in width.

Roadway Characteristics - Through Kane County, the existing pavement width is 52 feet wide with two 12-foot through lanes in each direction separated by a four-foot painted median. B-6.24 curb and gutter is present along the roadway.

In DuPage County, the pavement width narrows to one 12-foot lane in each direction with 6-foot aggregate shoulders.

Traffic Volumes - Kane County traffic counts indicate that the 1996 average annual daily traffic for this segment is 16,700 vpd.

Accidents - There are no high accident locations within this segment.

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

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment at Kirk Road and at IL Route 38 (Roosevelt Road). Existing lane configurations for these intersections are shown on Exhibits A-4 and A-6.

Structures - There are no structures located within this segment.

Transit - Currently, there is no mass transit service provided in Segment 2.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of Illinois Route 38/Fabyan Parkway are shown on Exhibits B-4 through B-6.

Lakes/Streams/Wetlands/Floodplains. A cluster of wetlands abuts both sides of Fabyan Parkway, east of Paramount Parkway. Another wetland is located adjacent to the north side of Fabyan Parkway, east of McChesney Road.

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 along this segment.

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

Prime Farmland. According to the Natural Resources Conservation Service, prime farmland abuts a majority of the SRA's Segment 2. Within the Kane County portion of this segment, prime farmland is planned for commercial and industrial uses by the City of Batavia. The DuPage County portion of Segment 2 is planned for a business park by the City of West Chicago (see Exhibits B-5 and B-6).

3.2.4 Existing Land Use Characteristics

Type and Intensity of Development. The majority of land adjacent to Fabyan Parkway, within Segment 2, is vacant or used for agriculture (see Exhibits B-4 through B-6). A single commercial use is located at the northeast corner of Fabyan Parkway and Kirk Road. A concentration of commercial, office and industrial uses flanks the SRA at the intersection with Paramount Parkway.

Planned Development. Vacant and agricultural lands between Kirk Road and the Kane County line are planned for commercial and industrial uses by the City of Batavia. The land between the county line and Illinois Route 38, on both sides of the SRA, is planned for a business park by the City of West Chicago.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibit C-4 through C-6.

Roadway - The recommended roadway cross section from Kirk Road to the county line is two 12-foot lanes in each direction, a 12-foot painted median and B-6.24 curb and gutter. The proposed typical section (Section A-A) is shown on Exhibit C-4. The proposed cross section east of the county line is two 12-foot lanes in each direction with an 18-foot barrier median, paved shoulders and open ditch drainage. The proposed typical section (Section B-B) for this area is shown on Exhibits C-4 through C-6.

Traffic Control/Intersection Configuration - Kane County is planning to signalize the intersection

of Fabyan Parkway with Paramount Parkway. Left turn lanes will be provided in all directions. A westbound right turn lane is recommended.

It is proposed to maintain the existing traffic signal at IL Route 38 (Roosevelt Road) with no change in existing auxiliary lane configuration except the addition of a second left turn lane on Westbound IL Route 38.

Another potential signal will be located along Fabyan Parkway at the proposed extension of Eola Road. Eola Road is a north-south roadway through DuPage County that presently terminates south of Fabyan Parkway. Feasibility studies are underway to determine an appropriate corridor to extend this roadway through the Fermilab property to connect it to Kress Road at IL Route 38.

Access Management - Much of the land along Fabyan Parkway in DuPage County is existing open space that has the potential to be developed in the future. Barrier medians are recommended to control access and consolidate it to a few channelized locations.

Transit - There is no existing fixed route bus service in this segment.

3.2.6 Right-of-Way Requirements

The proposed cross section will fit within the existing right-of-way in Kane County other than the possible need for temporary grading easements. A total right-of-way width of 130 feet is needed in DuPage County to provide room for shoulders and open ditch drainage. This will require an additional five to fifteen-foot of right-of-way on each side of the existing roadway.

3.2.7 Environmental Considerations

Between five and fifteen feet of right-of-way acquisition along Fabyan Parkway, east of the Kane/DuPage County line, would impact the prime agricultural land within Segment 2. Right-of-way acquisition on the north side of the SRA, east of the county line, may impact two wetland areas located adjacent to the existing Fabyan Parkway right-of-way (see Exhibits B-4 and B-6). Wetland areas should be delineated to determine the potential extent of impact.

3.2.8 Land Use Considerations

Segment 2, between Kirk Road and Illinois 38, would not require additional right-of-way west of the Kane-DuPage county line. East of the county line between five and 15 feet of additional right-of-way, on both sides of Fabyan Parkway, would be required to accommodate the recommended roadway improvements. Land use impacts from these improvements would be minimal. Only one commercial use on the south side of Fabyan would require a slight reduction in its front yard (see Exhibit B-5). Access consolidation and barrier medians are part of the recommended SRA improvements. A barrier median would prevent direct left turns into uses fronting onto the SRA,

except at planned full movement intersections. Future access and setbacks along the portion of this segment planned for business park should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.1.

3.2.10 Short Term/Low Cost Improvements

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

3.2.11 Ultimate (Post 2010) 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 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.2.12 Crossing SRA Routes

There are no crossing SRA Routes within this segment.

**Table 3.2.1
Construction Cost Estimate
Segment 2 - Kirk Road to Roosevelt Road**

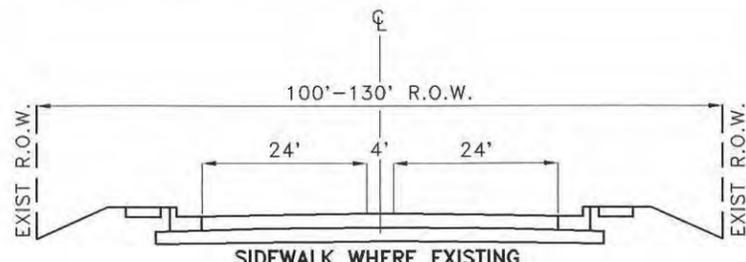
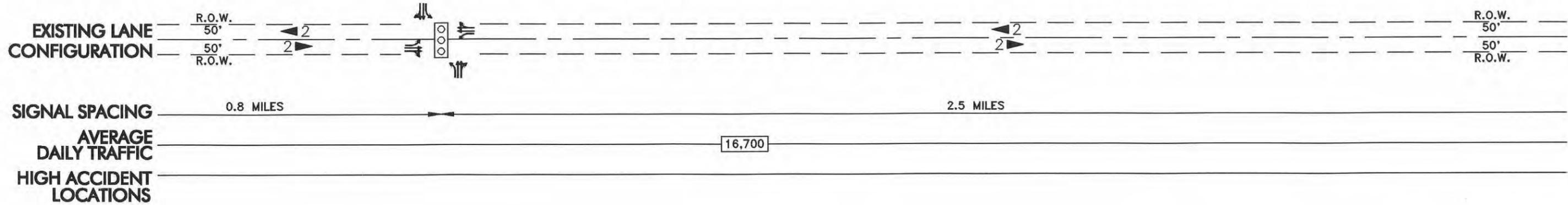
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$3,861,000
Intersection Improvements	\$1,775,000
Right-of-Way Acquisition	\$209,000
Total - Recommended Improvements	\$5,845,000

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

Segment 2
Fabyan Parkway: Kirk Road to Roosevelt Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-4, A-5 and A-6

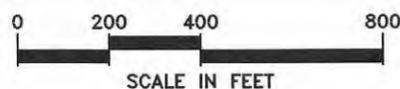


SECTION A-A
IL ROUTE 25 TO KANE/DUPAGE COUNTY LINE

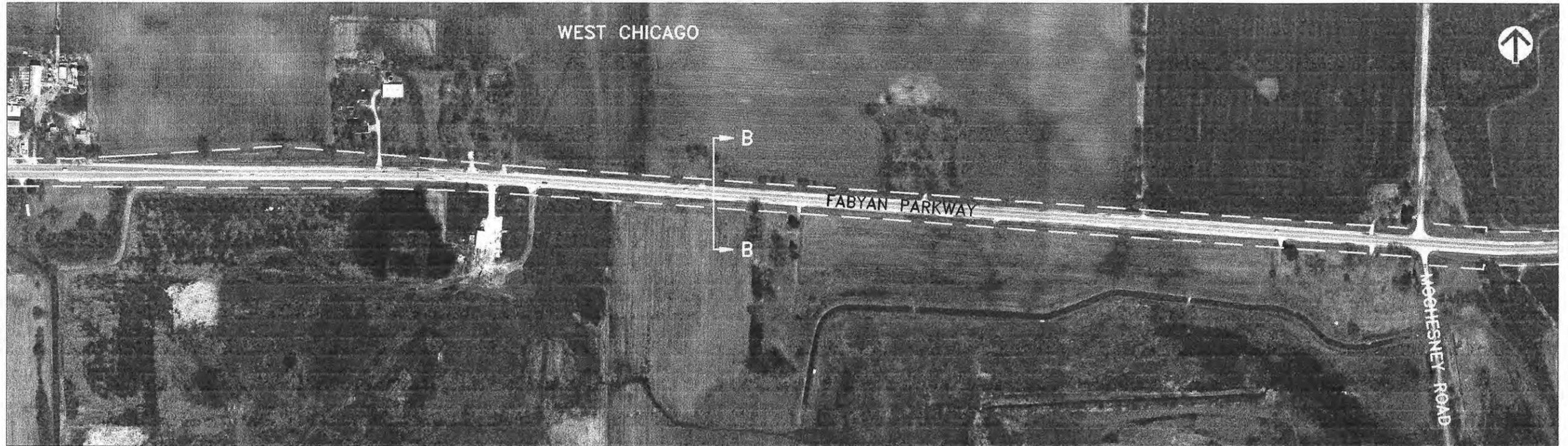
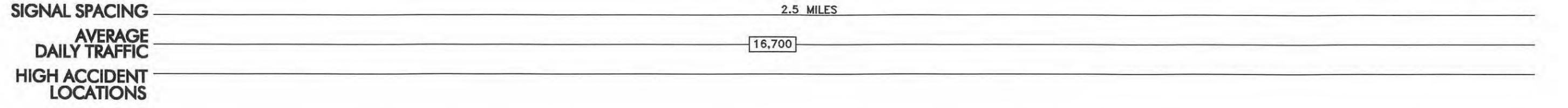
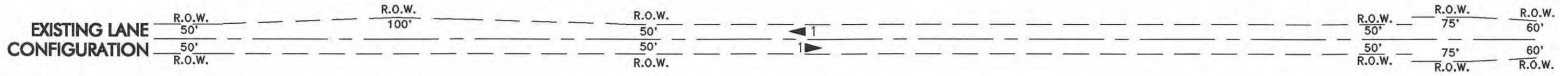
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES

Illinois Department of Transportation

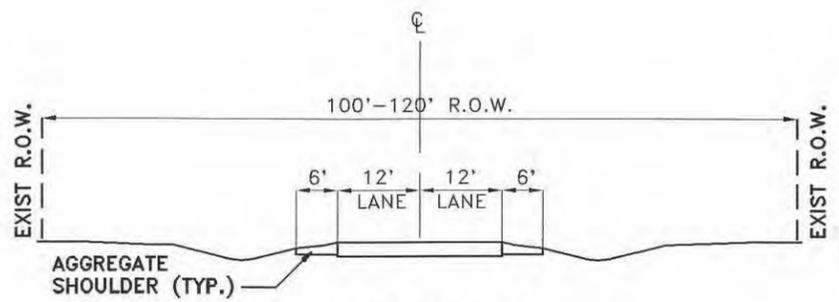
Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



SRA Strategic Regional Arterial Planning Study
IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-4

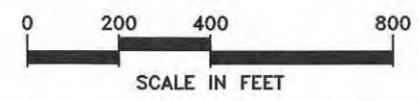


DATE OF PHOTOGRAPHY: APRIL 14, 1995

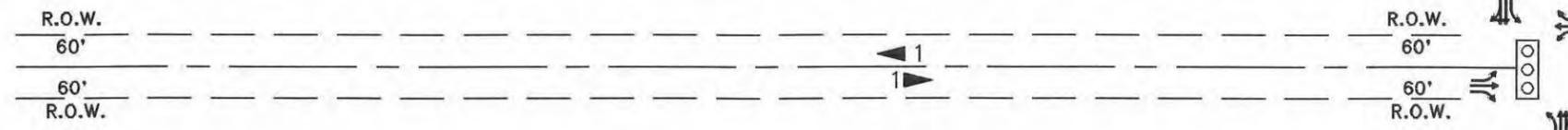


LEGEND

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



EXISTING LANE CONFIGURATION



SIGNAL SPACING

2.5 MILES

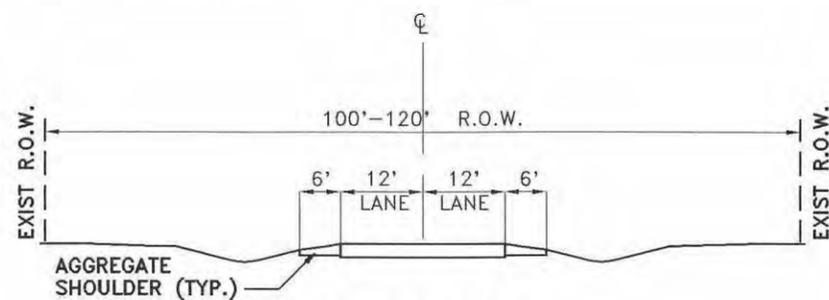
AVERAGE DAILY TRAFFIC

16,700

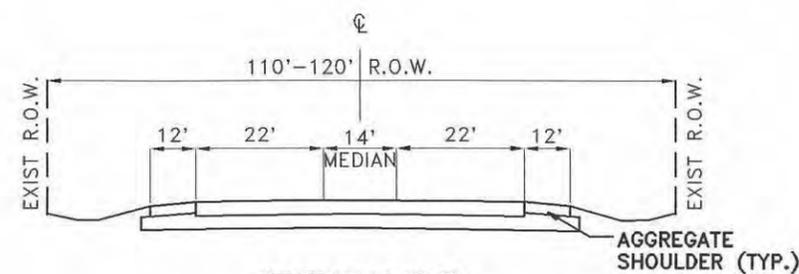
HIGH ACCIDENT LOCATIONS



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION B-B
FABYAN PARKWAY
KANE/DUPAGE COUNTY LINE TO IL ROUTE 38



SECTION C-C
IL ROUTE 38
FABYAN PARKWAY TO PEARL ROAD

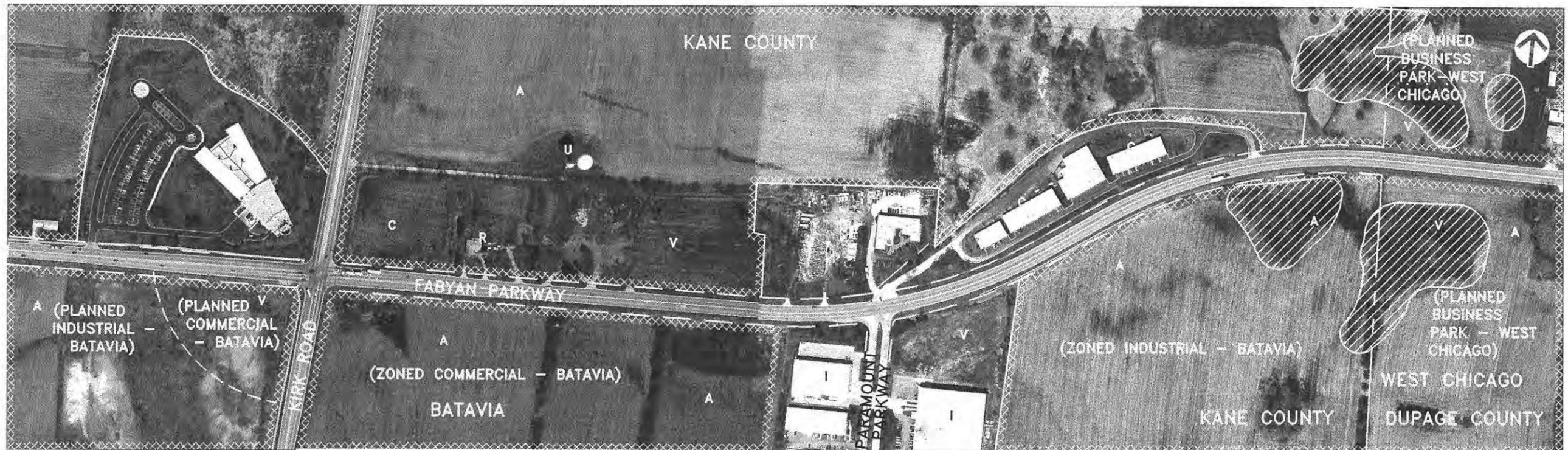
LEGEND

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

Segment 2
Fabyan Parkway: Kirk Road to Roosevelt Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-4, B-5 and B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

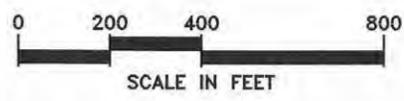
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

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

Illinois Department of Transportation

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



SRRA *Strategic Regional Arterial Planning Study*
IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-4

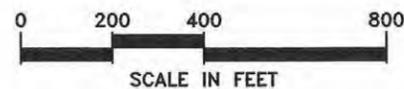


DATE OF PHOTOGRAPHY: APRIL 14, 1995

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



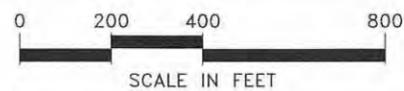


DATE OF PHOTOGRAPHY: APRIL 14, 1995

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
+	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

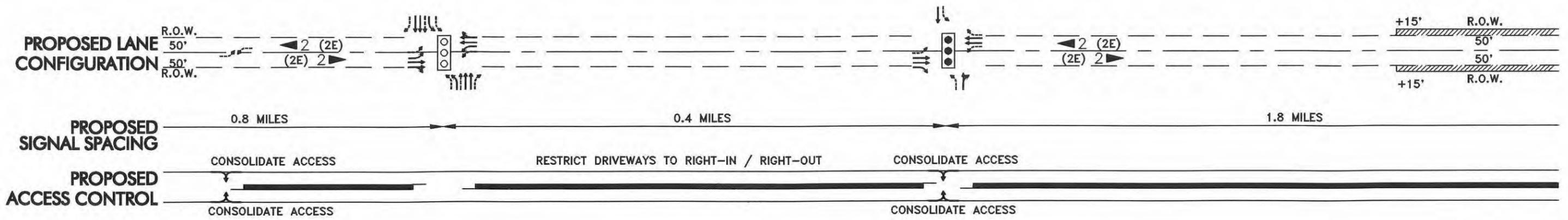
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Segment 2
Fabyan Parkway: Kirk Road to Roosevelt Road

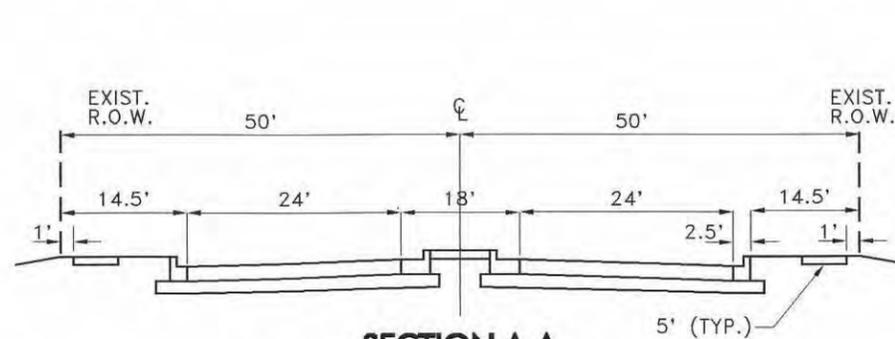
RECOMMENDED PLAN

Exhibits C-4, C-5 and C-6



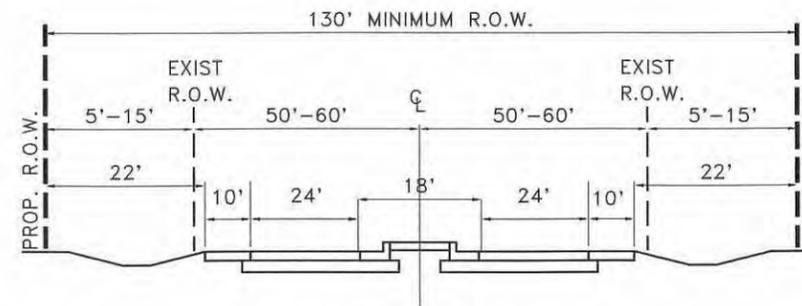
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION A-A
 KIRK ROAD TO COUNTY LINE

RECOMMENDED CROSS SECTION

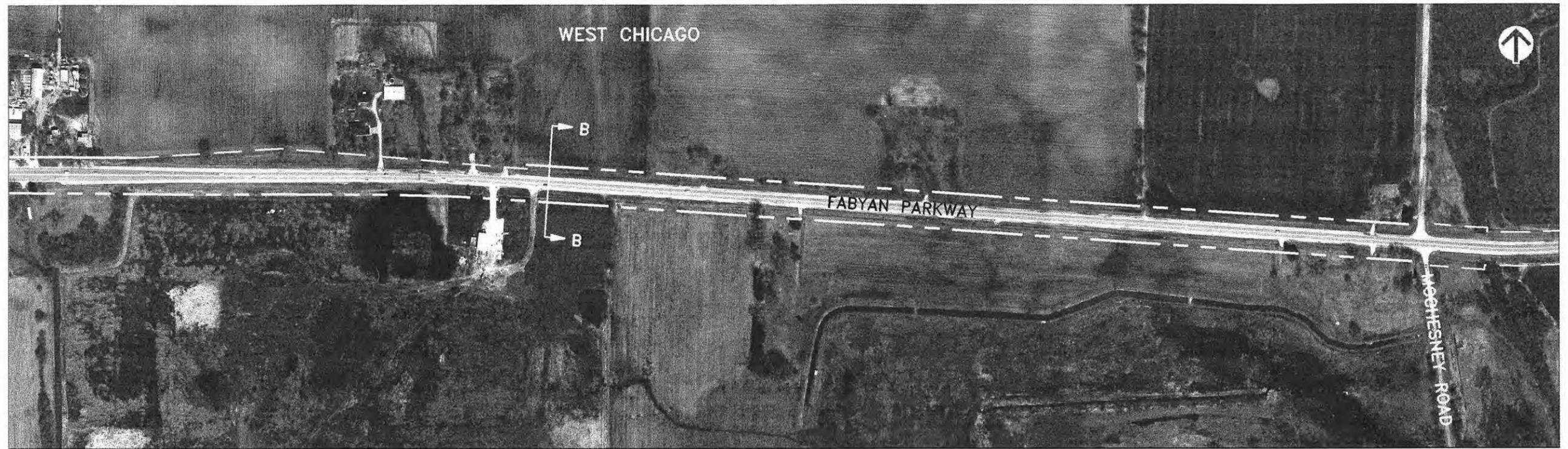
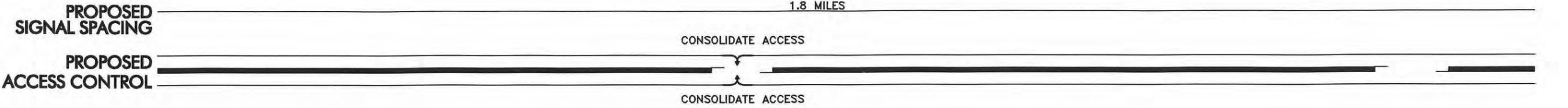
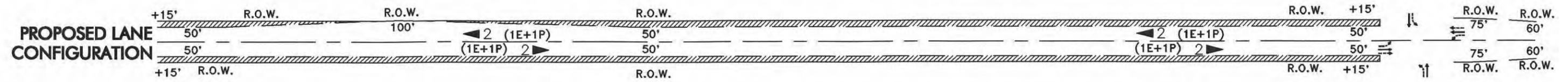


SECTION B-B
 COUNTY LINE TO IL ROUTE 38

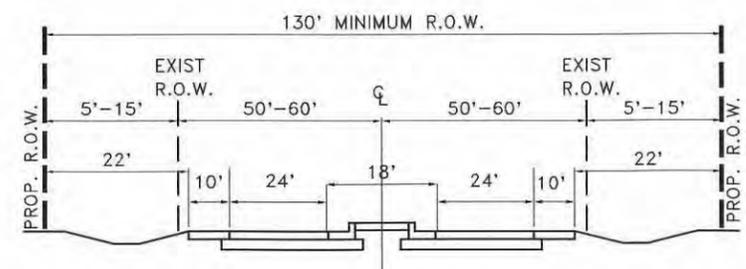
RECOMMENDED CROSS SECTION

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 2

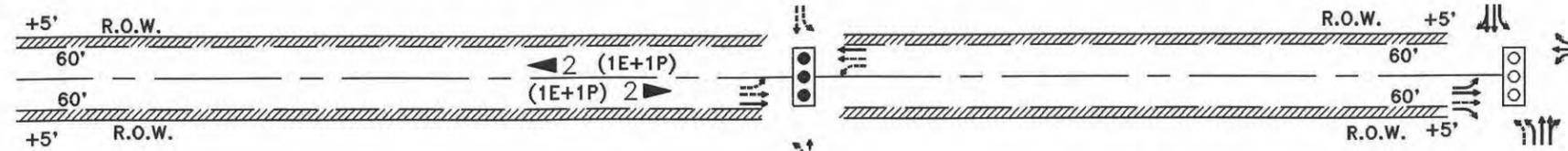


SECTION B-B
COUNTY LINE TO IL ROUTE 38
RECOMMENDED CROSS SECTION

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

PROPOSED LANE CONFIGURATION

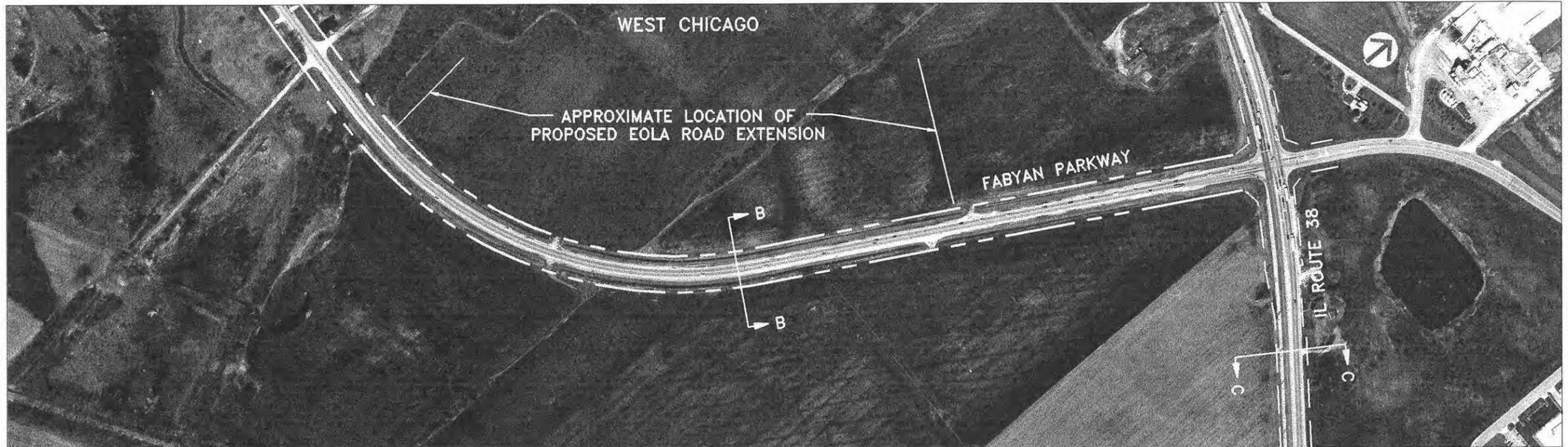


PROPOSED SIGNAL SPACING

1.8 MILES

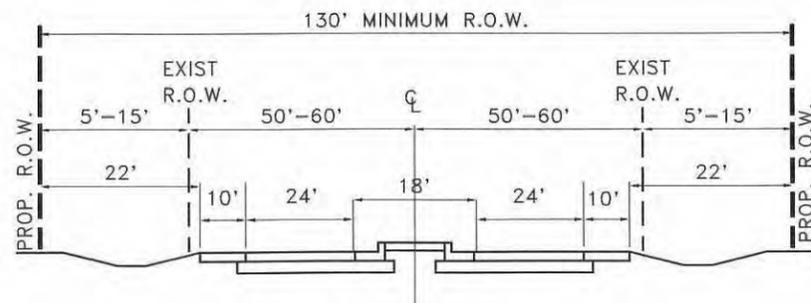
0.3 MILES

PROPOSED ACCESS CONTROL

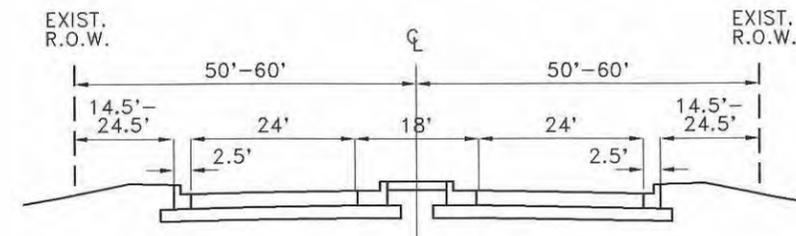


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION B-B
COUNTY LINE TO IL ROUTE 38
RECOMMENDED CROSS SECTION



SECTION C-C
FABYAN PKWY. TO WINFIELD ROAD
RECOMMENDED CROSS SECTION

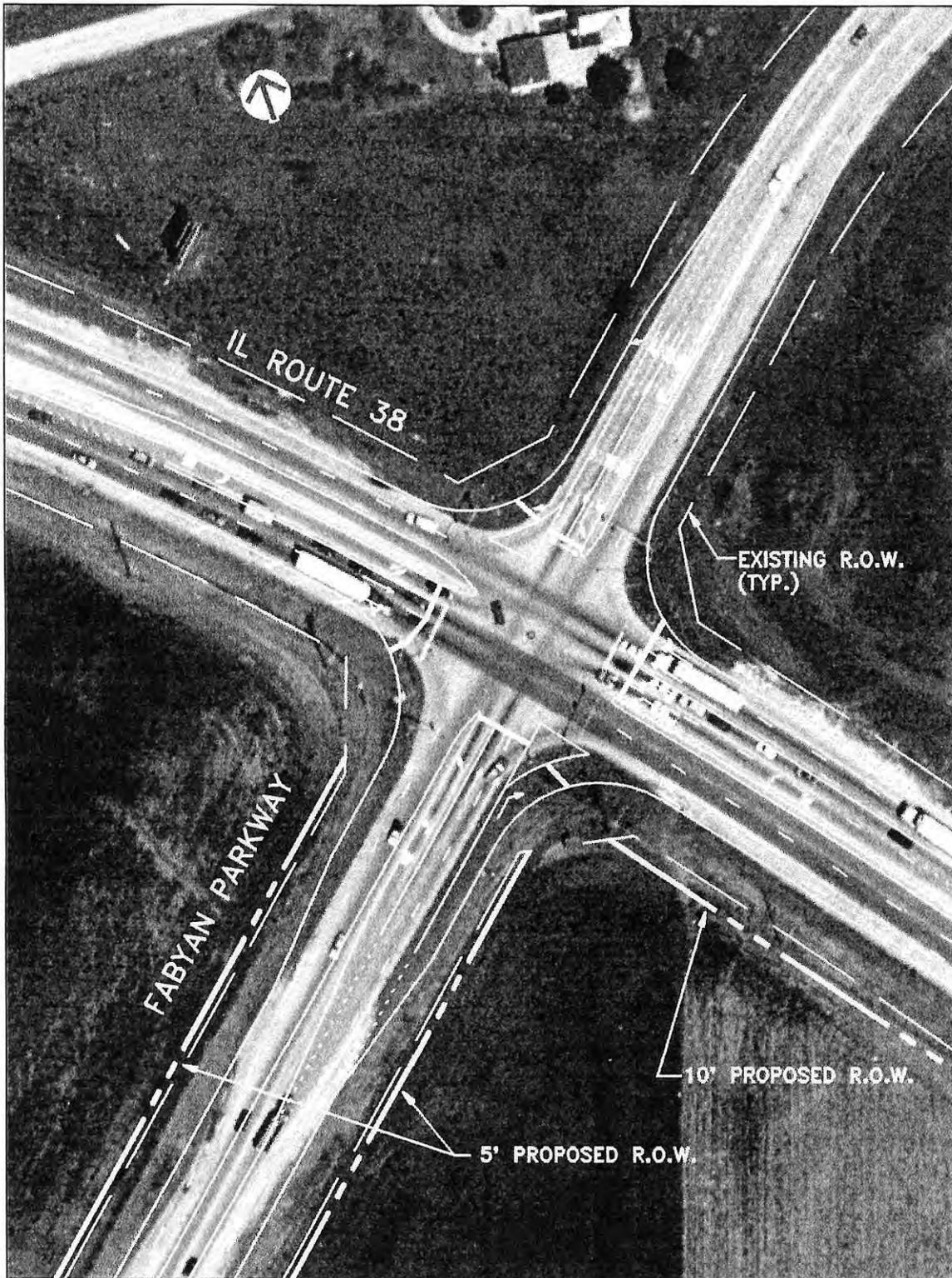
LEGEND

- 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 2

INTERSECTION DETAIL
Fabyan Parkway and IL Route 38

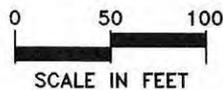
Exhibit D-4



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



Segment 3
IL Route 38: Fabyan Parkway to Winfield Road

3.3 Segment 3: Roosevelt Road: Fabyan Parkway to Winfield Road

3.3.1 Location

Segment 3 extends along IL Route 38 from Fabyan Parkway to Winfield Road (see Figure 3.1). The segment is approximately 4.3 miles in length and is located in the City of West Chicago, unincorporated DuPage County, and the Village of Winfield.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-6 through A-10.

