



# *Strategic Regional Arterial*

U.S. ROUTE 20

Elgin-O'Hare Expressway to Interstate 355



OPERATION GREENLIGHT

Illinois Department of Transportation

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## Executive Summary

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

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

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

This report summarizes a planning study conducted for suburban areas of U.S. Route 20. The suburban section begins at the Elgin-O'Hare Expressway and extends east to Interstate 355. The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan

for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the U.S. Route 20 corridor passes through can the ultimate improvement plan be realized.

The U.S. Route 20 SRA corridor was divided into three segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

### **Segment 1: Elgin-O'Hare Expressway to Springfield Drive**

- Widen U.S. Route 20 to provide three 12-foot travel lanes in each direction separated by an 18 foot barrier median.
- Provide curb and gutter with closed drainage system.
- Acquire 0 to 27 feet of right-of-way on the north side and 0 to 10 feet on the south side of U.S. Route 20.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

### **Segment 2: Springfield Drive to Glen Ellyn Road**

- Provide three 12-foot travel lanes in each direction separated by a barrier median west of Rosedale Avenue.
- East of Rosedale Avenue, maintain the existing cross section.
- No right-of-way acquisition is required.
- Circle Avenue south of U.S. Route 20 will be re-aligned to form a four-way signalized intersection with Circle Avenue north of U.S. Route 20.
- Lakeview Drive is proposed to be re-aligned to create a four-way intersection with Euclid Avenue.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

### **Segment 3: Glen Ellyn Road to Interstate 355**

- Maintain the existing cross section along U.S. Route 20 which provides three 12-foot travel lanes in each direction separated by a 30-foot barrier median.
- No right-of-way acquisition is required.
- Maintain the existing access to U.S. Route 20.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

## **I. Introduction**

### **1.1 Transportation Perspectives**

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

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

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

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

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

further incursions of long-distance trips into portions of the street network where they do not belong.

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

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

The Strategic Regional Arterial system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2020 Transportation System Development (TSD) Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

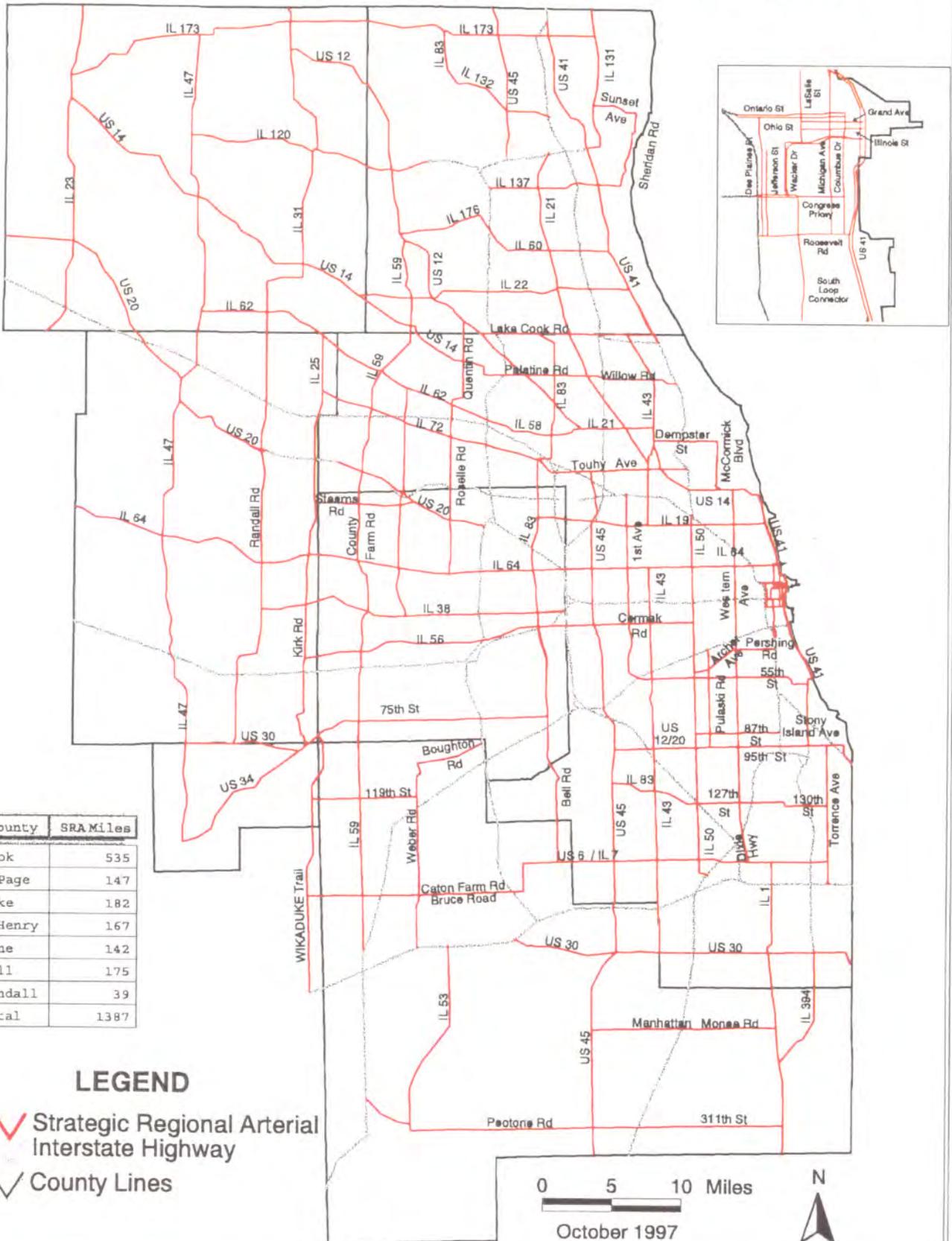
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand,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

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

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

- Urban Routes
- Suburban Routes
- Rural Routes

# 2020 Strategic Regional Arterial System



The Strategic Regional Arterial System  
Figure 1.1

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 U.S. Route 20 corridor is classified as a suburban route in north-central Du Page County. Table 1.1 indicates the desirable route characteristics for suburban SRA facilities. 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, U.S. Route 20 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. U.S. Route 20 is included in the fifth subset of SRA routes.