Right-of-Way - The existing right-of-way in this segment varies from 100 to 120 feet in width.

Roadway Characteristics - From Fabyan Parkway to Pearl Road, the existing pavement width is 58 feet with two 11-foot through lanes in each direction, a 14-foot painted median, and 12-foot gravel shoulders.

At Pearl Road, the shoulders transition to curb and gutter. From Joliet Street to Winfield Road, the roadway is 40 feet wide, with two 10-foot lanes in each direction and 8-foot aggregate shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 25,100 vpd near Joliet Street to 19,200 vpd near Winfield Road.

Accidents - There are two high accident locations in this segment. A quarter mile section of IL Route 38 near Joliet Road is a high accident segment and the intersection of IL Route 38 with Winfield Road is a high accident location.

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

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment at Joliet Street and Winfield Road. The intersection of Joliet Street with IL Route 38 has a separate right turn lane on eastbound IL Route 38. The existing lane configuration is shown in Exhibit A-8. The intersection of Winfield Road has left turn lanes and two through lanes in all directions with an exclusive northbound right turn lane. The existing lane configuration is shown in Exhibit A-10.

Structures - There are three structures located within this segment as shown in Table 3.3.1.

**Table 3.3.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
022-0021	E.J.& E. Railroad	IL Route 38	-	58'	20'-EB 20'-WB	14'2"
022-0036	IL Route 59	IL Route 38	80'	72'	60'	14'2"
022-0022	IL Route 38	W. Branch DuPage River	67.2'	127.8'	66'	N/A

Transit - Currently, there is no fixed bus route service in Segment 3. The Union Pacific/Metra West Line parallels IL Route 38 and its nearest station location is west of IL Route 59 in West Chicago. This is approximately a mile away from the SRA route.

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of Illinois Route 38 are shown on Exhibits B-6 through B-10.

Lakes/Streams/Wetlands/Floodplains. Illinois Route 38 crosses Kress Creek and its associated floodplain and wetlands, east of Town Road. The SRA also crosses the West Branch of the DuPage River and its associated floodplain, east of Illinois Route 59. Wetlands occur adjacent to the north side of the SRA, west of Wegner Drive, in the City of West Chicago, and west of Winfield Road in the Village of Winfield.

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

Hazardous Waste/LUST Sites. There are three leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located on the south side of Illinois Route 38. These sites are within the City of West Chicago.

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

Prime Farmland. Prime farmland is located adjacent to portions of the south side of the SRA, west of Town Road. These lands are planned for business park development by the City of West Chicago (see Exhibit B-7).

3.3.4 Existing Land Use Characteristics

Type and Intensity of Development. A variety of land uses occur in Segment 3 between Fabyan Parkway and Winfield Road (see Exhibits B-6 through B-10). A mixture of office, industrial and commercial uses are interspersed with vacant lands between Fabyan Parkway and Town Road. Two institutional uses, the Winfield Township garage and an agricultural research center, are located at Town Road and Illinois Route 38. Land uses between Town Road and the DuPage River are predominantly commercial uses with scattered vacant parcels. Land uses between the DuPage River and Winfield Road are predominantly single-family residential, with a cluster of multi-family apartments and a retail commercial center located on the south side of the SRA, east of Illinois Route 59. A small cluster of commercial uses is located at the intersection of the SRA and Gary's Mill Road.

Planned Development. Vacant parcels along Illinois Route 38, west of Joliet Street, are planned for business park development by the City of West Chicago. Vacant lands between Joliet Street and Illinois Route 59 have been planned for office and residential uses by the City of West Chicago.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-6 through C-10.

Roadway - The recommended cross section consists of two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter in a 100-foot minimum right-of-way. The recommended cross section (Section C-C) is shown on Exhibits C-6 through C-10. The 18-foot median allows for development of single left turn lanes at consolidated access points as required.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at the intersections of IL Route 38 with Joliet Street and Winfield Road. The lane geometrics will remain the same at Joliet Street. At Winfield Road, an eastbound right turn lane and an additional westbound left turn lane are recommended to accommodate the heavy turning movements in those directions.

A potential future traffic signal installation has been identified for the intersection of Town Road and IL Route 38. Construction of left turn lanes is recommended on Town Road.

It is recommended to align the main driveway of the car dealership and Bishop Street with each other to create a four-legged intersection on IL Route 38.

Access Management - It is recommended that unsignalized, full-access intersections with left turn channelization on IL Route 38 be provided at major residential collector streets. All other driveways will be restricted to right-in/right-out. Pearl Road will be restricted to right-in/right-out access.

Recommendations to improve the Gary's Mill Road intersection are made for safety reasons. Both sides of Gary's Mill Road should be realigned to meet IL Route 38 at ninety degree angles to form

two T-intersections. On the south leg, northbound left turns will be prohibited. The east T-intersection is recommended to be full access.

Structures - The existing structures in this segment will not require modification.

Transit - The Rail-Metra “Extra” Plan and the Regional 2010 Plan show the E.J.&E. Outer Circumferential Rail line intersecting IL Route 38 west of Joliet Street.

3.3.6 Right-of-Way Requirements

From Fabyan Parkway to Wegner Drive, ten feet of additional right-of-way will be required on the south side of the roadway to achieve a 120-foot right-of-way width. West of Winfield Road, ten feet of additional right-of-way will be needed to accommodate the eastbound right turn lane. The remaining cross section will fit in the existing right-of-way.

3.3.7 Environmental Considerations

Ten feet of right-of-way acquisition on the south side of IL Route 38, west of Winfield Road, will impact wetlands and mature trees located adjacent to the existing right-of-way (see Exhibit B-10). Grading associated with future SRA roadway improvements may impact adjacent wetlands and floodplain, between Town Road and the E.J.&E. railway within Segment 3. The LUST site identified between Joliet Street and IL Route 59 would not be impacted since there will not be right-of-way acquisition at this location.

3.3.8 Land Use Considerations

Recommended roadway improvements within Segment 3 would require minor right-of-way acquisition. Proposed acquisition includes 10 feet of right-of-way on the south side of IL Route 38, west of Wegner Drive (see Exhibit B-7). This acquisition may impact an outdoor storage and display area of a lumber yard.

Recommended roadway improvement plans throughout this segment include access consolidation and restriction of driveways to right-in and right-out. A proposed barrier median would prevent direct left turns into residences and many commercial uses fronting onto the SRA, except at planned full movement intersections. Proposed intersection improvements at Illinois 38 and Gary’s Mill Road will greatly improve safety and access to adjacent commercial uses.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.2.

3.3.10 Short Term/Low Cost Improvements

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

3.3.11 Ultimate (Post 2010) 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 2010 consideration. The roadway is currently restricted from any widening by the E.J.&E. Railroad. In concert with the reconstruction of the railroad bridge, a 6-lane structure opening should be considered to accommodate potential long-term improvements. Similar horizontal clearance considerations should be given when the IL Route 59 overpass structure is due to be reconstructed.

3.3.12 Crossing SRA Routes

IL Route 59 is a crossing SRA route in this segment. The IL Route 59 SRA Report, which was completed in May of 1993, recommended three through lanes in each direction for IL Route 59. Because IL Route 59 and IL Route 38 are grade-separated, this plan is not affected by the IL Route 38 recommendations.

**Table 3.3.2
Construction Cost Estimate
Segment 3 - Fabyan Parkway to Winfield Road**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$3,384,000
Intersection Improvements	\$700,000
Right-of-Way Acquisition	\$87,000
Total - Recommended Improvements	\$4,171,000

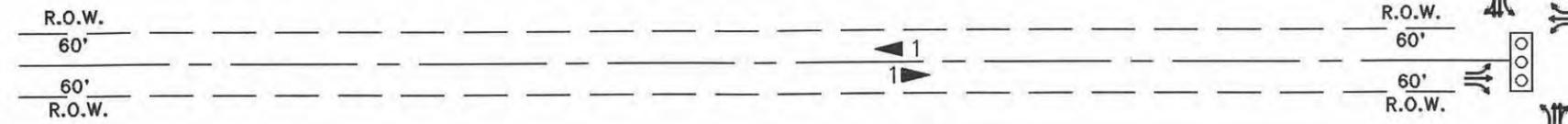
Note: This construction cost estimate is based on 1991 unit prices.

Segment 3
IL Route 38: Fabyan Parkway to Winfield Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-6, A-7, A-8, A-9 and A-10

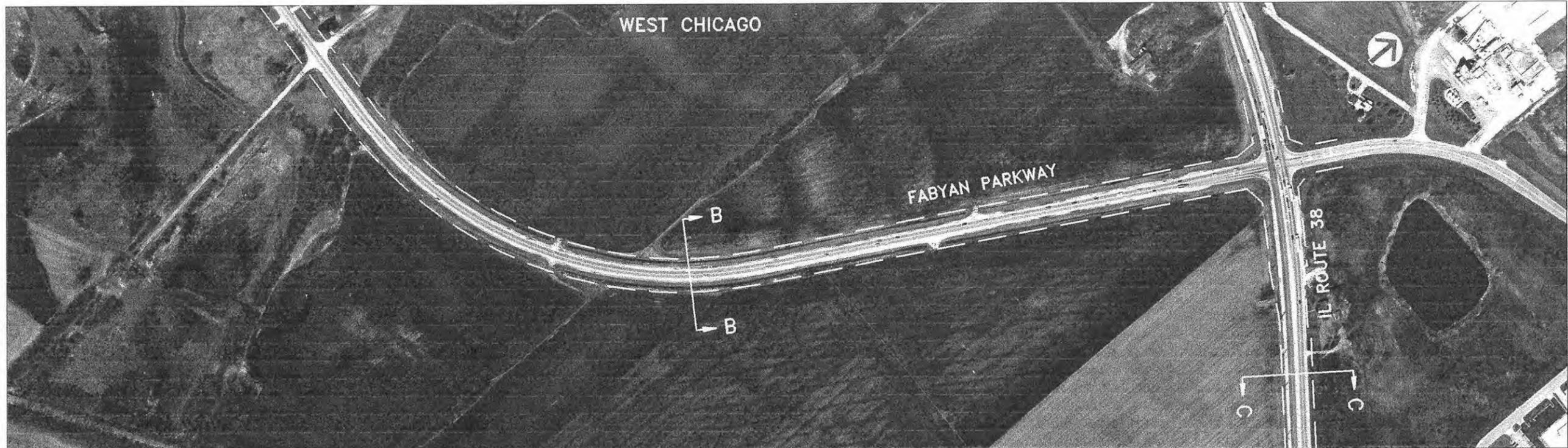
EXISTING LANE CONFIGURATION



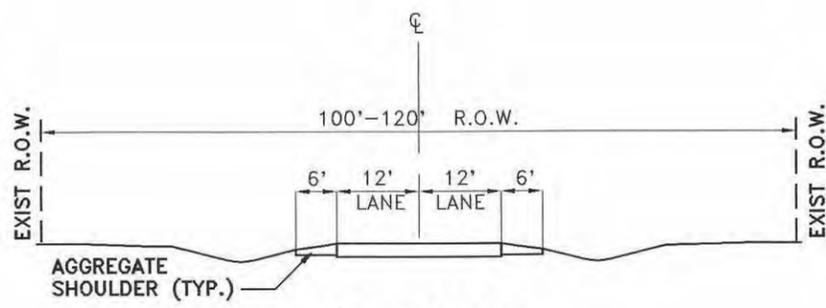
SIGNAL SPACING
AVERAGE DAILY TRAFFIC
HIGH ACCIDENT LOCATIONS

2.5 MILES

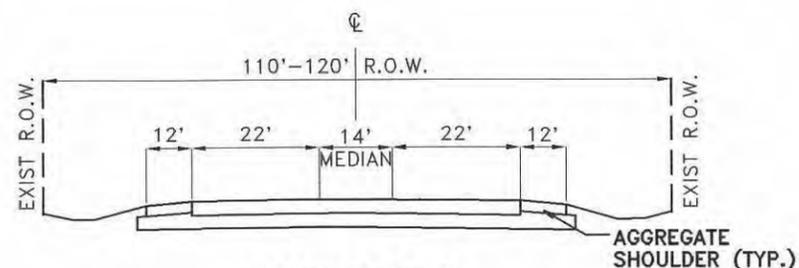
16,700



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION B-B
FABYAN PARKWAY
KANE/DUPAGE COUNTY LINE TO IL ROUTE 38



SECTION C-C
IL ROUTE 38
FABYAN PARKWAY TO PEARL ROAD

LEGEND

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

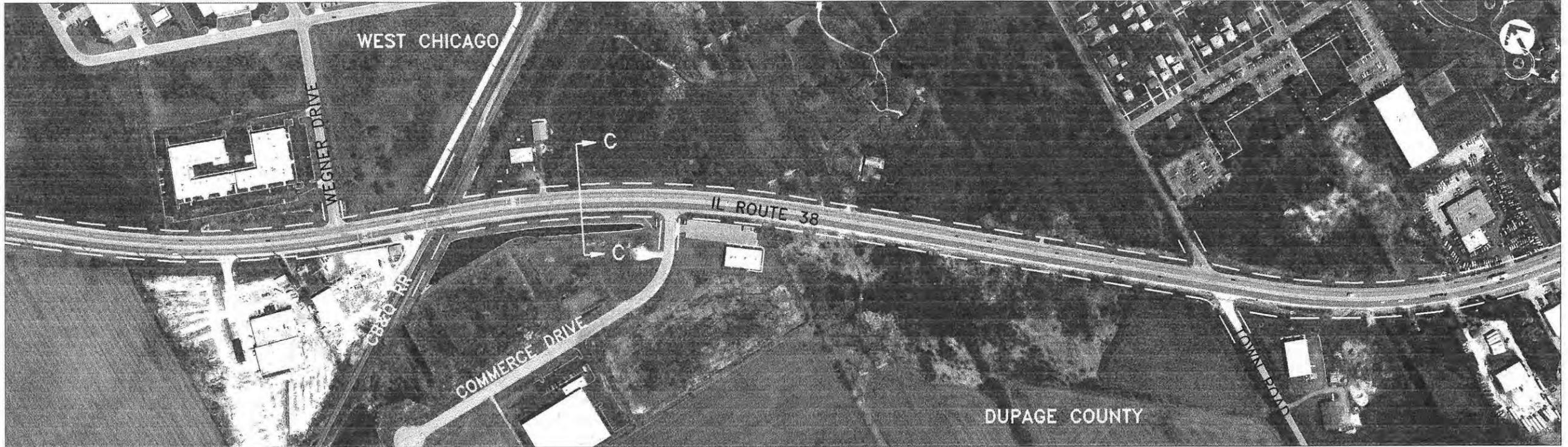
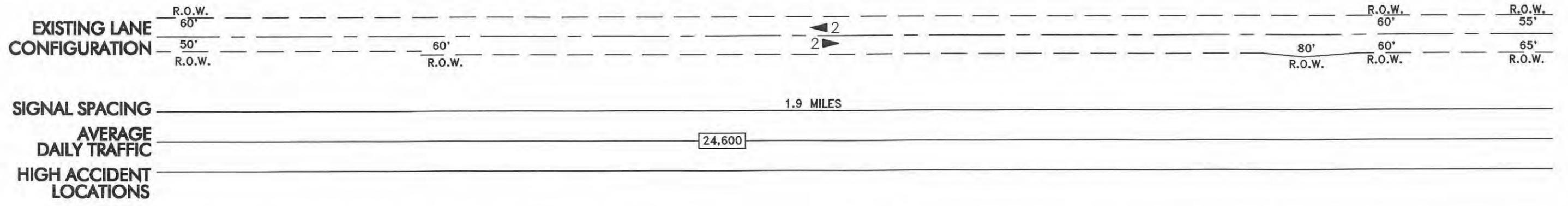
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

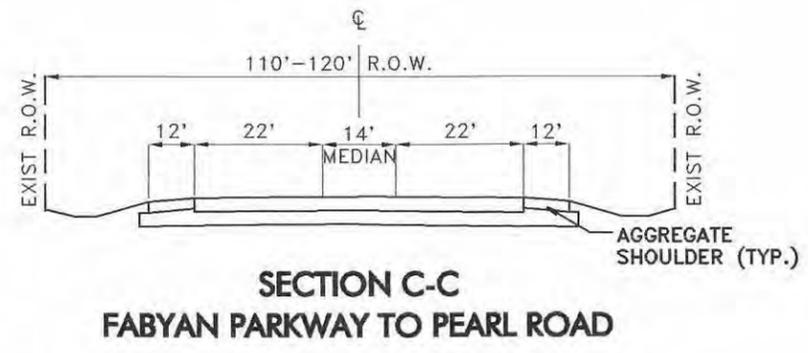
Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995



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

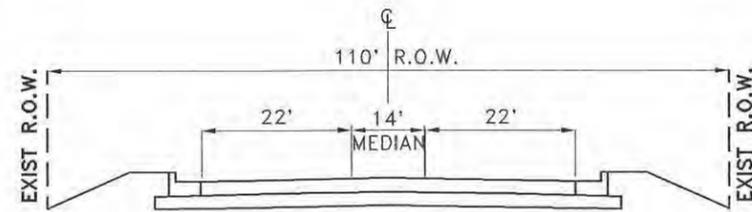
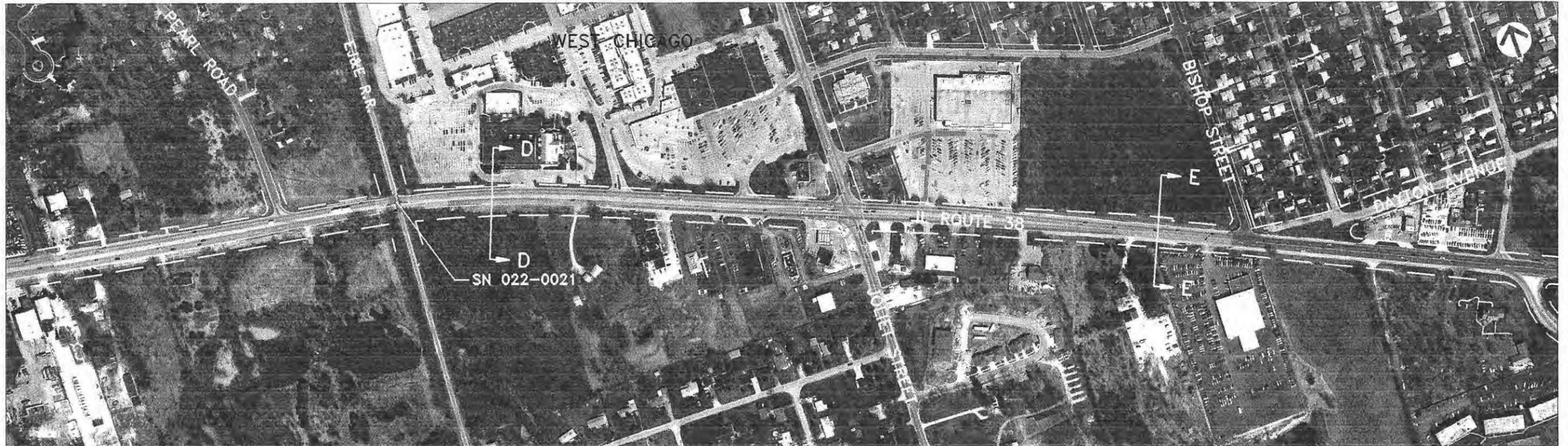
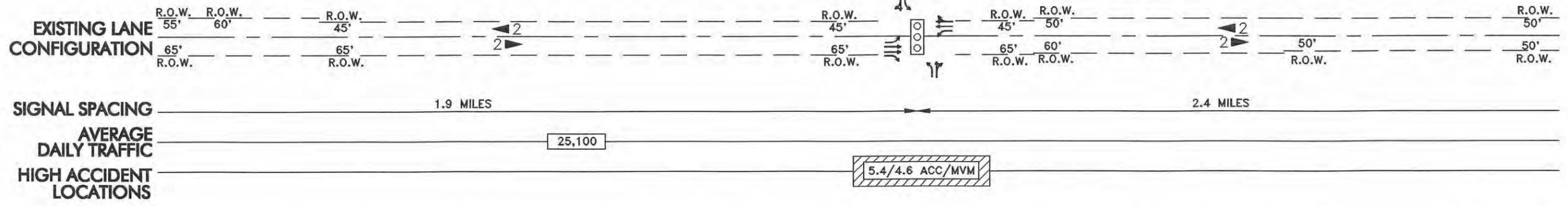
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

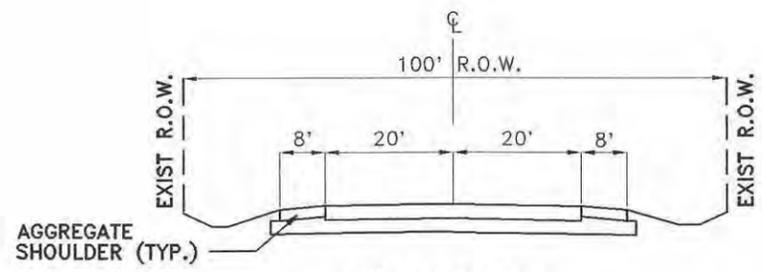
Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



**IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-7**

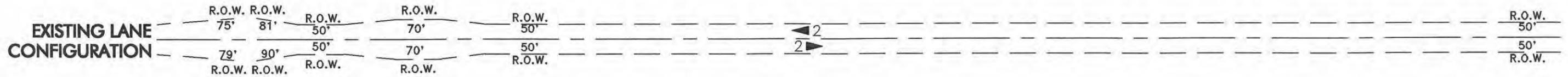


SECTION D-D
PEARL ROAD TO JOLIET STREET

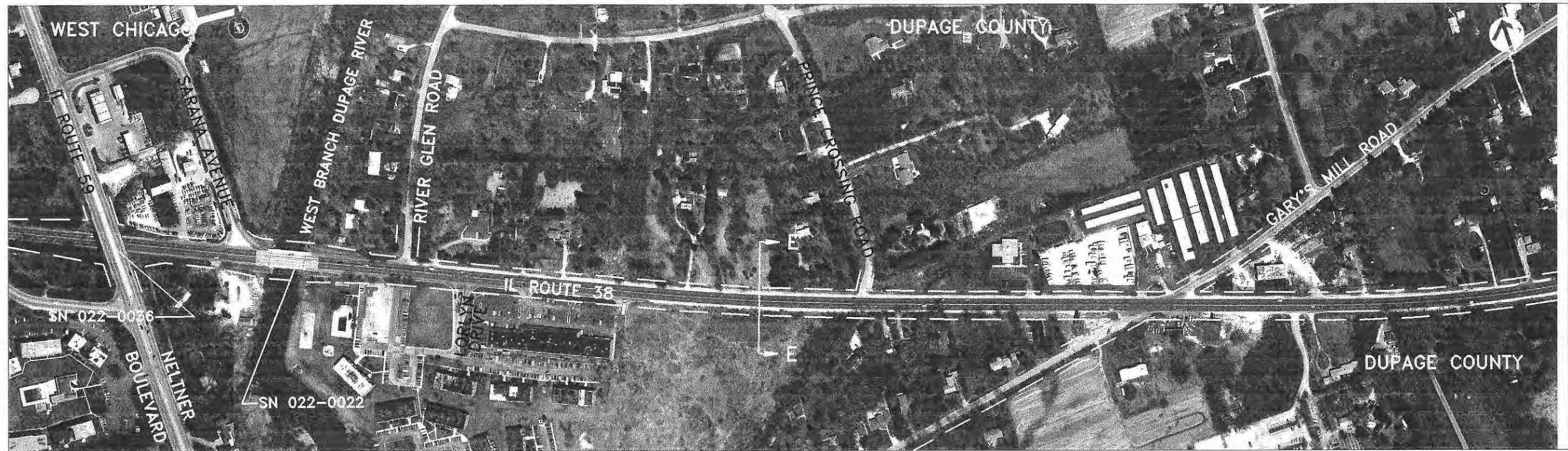


SECTION E-E
JOLIET STREET TO WINFIELD ROAD

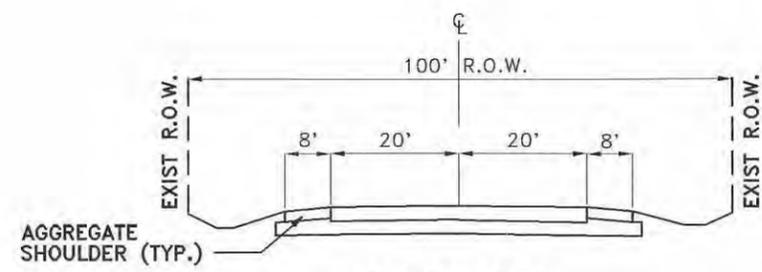
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES



SIGNAL SPACING	2.4 MILES
AVERAGE DAILY TRAFFIC	22,200
HIGH ACCIDENT LOCATIONS	21,200



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION E-E
JOLIET STREET TO WINFIELD ROAD

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

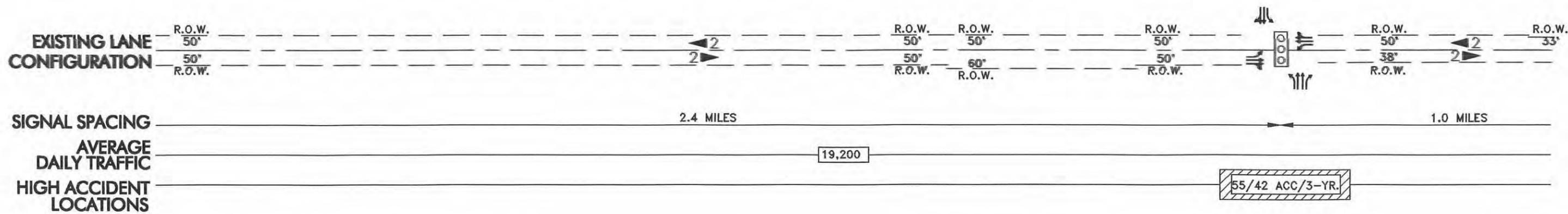
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

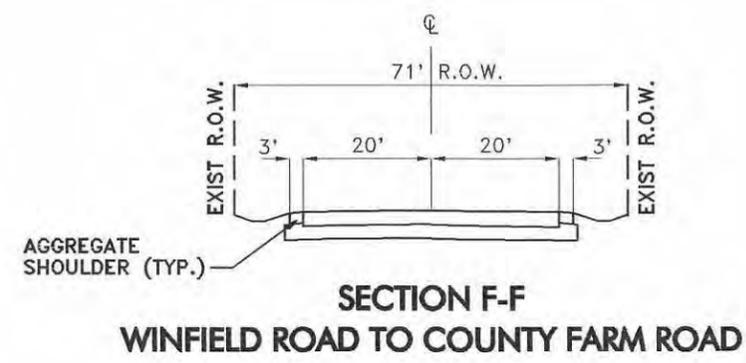
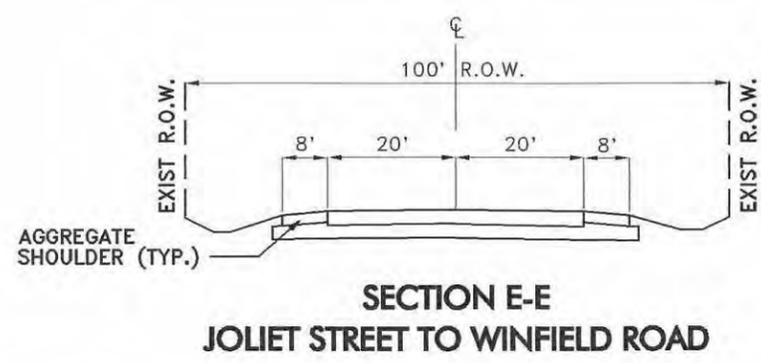
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 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995



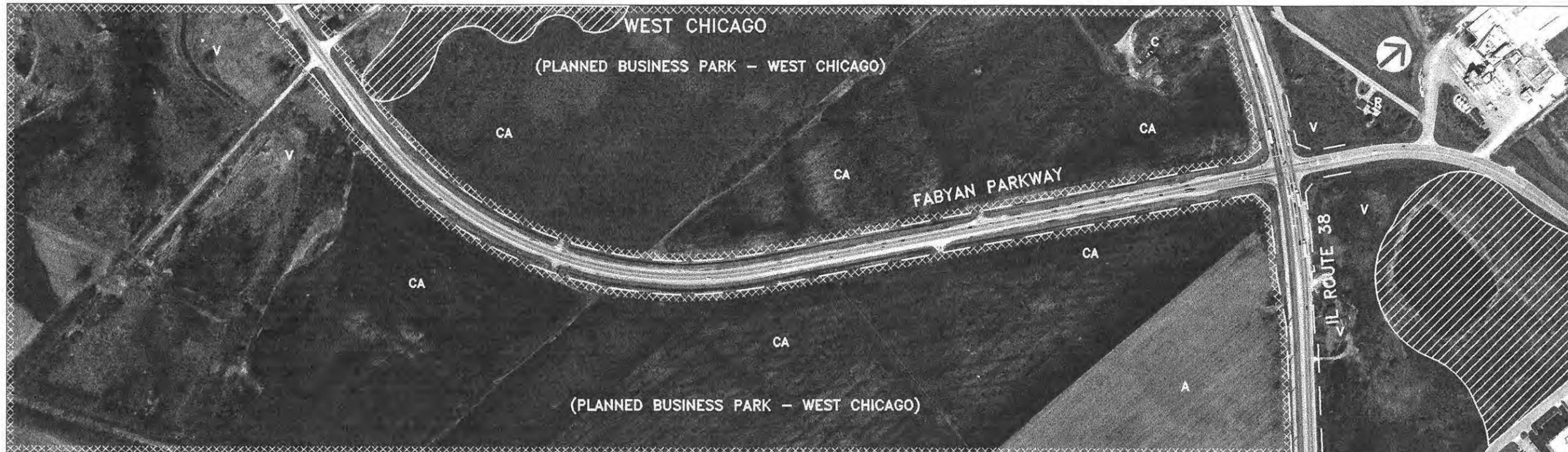
LEGEND

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

Segment 3
IL Route 38: Fabyan Parkway to Winfield Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-6, B-7, B-8, B-9 and B-10



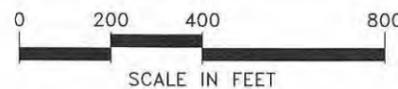
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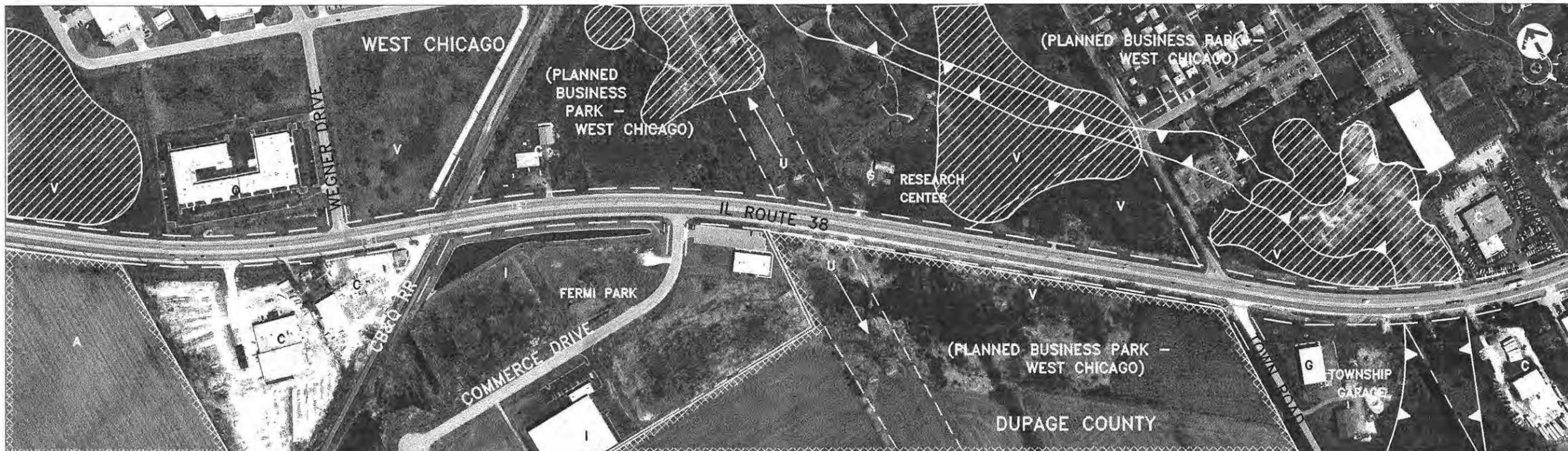
ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

- 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
- 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

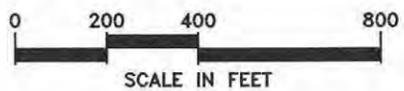
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- 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

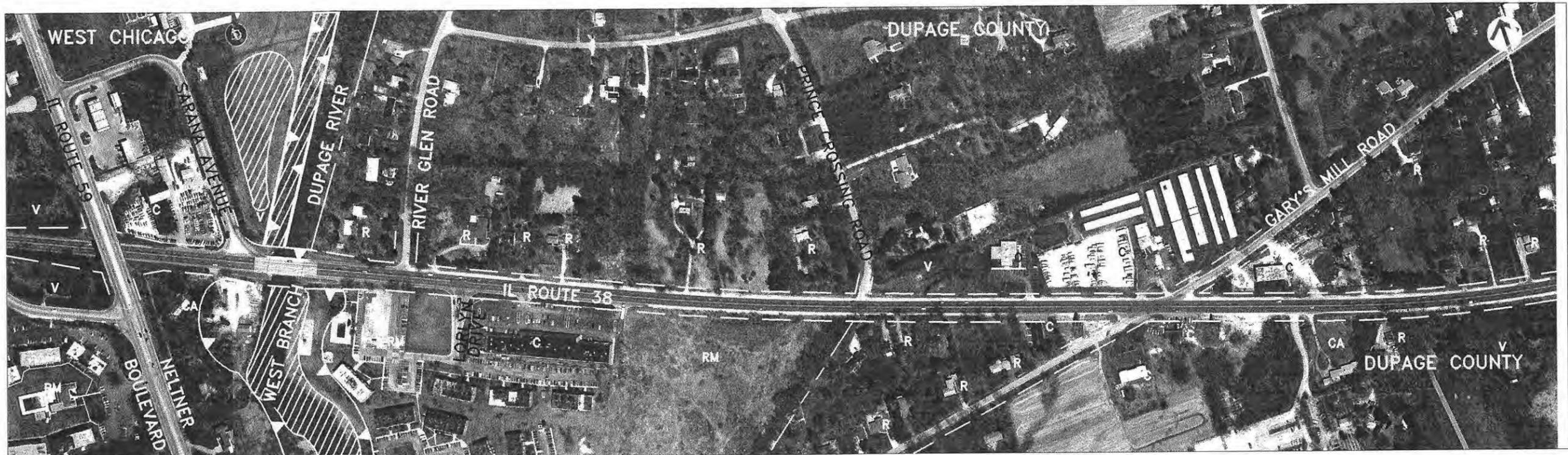
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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 38 / FABYAN PARKWAY
ENVIRONMENTAL CONDITIONS
EXHIBIT B-8



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.)
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 - T CHURCH/TEMPLE (NAME)
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 - 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
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- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

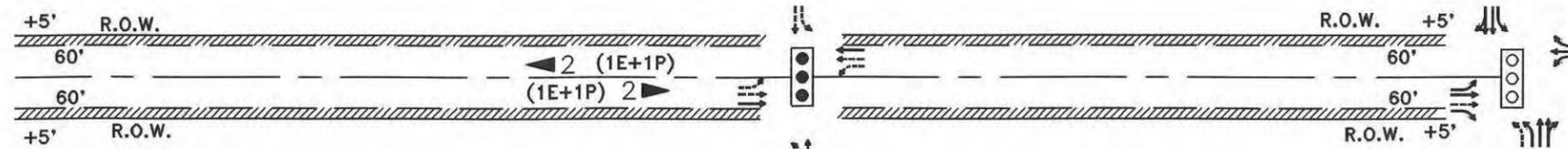
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Segment 3
IL Route 38: Fabyan Parkway to Winfield Road

RECOMMENDED PLAN

Exhibits C-6, C-7, C-8, C-9 and C-10

PROPOSED LANE CONFIGURATION



PROPOSED SIGNAL SPACING

1.8 MILES

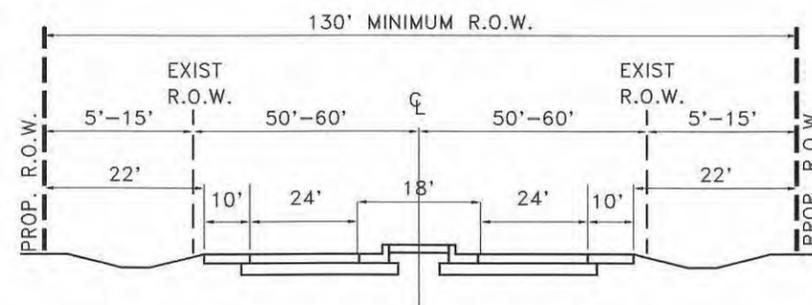
0.3 MILES

PROPOSED ACCESS CONTROL

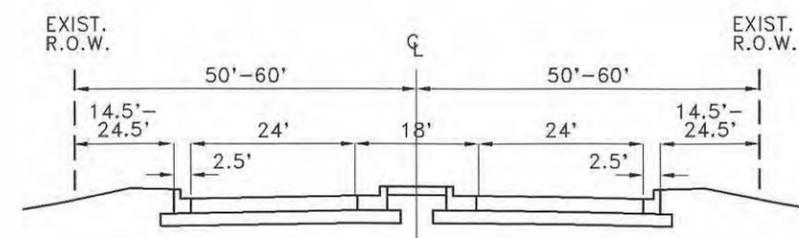


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



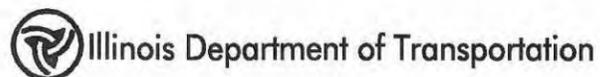
SECTION B-B
COUNTY LINE TO IL ROUTE 38
RECOMMENDED CROSS SECTION



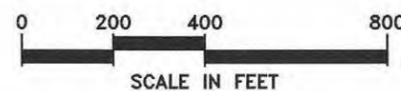
SECTION C-C
FABYAN PKWY. TO WINFIELD ROAD
RECOMMENDED CROSS SECTION

LEGEND

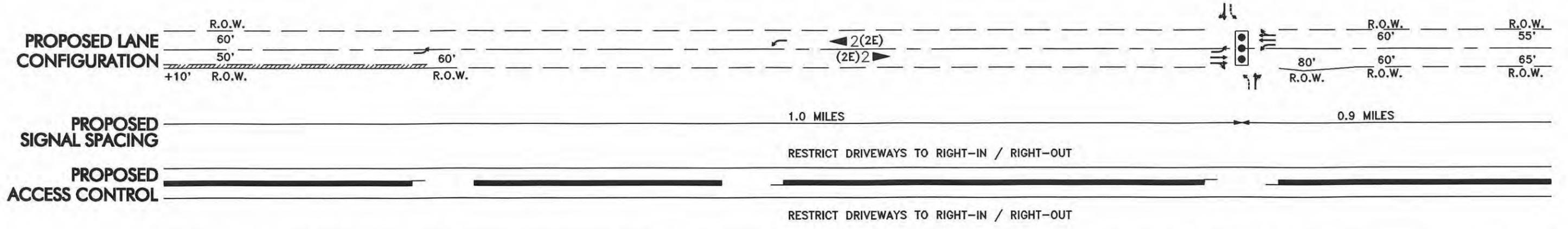
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - - FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



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In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

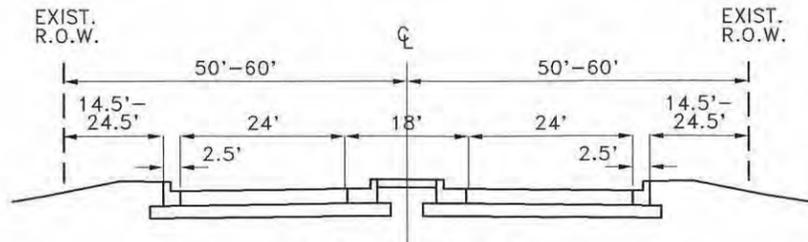


IL ROUTE 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

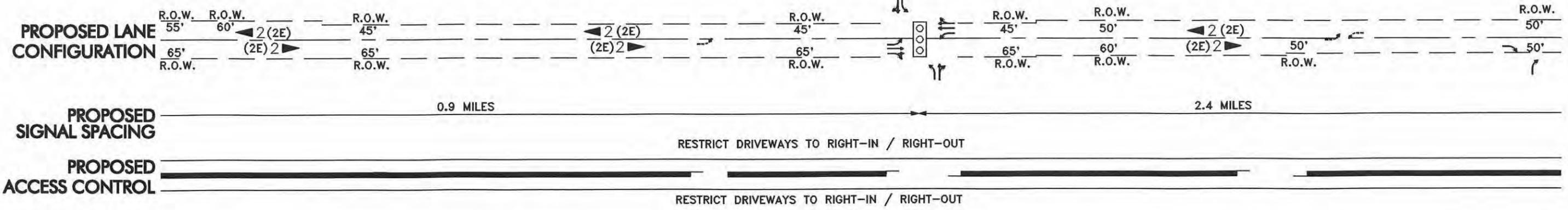


SECTION C-C
FABYAN PARKWAY TO WINFIELD ROAD

RECOMMENDED CROSS SECTION

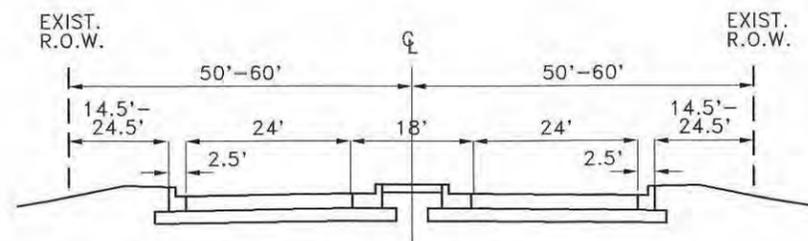
LEGEND

- 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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



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

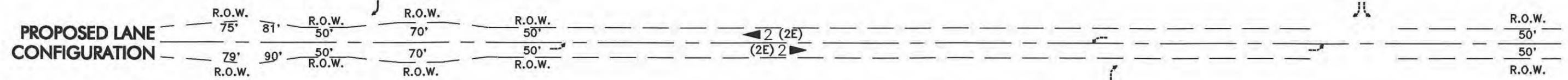
Illinois Department of Transportation

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 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-8



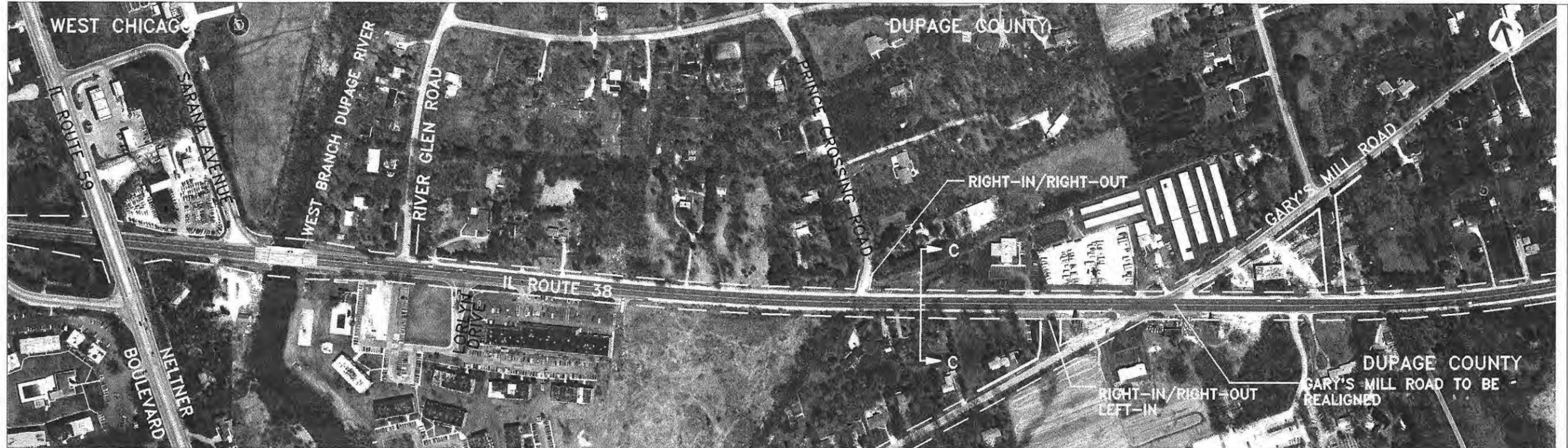
PROPOSED SIGNAL SPACING

PROPOSED ACCESS CONTROL

2.4 MILES

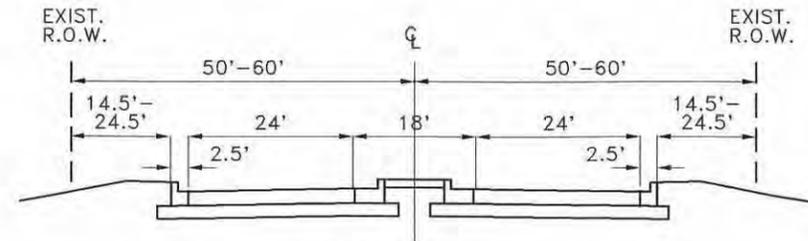
RESTRICT DRIVEWAYS TO RIGHT-IN / RIGHT-OUT

RESTRICT DRIVEWAYS TO RIGHT-IN / RIGHT-OUT



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

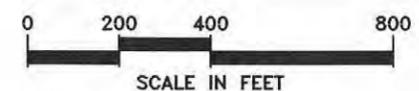


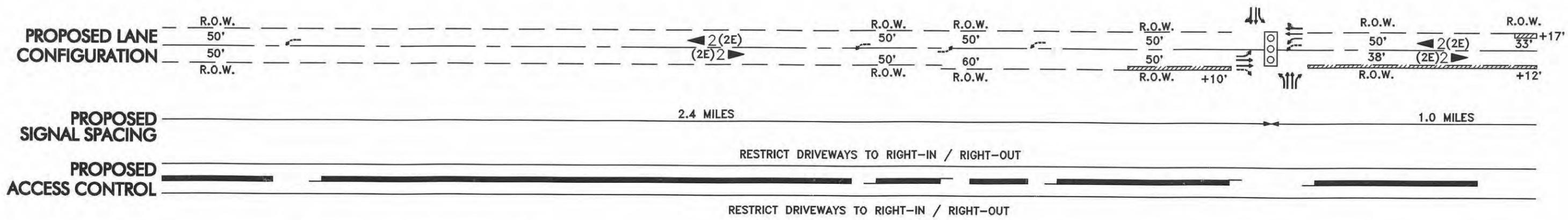
SECTION C-C
FABYAN PARKWAY TO WINFIELD ROAD

RECOMMENDED CROSS SECTION

LEGEND

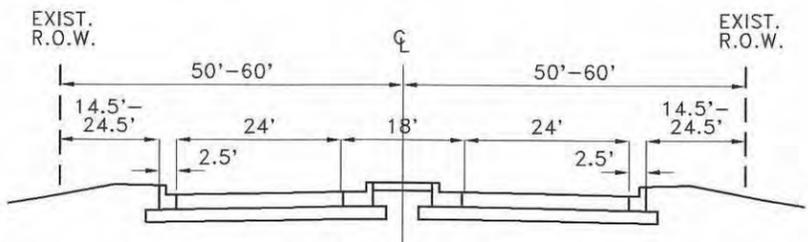
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP





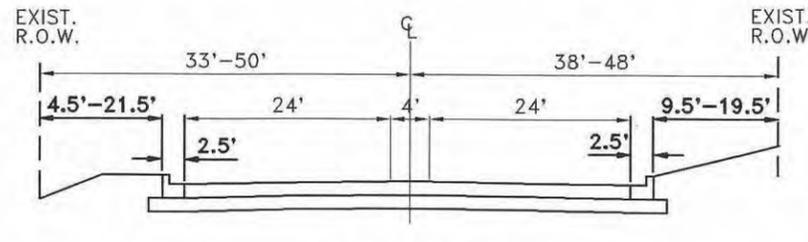
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



SECTION C-C
FABYAN PARKWAY TO WINFIELD ROAD

RECOMMENDED CROSS SECTION

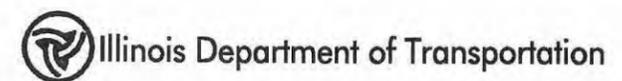


SECTION D-D
WINFIELD ROAD TO EAST STREET

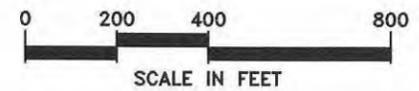
RECOMMENDED CROSS SECTION

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



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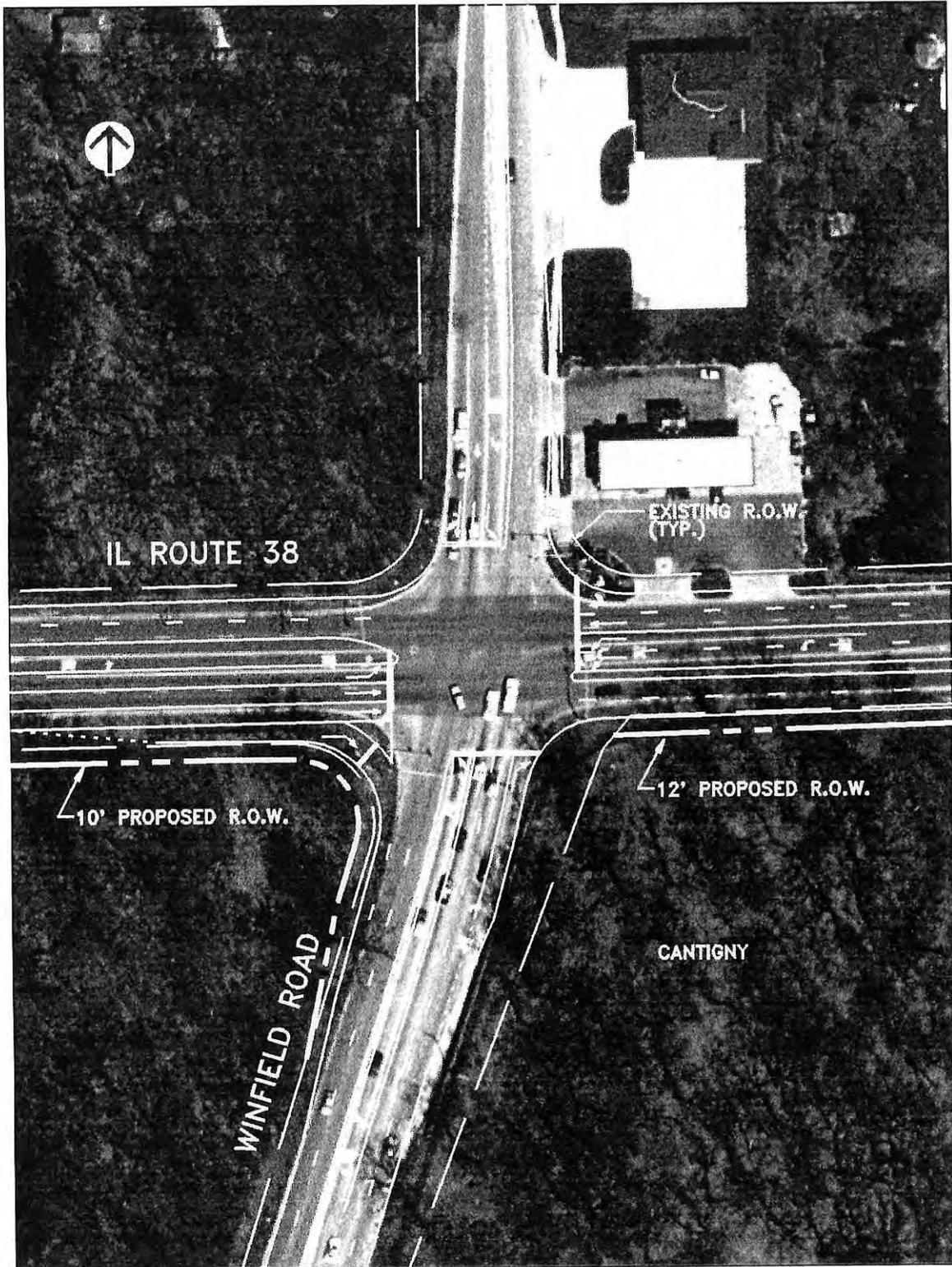


IL ROUTE 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-10

Segment 3

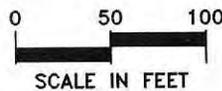
INTERSECTION DETAIL
IL Route 38 and Winfield Road

Exhibit D-5



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.



INTERSECTION DETAIL

Segment 4
IL Route 38: Winfield Road to IL Route 53

3.4 Segment 4: IL Route 38 - Winfield Road to IL Route 53

3.4.1 Location

Segment 4 extends along IL Route 38 from Winfield Road to IL Route 53 and is approximately 5.8 miles in length (see Figure 3.1). This route travels through the communities of Winfield, Wheaton, and Glen Ellyn.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-10 through A-15.

Right-of-Way - The existing right-of-way in this segment varies from 66 feet to 100 feet in width.

Roadway Characteristics - Through Segment 4, two travel lanes exist in each direction. From Winfield Road to County Farm Road, there are 10-foot lanes with a three-foot aggregate shoulder on each side of the pavement. From County Farm Road to Polo Drive, the lanes widen to 11 feet wide with an 11-foot median. From Polo Drive to West Street, the median is dropped and the lanes narrow to 10 feet each. Between West Street and IL Route 53, the cross section returns to four 11-foot lanes with a median and curb and gutter.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 22,700 vpd near Winfield Road to 35,500 vpd near Polo Drive.

Accidents - There are two high accident locations within this segment. One is located at the intersection of Schaffner Road and IL Route 38 and the other is at the intersection of Nicoll Avenue and IL Route 38.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks exist on the south side of IL Route 38 from Gables Boulevard to Williston Street. On the north side of IL Route 38, sidewalks exist from Carlton Avenue to Prospect Street.

Traffic Control/Intersection Configuration - Within this segment, there are fourteen signalized intersections. They are located at County Farm Road, Hazelton Avenue, Adare Drive/Saddle Road, Carlton Avenue, Warrenville Road/West Street, Main Street (Wheaton), Naperville Road, President Street, Blanchard Street, Lorraine Street, Lambert Avenue, Main Street (Glen Ellyn), Park Boulevard, and Nicoll Avenue. Existing lane configurations at these locations are shown on Exhibits A-10 through A-15.

Structures - There are two existing structures located within this segment as shown in Table 3.4.1. The locations are shown in Exhibits A-11 and A-16.

**Table 3.4.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
022-0145	IL Route 38	Winfield Creek	64.5'	22.7'	64'	N/A
022-0163	IL Route 38	IL Route 53	82.7'	80'	78'	N/A

Transit - The following Pace Bus Routes run along this segment of IL Route 38.

- PACE Route 707: Between Schaffner Road and Beverly Avenue.
- PACE Route 711: Between County Farm Road and Carl ton Avenue.
- PACE Route 713: Between West Street and Naperville Road
- PACE Route 715: Between Lorraine Street and Main Street (Glen Ellyn)
- PACE Route 747: Between West Street and Summit Avenue

The following PACE Bus Routes cross IL Route 38.

- PACE Route 706: Crosses at President Street
- PACE Route 652: Crosses at Lorraine Street
- PACE Route 654: Crosses at Main Street
- PACE Route 656: Crosses at Park Boulevard

The Union Pacific/Metra West Line parallels IL Route 38 with the nearest station west of Main Street in Lombard. This is approximately 2 miles from the SRA route.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of Illinois Route 38 are shown on Exhibits B-10 through B-15.

Lakes/Streams/Wetlands/Floodplains. Illinois Route 38 crosses Winfield Creek and its associated floodplain and wetlands, west of County Farm Road. The SRA also crosses floodplain and wetlands east of Fapp Circle, in the City of Wheaton. Floodplains are located adjacent to the north side of the SRA, west of Nicoll Avenue in the Village of Glen Ellyn.

Structures with Historical Significance. There are two sites of historic significance within Segment 4. The Medill-McCormick House, listed on the Illinois Inventory of Historic Landmarks, is located south of the SRA within Cantigny Park. The Warren Wheaton House, also listed on the

Illinois Inventory of Historic Landmarks, is located on the northeast corner of Illinois Route 38 and Naperville Road.

Hazardous Waste/LUST Sites. There are twenty leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 4. Sixteen of these sites are adjacent to the SRA between President Street in Wheaton and Illinois Route 53 in Glen Ellyn.

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

Prime Farmland. There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

3.4.4 Existing Land Use Characteristics

Type and Intensity of Development. A variety of land uses occur along Segment 4 of Illinois Route 38 (see Exhibits B-10 through B-15). Between Winfield Road and Fapp Circle is a mixture of single and multi-family residential, commercial recreational, commercial retail and office uses. Cantigny Park and golf course is located south of the SRA between Winfield Road and Schaffner Road. Belleau Woods Forest Preserve is located at the southeast corner of Schaffner Road and the SRA. Land uses between Fapp Circle and Chase Street, within the City of Wheaton, are predominantly single-family residential and office. Rathje Park is adjacent to the north side of the SRA between Crest Street and Carlton Avenue. Central Park abuts the northwest corner of SRA and Main Street in Wheaton. Land uses between Chase Street and Illinois Route 53 are predominantly commercial with a concentration of multi-family apartments between Williston Street and Lorraine Street.

Institutional uses along Segment 4 include: St. Francis High School, east of Schaffner Road on the south side of the SRA; Marianjoy Hospital, east of the high school; and Hubble Middle School, at the northwest corner of Naperville Road and IL Route 38.

Segment 4 contains two key bicycle and pedestrian crossing points. The Prairie Path crosses the SRA at Carlton Avenue in Wheaton, and a pedestrian walkway crosses beneath Illinois Route 38 at Wheaton Street.

Planned Development. No specific plans for development have been identified for the few vacant lots that exist within this segment.

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-10 through C-15.

Roadway - Between Winfield Road and Schaffner Road, the recommended roadway cross section consists of two 12-foot through lanes in each direction, a 4-foot painted median, and B-6.24 curb & gutter in a 71-foot right-of-way. The recommended typical section (Section D-D) is shown on Exhibits C-10 and C-11. The cross section widens west of Schaffner Road to two 11-foot through lanes in each direction with an 11-foot painted median and B-6.24 curb and gutter. The recommended typical section (Section E-E) is shown on Exhibits C-11 through C-15. The right-of-way for this section is 66 foot minimum.

Traffic Control/Intersection Configuration - It is proposed to maintain the fourteen existing traffic signals within this segment. Left turn lanes are recommended at all the signalized intersections on all the cross streets and on IL Route 38.

A potential future traffic signal installation has been identified for the intersection of Gables Boulevard and IL Route 38.

The addition of a westbound right turn lane is recommended at the County Farm Road intersection. An additional eastbound left turn lane is also recommended. The recommended lane configuration is shown in Exhibit D-6.

At Main Street (Wheaton), a second southbound left turn lane is recommended to accommodate the heavy movement in this direction. The recommended lane configuration is shown in Exhibit D-7.

At Naperville Road, the northbound lane configuration is recommended to be changed from one left turn lane and two through lanes to two left turn lanes and a single through lane. This will help ease the large queues formed by left-turning vehicles and reduce the amount of cut-through traffic on local streets north and south of the intersection as vehicles travel between Main Street and Naperville Road. Lengthening of the eastbound right turn lane is also recommended. The recommended lane configuration is shown in Exhibit D-8.

Access Management - A continuous bi-directional painted left-turn lane will be provided along IL Route 38 to allow the storage of left-turning vehicles.

Structures - The existing structures in this segment will not require modifications.

Transit - It is recommended to relocate the existing signed bus stops to the far side of the intersection at the following locations: westbound Main Street (Glen Ellyn) and Parkside Avenue. Bus turnouts are recommended at County Farm Road and Parkside Avenue.

3.4.6 Right-of-Way Requirements

At the Winfield Road intersection, additional right-of-way will be needed to allow room for additional turn lanes. West of the intersection, 10 feet of additional right-of-way will be needed on the south side. East of the intersection, 12 feet of additional right-of-way on the south side and 17 feet of additional right-of-way on the north side will be needed. See Exhibit C-10 for intersection layout.

At County Farm Road, 12-foot of additional right-of-way will be needed on each side of all approaches to County Farm Road to accommodate the dual left turning lanes with additional acquisition in the northeast quadrant to accommodate the right turn lane. See Exhibit C-11 for intersection layout.

In addition, 4 feet of additional right-of-way will be needed on the south of IL Route 38 between Gables Boulevard and Warrenville Road and 4 feet of additional right-of-way will be needed on the north of IL Route 38 right-of-way between Carlton and Main Street. Exhibits C-11 through C-13 show the additional right-of-way to accommodate the wider cross section.

3.4.7 Environmental Considerations

Four feet of right-of-way acquisition on the north side of Illinois 38, west of Main Street in Wheaton, may impact a floodplain located adjacent to the existing right-of-way. Grading associated with future SRA roadway improvements may impact adjacent wetlands and floodplain, near Schaffner Road, Fapp Circle and Hazelton Avenue in Wheaton, and floodplain west of Nicoll Avenue in Glen Ellyn.

The 14 LUST sites located within Segment 4 would not be impacted by SRA improvements since there will not be right-of-way acquisition at these sites. Additionally, the two historic sites located within this segment, the Medill-McCormick House at Cantigny and the Warren-Wheaton House, will not be impacted.

3.4.8 Land Use Considerations

Recommended roadway improvements within the western portion of Segment 4 would require 12 feet of right-of-way acquisition along the south side of the SRA, between Winfield Road and Forrest Street (see Exhibits B-10 and B-11). Acquisition of this land from the Cantigny Memorial Park would impact mature trees located adjacent to the existing right-of-way. In the same portion of this segment, 17 feet of right-of-way acquisition will be required for roadway improvements along the north side of the SRA, between Grant and Forrest Streets. Acquisition of this land would significantly reduce the side yards of two residences located adjacent to IL Route 38.

Near the intersection of Illinois 38 at County Farm Road, 12 feet of right-of-way on the south side of the SRA would be acquired from St. Francis High School and the Belleau Woods Forest Preserve to implement intersection improvements (see Exhibit B-11). This acquisition may affect lands designated as 4(f) or 6(f), by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively.

Between 12 and 23 feet of right-of-way acquisition will be required for roadway improvements along the north side of IL Route 38, both east and west of County Farm Road. Impacts resulting from this acquisition include the potential loss of commercial parking for two fast-food restaurants.

Between four and 10 feet of right-of-way acquisition will be required for roadway improvements within Segment 4, between Carlton Avenue and Main Street in Wheaton. Land use impacts include a four-foot reduction in office, commercial and residential front yards and a potential loss of parking at Hubble Middle School resulting from a 10-foot acquisition.

Recommended roadway improvements would include constructing cul-de-sacs on the following local streets, at their intersection with the SRA: Cleveland Street, Grant Street, and Madison Street in Winfield; and Pierce Avenue, Myrtlewood Street, Woodlawn Street, Knollwood Street, Crest Street, Greenwood Road, Sunnyside Avenue and Williston Street in Wheaton. Closing local roadways will alter traffic patterns within these neighborhoods and may result in added traffic on those streets not closed by cul-de-sacs.

Segment 4 includes numerous sidewalks and several key pedestrian crossings of the SRA. Due to heavy pedestrian usage, existing sidewalks should be maintained throughout as part of SRA improvements. The Illinois Prairie Path crosses Illinois 38 at Carlton Road in Wheaton (see Exhibit B-12). A pedestrian-activated signal should be provided at this location. An existing pedestrian underpass, which provides access to a local elementary school, is located at Wheaton Avenue. This crossing should be maintained to provide safe school access as part of SRA improvements.

3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 3.4.1.

3.4.10 Short Term/Low Cost Improvements

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

3.4.11 Ultimate (Post 2010) 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 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.4.12 Crossing SRA Routes

County Farm Road is a crossing SRA route in this segment. The County Farm Road SRA Report, which was completed in September of 1993, recommended two left turn lanes and a right-turn lane on County Farm Road. This study agrees with that study. The only difference is that a westbound right turn lane is now recommended on IL Route 38.