The U.S. Route 20 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 U.S. Route 20 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 U.S. Route 20. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the communities through which U.S. Route 20 passes can the ultimate improvement plan be realized.

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

## 1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

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

**Route Analysis** - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost or Ultimate (post 2020).

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

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

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

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

## 1.6 Study Data Sources and Methodologies

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

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

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

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

**Environmental Considerations** - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

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

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

corresponding to the number of lanes of capacity required to serve the demand.

**Cost Estimates** - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements: recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

## 1.7 Organization of the Report

The SRA corridor report for U.S. Route 20 is divided into four sections for each route:

- 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: Elgin-O'Hare Expressway to Springfield Drive
  - Segment 2: Springfield Drive to Glen Ellyn Road
  - Segment 3: Glen Ellyn Road to Interstate 355

For each route segment the following analyses are presented:

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

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

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

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

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

## **II. Route Overview**

### **2.1 The U.S. Route 20 Study Area**

The SRA corridor extends along U.S. Route 20 in Du Page County beginning at the Elgin-O'Hare Expressway and continuing east to Interstate 355. This suburban SRA corridor passes through the communities of Hanover Park, Roselle, Bloomingdale, and Addison. The total length the corridor is 6.3 miles. A location map is shown on Figure 2.1.

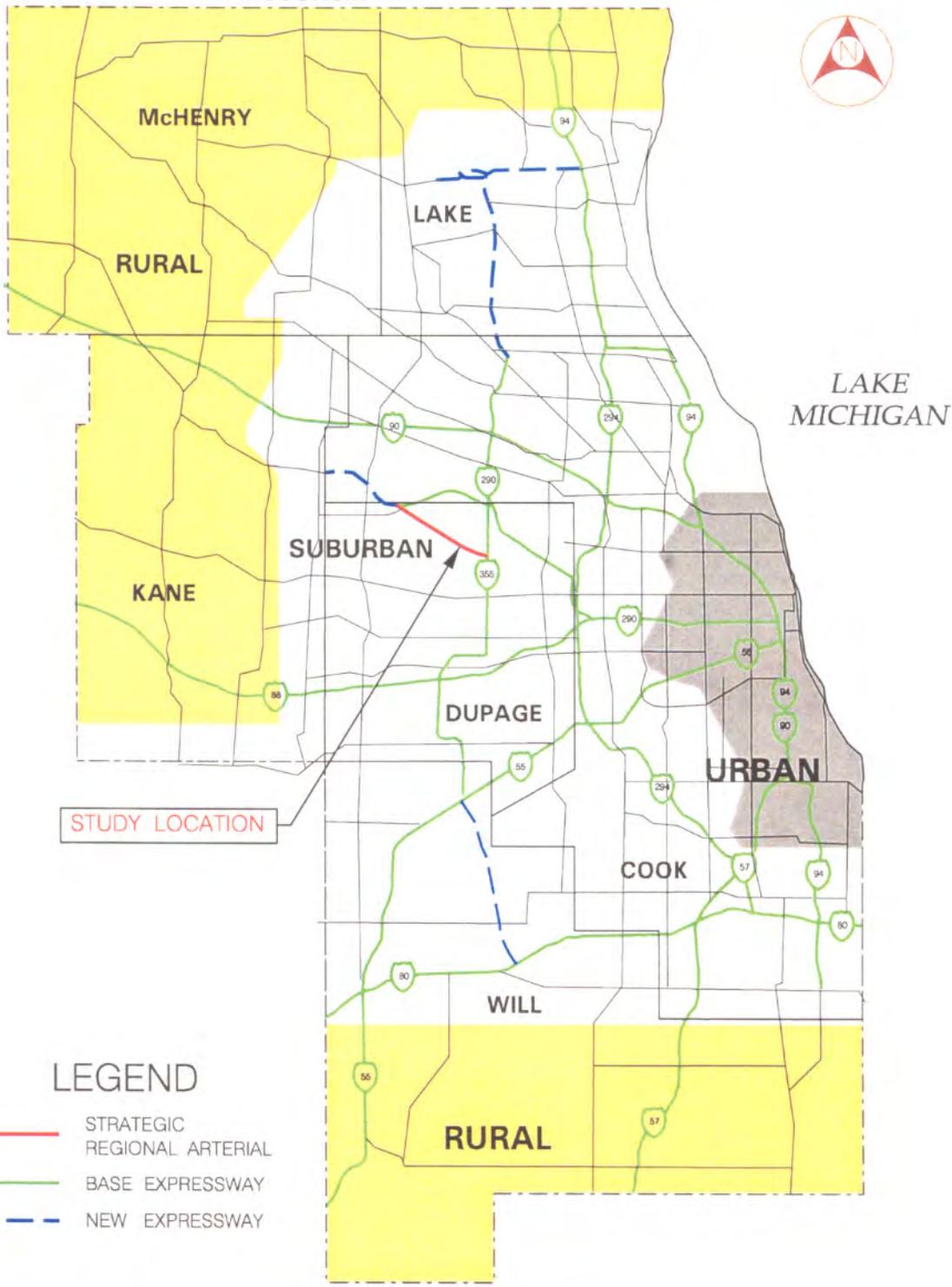
### **2.2 Land Use/Development Characteristics**

The U.S. Route 20 SRA corridor includes a wide range of land use types throughout the study area. Residential, industrial, commercial, institutional, recreational and office land uses are scattered along the route.