**Table 3.4.2
Construction Cost Estimate
Segment 4 - Winfield Road to IL Route 53**

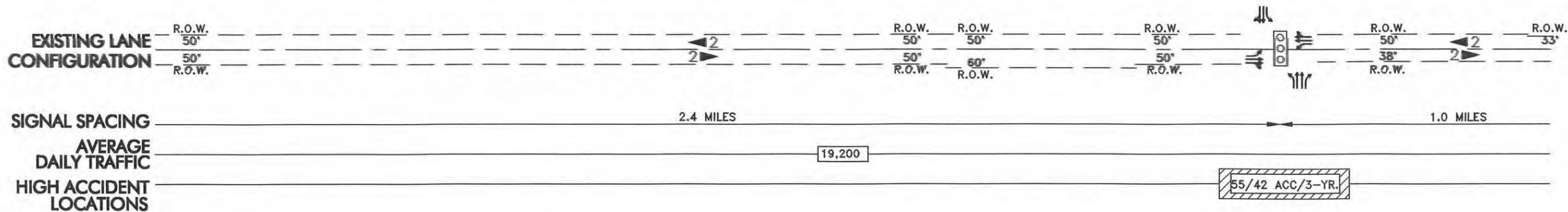
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,701,000
Intersection Improvements	\$678,000
Transit Improvements	\$405,000
Right-of-Way Acquisition	\$549,000
Total - Recommended Improvements	\$3,333,000

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

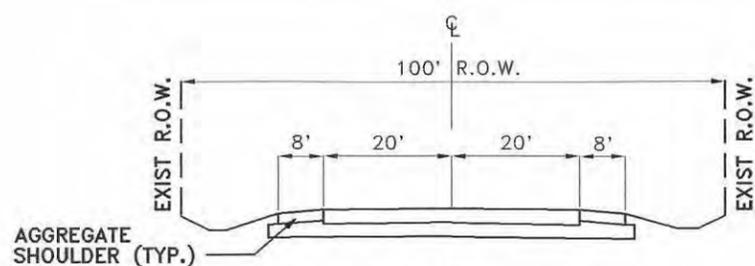
Segment 4
IL Route 38: Winfield Road to IL Route 53

EXISTING FACILITY CHARACTERISTICS

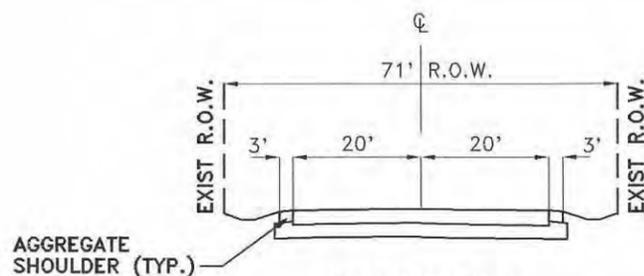
Exhibits A-10 through A-15



DATE OF PHOTOGRAPHY: APRIL 14, 1995



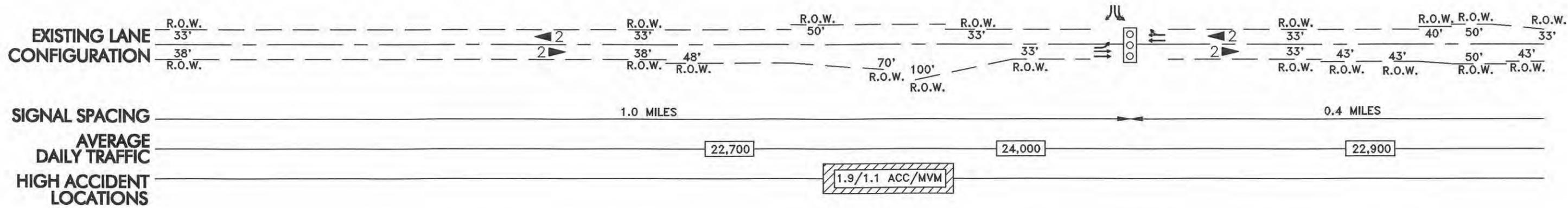
SECTION E-E
JOLIET STREET TO WINFIELD ROAD



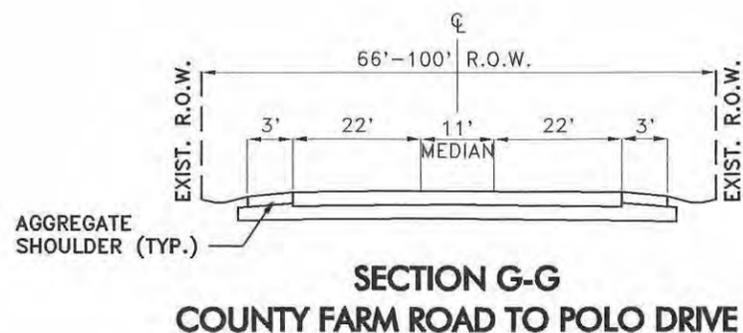
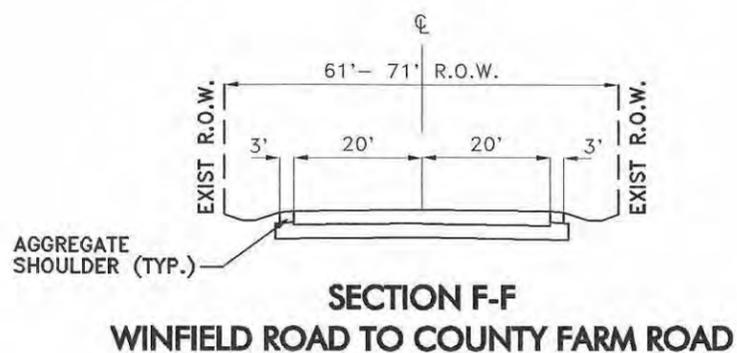
SECTION F-F
WINFIELD ROAD TO COUNTY FARM ROAD

LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

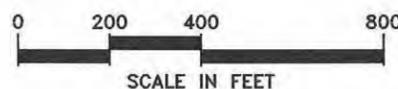


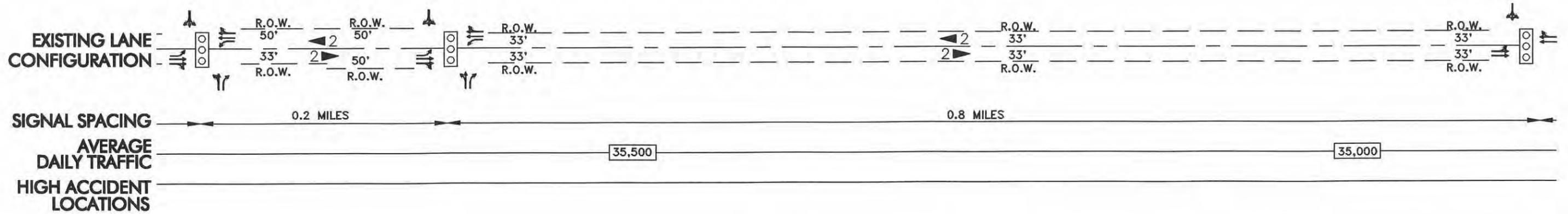
LEGEND

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

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

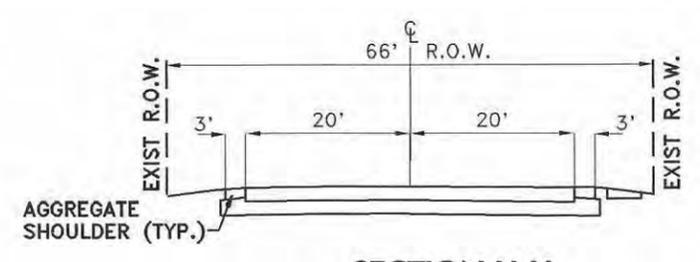
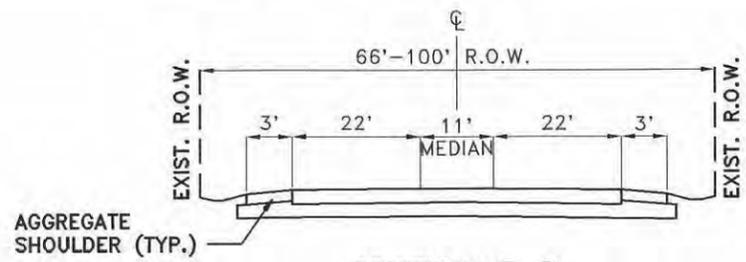


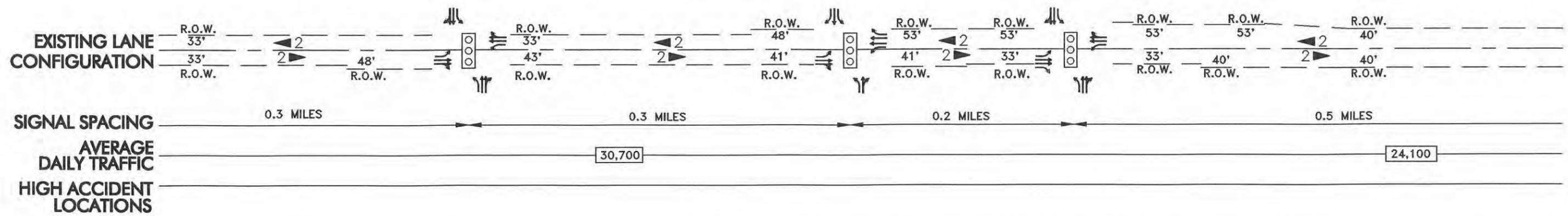


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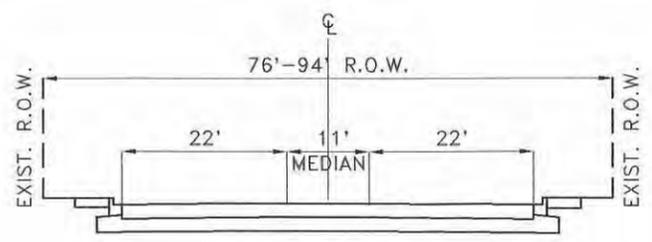
LEGEND

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





DATE OF PHOTOGRAPHY: APRIL 14, 1995

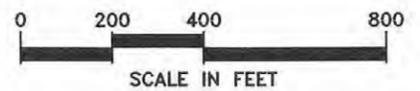


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

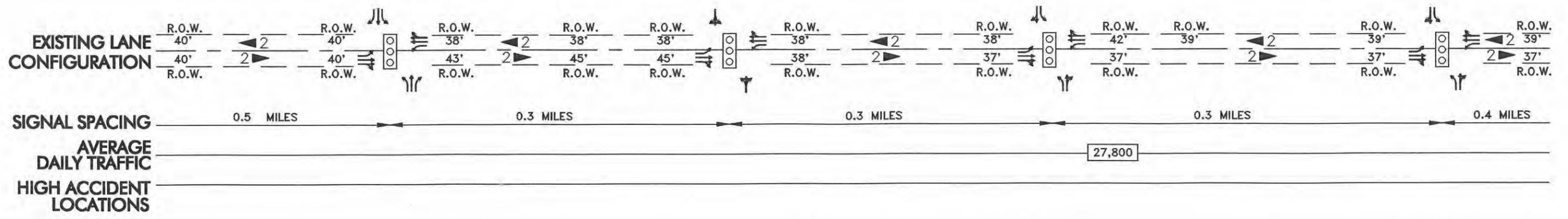
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

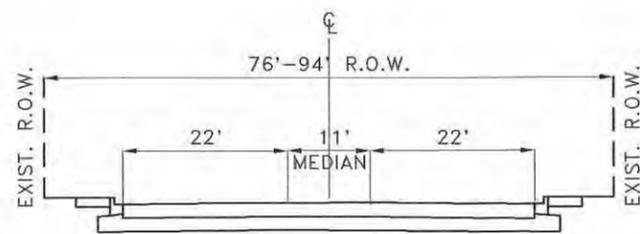
Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-13

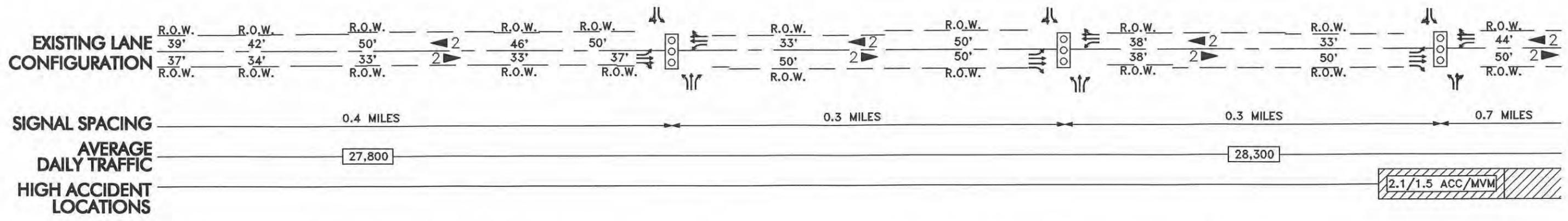


DATE OF PHOTOGRAPHY: APRIL 14, 1995

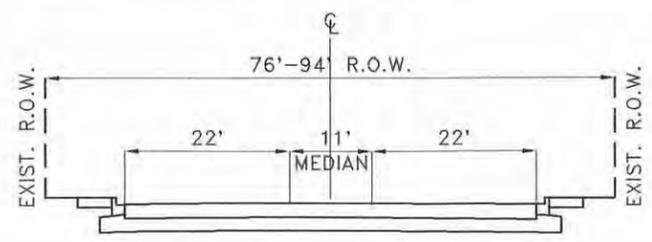


**SECTION I-I
WEST STREET TO IL ROUTE 53**

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION I-I
WEST STREET TO IL ROUTE 53

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

Segment 4
IL Route 38: Winfield Road to IL Route 53

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-10 through 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

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
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS	
	CANTIGNY PARK-MEDILL-MC CORMICK HOUSE

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)
- 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
- O 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

- WARREN WHEATON HOUSE

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)
- 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
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

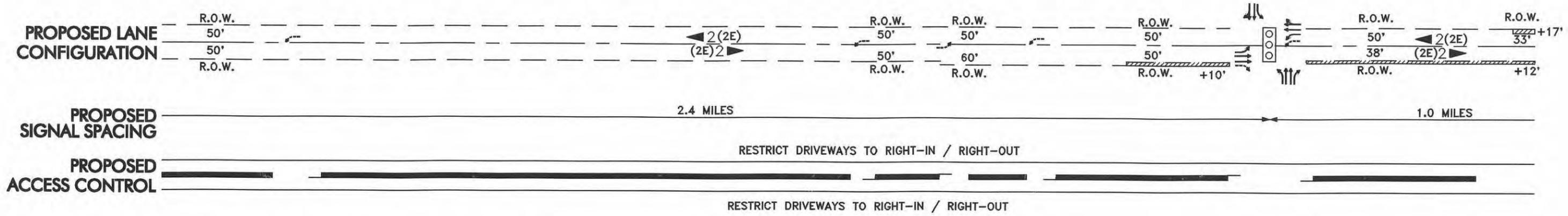
LAND USE LEGEND

- 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.)
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 - † CHURCH/TEMPLE (NAME)
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 - 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
IL Route 38: Winfield Road to IL Route 53

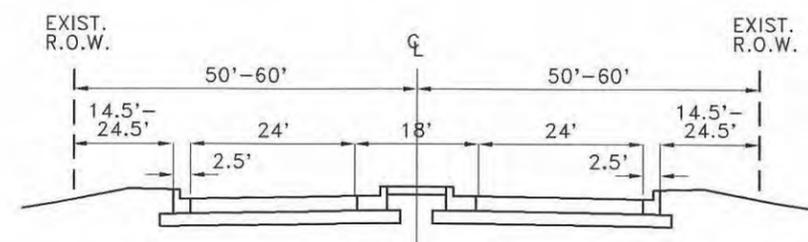
RECOMMENDED PLAN

Exhibits C-10 through C-15



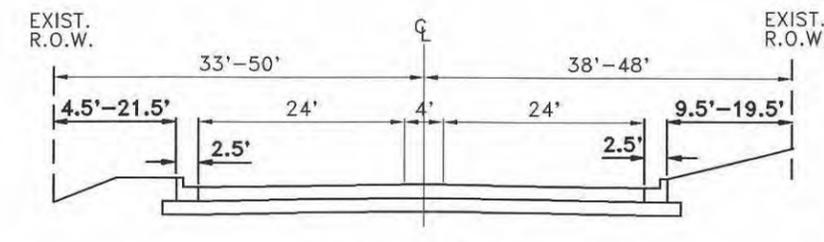
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



SECTION C-C
 FABYAN PARKWAY TO WINFIELD ROAD

RECOMMENDED CROSS SECTION



SECTION D-D
 WINFIELD ROAD TO EAST STREET

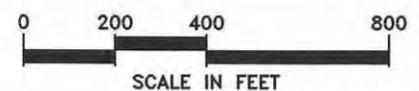
RECOMMENDED CROSS SECTION

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

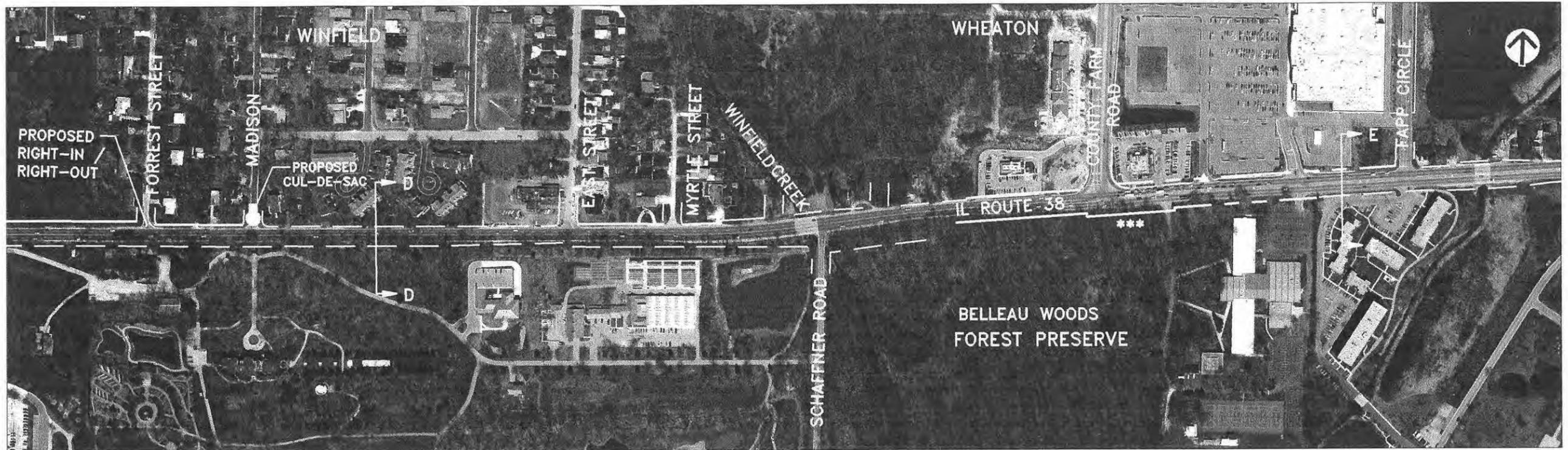
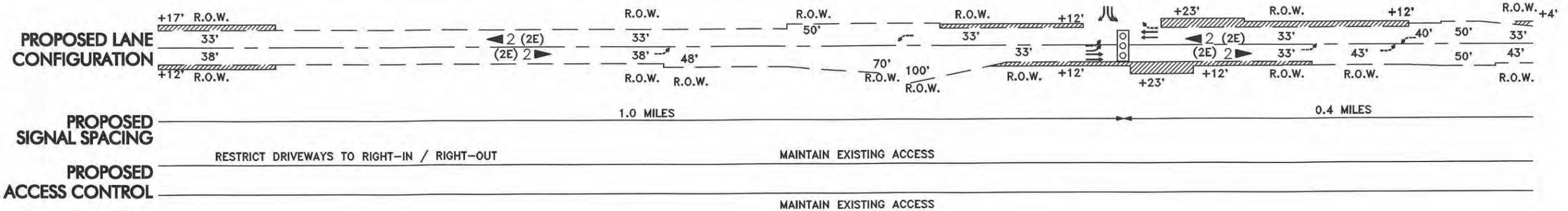
Illinois Department of Transportation

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 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



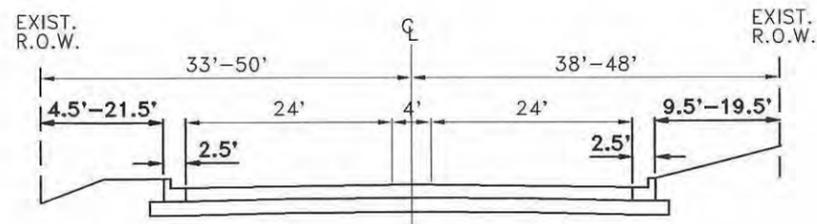
SRA Strategic Regional Arterial Planning Study

IL ROUTE 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-10

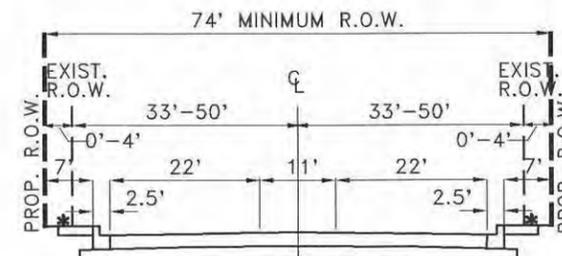


SEGMENT 4

*** PROPOSED FAR SIDE BUS TURNOUTS



SECTION D-D
WINFIELD ROAD TO SCHAFFNER ROAD
RECOMMENDED CROSS SECTION



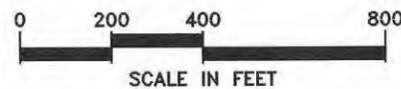
*SIDEWALK WHERE EXISTING
SECTION E-E
EAST STREET TO IL ROUTE 53
RECOMMENDED CROSS SECTION

LEGEND

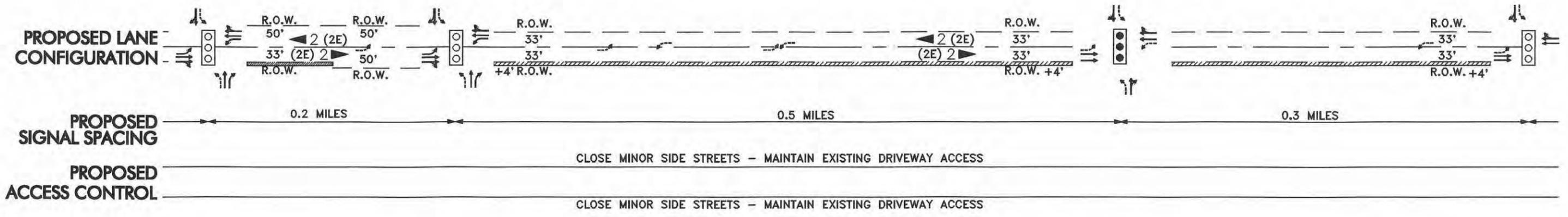
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Illinois Department of Transportation

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

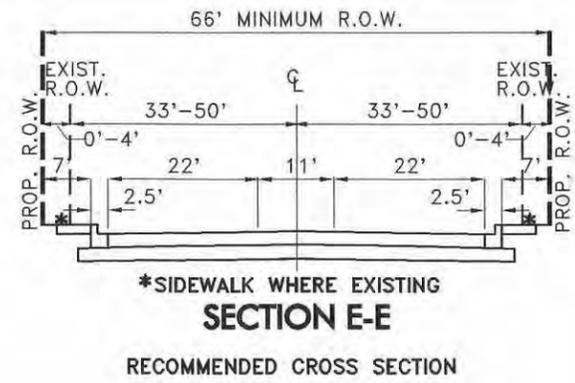


IL ROUTE 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-11



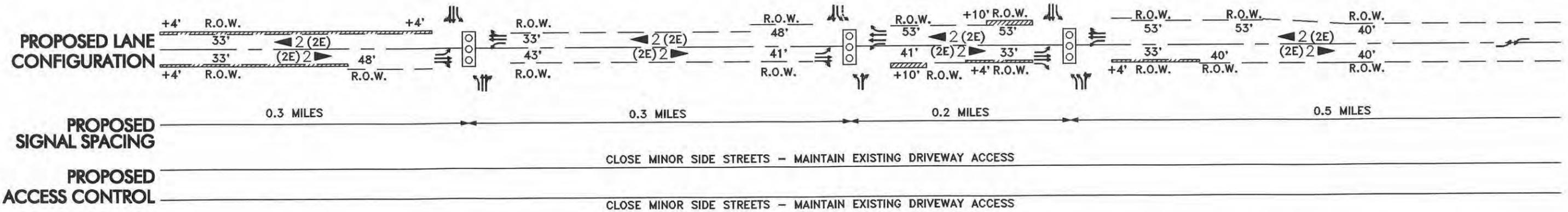
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



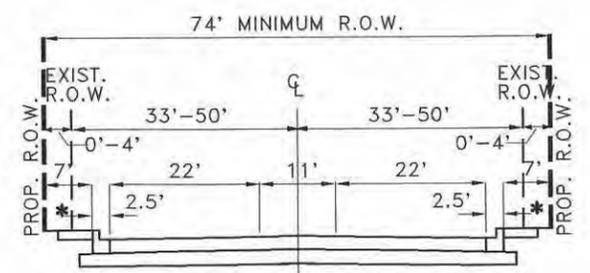
LEGEND

- 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

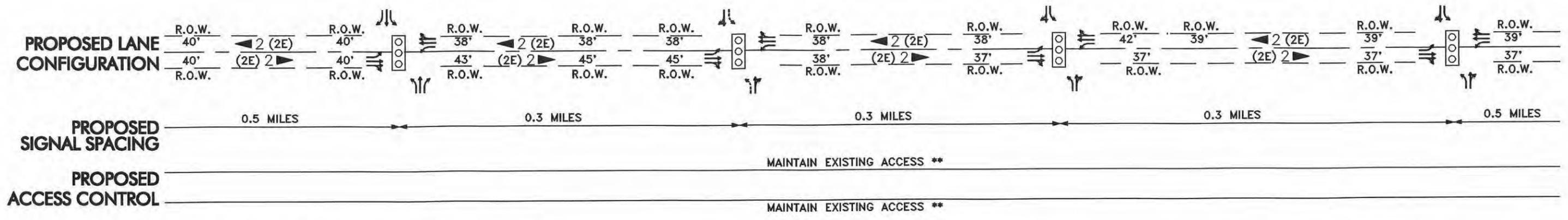
SEGMENT 4



SECTION E-E
EAST STREET TO IL ROUTE 53
RECOMMENDED CROSS SECTION

LEGEND

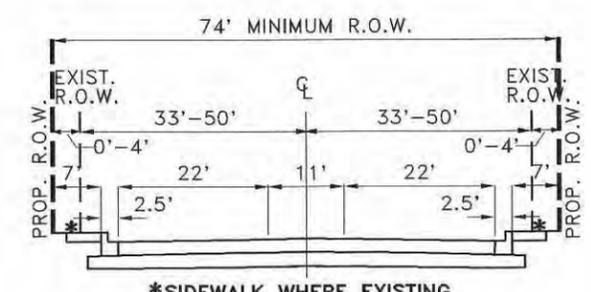
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

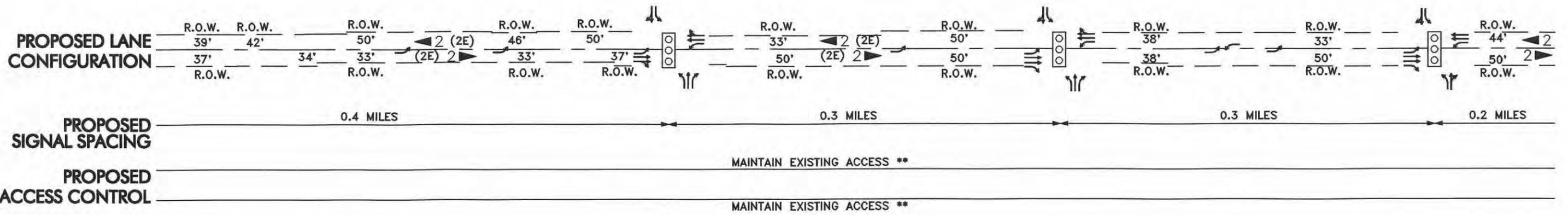
** CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE



SECTION E-E
EAST STREET TO IL ROUTE 53
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

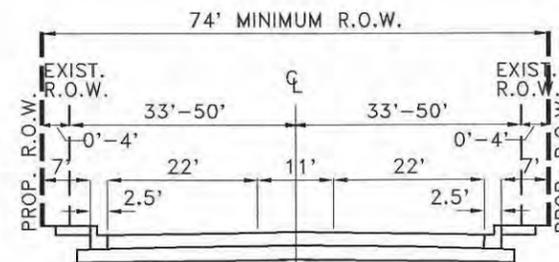


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

** CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE

*** PROPOSED FAR SIDE BUS TURNOUTS



SECTION E-E
EAST STREET TO IL ROUTE 53
 RECOMMENDED CROSS SECTION

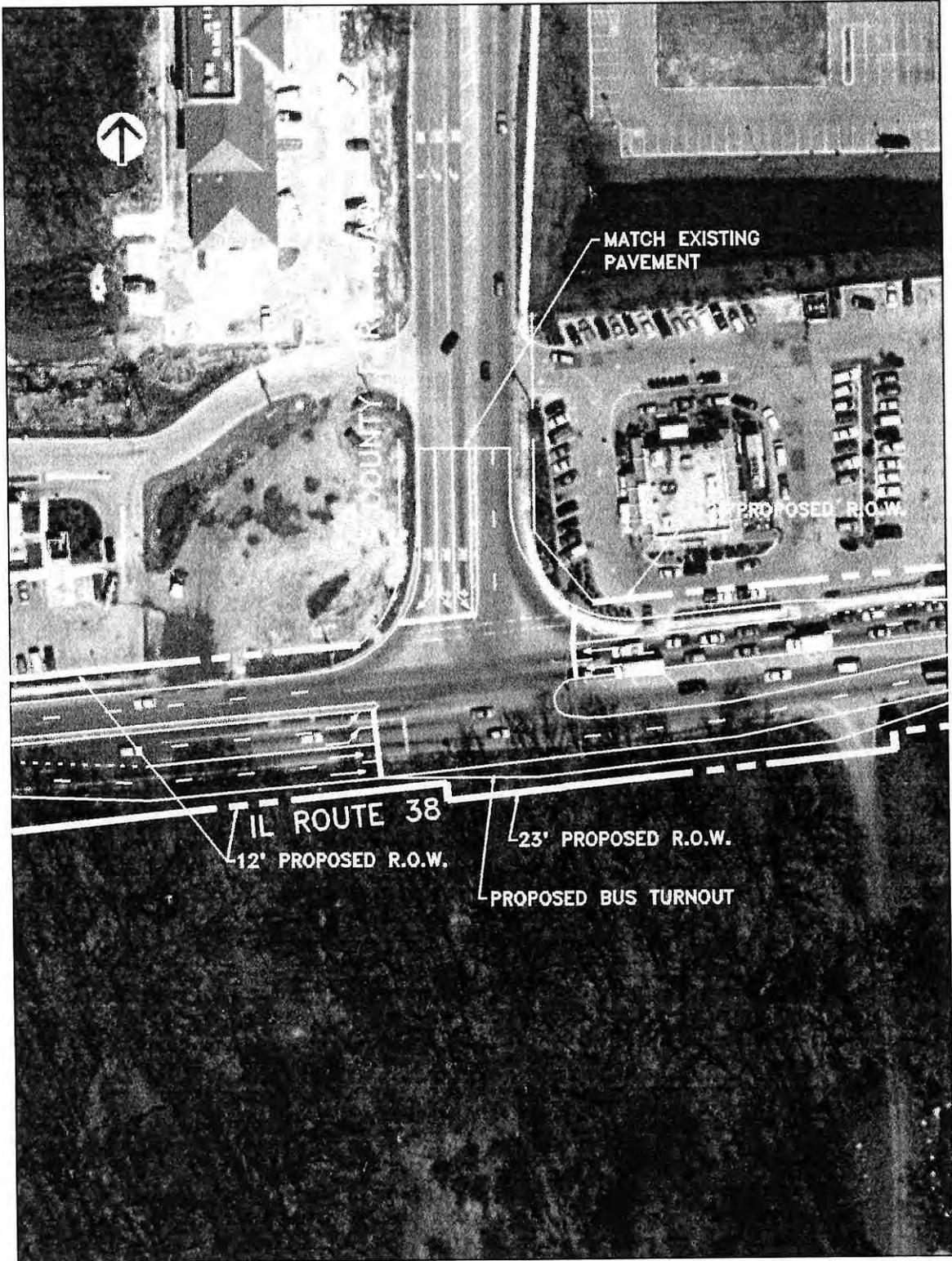
LEGEND

- 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 4

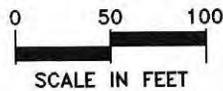
INTERSECTION DETAIL
IL Route 38 and County Farm Road

Exhibit D-6



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.



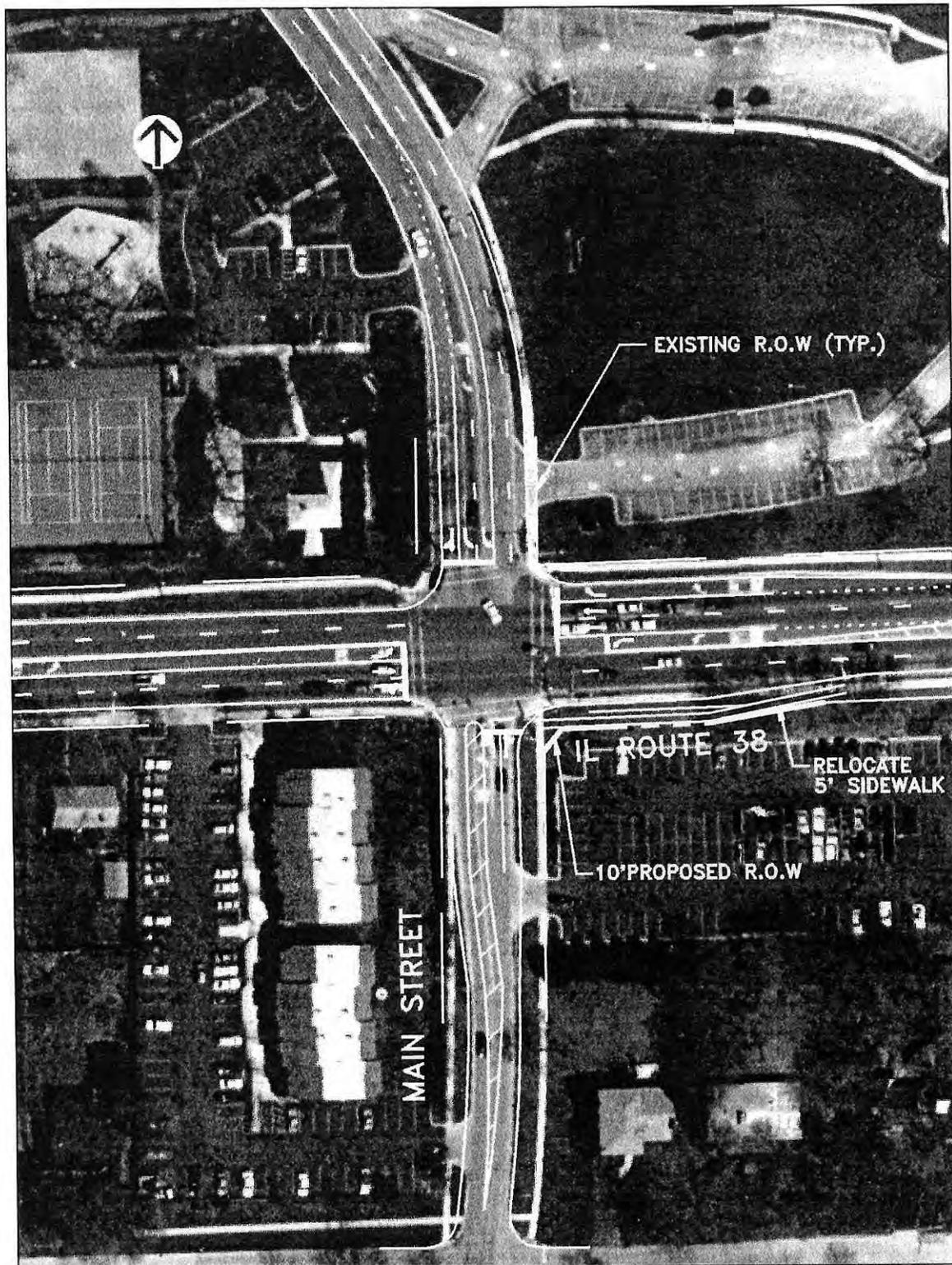
INTERSECTION DETAIL



Segment 4

INTERSECTION DETAIL
IL Route 38 and Main Street

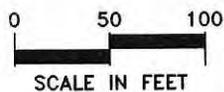
Exhibit D-7



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



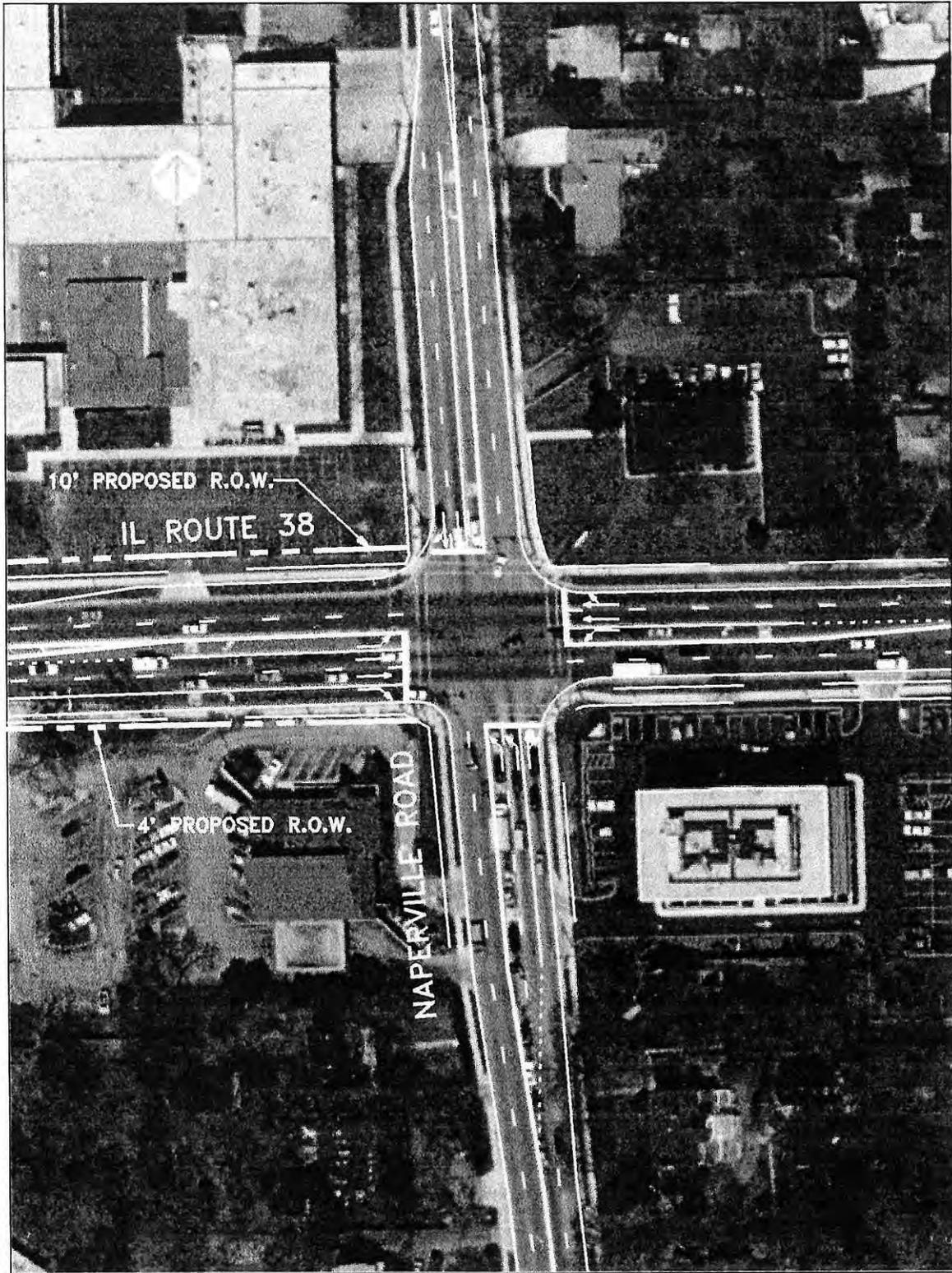
MAIN STREET / IL ROUTE 38

EXHIBIT D-7

Segment 4

INTERSECTION DETAIL
IL Route 38 and Naperville Road

Exhibit D-8



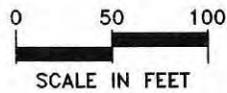
10' PROPOSED R.O.W.
IL ROUTE 38

4' PROPOSED R.O.W.

NAPERVILLE ROAD

LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.



INTERSECTION DETAIL



Segment 5
IL Route 38: IL Route 53 to Michigan Avenue (Villa Park)

3.5 Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue

3.5.1 Location

Segment 5 extends along IL Route 38 from IL Route 53 to Michigan Avenue (see Figure 3.1). The segment is approximately 3.4 miles in length and runs through Glen Ellyn, Lombard, and unincorporated DuPage County.

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 varies from 81 feet to 140 feet in width.

Roadway Characteristics - From IL Route 53 to Finley Road, IL Route 38 is 64 feet wide with two 12-foot through lanes in each direction and a 16-foot mountable median. Curb and gutter exist on each side of the pavement. The roadway widens to three lanes in each direction near the Interstate 355 interchange. From Finley Road to Michigan Avenue, IL Route 38 is 60 feet wide with two 12-foot through lanes through lanes in each direction with a 12-foot painted median and curb and gutter.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment ranges from 28,900 vpd near IL Route 53 to 42,200 vpd near Michigan Avenue.

Accidents - There are four high accident locations within this segment: One is a quarter mile long segment at the IL Route 53 overpass. Another segment is a quarter mile segment near the Main Street (Lombard) intersection. The third segment is 0.2 miles long near Stewart Avenue. The fourth high accident location is the intersection of IL Route 38 with Westmore Avenue / Meyers Road.

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

Traffic Control/Intersection Configuration - Along this segment there are eight signalized intersections at the following locations: the southbound ramps to Interstate 355, the northbound ramps to Interstate 355, Finley Road, Main Street (Lombard), Highland Avenue, Fairfield Avenue, Village Plaza Shopping Center, and Meyers Road/Westmore Avenue. The configurations at these intersections are shown on Exhibits A-16 through A-18.

Structures - There are two structures in this segment as shown in Table 3.5.1.

**Table 3.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
022-0161	IL Route 38	E. Branch DuPage River	112.8'	38'	107.3'	N/A
	I-355	IL Route 38	125'	260'	160'	>25'

Transit - The following Pace Bus Routes run along this segment of IL Route 38.

- PACE Route 703: Between Ardmore Avenue and IL Route 83.
- PACE Route 747: Between West and Summit

The following PACE Bus Routes cross IL Route 38.

- PACE Route 674: Crosses at Finley Road
- PACE Route 313: Crosses at Main Street
- PACE Route 702: Crosses at Westmore Avenue

The Union Pacific/Metra West Line parallels IL Route 38 and has two stations near this segment. One is west of Main Street in Lombard and the other is west of Summit Avenue in Villa Park. They are approximately 2 miles from the SRA route.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 5 of Illinois Route 38 are shown on Exhibits B-16 through B-19.

Lakes/Streams/Wetlands/Floodplains. The SRA crosses the East Branch of the DuPage River and its associated floodplain and wetlands directly west of Interstate 355.

Structures with Historical Significance. The Trinity Lutheran Cemetery abuts the north side of Illinois Route 38 directly east of Westmore Avenue. The cemetery is locally listed as an historic place.

Hazardous Waste/LUST Sites. There are nine leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 5. Seven of these sites are adjacent to the SRA, between Finley Road and Westmore Avenue, within the Village of Lombard.

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

Prime Farmland. There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

3.5.4 Existing Land Use Characteristics

Type and Intensity of Development. Segment 5 is predominantly commercial with a few scattered vacant parcels (see Exhibits B-16 through B-19). A multi-family apartment complex is located at the northeast corner of Briar Street and the SRA in the Village of Glen Ellyn. Institutional uses in this segment include: the National College of Chiropractic, at the northwest corner of Highland Avenue and the SRA; and Trinity Lutheran Church and cemetery, at the northeast corner of Westmore Avenue and the SRA.

Planned Development. The vacant land on the north side of the SRA, between Illinois Route 53 and Interstate 355, is planned as a mixed use commercial and multi-family residential development, by the Village of Glen Ellyn.

3.5.5 Recommended SRA Improvements

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

Roadway - The recommended roadway cross section includes two 12-foot through lanes in each direction, a 16-foot mountable median, and B-6.24 curb & gutter in an 83 to 100-foot right-of-way. The recommended typical section (Section F-F) is shown on Exhibits C-16 through C-19.

Traffic Control/Intersection Configuration - It is proposed to maintain the eight existing traffic signals. Likewise, it is proposed to maintain the existing lane configurations. A signalized intersection is recommended at the proposed Baker Hill Drive that is directly east of IL Route 53. The developer is constructing this intersection and installing the signal.

Access Management - It is recommended that some minor streets be cul-de-saced at their intersection with IL Route 38. The recommended cul-de-sacs would be located at Church Avenue, Third Street, and Wisconsin Avenue. Lloyd Avenue is proposed to be restricted to right-in/right-out access.

Structures - The existing structures in this segment will not require modifications.

Transit - The PACE Comprehensive Operating Plan(COP) recommended signal pre-emption along IL Route 38 between Main Street and IL Route 83 in Lombard.

It is recommended to relocate bus stops to the far side of the intersection at Parkside Avenue,

Highland Avenue (westbound), and Fairfield Avenue(westbound). Bus turnouts are recommended at Parkside Avenue (far side), Finley Road (far side), Main Street (Lombard-far side) and Fairfield Avenue (far side).

Construction of a park and ride lot is recommended near the Interstate 355 interchange.

3.5.6 Right-of-Way Requirements

No additional right-of-way is required in this segment to effect the proposed SRA improvements.

3.5.7 Environmental Considerations

The six LUST sites located within Segment 5 would not be impacted by SRA improvements since there will not be right-of-way acquisition at these sites. Additionally, the historic Trinity Lutheran Cemetery, will not be impacted since intersection improvements at Westmore Avenue and IL Route 38 will be accommodated within the existing right-of-way. Floodplain and wetlands associated with the East Branch of the DuPage River should not be impacted due to a wide right-of-way (140 feet) west of Interstate 355 (see Exhibit C-16).

3.5.8 Land Use Considerations

Segment 5 of IL Route 38 would not require major changes in vehicular access or additional right-of-way for roadway improvements. Recommended improvements would include constructing cul-de-sacs on the following local streets at their intersection with the SRA: Church Avenue; Third Street; and Wisconsin Avenue in unincorporated DuPage County. Closing local roadways will alter traffic patterns within these neighborhoods and may result in added traffic on those streets not closed by cul-de-sacs. Existing sidewalks should be maintained throughout Segment 5 as part of SRA improvements. Commercial driveways should be consolidated where consistent with SRA improvements.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.1.

3.5.10 Short Term/Low Cost Improvements

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

3.5.11 Ultimate (Post 2010) 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 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.5.12 Crossing SRA Routes

There are no crossing SRA routes in this segment.

**Table 3.5.2
Construction Cost Estimate
Segment 5 - IL Route 53 to Michigan Avenue**

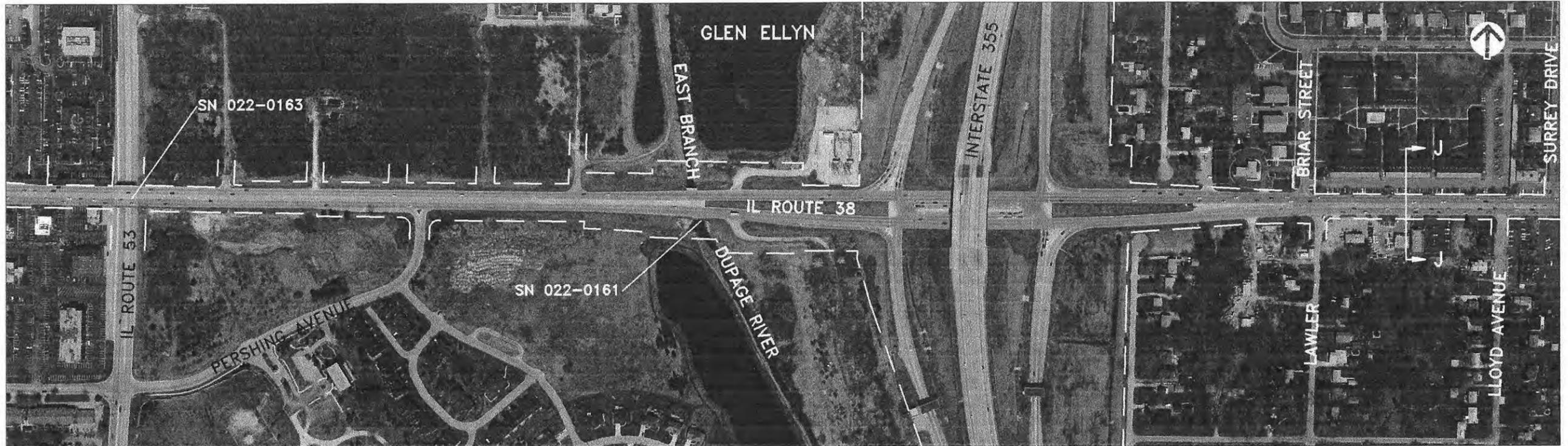
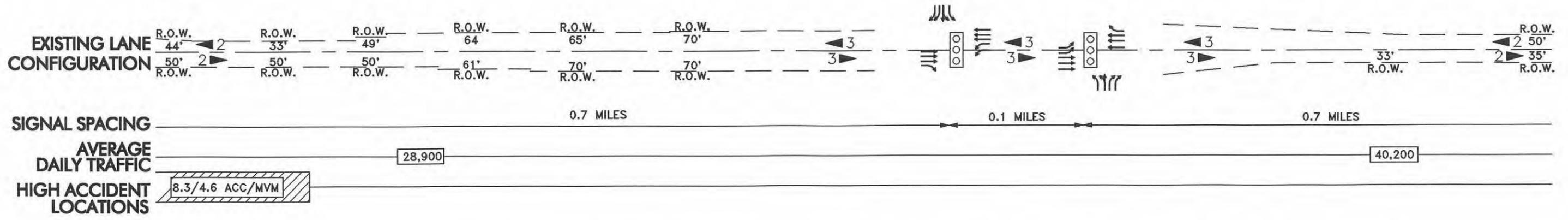
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$378,000
Intersection Improvements	\$300,000
Transit Improvements	\$405,000
Total - Recommended Improvements	\$1,083,000

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

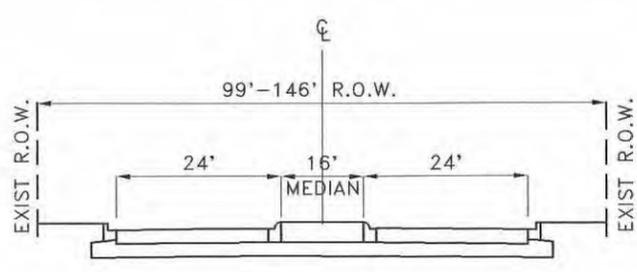
Segment 5
IL Route 38: IL Route 53 to Michigan Avenue (Villa Park)

EXISTING FACILITY CHARACTERISTICS

Exhibit A-16, A-17, A-18 and A-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

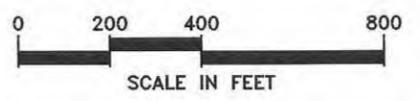


SECTION J-J
IL ROUTE 53 TO FINLEY ROAD

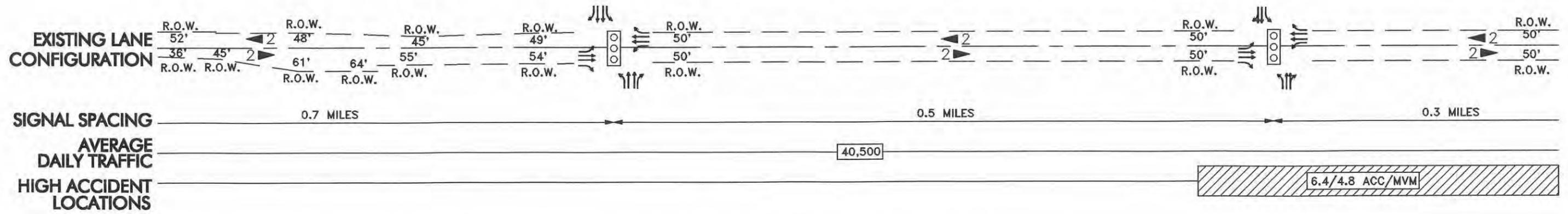
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Illinois Department of Transportation

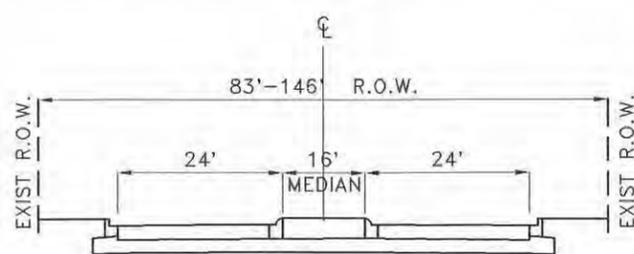
Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



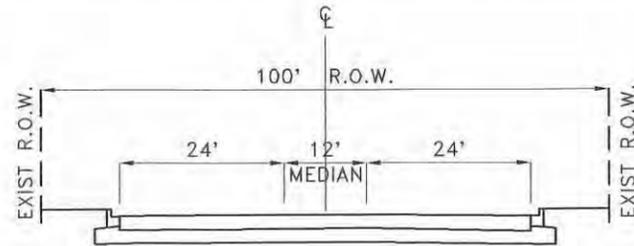
SRA Strategic Regional Arterial Planning Study
IL ROUTE 38 / FABYAN PARKWAY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

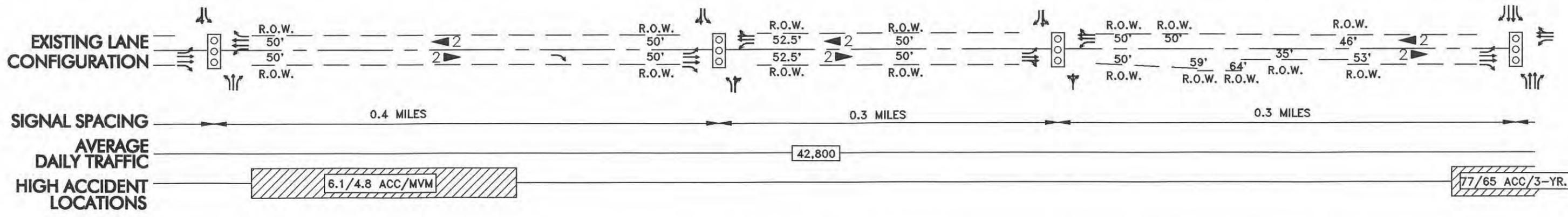


SECTION J-J
IL ROUTE 53 TO FINLEY ROAD

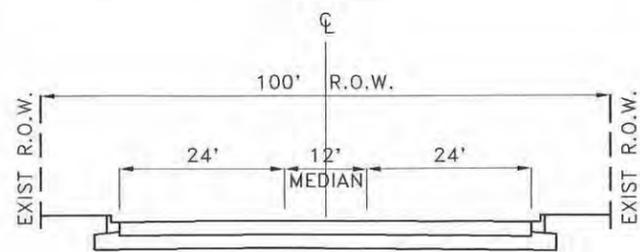


SECTION K-K
FINLEY ROAD TO MICHIGAN AVENUE

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



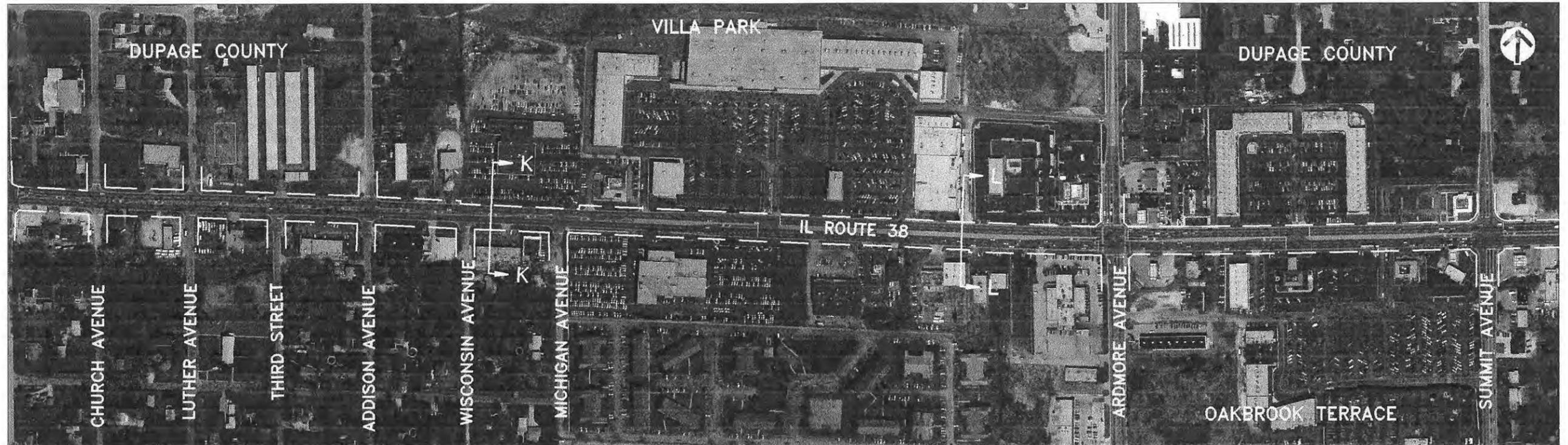
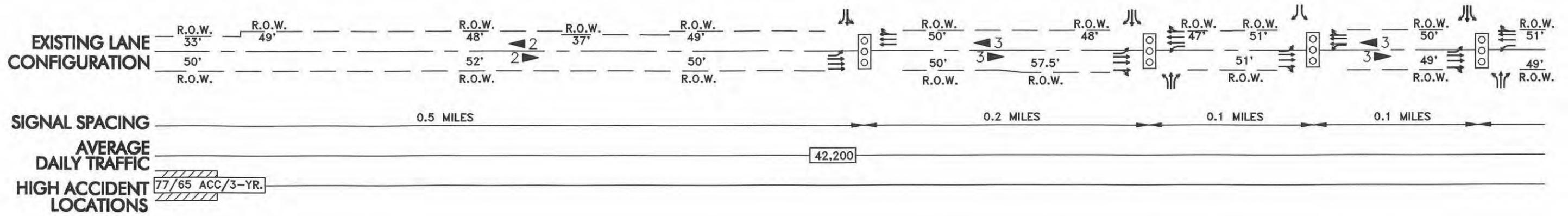
DATE OF PHOTOGRAPHY: APRIL 14, 1995



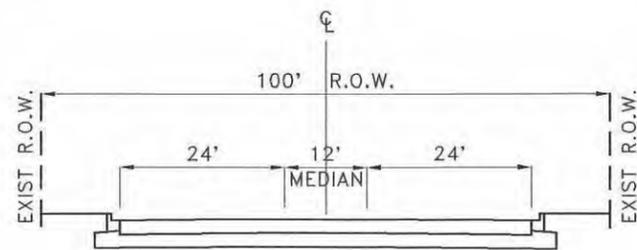
**SECTION K-K
FINLEY ROAD TO MICHIGAN AVENUE**

LEGEND

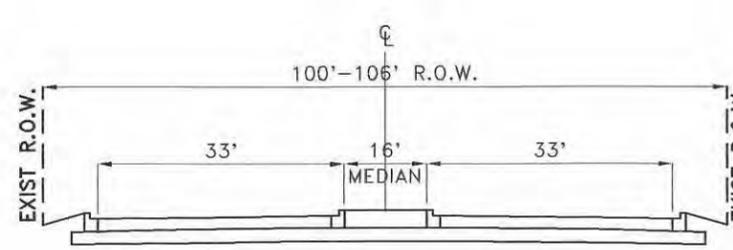
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION K-K
FINLEY ROAD TO MICHIGAN AVENUE



SECTION L-L
MICHIGAN AVENUE TO ILLINOIS ROUTE 83

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

Segment 5
IL Route 38: IL Route 53 to Michigan Avenue (Villa Park)

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-16, B-17, B-18 and B-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

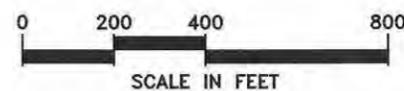
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-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

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

 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 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
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

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
	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

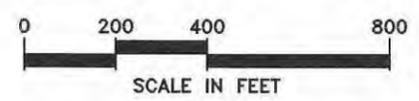
HISTORIC BUILDINGS

- TRINITY LUTHERAN CEMETERY

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

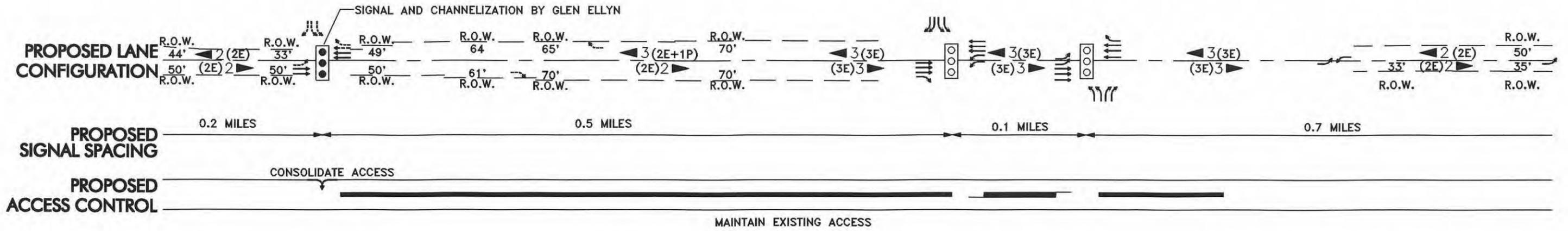
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Segment 5
IL Route 38: IL Route 53 to Michigan Avenue (Villa Park)

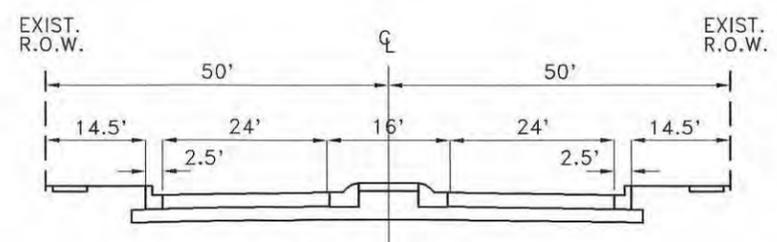
RECOMMENDED PLAN

Exhibit C-16, C-17, C-18 and C-19



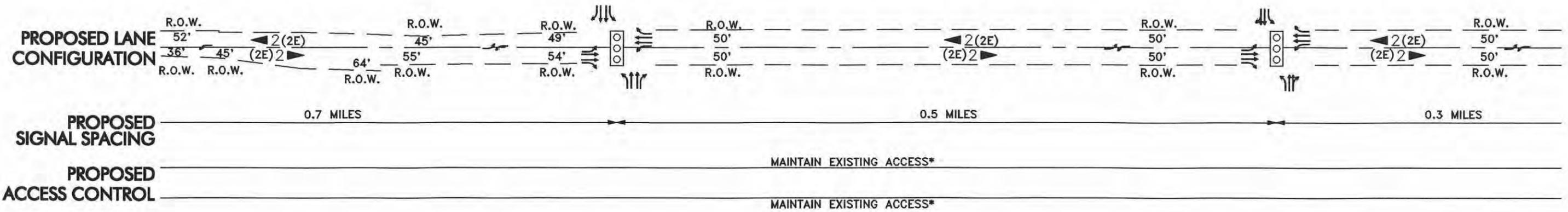
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION F-F
I - 355 TO IL ROUTE 83
RECOMMENDED CROSS SECTION

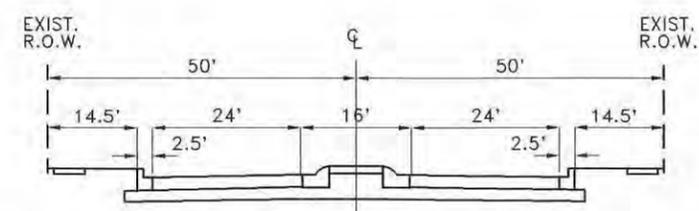
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

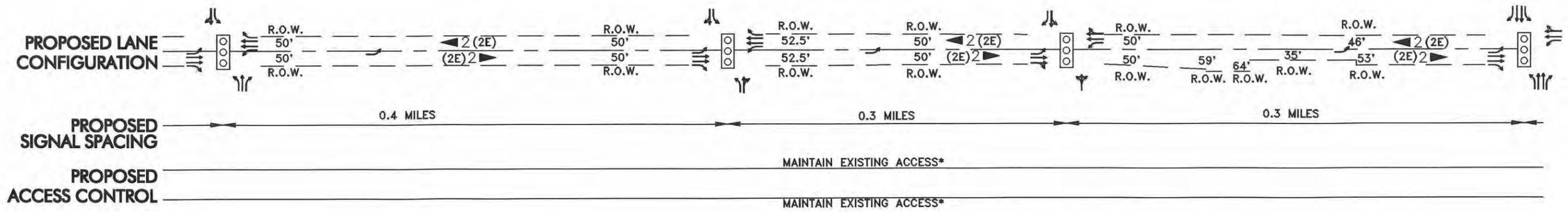
SEGMENT 5

- * CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS
- ** RELOCATE BUS TURNOUT TO FAR SIDE OF INTERSECTION
- *** PROPOSED BUS TURNOUT



SECTION F-F
I - 355 TO IL ROUTE 83
RECOMMENDED CROSS SECTION

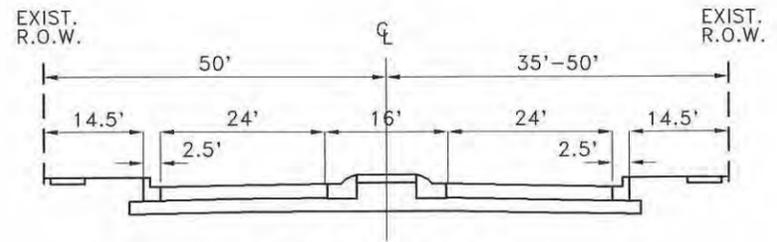
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

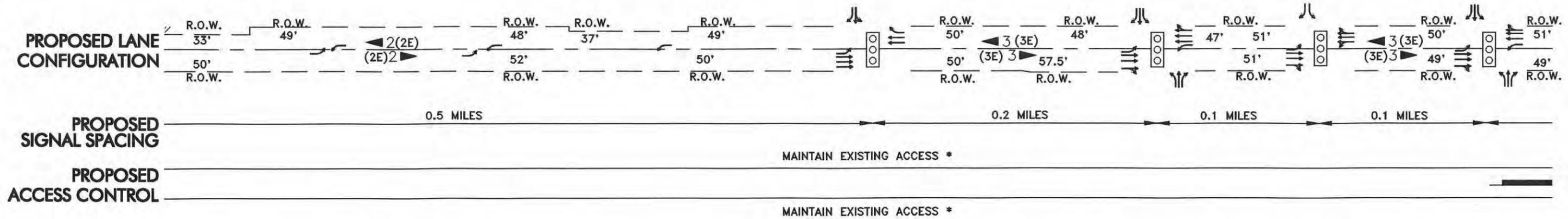
SEGMENT 5

- * CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS
- ** RELOCATE BUS TURNOUT TO FAR SIDE OF INTERSECTION
- *** PROPOSED BUS TURNOUT



SECTION F-F
I - 355 TO IL ROUTE 83
RECOMMENDED CROSS SECTION

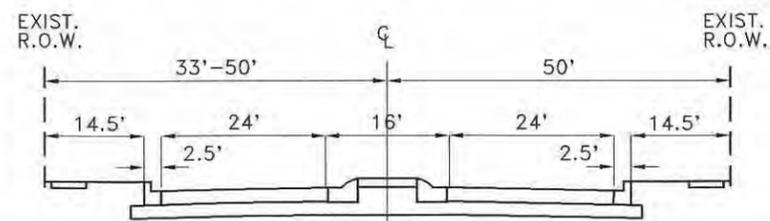
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



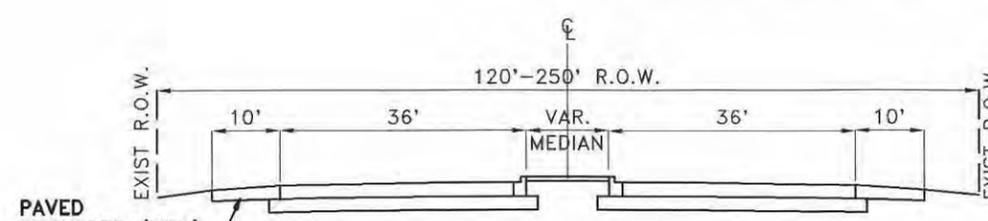
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5/SEGMENT 6

- * CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS
- ** RELOCATE BUS TURNOUT TO FAR SIDE OF INTERSECTION



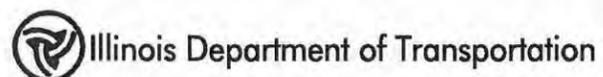
SECTION F-F
I - 355 TO IL ROUTE 83
RECOMMENDED CROSS SECTION



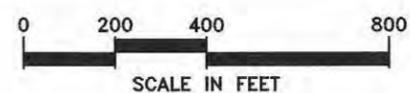
SECTION G-G
IL ROUTE 83 TO I- 88
RECOMMENDED CROSS SECTION

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



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



IL ROUTE 38 / FABYAN PARKWAY
RECOMMENDED PLAN
EXHIBIT C-19

Segment 6
IL Route 38: Michigan Avenue (Villa Park) to Interstate 294

3.6 Segment 6: IL Route 38 - Michigan Avenue to Interstate 294

3.6.1 Location

Segment 6 extends along IL Route 38 from Michigan Avenue to Interstate 294. (see Figure 3.1). The segment is approximately 3.6 miles in length and travels through Villa Park, Oakbrook Terrace, DuPage County, Elmhurst and Oak Brook.