### **2.3 Regional Transportation Facilities**

The Corridor Map, which depicts major transportation facilities and crossing SRA routes, is shown on Figure 2.2. U.S. Route 20 intersects the SRA routes of Stearns Road (Greenbrook Boulevard) and Roselle Road/Bloomingdale Road. The expressways that cross the route and provide full access are the Elgin-O'Hare Expressway and Interstate 355.

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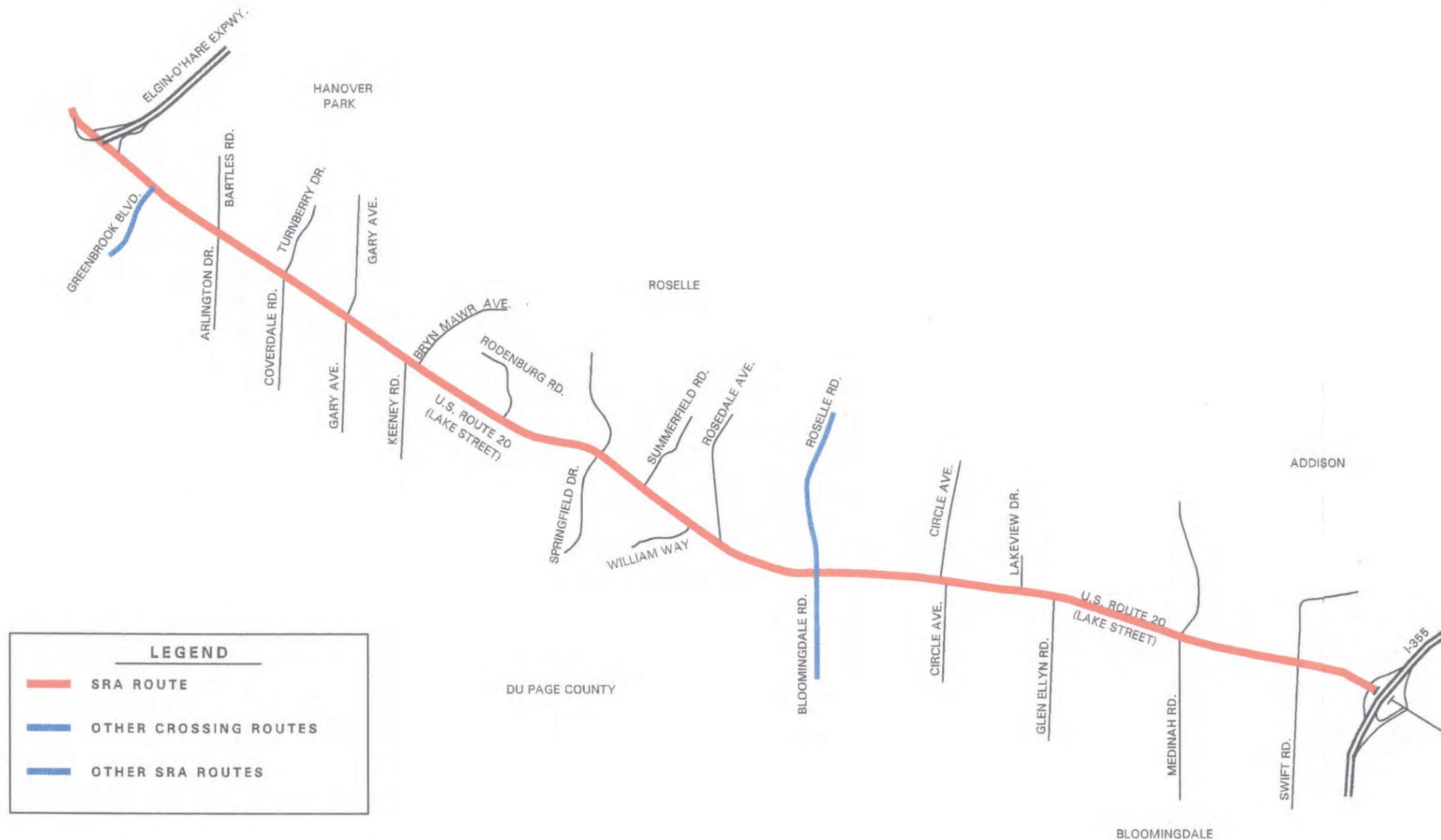


STUDY LOCATION

### LEGEND

- STRATEGIC REGIONAL ARTERIAL
- BASE EXPRESSWAY
- - - NEW EXPRESSWAY

U.S. ROUTE 20  
 LOCATION MAP  
 FIGURE 2.1



## 2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the U.S. Route 20 corridor. Along this suburban corridor, U.S. Route 20 has a minimum of two travel lanes in each direction. The portion from Rosedale Avenue east to I-355 has three travel lanes per direction. A median is provided throughout the majority of the route. The right-of-way through the Du Page County section ranges from 80 to 172 feet.

## 2.5 Transit

The existing transit facilities along the U.S. Route 20 corridor are minimal. One PACE bus route, 407, is located along a portion of U.S. Route 20 in the communities of Roselle and Bloomingdale. This route provides service to the Roselle Metra train station which is along the Milwaukee District West Line. This Metra line provides commuter rail service between Big Timber/Elgin and the Union Pacific Railroad Station in Chicago.

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

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

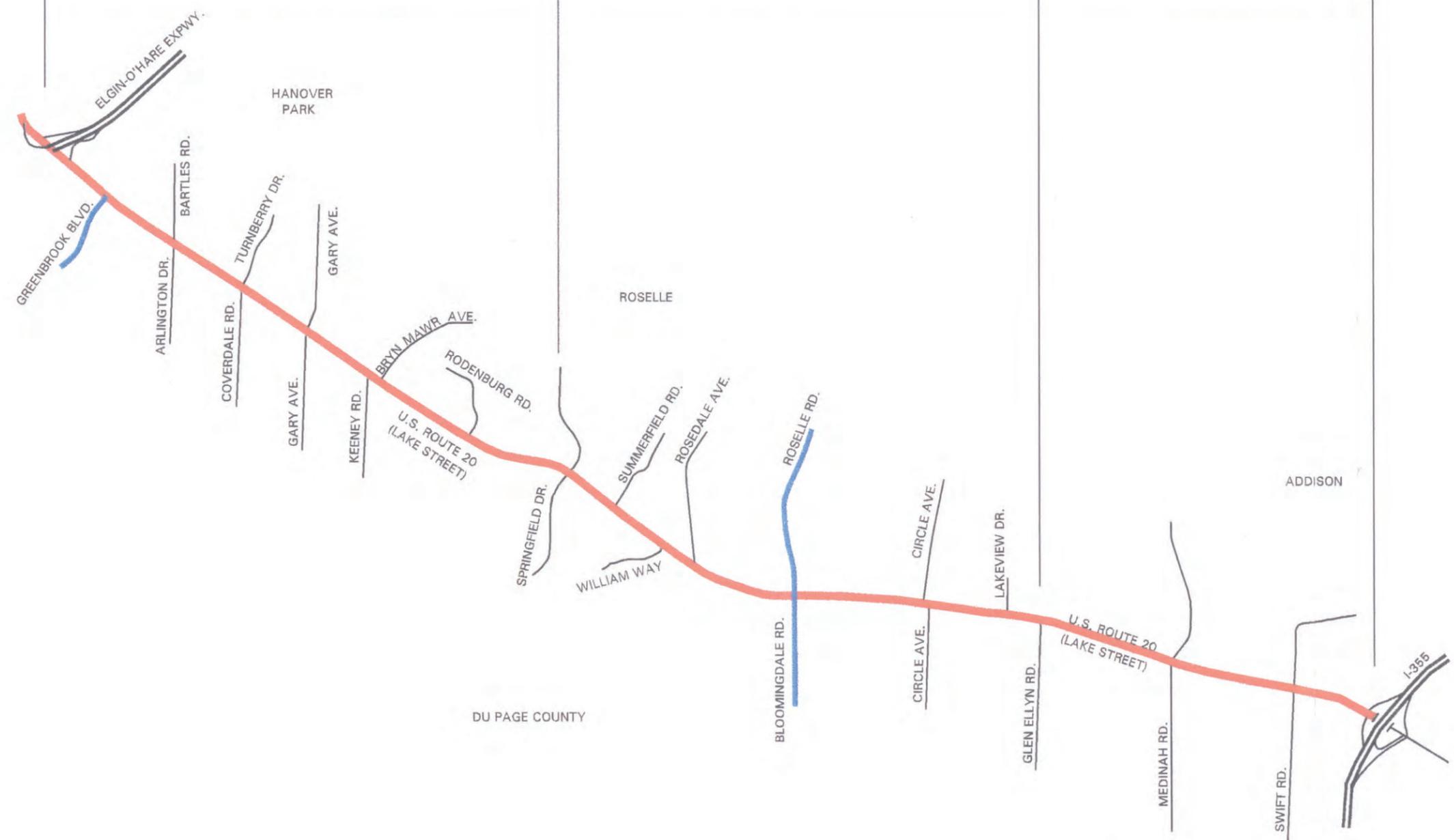
### III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the U.S. Route 20 SRA corridor. The corridor has been divided into three segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and existing versus proposed conditions. The segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Elgin-O'Hare Expressway to Springfield Drive
- Segment 2: Springfield Drive to Glen Ellyn Road
- Segment 3: Glen Ellyn Road to Interstate 355

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

	SEGMENT 1	SEGMENT 2	SEGMENT 3
EXISTING R.O.W.	83'-125'	80'-172'	118'-158'
PROPOSED R.O.W.	120'-125'	120'-172'	118'-158'
EXISTING LANE CONFIGURATION	2-3	2-3	3
PROPOSED LANE CONFIGURATION	3	3	3



**Segment 1**  
**Elgin-O'Hare Expressway to Springfield Drive**

### 3.1 Segment 1: Elgin-O'Hare Expressway to Springfield Drive

#### 3.1.1 Location

Segment 1 extends along U.S. Route 20 from the Elgin-O'Hare Expressway to Springfield Drive (see Figure 3.1). The segment is approximately 2.5 miles in length and is located in the Villages of Hanover Park, Roselle, and Bloomingdale. U.S. Route 20 is also named Lake Street in this segment.