3.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-19 through A-22.

Right-of-Way - The existing right-of-way in this segment varies from 99 feet to 300 feet in width.

Roadway Characteristics - From Michigan Avenue to IL Route 83, the cross section consists of three 11-foot lanes in each direction with a barrier 16-foot barrier median. Curb and gutter exists on each side of the pavement. From IL Route 83 to Interstate 294, the lanes widen to 12 feet each and the median has a variable width. Ten-foot shoulders exist in this segment. IL Route 38 has limited access in the area. A frontage road exists between IL Route 56 and York Road.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment ranges from 42,000 vpd near Michigan Avenue to 51,000 near Interstate 294.

Accidents - There are two high accident locations within this segment. One is a 0.31 mile segment at the York Road interchange and the other is a 0.22 mile segment at the segment between the York Road interchange and Interstate 88.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, or sidewalks in this segment. A frontage road exists between IL Route 56 and York Road.

Traffic Control/Intersection Configuration - Along this segment there are four signalized intersections located at the drive to Villa Oaks Shopping Center, Ardmore Avenue, the drive to Oakbrook Square, and at Summit Avenue. The configurations at these intersections are shown on Exhibit A-19.

Structures - There are nine structures in this segment as indicated in Table 3.6.1.

**Table 3.6.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
022-0115	IL Route 83	IL Route 38	134'	213'	49.8'-S 62.6'-N	14'3"-S 14'5"-N
022-0114	IL Route 56	IL Route 38	64'	190.6'	47'-S 47'-N	15'6"-S 15'5"-N
022-0026	IL Route 38	Salt Creek	108'	151'	106'	N/A
022-0067	York Road	IL Route 38	96'	221'	61'-S 61'-N	14'6"-S 14'3"-N
022-9934	Interstate 88 EB	IL Route 38	61'	330'	62.5'-S 52.5'-N	14'7"
022-9935	Interstate 88 WB	IL Route 38	61'	330'	62.5'-S 52.5'-N	16'5"
022-0058	Westbound IL Route 38	EB IL Route 38 Ramp	37.4'	399.5'	34'	N/A
016-9806	Interstate 294 Northbound	IL Route 38	69'	91'	79.8'	14'3"
016-9807	Interstate 294 Southbound	IL Route 38	69'	91'	79.8'	14'3"

Transit - The following Pace Bus Routes run along this segment of IL Route 38.

- PACE Route 737: Between York Road and Mannheim Road
- PACE Route 747: Between York Road and Interstate 290

The following PACE Bus Route crosses IL Route 38.

- PACE Route 332: Crosses at York Road

There are no existing commuter rail services along this segment.

3.6.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 6 of Illinois Route 38 are shown on Exhibits B-19 through B-22.

Lakes/Streams/Wetlands/Floodplains. The Illinois Route 38 right-of-way and adjacent properties contain extensive floodplain associated with Salt Creek. These floodplain areas occur between Illinois Route 83 and York Road.

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 along this segment.

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

Prime Farmland. There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

3.6.4 Existing Land Use Characteristics

Type and Intensity of Development. Land uses within Segment 6 are a mixture of single and multi-family residential, high-rise office, commercial, forest preserve and institutional (see Exhibits B-19 through B-22). The Chapel Hills Garden Cemetery is located adjacent to Illinois Route 38 at the southwest corner of Illinois Route 83 and the SRA. The York Park Forest Preserve is located at the southwest corner of York Street and the SRA.

Planned Development. No specific plans for development have been identified for the vacant lots that exist within this segment.

3.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-19 through C-22.

Roadway - The recommended roadway cross section remains the same as existing except at those locations where a barrier median is not in place. At those locations, a barrier median will be installed. The recommended typical cross sections (Section G-G, Section H-H, and Section I-I) are shown on Exhibits C-19 through C-22.

Traffic Control/Intersection Configuration - It is proposed to maintain the four existing traffic signals. Lane alignments will remain the same except a left turn lane will be provided from

eastbound IL Route 38 to northbound Monterey Avenue.

Access Management - East of Monterey Avenue, IL Route 38 is fully access controlled.

Structures - The existing structures in this segment will not require modifications.

Transit - The PACE Comprehensive Operating Plan (COP) recommended signal pre-emption between Main Street and IL Route 83 in Lombard and IL Route 83 and Wolf Road in Villa Park. It is recommended to relocate the existing signed bus stop locations to the far side of the intersection at Ardmore where provision of a bus turnout at Ardmore is recommended.

A Park and Ride facility is proposed to be located near the IL Route 83/Interstate 294 interchange.

3.6.6 Right-of-Way Requirements

No additional right-of-way needs to be acquired in this segment to effect recommended SRA improvements.

3.6.7 Environmental Considerations

Substantial floodplain lies within and adjacent to the existing SRA right-of-way, east of Illinois Route 83 (see Exhibits B-20 and B-21). Minimal impacts to the floodplain are anticipated since this area is heavily channelized due to existing roadway engineering. The one LUST site in Segment 6 will not be impacted since additional right-of-way will not be required at this location.

3.6.8 Land Use Considerations

Segment 6 of IL Route 38 would not require major changes in vehicular access or additional right-of-way for roadway improvements. Therefore, no significant impacts to land use are expected within this segment. Commercial driveways should be consolidated where consistent with SRA improvements.

3.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.6.2.

3.6.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term

(1-5 years) implementation. There are no short-term improvements recommended within Segment 6.

3.6.11 Ultimate (Post 2010) 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 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.6.12 Crossing SRA Routes

IL Route 83 is a crossing SRA route. The study for this report was completed in January of 1996. It recommended no changes to the IL Route 83 cross section in this area.

**Table 3.6.2
Construction Cost Estimate
Segment 6 - Michigan Avenue to Interstate 294**

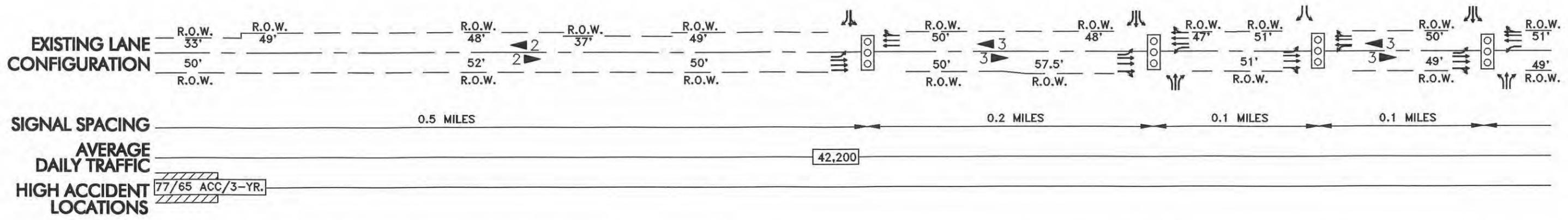
Improvements	Estimated Cost
Recommended Improvements	
Transit Improvements	\$45,000
Total - Recommended Improvements	\$45,000

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

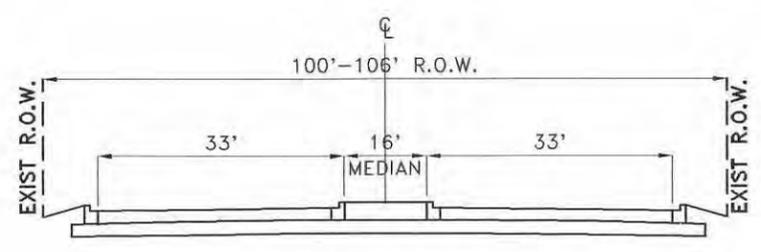
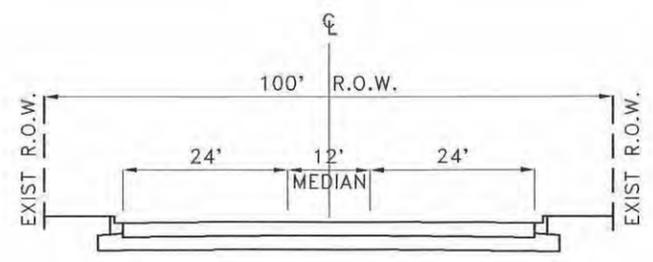
Segment 6
IL Route 38: Michigan Avenue (Villa Park) to Interstate 294

EXISTING FACILITY CHARACTERISTICS

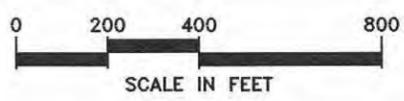
Exhibit A-19, A-20, A-21 and A-22

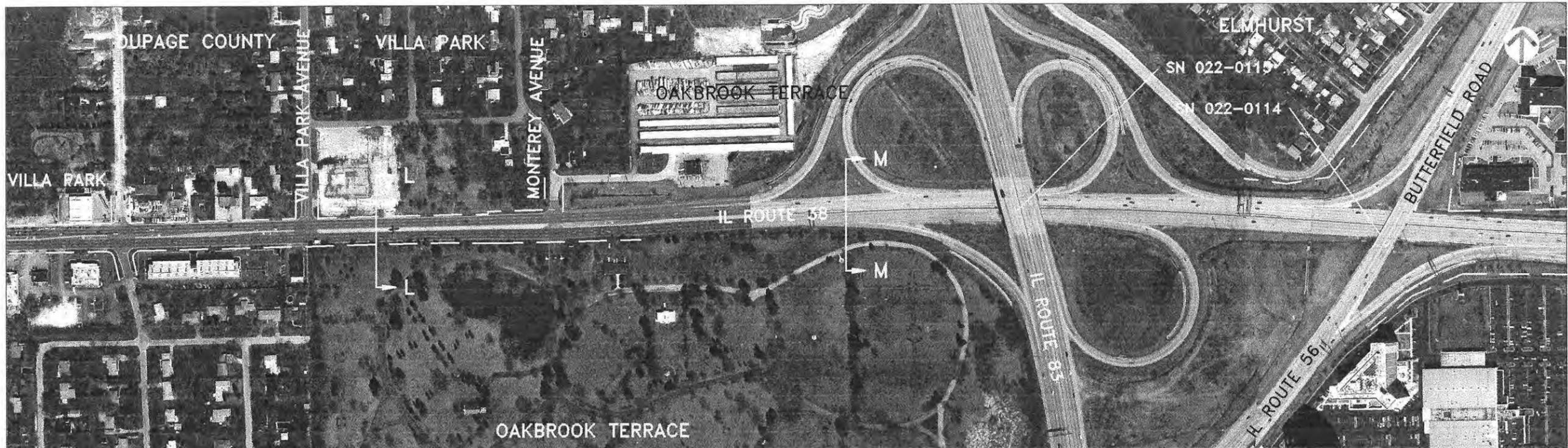
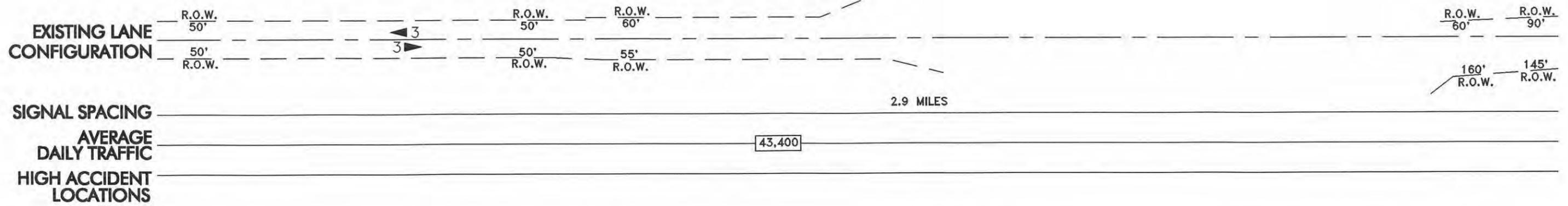


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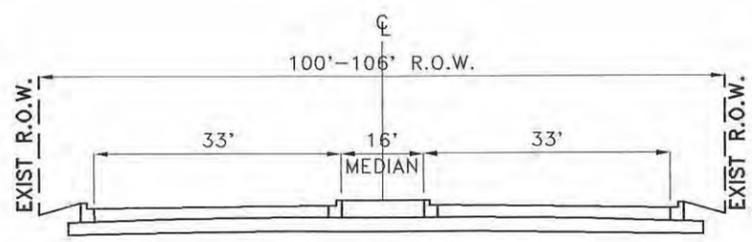


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES

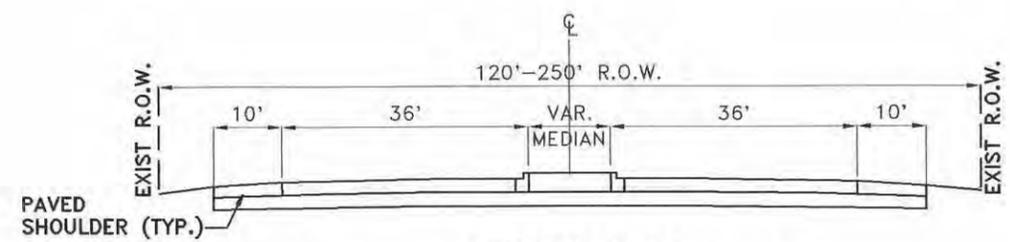




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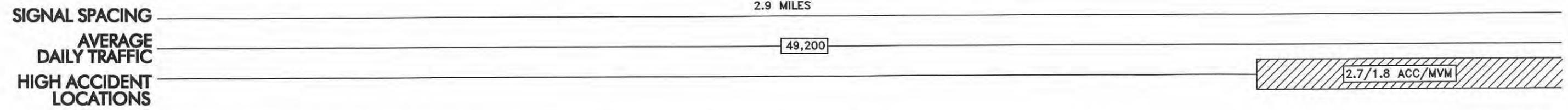
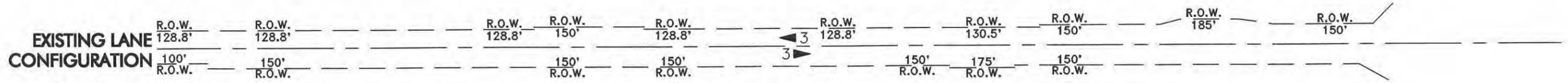
SECTION L-L
MICHIGAN AVENUE TO ILLINOIS ROUTE 83



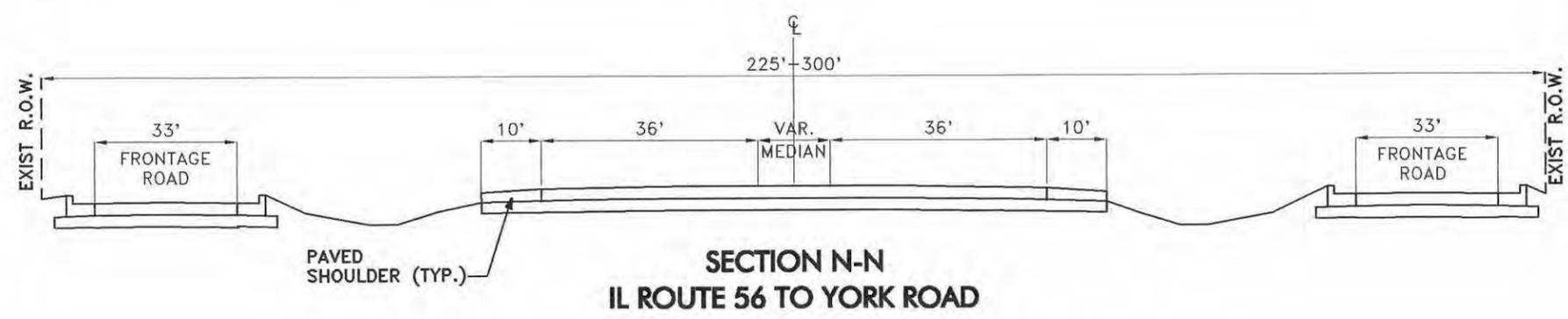
SECTION M-M
ILLINOIS ROUTE 83 TO IL ROUTE 56

LEGEND

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

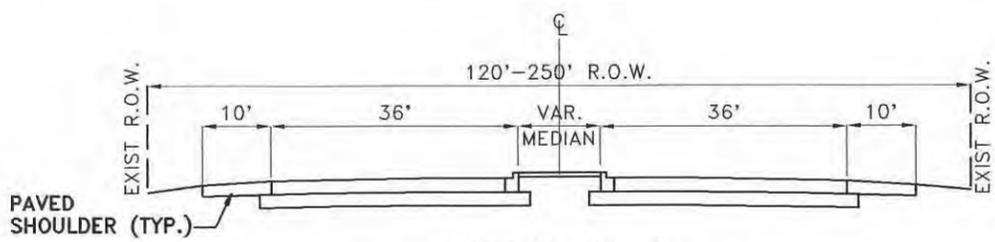
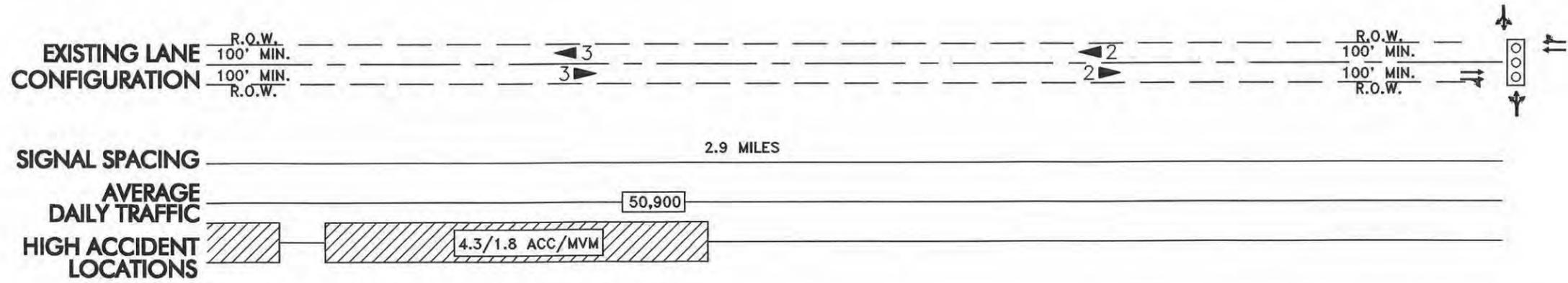


DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND

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



SECTION O-O
YORK ROAD TO INTERSTATE 294

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

Segment 6
IL Route 38: Michigan Avenue (Villa Park) to Interstate 294

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-19, B-20, B-21 and B-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

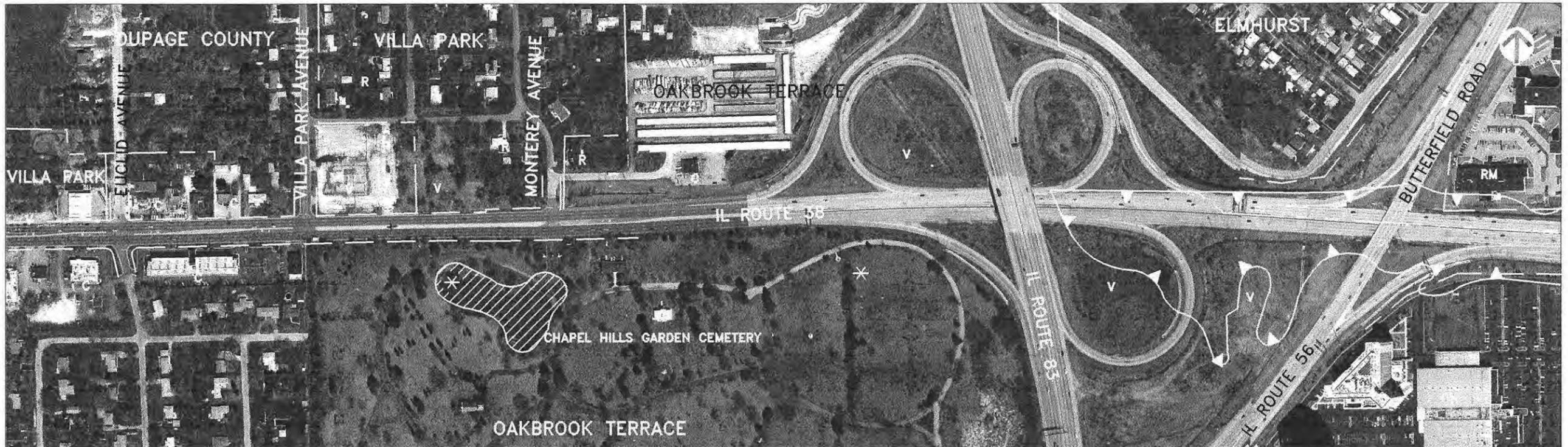
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

-  TRINITY LUTHERAN CEMETERY

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

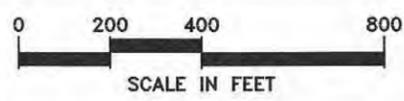
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
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- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
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- PLANNED USE/JURISDICTION BOUNDARY
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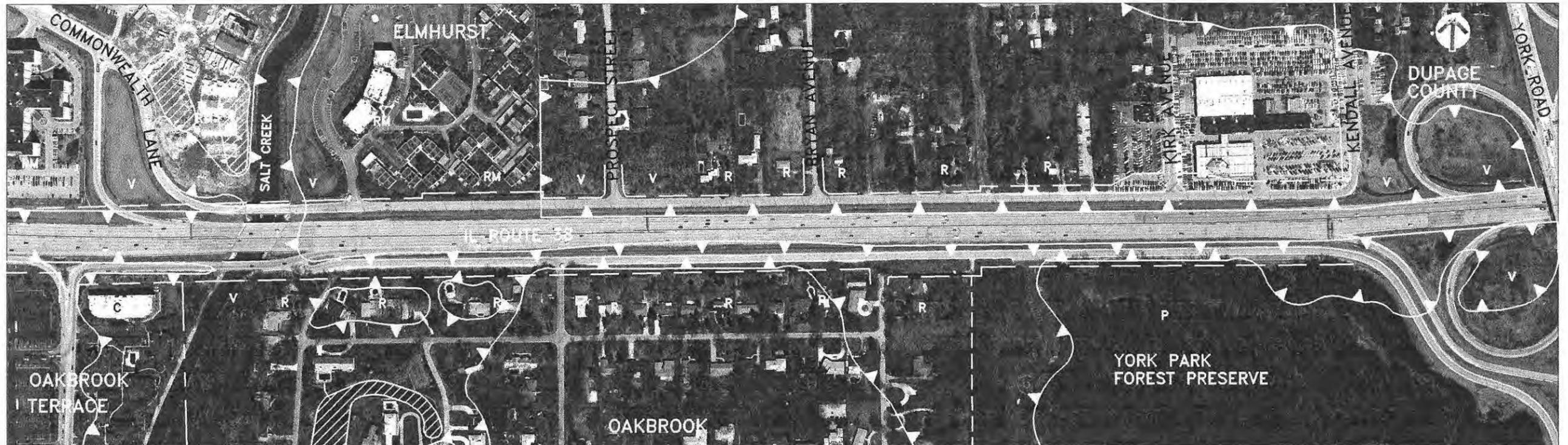
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Illinois Department of Transportation

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 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-20



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

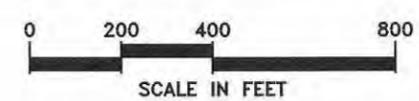
LAND USE LEGEND

- 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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- 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

Illinois Department of Transportation

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SRA Strategic Regional Arterial Planning Study
IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-21



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

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- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

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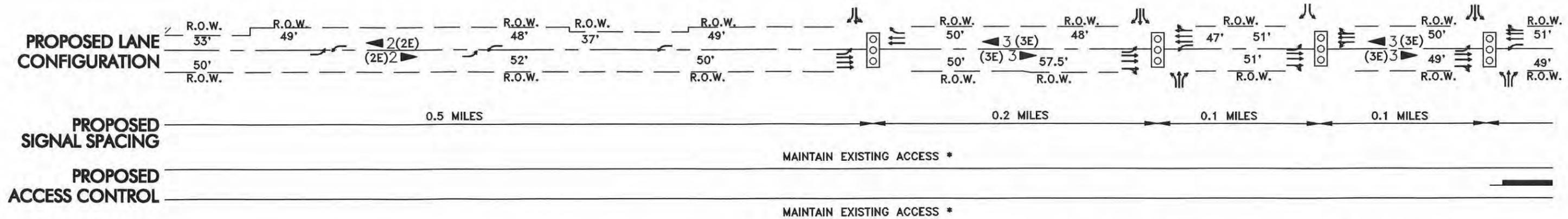


STRA Strategic Regional Arterial Planning Study
IL ROUTE 38 / FABYAN PARKWAY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-22

Segment 6
IL Route 38: Michigan Avenue (Villa Park) to Interstate 294

RECOMMENDED PLAN

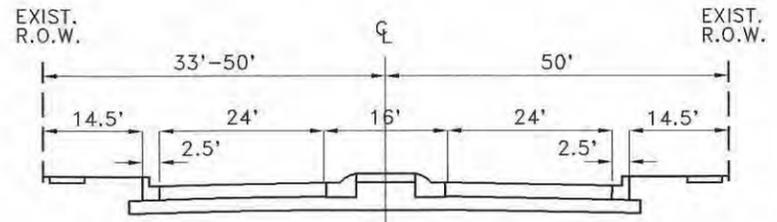
Exhibit C-19, C-20, C-21 and C-22



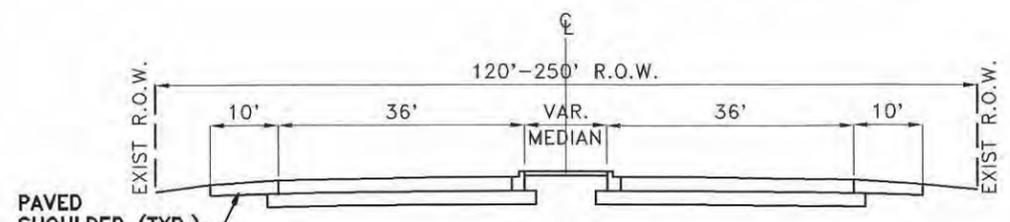
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SEGMENT 5/SEGMENT 6

- * CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS
- ** RELOCATE BUS TURNOUT TO FAR SIDE OF INTERSECTION



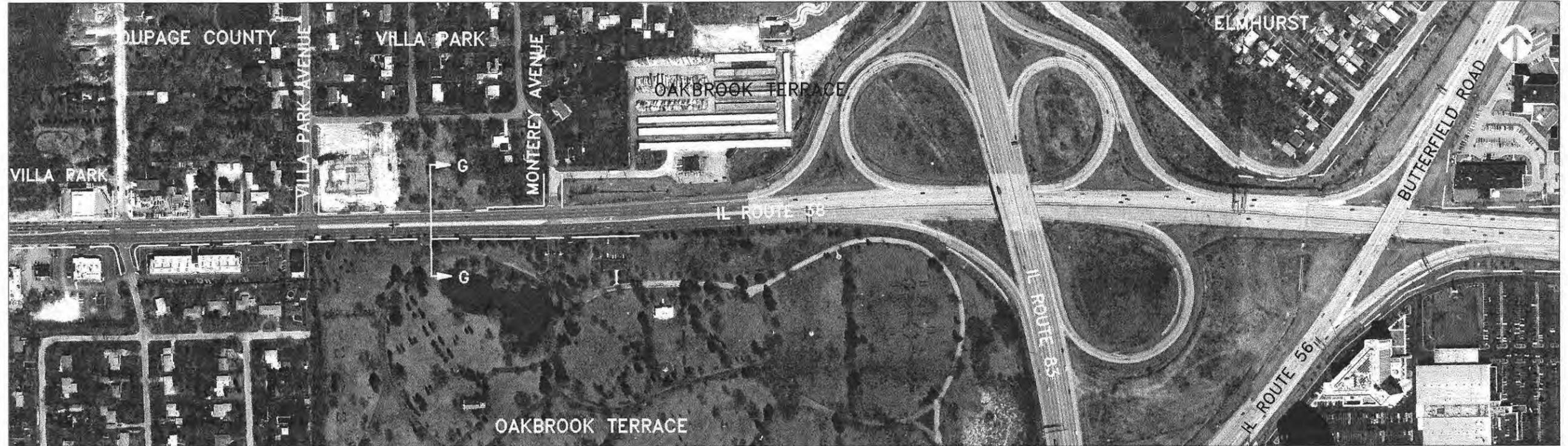
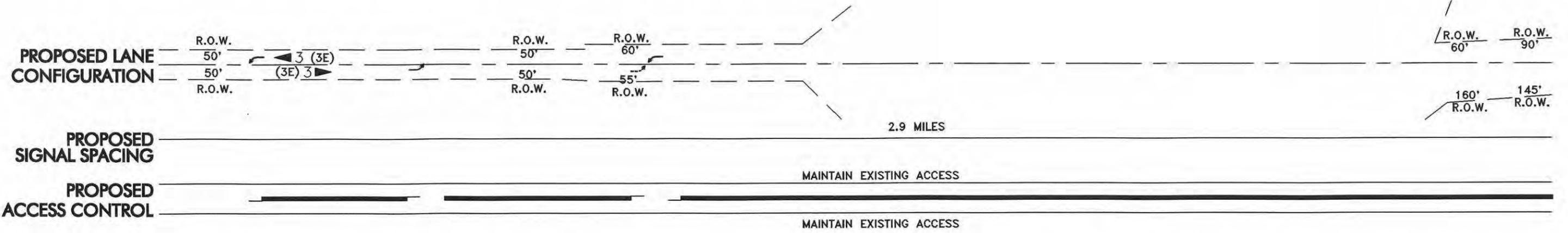
SECTION F-F
I - 355 TO IL ROUTE 83
RECOMMENDED CROSS SECTION



SECTION G-G
IL ROUTE 83 TO I- 88
RECOMMENDED CROSS SECTION

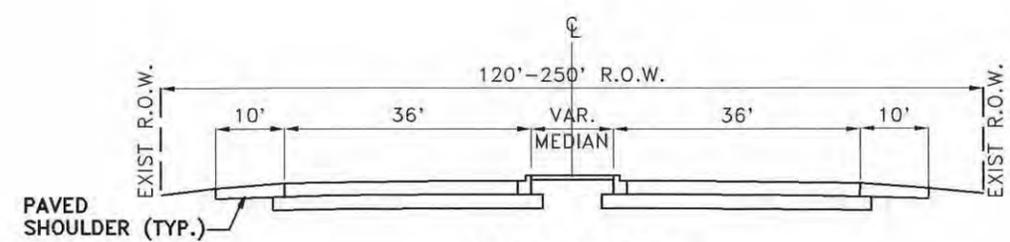
LEGEND

- 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



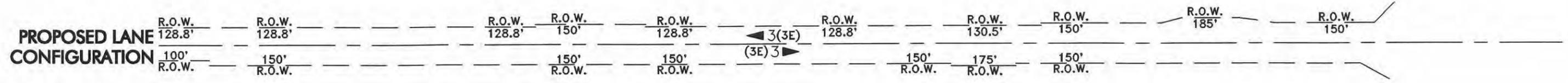
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6



SECTION G-G
IL ROUTE 83 TO I - 88
 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



2.9 MILES

PROPOSED SIGNAL SPACING

MAINTAIN EXISTING ACCESS

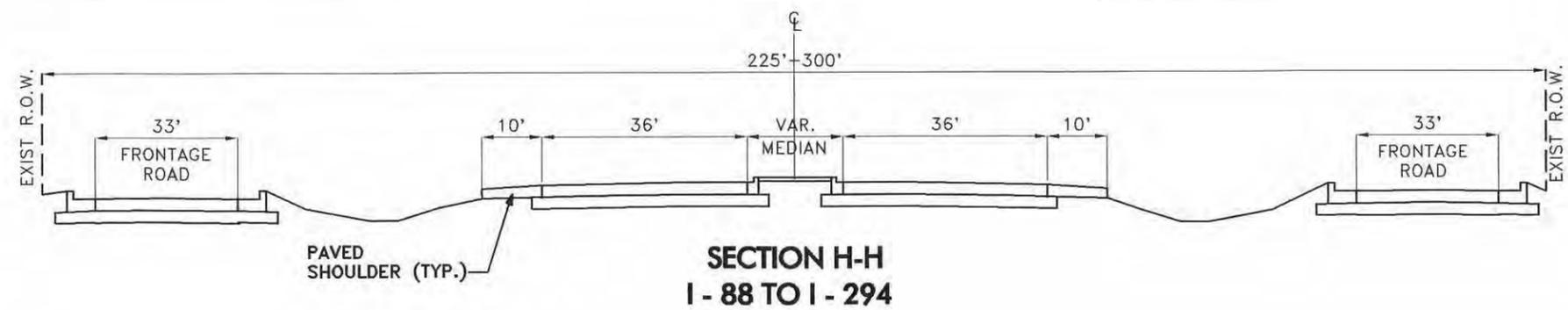
PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

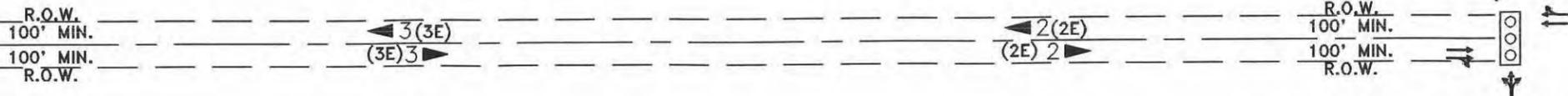
SEGMENT 6



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

PROPOSED LANE CONFIGURATION



2.9 MILES

PROPOSED SIGNAL SPACING

MAINTAIN EXISTING ACCESS

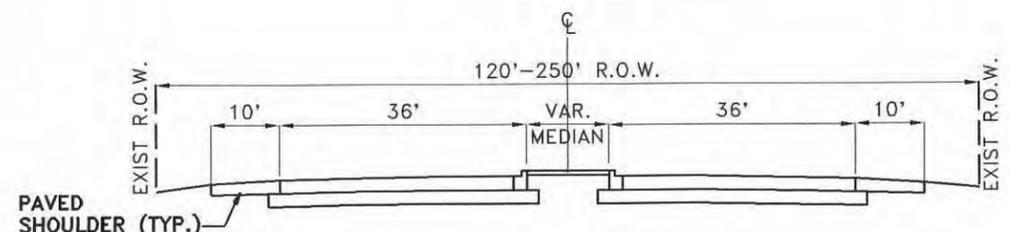
PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6



SECTION I-I

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

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 were presented at a second Advisory Panel meeting as well as at a public hearing which was open to the general public.