#### 3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-3.

**Right-of-Way** - The existing right-of-way in this segment varies from 83 feet in width up to 125 feet. The right-of-way varies near the Elgin-O'Hare Expressway.

**Roadway Characteristics** - The existing cross section in this segment consists of two to three, 12-foot travel lanes in each direction. The drainage in this segment varies between a closed curb and gutter system to an open ditch system. A median is also provided which varies in width. The existing cross sections for this segment are included on Exhibits A-1 to A-3.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment is 30,000 vehicles per day.

**Accidents** - The section of U.S. Route 20 between Rodenburg Road and Garden Avenue is a high accident location.

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

**Traffic Control/Intersection Configuration** - Seven traffic signals are located in this segment. The existing lane configurations for these intersections are shown on Exhibit A-1 to A-3.

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

**Transit** - There is one PACE bus route existing in this segment. Route 407 provides service between the Roselle Metra station and Stratford Mall. The Roselle Metra station is along the Milwaukee District West Line.

**Table 3.1.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
022-0208	U.S. Route 20	Elgin-O'Hare Expressway	137.6'	241'	NA	NA

### 3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-3.

**Lakes/Streams/Wetlands/Floodplains** - The West Branch of the DuPage River and associated floodplain crosses U.S. Route 20 east of Greenbrook Boulevard. Scattered wetlands lie adjacent to U.S. Route 20 between the Elgin-O'Hare Expressway and Gary Avenue. Wetlands also lie adjacent to both sides of U.S. Route 20, west of Springfield Drive.

**Structures with Historical Significance** - The historic Henry Harmening House is located on the north side of U.S. Route 20, east of Greenbrook Boulevard.

**Hazardous Waste/LUST Sites** - Four LUST sites are located along both sides of Segment 1 between Gary Avenue and Springfield Drive.

**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.

### 3.1.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-1 through B-3.

**Type and Intensity of Development** - East of the Elgin-O'Hare Expressway the land use is primarily commercial and office, with scattered residential uses and vacant parcels throughout.

**Planned Development** - Between the Elgin-O'Hare Expressway and Gary Avenue, Hanover Park has planned vacant and undeveloped land as large and small parcel development. Between Wheaton Road and Springfield Drive, along the south side of U.S. Route 20, the Village of Bloomingdale has planned for commercial uses.

### 3.1.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-1 through C-3.

**Roadway** – The recommendation for this segment is to widen U.S. Route 20 to provide three 12-foot travel lanes in each direction. Provide a barrier median with curb and gutter drainage.

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

**Access Management** - Full access available to U.S. Route 20 will be restricted to selected locations.

Partial access permitting left-in/right-in/right-out movements are allowed at the following locations:

- Greenbrook Plaza
- First Eagle National Bank/Public Storage

All other locations will be restricted to right-in/right-out movements only.

No final recommendations for access in the area of U.S. Route 20/Gary Avenue intersection has been shown. The recommended geometry for this intersection calls for three through lanes in each direction with dual left turn lanes and exclusive right turn lanes in all quadrants.

Undeveloped parcels in the northeast and northwest quadrants of this intersection will present a challenge to developing effective access dependent on the land uses proposed for these areas. DuPage County's improvement of Gary Avenue to the north has precluded a full access point to either of these parcels along this route.

Any decision on access along U.S. Route 20 should await a clearer determination on type of use for the vacant parcels. Length of turning lanes and tapers for the U.S. Route 20/Gary Avenue intersection as well as similar considerations for the adjacent access along U.S. Route 20 to the undeveloped parcels can only be ascertained by detailed traffic forecasts which must be analyzed based on proposed land use. Type and location of precise access points would be determined by this analysis.

**Transit** – A new PACE bus route is proposed to connect the Hanover Park Metro station on U.S. Route 20, west of the Elgin-O'Hare Expressway corridor, to cross existing PACE route 407 and terminate at Swift Road in Segment 3. It is recommended that bus stops be relocated to the far side of intersections where feasible. A Park and Ride facility is also proposed near the Elgin-O'Hare Expressway.

### **3.1.6 Right-of-Way Requirements**

Between the Elgin-O'Hare Expressway and Bryn Mawr Avenue, up to 20 feet of right-of-way acquisition will be required along U.S. Route 20. From Bryn Mawr Avenue east to Springfield Drive, up to 37 feet of additional right-of-way will be required along the roadway. See Exhibits C-1 to C-3 for right-of-way acquisition details.

### **3.1.7 Environmental Considerations**

There are no anticipated impacts to the historic Henry Harmening House or the two LUST sites located west of Bryn Mawr Avenue since no additional right-of-way will be acquired in this portion of Segment 1. Ten feet of right-of-way acquisition is proposed near two LUST sites, east of Bryn Mawr Avenue. Given the location of the uses there are no anticipated impacts to these tanks. In addition, there are no anticipated impacts to any wetlands or floodplains within Segment 1.

### **3.1.8 Land Use Considerations**

No significant impacts to land use are expected within Segment 1 since minimal right-of-way will be acquired. The additional access control would improve traffic safety and roadway efficiency. A barrier median in Segment 1 would prevent direct left turns into uses fronting onto U.S. Route 20, except at planned full access and modified left-in/right-in/right-out access locations. 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 3.1.2. This construction cost estimate is based on 1991 unit prices.

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

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

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

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

### 3.1.12 Crossing SRA Routes

Greenbrook Boulevard (Stearns Road) is also designated as an SRA route. The SRA study for this corridor was completed in September of 1999. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the Stearns Road corridor.

**Table 3.1.2**  
**Construction Cost Estimate**  
**Segment 1 - Elgin-O'Hare Expressway to Springfield Drive**

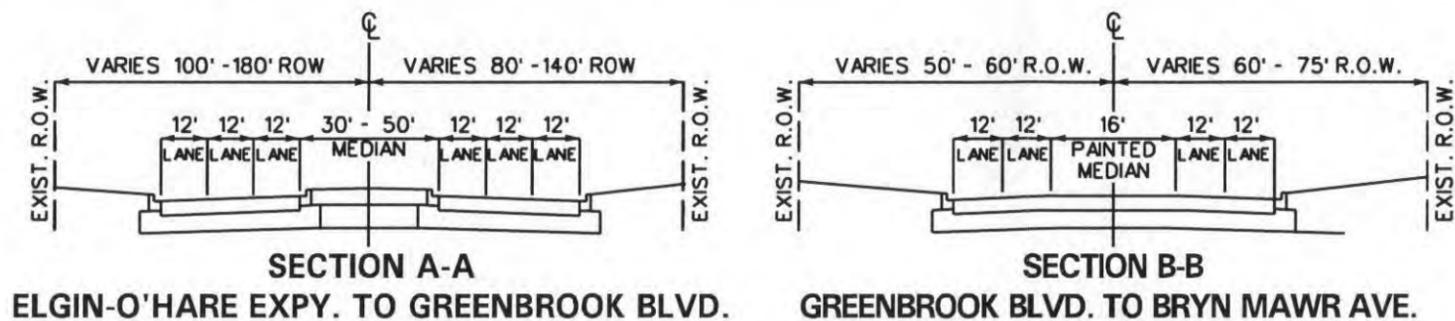
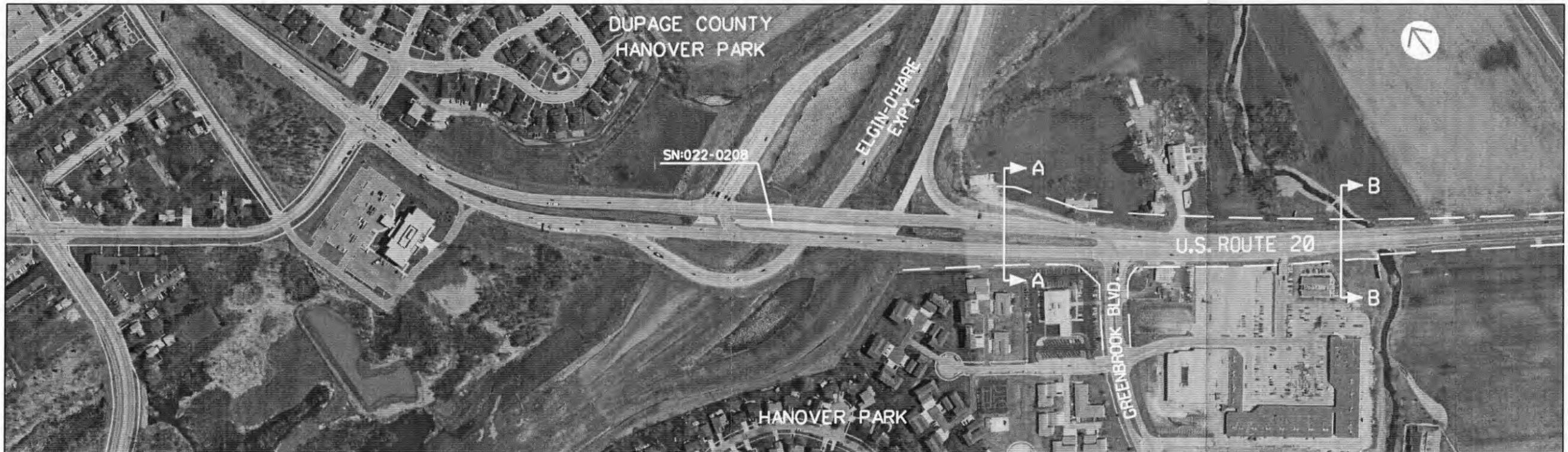
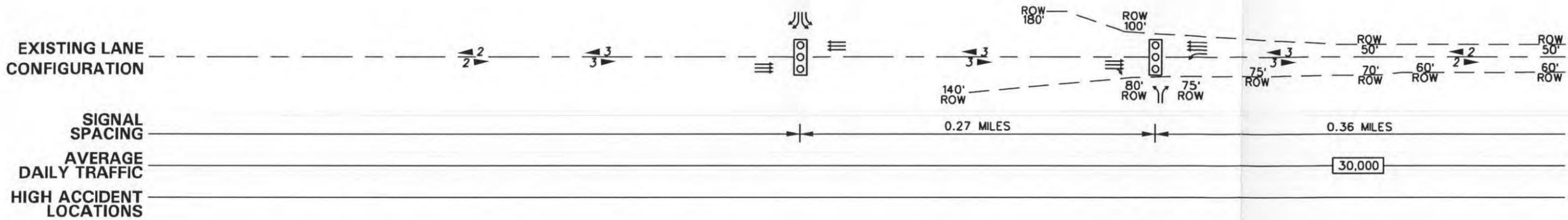
Recommended Improvements	Estimated Cost
Roadway	\$4,700,000
Intersection Improvements	\$3,450,000
Right-of-Way Acquisition	\$911,000
<b>Total - Recommended Improvements</b>	<b>\$9,311,000</b>