Individual Community Interviews were conducted from December of 1995 through January of 1996. The first Advisory Panel meeting was held on November 25, 1996. The second Advisory Panel meeting was held on July 17, 1997, followed by the public hearing on July 21, 1997.

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 (ICI's) 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 is as follows:

- Geneva
 - City fully supports SRA concept.
 - They believe Fabyan Parkway is a key east-west regional arterial corridor because of Fox River crossing. They feel growth west of the Fox River combined with limited river crossings will ultimately necessitate 6 lanes.
 - City believes the SRA designation should be extended further west from the Randall Road terminus, possibly to IL Route 47 or to rejoin IL Route 38.

- City concerned about Kane County applying stricter access standards to Randall Road than are proposed for the SRA system.
- Batavia
 - City felt the SRA cross section could never fit along Fabyan Parkway in light of existing adjacent development.
- DuPage County Division of Transportation (Fabyan Parkway)
 - County believed 4 lanes are not needed for some time based on existing traffic demand.
 - Questioned the need for 6 lanes.
 - County noted they are pursuing the extension of Eola Road through the Fermilab which would cross Fabyan Parkway east of McChesney Road and connect to Kress Road at IL Route 38.
 - County asked how Fabyan Parkway/IL Route 38 intersection would be configured.
- West Chicago
 - City has a favorable attitude towards increased mobility provided retail land uses or utilities are not negatively impacted.
- Winfield
 - Village has a favorable attitude towards increased mobility provided it does not negatively impact adjacent residential land uses.
- Wheaton
 - City feels narrow existing right-of-way and lack of building setbacks make 6-lane cross section unfeasible. The City would not support the ideal 6-lane SRA roadway cross section.
 - City may support consolidating local street access to IL Route 38 provided it was done as part of comprehensive study.
 - City was particularly concerned about safety and operation at the Gables Boulevard intersection.
 - City was concerned about overall congestion level at Naperville Road intersection. There is also a documented cut-through traffic problem on adjacent residential streets.
 - City was also concerned about safety at the Schaffner Road intersection.
- Glen Ellyn
 - Village feels SRA mobility goals conflict with the Village designation of Roosevelt Road area as a local business district. They would oppose measures that would make business access more difficult.
 - Village is planning a streetscape improvement project for Roosevelt Road that will include pedestrian enhancements such as sidewalks and lighting. They would oppose any roadway widening that would limit the ability to construct pedestrian improvements.
 - Village concerned about SRA signal warrants that would require the elimination of some closely spaced signals or would prohibit the installation of signals needed to serve commercial developments.

- Lombard
 - Village would probably not support a 6-lane cross section if it would adversely affect adjacent businesses. They would, however, support cross access between businesses to consolidate access to Roosevelt Road.
 - Village is not in favor of having a barrier median to control access because of concerns that limited access would reduce fire safety.
 - Village is concerned over SRA designation conflicting with their ability to implement streetscape improvements.

- Villa Park
 - There may be a need for traffic signals at Villa Avenue.
 - Ardmore Avenue north of IL 38 may require another southbound lane.

- Oakbrook Terrace
 - City would not be affected by any SRA improvements because SRA cross section is already in effect in this area.

- Elmhurst
 - Village would not be affected by any SRA improvements because SRA cross section is already in effect in this area.

- Oak Brook
 - Village would not be affected by any SRA improvements because SRA cross section is already in effect in this area.

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

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on November 25, 1996. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for Fabyan Parkway/ IL Route 38 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of 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

A public hearing was held on July 21, 1997 to present recommended improvements to Fabyan Parkway/ IL Route 38 as part of the SRA system and to obtain public input. The public hearing was 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 Fabyan Parkway/ IL Route 38 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 was also present during the hearing to take oral comments, and written statements were also 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 Appendix A.

APPENDIX A

Public Involvement

Individual Community Interview Meeting Minutes



City of Elmhurst ICI Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: December 18, 1995

Time: 9:30 A.M.

Place: City of Elmhurst
City Hall

In Attendance: Mr. Mark E. Hughes, P.E., City Engineer
Mr. Bob Andres, P.E., Civiltech Engineering, Inc.
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The City of Elmhurst has had previous experience with the SRA study with IL Route 83, which was part of Subset No. 3.

Mr. Hughes stated that along Route 38, the City of Elmhurst is basically unaffected. Between Route 83 and York Road, the lots adjacent to the frontage road have been annexed into the city and a developer has expressed interest in making this commercial development or townhouses. But this area is in the flood plain of Salt Creek and there has been some problem getting the permits for new development in the area. In addition, the ditches near the frontage road frequently flood. Elmhurst maintains this frontage road. IDOT maintains the exit ramp adjacent to this. The existing townhome development near York Road has about 90 townhomes in about 13 acres.

Mr. Hughes stated that there is also a pocket of unincorporated Elmhurst on the southeastern quadrant of the interchange with Interstate 294. The access from this neighborhood to IL Route 38 is limited to the intersection of Buck Road and IL Route 38.

Mr. Hughes stated that a 9-10 acre medical complex is being planned for the area immediately to

ICI Meeting Minutes
City of Elmhurst
Page 2

the east of Celozzi-Ettelson. This will be annexed into the City. They would probably like a link to Roosevelt Road via York Road. The developers are just now publicly announcing their plans for the future development.

Other than the above mentioned facts, Mr. Hughes stated that there should be no other impacts to or from the City of Elmhurst to IL Route 38.

The meeting was adjourned at 10:00 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 12/20/15



City Of Batavia Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: December 19, 1995

Time: 10:00 A.M.

Place: City of Batavia
City Hall

In Attendance: Mr. Ted Bergeson, Director of Community Development
Mr. Paul Sheets, Assistant City Engineer
Mr. Bob Andres, P.E., Civiltech Engineering, Inc.
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The City of Batavia has not been involved in the SRA process until now.

Mr. Bergeson felt that the desired SRA cross section will never fit in the ROW that is available in the City of Batavia. Though a center median would be beneficial along some portions of Fabyan Parkway, a 30' median is probably more than what is needed in this area, given the full development of much of the frontage.

Kane County recently improved the area just west of Western Avenue and when they did there were problems with the roadway being close to the adjacent new development of houses. Western Avenue improvements were completed last year from 6th Street to Wilson.

There are plans for a signalized intersection to be installed at Radant Avenue this spring. The entry to the jail on the north side of the roadway will be realigned to make this a four legged intersection.

Mr. Bergeson stated that at Kirk Road, there is possibly a planned curb cut on the southwestern quadrant of the intersection. There is 40 acres of commercial zoning on that corner, though he does not believe the entire parcel would develop commercially, given the surrounding industrial zoning. Industrial use is planned for most of the undeveloped area on the south side of Fabyan Parkway

The eastern city limits go all the way into DuPage County. At Paramount Parkway, there is a small parcel on the northern side of the roadway that belongs to the City of Batavia.

The meeting was adjourned at 10:30 A.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 12-27-95



City of Wheaton Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: December 20, 1995

Time: 10:00 A.M.

Place: City of Wheaton
City Hall

In Attendance: Mr. Paul Redman, P.E., City Engineer
Mr. James Kozik, AICP, City Planner
Ms. Anne Wollensak, AICP, Economic Development Director
Mr. Bob Andres, P.E., Civiltech Engineering, Inc.
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The City of Wheaton has been previously involved in the SRA process with County Farm Road and Butterfield Road, as parts of Subsets 2 and 4. Mr. Andres recognized that Illinois Route 38 through the eastern portion of the City was recently improved by IDOT and explained that the SRA study constitutes a long range planning effort for the corridor. Mr. Andres noted that any SRA improvements along Illinois Route 38 would be 10 or more years in the future. Thus, the study is intended to serve as a goal for IDOT and the City to help guide future access and redevelopment decisions.

Mr. Andres stated that 2010 traffic projections prepared for the SRA system by CATS indicate a substantial increase in traffic demand for this portion of Illinois Route 38. He noted the network analysis was predicated upon unrestrained traffic demand and assumed full build-out of all SRA routes. If SRA routes are not constructed to full cross sections, the actual traffic demand will likely be less than the CATS projections. The significance of the traffic forecasts for Illinois Route 38, however, is even with expansion of North Avenue and Butterfield Road to 6 lanes, the future traffic demand in the corridor will likely exceed the capacity of the existing facility.

Ms. Wollensak asked what Level of Service is seen today. Mr. Andres stated that it is probably Level "D" or worse. Mr. Redman stated that in the Eastbound direction, the A.M. peak period has higher delays from Naperville Road to the west than were apparent before the recent roadway improvement.

Mr. Redman stated that both North Avenue and Butterfield Road have the available right-of-way to be expanded to the SRA cross section, but he noted that along Route 38 in Wheaton, there are R.O.W. limitations that almost preclude any future widening. East of West Street, when the road was widened to 5 lanes, the limited R.O.W. that was acquired caused substantial impacts to adjacent commercial and residential properties.

Mr. Redman stated a significant concern of the City was traffic safety and operation at the Gables Boulevard intersection with Roosevelt Road. The unusual geometry and the lack of left turn channelization on IL 38 cause drivers to make unusual and conflicting movements. The south leg forms a "Y" roadway configuration that creates two intersections with Roosevelt Road. This configuration causes driver confusion and has resulted in clusters of accidents during some years. Gables Boulevard carries higher traffic than other residential streets and could probably be considered a residential collector.

Mr. Redman stated that the old comprehensive plan of the City recommended eliminating some local street intersections with Roosevelt Road. The City does not want to do this one by one but would consider street closures as part of a comprehensive traffic access plan.

Mr. Redman stated that the width of Schaffner is limited to 2 lanes because of a narrow culvert immediately south of IL 38. Roosevelt Road also does not have left turn lanes at this intersection because of a similar culvert on the west intersection leg. There is a safety problem at this intersection because it does not stand out between the Forest Preserve and golf course properties on each corner. Westbound drivers apparently do not expect turning traffic so soon after the County Farm Road intersection. The County desires to connect Schaffner Road with Weisbrook/ Herrick Road which would extend the County Farm Road north-south arterial corridor south of Illinois 38 through Butterfield Road and down to I-88. The idea of this connection has been tossed around for 10 years.

Ms. Wollensak stated that because of the inadequacy of the road, growth is inhibited along Roosevelt Road. There is not enough R.O.W. to develop frontage roads and the small parcel sizes inhibit consolidating access.

Mr. Andres asked if they saw any opportunities for redevelopment of the existing frontage along the corridor in the next 10 to 20 years which could provide an opportunity for more right-of-way or consolidation of access. Ms. Wollensak also stated that there are low income apartments on the north side of Roosevelt near Williston. Future redevelopment could occur in that area but there are multiple owners which would make any redevelopment very difficult.

Mr. Kozik stated that the Comprehensive Plan zoned most of the area south of downtown Wheaton adjacent to IL Route 38 as small office and research. All of this is also in multiple ownership and would be difficult to assemble. They saw very limited opportunity for major redevelopment in the corridor.

Mr. Redman stated that cut-through traffic is a concern to residents living on the side streets. Capacity improvements could be used, especially at Naperville Road. Naperville Road is a City Street at the intersection with Roosevelt Road, which turns into a County Road one block south of Roosevelt. Dual NB to WB left turns were installed at this intersections as part of the recent improvement, but were eliminated when operational problems developed.

The meeting was adjourned at 10:45 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 12-27-95



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ENGINEERING, INC.**

500 PARK BOULEVARD • SUITE 250 • ITASCA, ILLINOIS 60143-1297
(630) 773-3900 • FAX (630) 773-3975

Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 10, 1996

Time: 2:00 p.m.

Place: City of Oakbrook Terrace
Municipal Building

In Attendance: Mr. Michael A. Sarallo, Superintendent of Public Works
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary L. Young, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The City of Oakbrook Terrace has not had previous experience with the SRA study.

Mr. Sarallo stated that Route 38 within the limits of Oakbrook Terrace, which is currently six-lanes with channelization, operates efficiently. He is not aware of any existing problems along the route.

Mr. Sarallo stated that there is very little open land for new development adjacent to Route 38. There are plans for a funeral home to be built next to the existing cemetery near the interchange and there is a vacant parcel on Ardmore Avenue which could be developed.

Ms. Marincic stated that there would be several more opportunities at Advisory Panel Meetings for the City of Oakbrook Terrace to express their input regarding this improvement.

The meeting was adjourned at 2:30 P.M.

By: Mary L. Young
Mary L. Young

Date: 1/15/96



Village of Oak Brook Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Roosevelt Road/Fabyan Parkway

Date: January 11, 1996

Time: 2:00 p.m.

Place: Village of Oak Brook
Village Offices

In Attendance: Mr. Dale Durfey, Municipal Engineer
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Strategic Regional Arterial Project and describing the range of the multi-year project. Ms. Marincic then gave the description of the specific corridor of Roosevelt Road. Through Oak Brook, the roadway is already at or above the SRA desired cross section, with three lanes in each direction, limited access, and frontage roads.

Mr. Durfey stated that there would likely be no impact on the Village from an SRA improvement. The frontage south of Roosevelt Road in Oak Brook is fully developed residential property that connects to the frontage road and Forest Preserve land that would never be developed.

The meeting was adjourned at 2:15 P.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 1-15-96



City of Geneva Individual Community Interview

Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 16, 1996

Time: 10:00 A.M.

Place: City of Geneva
Public Works Building

In Attendance: Mr. Thomas Talsma, Director of Public Works
Mr. John Edlebeck, Municipal Engineer
Mr. Michael Donahue, Director of Planning
Ms. Christine Jeffries, Director of Economic Development
Mr. Robert J. Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. He noted that the SRA study is not being undertaken for any soon-to-be-constructed roadway improvement project, but rather it is a long range planning effort intended to define the scope of what this route should look like in the future to handle long range traffic demand. Any SRA roadway improvements are likely 10 or more years in the future; thus the SRA study is intended to serve as a guide for adjacent development and access improvements that will likely occur along the route between now and when an SRA improvement can actually be constructed. If these activities occur with a long range plan in mind, the ability to implement a future improvement will be greatly enhanced.

The City of Geneva has been involved in the SRA process as part of Randall Road and Kirk Road, which were parts of Subsets 1 and 4. Mr. Donahue stated that he had been involved in the SRA Route selection process when he had worked at NIPC.

Mr. Talsma stated the City fully supports the SRA system concepts and has been working to implement them on Kirk Road and Randall Road as developers approach the City with development proposals. However, they have met with resistance from the Kane County Highway Department which apparently wants to impose access standards that are even stricter than those for the SRA system.

Ms. Jeffries stated that the City had been involved with SRA access issues on Kirk and Randall Roads. The City has worked with developers to conform to the quarter mile spacing requirements for signalized intersections. However, in some instances, even though proposed signals met the SRA spacing and warrant requirements, they still were denied by the County. The County wanted signals spaced no closer than ½-mile apart. She said the City is frustrated by what appears to be unduly strict access standards which are harming economic development potential along these corridors.

Mr. Andres was unaware of difficulties like this on any other SRA route. He noted that most SRA routes are under IDOT jurisdiction and thus IDOT has ultimate control over the access standards that are applied. However, a few SRA routes or portions of routes are under county or municipal jurisdiction. Thus, these agencies have the ultimate control over what standards are applied to their roadways. He knew of an instance, for example, where a county objected to the impacts that would be caused by implementing a full SRA roadway cross section on their road and, as a result, the recommended plan backed off from the SRA standard to a proposed facility that the county could support.

It was noted that Fabyan Parkway between Randall Road and a point approximately ¾-mile east of Kirk Road is under the jurisdiction of the Kane County Highway Department. Fabyan Parkway east of that point is under DuPage County Division of Transportation jurisdiction. Illinois Route 38 is under IDOT jurisdiction.

Mr. Talsma stated from the transportation perspective, Fabyan Parkway serves as a regional access route. Anything that can be pre-planned is in Geneva's best interest. Fabyan Parkway serves as a major east-west route and is one of only a few river crossings in Geneva.

The only undeveloped area along Fabyan Parkway in Geneva is east of Kirk Road. There is light industrial and commercial development planned for that area. A golf course is located between Western Avenue and Bent Tree that won't be redeveloped.

Ms. Jeffries asked what would be studied on the SRA section of Fabyan Parkway. Mr. Andres stated that the proposed future roadway cross-section and right-of-way needs would be identified and a concept access plan will be developed. Ms. Jeffries stated that Kane County is already implementing an unwritten access plan along Fabyan Parkway. For example, they are planning to install a signal at Raddant Road this summer. She asked if we would be meeting with the counties to discuss SRA improvements. Mr. Andres said the coordination activities are directed primarily towards municipalities located along the routes. Coordination meetings with county highway departments are held only if one of their routes is affected. In the case of Fabyan Parkway, the Consultant has already met with the DuPage County Division of Transportation and they plan on meeting with the Kane County Highway Department as well.

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City of Geneva
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The City staff believed that traffic demand on Fabyan Parkway would one day warrant a 6-lane cross section due in part to development that will occur west of Randall Road as well as due to capacity restrictions on Illinois Route 38 through downtown Geneva. Ms. Jeffries stated that she would not want Route 38 through downtown designated as an SRA route because of the impacts on the integrity of the downtown area that would be caused by implementing SRA standards.

Mr. Donahue asked that the SRA route designation on Fabyan Parkway be extended west of Randall Road to ultimately tie back into Illinois Route 38. He said development is already occurring within the Randall Road corridor and will likely occur further west within the planning time frame for this study. Mr. Andres said that the City must request IDOT to consider a change in the study limits.

Ms. Jeffries reiterated that she is worried about arbitrary access warrants and would like to lock in intersections slated for future access and assure that the City can receive approval of future signals. Mr. Andres stated that identifying a preferred access plan is within the scope of the SRA study but that securing guaranties for future access approvals is not. He thought that those assurances would best be achieved by an intergovernmental agreement between the City and Kane or DuPage Counties. Mr. Donahue stated that the City does have an agreement with Kane County that pertains to portions of Randall Road.

Ms. Marincic discussed the schedule for the project. The project is expected to last two years. She noted the next step in the study will be to take the information obtained from community interviews and use it to develop a concept plan and alternatives for a future SRA improvement. These improvement concepts will then be presented to an Advisory Panel. The City will be invited by CATS to send a representative to serve on the Advisory Panel and continue to give City input. She felt the first Advisory Panel meeting would be held some time this summer.

The meeting was adjourned at 10:30 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 2-26-96



Village Of Glen Ellyn Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 17, 1996

Time: 4:00 P.M.

Place: Village of Glen Ellyn
Village Hall

In Attendance: Mr. Richard Dunn, Director of Planning and Development
Mr. Robert Minix, Public Works Department
Mr. Michael Laughlin, A. McGurr, Ltd. Consulting Engineers
Mr. Robert J. Andres, Civiltech Engineering, Inc.
Ms. Dawn R. Marincic, Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. He noted that the SRA study is not being undertaken for any soon-to-be-constructed roadway improvement project, but rather it is a long range planning effort intended to define the scope of what this route should look like in the future to handle long range traffic demand. Any SRA roadway improvements are likely 10 or more years in the future; thus the SRA study is intended to serve as a guide for adjacent development and access improvements that will likely occur along the route between now and when an SRA improvement can actually be constructed. If these activities occur with a long range plan in mind, the ability to implement a future improvement will be greatly enhanced.

The Village of Glen Ellyn has not had previous involvement in the SRA process. Mr. Dunn stated the Village's most immediate concern with the SRA study pertains to the proposed mixed-use development of Baker Hill which is located in the northeast quadrant of the IL 38/IL53 interchange. He said the Village has tried for a number of years to realize a suitable development of that property and is close to achieving an acceptable mix of commercial and residential uses as part of an active development proposal. The success of this proposed development is very important to the Village of Glen Ellyn and the commercial component of the plan hinges on the ability to obtain signalized

access to Illinois Route 38. He stated that if the stricter SRA signal warrants would prohibit a signal installation at this development, the Village would immediately petition IDOT to drop the SRA designation.

Mr. Andres stated Civiltech Engineering has had a historic involvement with development efforts at Baker Hill and, while they are not preparing the current traffic studies for the proposed development, they have been retained in an advisory role by the commercial developer for the site. Mr. Andres said the higher SRA standards were not affecting the ability to install a signal and that indeed the studies have indicated that SRA warrants would be satisfied. He explained IDOT's concerns about signalized access were centered around the ability for a signalized intersection to operate safely given the very steep roadway grade on Roosevelt Road adjacent to the site. Mr. Andres noted the developers were reevaluating their site plan to develop a suitable access location which minimized operational problems associated with the roadway grade.

Mr. Minix stated that Roosevelt Road is an important commercial corridor through Glen Ellyn. He feels that the SRA concept poses a significant conflict with the commercial use which depends upon ease of local access.

Mr. Andres stated that ease of local access is already adversely affected by traffic congestion and this impact will probably worsen over time. The existing ADT on Roosevelt Road is approximately 35,000 vehicles per day within the Village. The idealized traffic projections, which assume all SRA routes are built out to 6-lane cross sections, indicate that significantly greater traffic demand could exist in the corridor. This unmet demand will likely assure the roadway will operate at or near its maximum capacity.

Mr. Dunn stated that when the traffic study by Metro Transportation Group was done at Nicoll Way for the Baker Hill development, the Level of Service did not seem to be that bad, maybe Level "D".

Mr. Minix stated that there are many closely spaced intersections along Roosevelt Road and he is concerned that some signals will be eliminated and possibly make the traffic problems worse. Mr. Andres stated that he doubts any signals would be eliminated along Roosevelt Road. The SRA study will develop an access control plan and, as part of that plan, may indicate locations of future traffic signals that would be installed in concert with access consolidation to promote mobility. Mr. Dunn stated that the Baker Hill proposal would seem to be a perfect example of consolidating access in accordance with SRA standards.

Mr. Minix stated that Hill Avenue is used as an east-west alternate to Roosevelt Road until it starts veering north.

Mr. Dunn stated that the Village of Glen Ellyn is actively pursuing a streetscape improvement plan along Roosevelt Road that would enhance its aesthetics by installing continuous sidewalks, trees, landscaping, and ornamental pedestrian scale lighting. This would help promote the commercial

corridor and make the shopping more attractive. A study was just presented last Monday night to the Village Board to improve the landscaping along Roosevelt. The study is still a draft and has not been formally approved by the Village. Mr. Dunn asked if IDOT would allow these streetscape improvements within their right-of-way. Mr. Andres noted IDOT has allowed similar improvements in other communities, but with stipulations. He suggested that the Village contact Mr. Art Klinicki in the Permits Section of the Bureau of Traffic in District 1.

Mr. Dunn felt an SRA improvement would destroy any enhancements that would be installed and defeat the Village's efforts to improve aesthetics. He feels that IDOT and the Village have opposing views how they would like to see Roosevelt Road function. He does not think that the SRA designation on Roosevelt Road would help Glen Ellyn nor does he think the Village could support any roadway widening. Mr. Minix stated that he, too, could not see a 6-lane cross section on Roosevelt Road as a feasible plan, even in the long range, given the existing adjacent development.

Mr. Andres pointed out that one future benefit of a Strategic Regional Arterial designation is, if future highway funds continue to be limited, that IDOT may give priority to roadway improvements on the SRA system as these improvements may give the greatest return on their investment in terms of improving traffic flow.

Mr. Minix pointed out that improvements were done to Roosevelt Road four years ago but the quality of construction was very poor. The pavement is already showing signs of deterioration.

Mr. Minix asked whether utilities would have to be relocated as part of an SRA Improvement. Mr. Andres responded that possible utility relocations were not within the scope of this study and would not be examined until a Phase I study is completed for a specific improvement project. He noted that utility relocations would likely follow normal IDOT guidelines where they try to keep all longitudinal utilities out from under pavement areas.

Mr. Dunn said he would like to take the SRA proposal to the Village Board to find out where they stand on the project. Mr. Andres suggested, since no SRA concept has been developed as yet for this route, that it would be premature to take the matter to the Village Board. He suggested the Village staff wait to go to the Board until later in the study when better information is developed, to avoid creating any unnecessary conflicts.

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Village of Glen Ellyn
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Mr. Andres said the next step in the study will be to take the information obtained from community interviews and use it to develop a concept plan and alternatives for a future SRA improvement. These improvement concepts will then be presented to an Advisory Panel. The Village will be invited by CATS to send a representative to serve on the Advisory Panel and continue to give Village input. Mr. Andres felt the first Advisory Panel meeting would be held some time this summer.

The meeting was adjourned at 5:45 P.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 2-26-96



Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: December 18, 1995

Time: 1:30 p.m.

Place: DuPage County Transportation Building

In Attendance: Mr. Charles Tokarski, P.E., County Engineer
Mr. Timothy Doron, Metro Transportation Group
Mr. Reid Fellows, Metro Transportation Group
Mr. Stephen Corcoran, Metro Transportation Group
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

The meeting began by Mr. Corcoran asking Mr. Tokarski for information on Stearns Road and any improvements that are currently being undertaken by the County in this area. The City of Bartlett and the Bartlett Park District are opposed to the current plan of the county for widening between Route 59 and Bartlett Road. The plan is to make the roadway a 4-lane facility.

Volumes are currently 11,000 - 12,000 vehicles per day. Growth rates are 6-8% a year. Bartlett feels that this growth pattern will not continue as development is maxed out in the area. The projections of volumes are in the high teens to the mid-20's

The County's current proposed improvement consists of widening Route 59 to 5 lanes, Stearns Road west of Route 59 to 4 lanes and a compromise of widening Bartlett Road to 3 lanes between Route 59 and Bartlett Road. The County Board has not publicly acknowledged this but in the next few months the County will act on this and publicly announce that they have compromised with Bartlett and have changed their plan to a 3 lane cross section from a 4 lane section.

In conjunction with the SRA, the county would probably be adamantly opposed to the full built-out SRA cross section. Mr. Tokarski feels that the volumes and nature of the area do not call for a major improvement.

The ICI for Bartlett should be scheduled after the County presents their position on their improvements for Stearns Road.

For ROW purposes, some of the setbacks to houses are 30' from the existing ROW. The ROW on the south side of the roadway is 50'. The north side varies. West of Route 59, ROW is 80'.

The County will get us roadway plans for the improvements to Bartlett Road. Mr. Corcoran already requested the plans from the County's consultant. Mr. Tokarski will look into making sure Metro gets a copy of them.

In the future, Stearns Road may be realigned. There may be some wetlands in the area that could cause some potential problems with this.

Fabyan Parkway

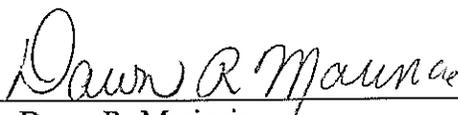
Mr. Tokarski feels that the traffic volumes in this area are not that high and there is no development at this present time that would cause a need for the road to be widened. One question Mr. Tokarski asked was what would become of the IL 38/Fabyan Parkway intersection and would it be realigned to make the primary access from Roosevelt Road on the east to Fabyan Parkway or would Route 38 remain the through movement. That would be analyzed in this study.

At the present time, if the roadway will be ultimately widened, the most beneficial to the County would be to buy the additional right-of-way now to obtain the right-of-way now while the property is not developed and does not cost that much.

Another potential concern is that the County is considering extending Eola Road through Fermi-Lab. They have tried to do this before but have also been shot down before. One option is to have the extension line up with McChesney and Kirk. Another would be to have the extension loop around to the east.

Mr. Tokarski felt that West Chicago will probably support any SRA action in the vicinity of West Chicago for the development that it would bring to their community. The only concern they would have is have the traffic dumped in their downtown.

The meeting was adjourned at 2:00 P.M.

By: 
Dawn R. Marincic



Village of Villa Park Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 23, 1996

Time: 9:00 A.M.

Place: Village of Villa Park
Village Hall

In Attendance: Mr. Vydas Juskelis, Director of Public Works
Mr. Derek Stancik, Engineering Department
Mr. Robert J. Andres, Civiltech Engineering, Inc.
Ms. Dawn R. Marincic, Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The Village of Villa Park has been involved in the SRA process with Route 83 and North Avenue. These were a part of Subsets 1 and 3.

Mr. Juskelis felt that they did not have as difficult of a time with the recently completed Roosevelt Road widening project as other communities along the route. The section through Villa Park was the last to be improved and many of the problems that were seen in the other communities had been addressed by the time their section was constructed.

The property on the northeast corner of Villa Park Avenue was recently annexed to the Village due to a land swap with Oak Brook Terrace. There are no specific plans for the development of this property but it will probably be a commercial development. This was land switched with the gas station on the southeast corner of Ardmore Avenue and Roosevelt Road.

Thornton Gas Station is remodeling their establishment at Euclid Street. Plans for this improvement were given to Civiltech.

Mr. Juskelis stated that there is the possibility of a future traffic signal at Villa Avenue. This street is a collector through a neighborhood and has a somewhat rural cross section. There is a school north of the intersection. The residents have been against a signal at this location.

There have been requests at the Village for monitoring wells at the locations of service stations on the intersection of Ardmore Avenue with Roosevelt Road. There is a concern about potential groundwater and soil contamination.

Ardmore Avenue north of Roosevelt Road may eventually be widened and have another lane. When the post office was built in this area, the traffic study recommended another lane. The Federal money didn't pay for this and it didn't get built. North of Roosevelt Road, there is a high school and other facilities that attract much traffic. The sidewalks along Ardmore were installed with STP money. West of Ardmore Avenue, the frontage is mostly shopping centers that are already established.

The boundary of Villa Park is Wisconsin Avenue. West of this is unincorporated land. Mr. Juskelis stated that the only boundary agreement that has been made for this unincorporated land is that Villa Park will remain on the north side of Roosevelt Road.

Mr. Andres explained that one item that would be studied is extending the 6-lane cross section that is seen on the east side of the Village further west. This will be examined and a concept plan will be presented at the first Advisory Panel meeting, which will probably be held this summer.

The Village gave Civiltech land use plans, a zoning map, and sewer maps that were requested in the mailing and the questionnaire that Civiltech sent the Village.

The meeting was adjourned at 9:30 A.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 2-19-96



Village Of Winfield Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 24, 1996

Time: 1:00 P.M.

Place: Rempe-Sharpe & Assoc., Inc.
Geneva, Illinois

In Attendance: Mr. Daniel Watson, P.E., Rempe-Sharpe & Assoc., Inc.
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.
Ms. Jennifer Jones, E.I.T., Civiltech Engineering, Inc

Ms. Marincic began the meeting by giving a brief history and description of the SRA planning study process. The City of Winfield has not been involved in the SRA process until now.

Mr. Watson stated that residential housing with driveway entrances/exits are located along Roosevelt Road and Cantigny Museum property is also located on the southeast corner of the Winfield Road/Roosevelt Road intersection. These obstacles may make additional easements difficult to obtain.

Another concern of Mr Watson's is at the northeast corner of the same intersection. A 24-inch storm sewer comes from this intersection and connects to a 12" tile outfall at Winfield Creek. This produces drainage problems at this intersection.

Mr. Watson also stated that a flood plain area is located to the north of the T-intersection at Schaeffner Road.

Future developments in the area include town homes at the northwest corner of Winfield Road & Roosevelt Road with access approximately 250' north of Roosevelt Road off of Winfield Road. Also, either town homes or single family homes are planned for the southwest corner of the same intersection.

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Mr. Watson definitely sees a future need for a 6-lane cross-section. He also believes that the village would be supportive as far as getting better vehicular movement through the village, but the support would end if the taking of homes is required. The village takes resident complaints seriously.

Ms. Marincic advised Mr. Watson of the advisory meetings in which Civiltech will present the concept plan. Also, this would be the appropriate time for the village board to get involved.

Mr. Watson will send a copy of the handout to the Village Manager and keep him abreast of the project.

The meeting was adjourned at 1:30 P.M.

By: Jennifer I. Jones
Jennifer A. Jones

Date: _____



City of West Chicago Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 24, 1996

Time: 9:00 A.M.

Place: City of West Chicago
City Hall

In Attendance: Mr. John H. Moore, P.E., City Engineer
Mr. Robert J. Andres, P.E., Civiltech Engineering, Inc.
Ms. Dawn R. Marincic, P.E., Civiltech Engineering, Inc.

Ms. Marincic began the meeting by giving a brief history and description of the SRA planning study process. The City of West Chicago has been involved in the SRA process with Route 59 and North Avenue (Route 64). These were a part of Subset 1.

Mr. Moore pointed out that there is a problem with the Union Pacific Railroad (formerly C&NW) tracks on Roosevelt Road west of Fabyan Parkway. Train traffic has increased at this at-grade crossing and causes substantial back-ups. Although this is not on the actual SRA route, it could impact traffic on Roosevelt Road to the east.

DuPage Airport owns approximately 3 square miles of land in West Chicago. They are planning on developing this land as industrial parks. This covers the entire area south of Route 38. Crawford Murphy Tilly is the engineer for this development. Mr. Moore stated that the southeast corner of Route 38 and Fabyan Parkway is also zoned for industrial use and may be developed in the future.

Mr. Moore does not see a 6-lane cross section of Roosevelt Road as posing a problem to West Chicago, unless it impacted car dealerships located east of the EJ & E Railroad.

Mr. Moore stated that an extension of Eola Road is being considered by DuPage County. It would extend from its terminus at Butterfield Road through the Fermi Lab, cross Fabyan Parkway and connect to Kress Road at Roosevelt Road.

Mr. Moore remarked that the at-grade crossing near Wegner Drive on Roosevelt Road is a minor spur that doesn't have much rail traffic traveling on it.

Mr. Moore stated that a signal may be installed at the Town Road intersection in the future to accommodate heavier traffic that is being generated in the area.

A high pressure oil line is located adjacent to the ROW on the north side of the roadway in an easement near Town Road. This would have to be considered if any ROW is acquired. The City may also obtain easements along Roosevelt Road to install a sanitary interceptor sewer.

The EJ&E might want to rebuild their rail crossing over Roosevelt Road. There is also a possibility of a future commuter line using these tracks.

Mr. Moore stated that the drive to Roosevelt Road from the shopping center near Joliet Street had permits for a right-in/right-out access. But, when the drive was built, the island was taken out and full access is now allowed. This may be looked at by IDOT in the future.

Mr. Moore pointed out that there are no visible problems with the interchange at Route 59. But, many trucks avoid this area and use Joliet Street through town and as an alternate to Route 59.

Gary's Mill Road is an unmarked state route. Its intersection with Roosevelt Road has an accident problem. Ron Gorrige at IDOT has looked at ways to realign this intersection. A signal has not been warranted because traffic volumes are not high enough.

There are a group of residential town homes west of Gary's Mill Road. The development is about a quarter of the way built out at this time.

Mr. Moore said that the major concern of West Chicago regarding any improvements of Roosevelt Road is the impact to businesses. The City's view of the improvements will depend on if it is a detriment to any of the retail development that fronts Roosevelt Road. They will support or react neutrally to the SRA concept if there are no negative impacts to their businesses. If the City has to move a lot of their utilities, they will not look at the project very favorable. The City has been against the SRA concept of widening Route 59 to a 6 lane cross section.

Mr. Andres reiterated that it may be 10 or more years before any improvements will be made and that no money has been set aside by IDOT, as yet, to make any of the suggested improvements.

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The City now has an ordinance that setbacks are to be no closer than 75' from the right-of-way line or 150' from the centerline. But, variances are made for this when parcels are small or there seems to be no other option for development.

The meeting was adjourned at 9:30 A.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 2/13/96



Village of Lombard Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 31, 1996

Time: 2:00 P.M.

Place: Village of Lombard
Public Works Department

In Attendance: Mr. George Seagraves, Village of Lombard
Ms. JoEllen Charlton, Village of Lombard
Mr. Jeffrey Coder, Village of Lombard
Mr. Robert Lewis, Village of Lombard
Mr. Robert J. Andres, Civiltech Engineering, Inc.
Ms. Dawn R. Marincic, Civiltech Engineering, Inc.

This meeting was held as a follow-up to the brief introductory presentation made to the department head meeting on January 23, 1996. This meeting was held to discuss the SRA concept in detail and answer any questions that the Village may have.

Mr. Lewis asked if as part of the SRA project, a 16' turn lane in the center of Roosevelt Road would be considered. Mr. Andres responded stating that there is currently a painted median with center turn lanes. One access control strategy could be to construct a barrier median to concentrate access at fewer intersections.

Mr. Coder stated that the Village has tried to limit curb cuts at new developments but they haven't been that successful. In addition, the Village does have easements for cross access between adjacent commercial developments. The Village would endorse doing more of this to limit access to Roosevelt Road, provided it does not hurt the viability of any businesses.

Mr. Seagraves said that at the High Point development, the right-in/right-out access does not work very well. People still try to come out and turn left onto Roosevelt. He feels that in order to have these entrances operate as intended, channelization should be more severe.

Mr. Coder stated that acquiring additional right-of-way for IDOT would not be high on Lombard's priority list. Mr. Andres stated that the goal of the SRA study is not to have the Village acquire ROW, but to see that development or redevelopment occurs in such a way that acquiring the land in the future is feasible.

Lombard has a one block section of unimproved right-of-way on Grace Street north of Roosevelt Road. Realtors have approached the Village about purchasing this right-of-way for commercial development. There is enough right-of-way to construct a common full access point for adjacent businesses. An extension of Grace Street is not likely due to limited right-of-way width and potential impacts on a single family home adjacent to this area.

Mr. Lewis stated that the Carsons restaurant, which has only one entrance, has fewer vehicle conflicts than the adjacent Jollys, which is to the west of Carsons. Jollys has two access points.

Another location where there is already a right-turn only is at Stewart Avenue. There is a sign that states the street is right-turn only but many people ignore the signing and make left turns as well. Better design is required to make this function effectively. Mr. Coder suggested that for some of the entrances to the shopping centers, the entrance/exit be made right-turn in or right turn out, but not both to discourage people from trying to make left turns.

On Main Street, at the shopping center, there are two non-signalized intersections and two signalized intersections. Southbound on Main Street, there is a left-turn arrow at the intersection to the shopping center, but there is no separate turn lane. The same shopping center has two non-signalized entrances on Roosevelt Road. Mr. Andres asked if Main Street needed four lanes. Lombard feels that it is necessary because there are still significant backups. Main Street is the main north-south street through Lombard. Other major streets through Lombard are Highland, Finley, and Westmore/Meyers, but these do not continue through the Village. Mr. Seagraves stated that Main Street is very important to the fire department as they use this route to access most of the Village.

Mr. Seagraves felt that the Fire Department would be against installing a barrier median along Roosevelt Road. He feels this would make it difficult to respond to emergency calls. In addition, fire hydrants are located only along one side of the roadway in some parts and it would be more difficult to reach the hydrants if they had to be used over the median.

Mr. Andres asked how congestion was in the area. The response was that it was heavy in the peak hour but the traffic gets through. Mr. Coder stated that Stewart is usually backed up. Mr. Seagraves observed that he has seen the traffic from Highland Avenue backed up for several

blocks. Some of the volumes drop off at Main, Finley, and Interstate 355. In addition, some of the volumes seem to be higher throughout the day on Saturday.

Ms. Charleton stated that Lombard has been looking into building sidewalks and improving the streetscape and would like preservation of those enhancements incorporated into any SRA improvements that would be considered. Mr. Coder stated that any streetscape improvements would be a big investment for the village and they couldn't support the SRA if any of their investment is destroyed. Mr. Seagraves stated that he couldn't see the Village Board supporting any improvements that would harm any of the businesses along Roosevelt Road. The Village is very dependent on the sales tax and they do not want any of the businesses leaving because of any hardship.

Mr. Lewis stated that the SRA is a long-term project that may be hard for the Village to understand because many of the comments previously addressed relate to the current time mode.

Mr. Coder stated that most redevelopment that is occurring is using every last inch of area that they can get their hands on and developers wouldn't be very happy about donating any extra land.

Mr. Andres asked if a 6-lane cross would be supported by the Village. Mr. Lewis stated that most likely it wouldn't be supported because of the possible negative impact to businesses. Frontage roads would also be discouraged. Cross access between properties would probably be encouraged. Mr. Coder stated that some intersection improvements would be supported, such as dual left turns and longer storage bays. Mr. Lewis that signal integration would also be favored. Mr. Andres responded that signal coordination already exists along IL 38 and integration with crossing signal systems would be difficult with several maintenance jurisdictions involved.

Mr. Lewis stated that the Village is currently rewriting the Village's master plan. They would like to incorporate any SRA improvements into this. He would like to know the improvements before they are finalized. The Village will be invited to an SRA Advisory Panel meeting that will be held this summer and a Public Hearing that will be held in the future.

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

By: Dawn R. Marincic
Dawn R. Marincic

Date: 2/13/94



Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 1: Fabyan Parkway / Illinois 38

Date: January 10, 1997

Time: 2:00 p.m.

Place: DuPage County Transportation Building

In Attendance: Mr. Charles Tokarski, P.E., DuPage County
Mr. John Loper, DuPage County
Mr. Rich Starr, IDOT
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

This meeting was held to discuss the recommended improvements by Civiltech to the Fabyan Parkway/Roosevelt Road corridor. The County presented their traffic projections and counts from Fabyan Parkway to Civiltech.

Mr. Tokarski related that Civiltech was already familiar with the proposed Eola Road extension as they had prepared some of the alternatives. The County has not heard anything from Fermilab regarding any of the alternatives. In a previous meeting, Gayle Franzen from the County had talked about the extension as if it was certain that it would be built. But nothing has been finalized. Ray Stefanski from Fermilab was at the Advisory Panel meeting for Fabyan Parkway and he did not think that the location of the extension near McChesney Road would be acceptable to Fermilab because the right-of-way would come too close to their property. This will be changed on the exhibits to show a crossing further east at a yet to be determined location.

Ms. Marincic then noted that the exhibits have been arranged into three groups: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. The Recommended Plan shows the recommended lanes and proposed right-of-way at the top of the page. The plan also shows the additional turning lanes recommended at intersections and where barrier medians would be located.

Along Fabyan Parkway, a four-lane cross section is recommended. This was thought to be

adequate to carry the projected traffic. In DuPage County, shoulders and open ditch drainage would be provided to preserve additional right-of-way in case traffic would eventually increase to warrant a six-lane section. Mr. Tokarski agreed with the concept of open ditch drainage along the route. That would also help with environmental issues by providing more stormwater detention in the ditches.

Mr. Tokarski pointed out that he was concerned over the consolidation of access. He thought the barrier median would be desirable because it would eliminate the potential for drives to be installed at a later date.

Mr. Tokarski asked what the land zoning on the north side of Fabyan Parkway is. Ms. Marincic stated that it is zoned for a potential business park.

Mr. Tokarski then presented conceptual plans for a potential racetrack along Fabyan Parkway. This would possibly generate an attendance of 70,000 at a few functions each year. Most of the other events would not generate as much traffic. Other activities that would occur at this location would include tradeshows and testing of cars. The issue of how much traffic would be generated would be known once a feasibility study is completed. Mr. Andres asked what the schedule for that is. Mr. Tokarski stated that it would be completed over the next eighteen months.

Since the SRA study should be completed before the racetrack feasibility study is completed, the SRA study should acknowledge that the feasibility study is taking place and note that the racetrack may need to provide additional capacity to accommodate racetrack events.

Mr. Starr asked if a joint meeting between the county and West Chicago should be set to discuss the alternatives on Fabyan Parkway. Mr. Tokarski thought that this would be a good idea and that the meeting could be held at the County's offices.

The rest of the Roosevelt Road corridor through DuPage County was then discussed. For the most part, no major changes in the cross section are being recommended. Two lanes will be provided in each direction along the entire corridor.

Civiltech is proposing dual left turn lanes on westbound Roosevelt Road at Winfield Road. The County felt that this was a good idea because traffic congestion caused by left turning vehicles often backs up to County Farm Road. Many vehicles traveling southbound on County Farm Road continue their southern trip on Winfield Road after County Farm Road is terminated at Roosevelt Road.

Although the plans show a single northbound left turn at the intersection of Naperville Road and Roosevelt Road, Wheaton has asked for dual left turn lanes and a single through lane. They think this will eliminate much of the cut-through traffic through their neighborhoods. This will be included in the recommended plan.

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Civiltech is proposing to signalize the intersection of Gables Boulevard and Roosevelt Road.

Civiltech is recommending to close access to Roosevelt Road from some of the minor sidestreets through Wheaton. The sidestreets that are being closed agree with Wheaton's long range comprehensive plan.

The meeting was adjourned at 2:30 P.M.

By: Dawn R. Marincic
Dawn R. Marincic, P.E.

Date: 1-15-97

First Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial
Fabyan Parkway/ Illinois 38: Randall Road to Interstate 294
Advisory Panel Meeting

Date: November 25, 1996

Time: 9:00 AM

Place: Wheaton City Hall

In Attendance: See attached roster.

Mr. Andres began the meeting by introducing the project staff and the limits of the study. He noted this was a pre-Phase I study whose goal was to identify a long range improvement plan for the route. IDOT intends on using the plan as a guide for their highway access decisions between now and when the improvement recommendations can actually be implemented. It is hoped that the improvement plan would also serve as guide for the adjacent communities when making decisions regarding development or redevelopment of adjacent land parcels so the improvement recommendations can someday be implemented with limited cost and/or impact.

Mr. Andres then noted that the exhibits have been arranged into three groups: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. Though the last set of exhibits was labeled the "Recommended Plan," Mr. Andres explained that at this point in the study, it in fact showed a concept plan. Mr. Starr explained that for the most part, what is shown on the exhibits is what will become the Recommended Plan in the draft report unless comments are received on any of the recommendations.

Ms. Marincic then presented the conceptual improvement plan. Along Fabyan Parkway, the recommended cross section consists of two lanes in each direction with an 18-foot barrier median. Through Kane County, maintaining the existing enclosed drainage system with curb and gutter was proposed. In DuPage County, however, an open ditch drainage system was recommended. Mr. Moore questioned the suitability of an open ditch drainage system in an area that will ultimately develop in the same fashion as existing development in Kane County. Mr. Andres explained that the lack of development in this portion of DuPage would allow the additional right-of-way needed for an open ditch system to be dedicated or acquired without impact to adjacent land uses.

Mr. Talsma pointed out that there is currently an intergovernmental agreement to provide signal control at the intersection of Bent Tree Drive and Fabyan Parkway. This notation will be changed in the exhibits to show the intersection as a potential signal location.

Mr. Andres noted that Mr. Talsma had previously requested that the SRA designation be extended further west of its current terminus at Randall Road. Mr. Talsma stated the City would ultimately like to see the designation extended west to Illinois Route 47. Mr. Starr noted that the Department has not considered such an expansion of the system. If Geneva would like to pursue this, they should write a letter addressed to Mr. Starr stating their wishes. Kane County has considered a possible extension to Kaneville Road.

Mr. Heffron asked that the recommended intersection geometrics at the Kirk Road intersection with Fabyan Parkway be checked. He stated that Kane County is proposing dual left turns on both Fabyan Parkway and Kirk Road. Mr. Heffron said the County has completed an intersection design study for this location and will send a copy to Civiltech.

Mr. Heffron noted that the exhibits showed an existing ADT of 10,000 vpd on Fabyan Parkway near Batavia and Geneva. He said this is probably came from an old count. He stated that the existing ADT is probably near 20,000 vpd. He will send Civiltech updated traffic volumes.

Mr. Heffron explained that the existing geometrics were poor at the intersection of Route 31 and Fabyan Parkway. He also stated that the County may have a problem with the recommended barrier median along Fabyan Parkway east of the river. They will probably prefer a widened mountable median to allow full access to the adjacent homes. Mr. Starr asked that they document this and notify IDOT as to the desired cross section. Mr. Andres asked Mr. Heffron what Kane County's position concerning a six-lane section would be. Mr. Heffron stated that six lanes might not be necessary but adding intersection improvements would help to accommodate future traffic demand.

The exhibits showed a future intersection of Fabyan Parkway with an extended Eola Road near McChesney Road. Mr. Stefanski stated that FermiLab was very concerned about plans to extend Eola Road through the laboratory property because of the impact this could have on existing or future operations. He noted that connecting Eola Road to McChesney could cause particular problems to FermiLab. He said that a number of possible alignments are under consideration, including tying Eola Road into Town Road, IL Route 59 or Kirk Road. The Lab and DuPage County are continuing their discussions about the proposed extension.

Mr. Andres said the intent of the exhibits was to acknowledge the proposed extension and show its approximate location. Mr. Starr responded that the accompanying text should note that an expanded intersection will be needed wherever the extension is eventually located.

Mr. Talsma asked what the volume threshold would be to change from a four-lane to six-lane recommended section. Although the recommended cross section is not based totally on traffic, the suggested transition point is approximately 35,000 vehicles per day. Mr. Moore asked why a six-lane section is not recommended through the section of Fabyan Parkway. Mr. Andres responded that the traffic modeling available to date did not indicate even a long range need for six lanes in this area. However, the recommended four-lane cross section with shoulders and open ditch drainage would

protect more right-of-way and thus would give the flexibility to expand to a six-lane section with enclosed drainage in the future should future development warrant it.

Mr. Talsma stated this section of Fabyan Parkway would be affected by proposals to construct an auto racetrack on adjacent land that is currently owned by the DuPage County Airport Authority. The mayors in the area recently met with the County Board Chairman and were told the proposed racetrack and accompanying complex would generate enough traffic to warrant an interchange at Eola Road and Interstate 88 and possibly warrant a six-lane cross section on Fabyan Parkway. It was agreed that a meeting with DuPage County should be scheduled before the recommendation for this area is finalized.

Mr. Moore stated that he thought a traffic signal would ultimately be needed at the consolidated access intersection that is shown west of McChesney Road. A signal may also be needed at the Kautz Road extension (near the County Line).

Mr. Heffron stated that there is a potential future commuter station on the EJ&E Railroad in the vicinity of Illinois Route 38. A second track will possibly be added if the commuter line is started.

Mr. Moore stated that the UP Railroad which crosses IL 38 at-grade west of Fabyan Parkway has dramatically increased their railroad freight traffic on this line which has caused a significant increase in traffic delays. The City would like IDOT to begin the planning necessary to build an overpass at this crossing. Mr. Andres noted the crossing was outside of the SRA study limits, thus the need for a grade separation should be a separate issue raised with IDOT.

Mr. Moore asked if any of the improvements considered by Ron Gorringer from IDOT at Gary's Mill Road have been examined by Civiltech. Civiltech is aware of the safety concern at this location and has prepared several alternate improvements at this intersection. The recommendation for this intersection includes realigning Gary's Mill Road to provide two T-intersections. The west intersection would prohibit northbound to westbound left turn movements and the east intersection would be full access.

On page C-10, a correction was noted on the exhibit. The width of the proposed right-of-way acquisition east of Winfield Road should be seventeen feet on the north side and twelve feet on the south side to accommodate the proposed dual left turn lane at Winfield Road. Many drivers make this left turn movement to use Winfield Road as a continuation of north-south trips from County Farm Road which ends at Roosevelt Road.

On Page C-11, the recommended typical cross section shows a mountable median. This should be corrected to show a painted twelve-foot median.

Mr. Watson stated that closing some access to the side streets in Winfield is probably a good idea. He is not sure, however, what the Village of Winfield's official position would be on this issue. The

Village would like to maintain the residential atmosphere along their portion of Roosevelt Road. The Village would probably be opposed to building a barrier median on Roosevelt Road.

Near the Viking Restaurant, a developer wanted to close access to East Street from Roosevelt Road, but the Winfield Village Board voted to maintain access. Mr. Watson is concerned about a storm sewer near Winfield Road that overflows and affects the wetland along Cleveland and Grant. Mr. Andres noted since this is a pre-Phase I study, this issue would not specifically be addressed but it will be noted that this is a problem area.

The exhibits showed a recommendation that the intersection of Gables and Roosevelt Road be a location for a potential signal. Mr. Redman stated that the City of Wheaton concurs with this recommendation. The City has looked at closing access to the west approach to Gables Boulevard south of Roosevelt Road. He said Wheaton also supports the concept of providing cul-de-sacs on some minor side streets. He commented that some of the recommended cul-de-saced streets agree with Wheaton's land use plans and some contradict Wheaton's plans. He provided Civiltech with a copy of the City's plans to provide cul-de-sacs on sidestreets. He said that although this is an attractive proposition, some of the homeowners near Roosevelt Road may be unhappy with the recommended limited access. Civiltech will incorporate the City's access plan into their recommendations. The City of Wheaton supports the DuPage County's plans to connect Schaeffner to Weisbrook which would reduce some of the cut-through traffic which uses residential areas to fulfill north-south travel demand.

Mr. Redman also noted there may be opposition to the proposed five-lane cross section on Roosevelt Road west of West Street because the roadway would be moved closer to the residences.

Concerning Naperville Road, Mr. Redman feels that many vehicles are presently bypassing the Naperville Road/Roosevelt Road intersection so they can avoid delays in making a northbound to westbound left turn at this intersection. Civiltech had looked at providing two northbound left turn lanes but capacity analyses showed that the intersection worked better with the current configuration of one northbound left turn and two northbound through lanes. This intersection should be examined further to see what vehicles go north and then make left turns at other locations to avoid this left turn movement at this location. Mr. Redman has noticed that a change in signal timings has helped the operation of this intersection. The City would support providing dual northbound left turns.

The meeting was adjourned at 10:30 AM.


Dawn R. Marincic, P.E.

12-27-96
Date

Second Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial
Fabyan Parkway/ Illinois 38: Randall Road to Interstate 294
Advisory Panel Meeting

Date: July 17, 1997

Time: 2:00 PM

Place: Wheaton City Hall

In Attendance: See attached roster.

Mr. Andres began the meeting by providing a brief explanation as to the purpose of this meeting. This meeting was held to introduce the panel to what will be presented at the Public Hearing. It will be held on July 21, 1997 at the College of DuPage.

Ms. Marincic then referred to the draft report and explained the recommendations that had been revised since the first advisory panel meeting. The communities had all received a copy of the draft report and questions were welcomed as they pertained to each community. After the Public Hearing, there will be a thirty-day comment period and then a final report will be submitted to IDOT.

Between Randall Road and Kirk Road, the recommended cross section consists of two lanes in each direction with a 12-foot painted median. From Kirk Road to the Kane/DuPage County Line, a barrier median is recommended with curb and gutter. Through DuPage County, shoulders are recommended that will preserve the right-of-way for the potential future growth of the roadway.

A signal is recommended where the potential extension of Eola Road would be located. Mr. Robertson from Fermilab stated that he thought the most probable alignment of the extension would be located next to the power lines but would not be closer to FermiLab than that location. Rep. Fawell stated that Ralph Wehner had told her that there was already existing right-of-way parallel and next to the EJ & E Railroad. Mr. Starr will check on the status of this land.

At Bishop Street, in West Chicago, the drive on the south side will be realigned to make a four-way intersection on Roosevelt Road. A church group owns the vacant property to the east. Once

development occurs in this area, the access to the two developments could be consolidated to form one access drive.

The intersection of Garys Mill Road is recommended to be split to make separate T-intersections with Roosevelt Road. Ms. Fawell had thought this intersection could not be realigned because of a hazardous waste site that was located near the intersection. As part of the data collection in this study, no leaking underground storage tanks were found in the state's register for that location.

At Winfield Road, dual left turn lanes will be added to westbound IL Route 38 to accommodate the heavy turning movements at this intersection. The cross section then narrows to the east to two lanes in each direction with a four-foot median to avoid right-of-way taking through the Cantigny area.

At County Farm Road, right-of-way will need to be acquired to accommodate additional turn lanes. Ms. Fawell thought there had been a hazardous waste site northwest of the intersection. This also was not found on the state's list of leaking underground storage tanks.

Mr. Pittman from Wheaton commented that at the Gables Street intersection, the exhibits show a recommended signal but the text does not mention this. This intersection will have the potential to be signalized once it meets warrants for a signalized intersection. Wheaton has done studies that show this location warrants a signal. He also commented that at the Williston intersection, the exhibits show a recommended cul-de-sac at this location. A cul-de-sac was built at this intersection several years ago.

Mr. Dunn from Glen Ellyn had the following comments: The Village is not in favor of a six-lane cross section. They are also concerned about the elimination of any signals, the acquisition of any right-of-way and the IDOT approval of a signalized intersection at the Baker Hill Drive. The response was that the recommended cross section through Glen Ellyn consists of four lanes, there are no recommendations for elimination of signals, and no right-of-way acquisition is proposed. IDOT has previously approved the installation of signals at Baker Hill Drive and is currently reviewing the design plans for a signalized intersection.

A proposed signal is not recommended at the Villa Park Avenue intersection. Mr. Juskelis stated the residents would probably not want a signal at this location as a signal could encourage more traffic to use this street as a cut-through route.

A recommended bus turnout is located at the Fairfield Road intersection. This is now the location of the Buono Beef restaurant. The existing right-of-way should accommodate the recommended bus turnout.

Mr. Watson from Winfield asked about the seventeen feet of right-of-way acquisition proposed for the northeast corner of the Winfield Road intersection. This right of-way is needed to accommodate the additional left turn lane at Winfield Road.

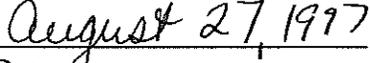
IL Route 38
Second Advisory Panel Meeting
July 17, 1997
Page 3 of 3

Dual northbound left turns are now recommended at Naperville Road to accommodate the heavy northbound to westbound turning movements.

Ms. Fawell asked if a barrier median would be recommended along the entire corridor. Barrier medians are recommended only through the rural undeveloped areas of Kane and DuPage Counties and east of Villa Park throughout the limited access segment. In addition, no U-turns are recommended along this route as the right-of-way is not wide enough to accommodate the cross section needed for these movements.

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


Dawn R. Marincic, P.E.


Date

Public Hearing Record

Illinois Department of Transportation

PUBLIC HEARING



You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning the Fabyan Parkway/IL Route 38 from Randall Road to Interstate 294 in DuPage County and Kane County

The hearing will take place on Monday, July 21, 1997 from 2:00 p.m. to 7:00 p.m. at the College of DuPage, (Building M), 425 22nd Street, Glen Ellyn, Illinois

Purpose of the hearing:

- To discuss the purpose and need for this project as part of the Strategic Regional Arterial (SRA) System.
- To present the proposed plan of the project.
- To obtain comments and opinions from concerned and interested individuals.

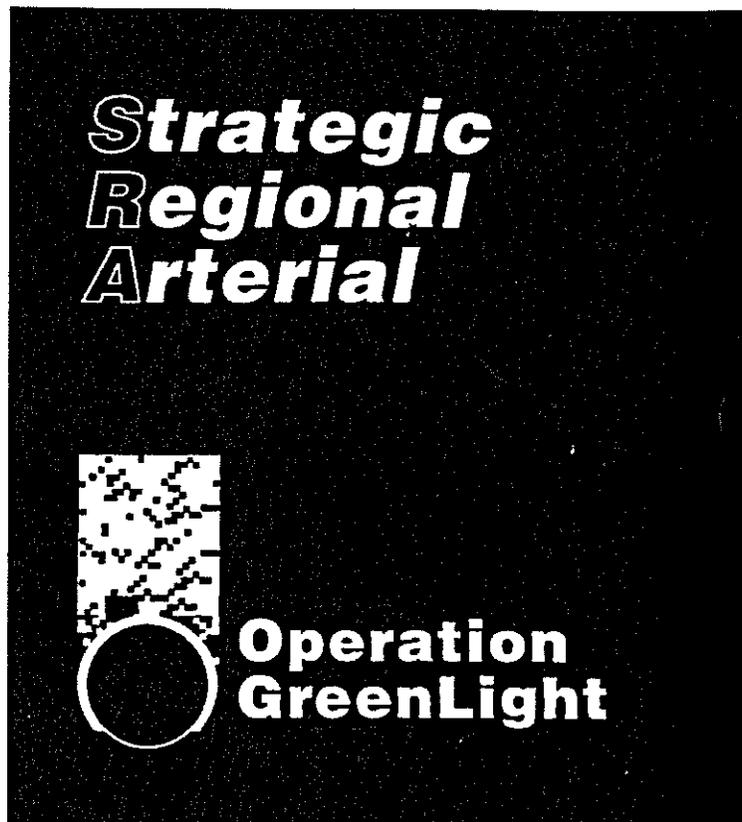
An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and to answer questions.

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
Division of Highways - District I
Attn: Programming
201 West Center Court
Schaumburg, Illinois 60196-1096

FABYAN PARKWAY/ILLINOIS ROUTE 38
RANDALL ROAD TO I-294



Illinois Department of Transportation

201 West Center Court
Schaumburg, Illinois 60196-1096

Rich Starr
Highway Systems Engineer
(847)705-4095

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 1,340 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 one of the routes on the SRA system: Fabyan Parkway/ IL Route 38 which extends between Randall Road and Interstate 294. The study developed a conceptual improvement plan which, when implemented, will significantly 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 Fabyan Parkway/ IL Route 38 passes, can the ultimate improvement plan be realized.

The IL Route 38 SRA corridor was divided into six segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Fabyan Parkway - Randall Road to Kirk Road

- Widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by a 12-foot painted median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- Maintain existing driveway access.
- Provide left turn channelization on Fabyan Parkway at major collector street intersections.

Segment 2: Fabyan Parkway - Kirk Road to Roosevelt Road

- Through Kane County, widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median with B-6.24 curb & gutter for an enclosed drainage system.
- Through DuPage County, widen Fabyan Parkway to provide two 12-foot lanes in each direction separated by an 18-foot barrier median with 10-foot shoulders and an open ditch drainage system.
- Acquire five to fifteen feet of additional right-of-way on each side through DuPage County.
- Proposed barrier median will restrict future driveway access and minor streets to right-in/right-out.

Segment 3: IL Route 38 - Fabyan Parkway to Winfield Road

- Widen IL Route 38 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- No right-of-way acquisition needed except for intersection widening.
- Realign Gary's Mill Road to provide split "T" intersections.
- Restrict driveway access and minor streets to right-in/right-out.
- Provide a 30-foot barrier median at Winfield Road to accommodate dual westbound left turn lanes.

Segment 4: IL Route 38 - Winfield Road to IL Route 53

- From Winfield Road to Schaffner Road, provide two 12-foot lanes in each direction separated by a 4-foot painted median. Restrict driveways and sidestreets to right-in/right-out.

- From Schaffner Road to IL Route 53, provide two 11-foot lanes in each direction separated by an 11-foot painted median.
- Provide a 28-foot barrier median at County Farm Road to accommodate dual left turn lanes.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Proposed right-of-way width is 66 foot minimum west of Schaffner Road and 74 foot east.
- Consolidate driveway access where feasible.

Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue

- Along IL Route 38, provide two 12-foot lanes in each direction separated by a 16-foot mountable median.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Provide 6.5 feet behind the back of curb for sidewalk, signing and utilities. Grading easements will be required.
- Only scattered right-of-way acquisition required.
- Consolidate driveway access where feasible.

Segment 6: IL Route 38 - Michigan Avenue to Interstate 294

- This segment already meets the SRA standards. The existing cross section and access control will be maintained.

PUBLIC HEARING REGISTER

Project: FABYAN PARKWAY/IL 38 RANDALL ROAD TO I-294

Location: COLLEGE OF DUPAGE

Date: 7/21/97

Time: 2-7 PM

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

	Name	Address	Representing
P	1	ELIZABETH McCLAIN	Self _____ Other DUPAGE D.O.T.
L	2	Ken Doll	Self _____ Other IDOT
E	3	Larry Coulson	Self _____ Other Fermitok
A	4	David Cary	Self _____ Other Kane County DOT
S	5	JARROD CEBULSKI	Self _____ Other IDOT
E	6	Bruce Farrell	Self _____ Other State Senate
P	7	Michelle Dick	Self _____ Other DuPage Mayor's Management Conference
F	8		Self _____ Other
R	9		Self _____ Other
I	10		Self _____ Other
N	11		Self _____ Other
T	12		Self _____ Other

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
FABYAN PARKWAY/ILLINOIS)
ROUTE 38)
RANDALL ROAD TO I-294)

RECEIVED
JUL 28 1997
Civiltech Engineering Inc

DU PAGE COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing 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 College of DuPage,
Open Campus Center, 22nd Street and Lambert Road,
Glen Ellyn, Illinois, on Monday, the 21st day of
July, A. D. 1997, between the hours of 2:00 P.M.
and 7:00 P.M.