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

**Segment 1**  
**Elgin-O'Hare Expressway to Springfield Drive**

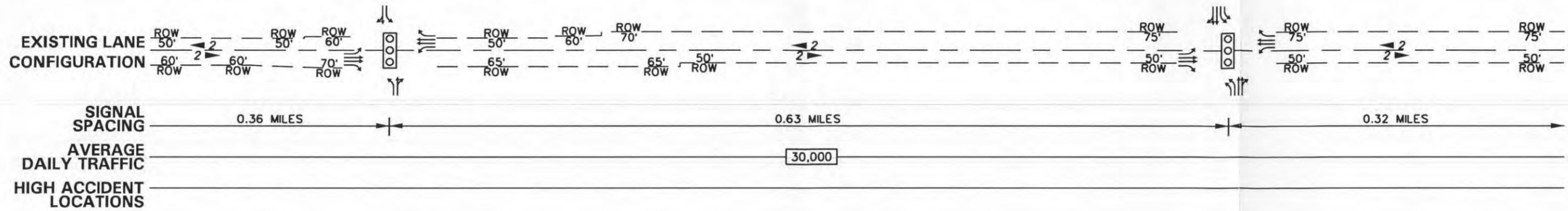
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-1 through A-3

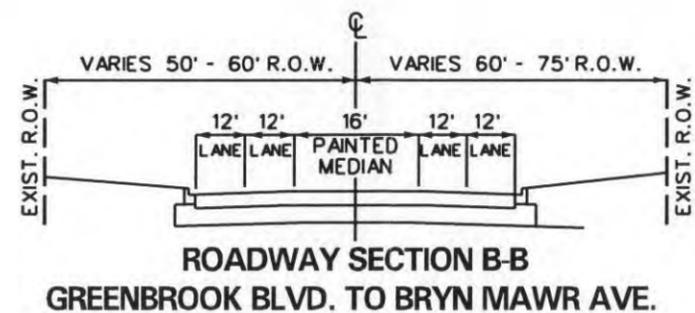


**LEGEND**

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

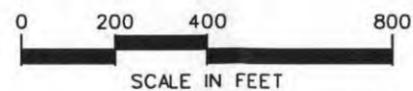


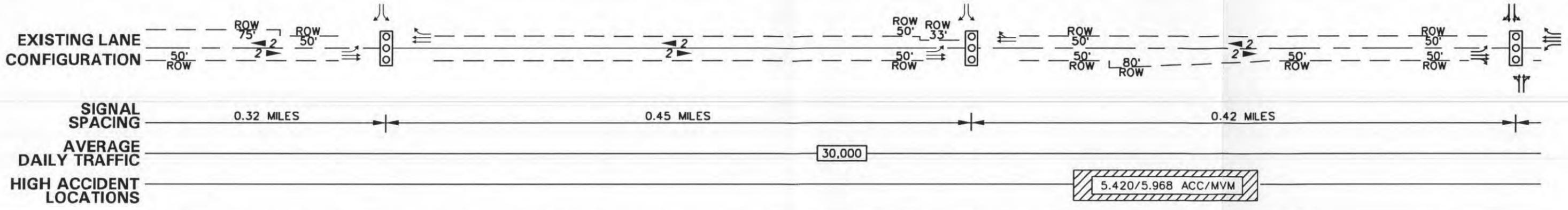
DATE OF PHOTOGRAPHY: APRIL 14, 1995



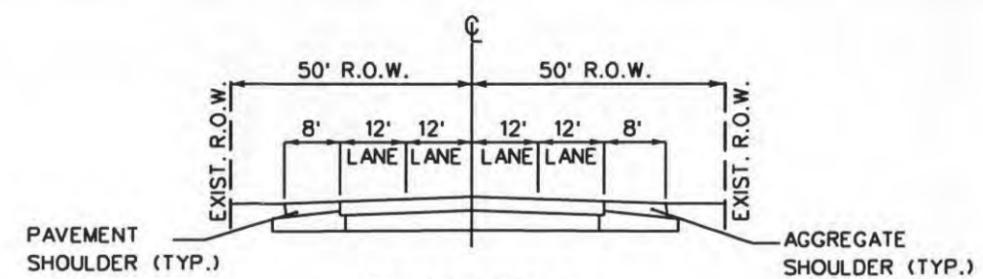
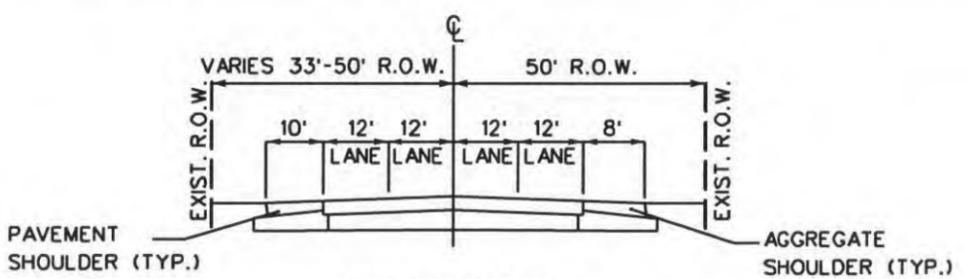
**LEGEND**

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



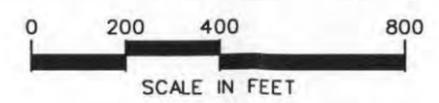


DATE OF PHOTOGRAPHY: APRIL 14, 1995



**LEGEND**

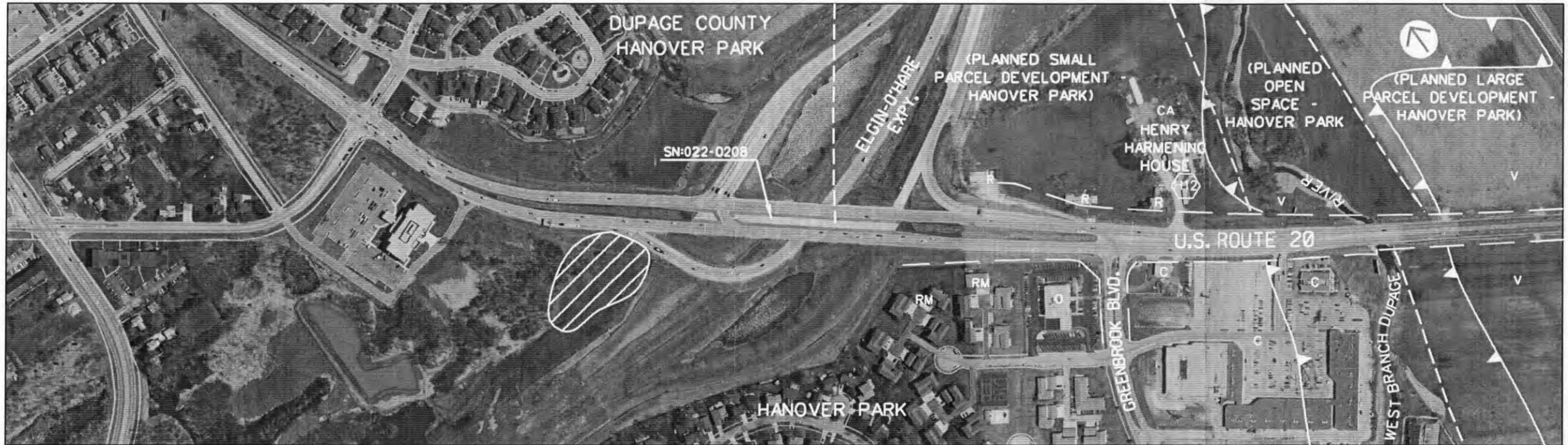
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



**Segment 1**  
**Elgin-O'Hare Expressway to Springfield Drive**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-1 through 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

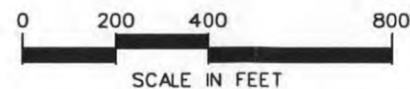
**HISTORIC BUILDINGS**

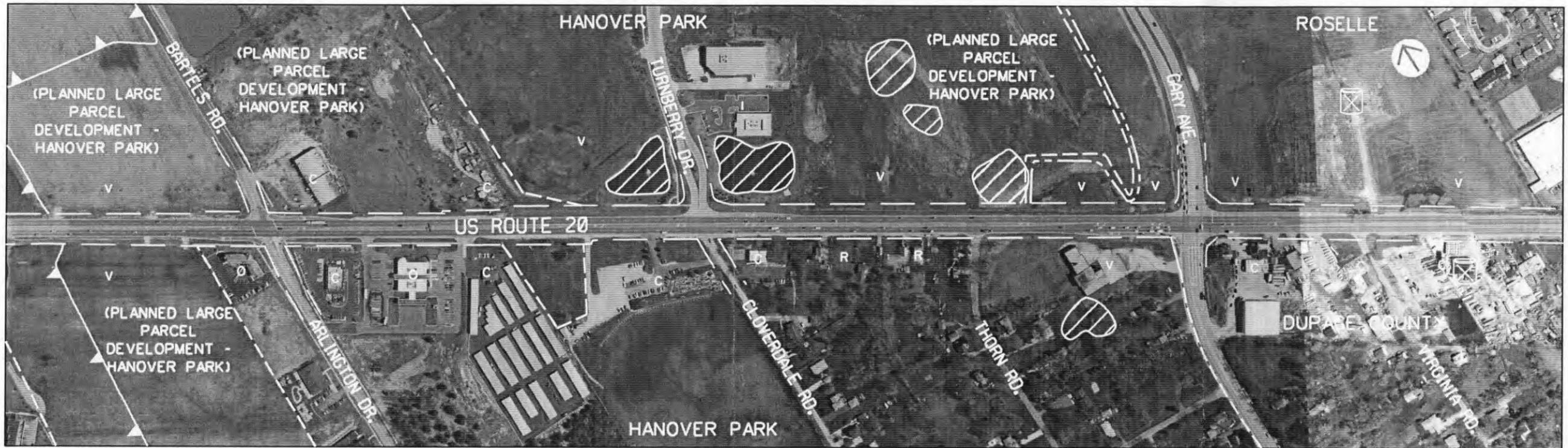
-  HENRY HARMENING HOUSE

**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)
- X 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/JURISTRICTION
- PLANNED USE/JURISTRICTION BOUNDARY
- MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





DATE OF PHOTOGRAPHY: APRIL 14, 1995

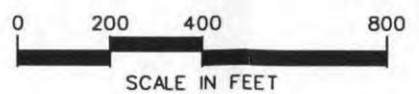
### ENVIRONMENTAL FACTORS LEGEND

- 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)
- x 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/JURISTRICTION
- PLANNED USE/JURISTRICTION BOUNDARY
- MUNICIPAL BOUNDARY
- - - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





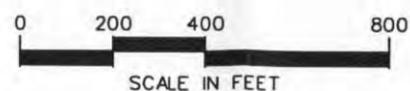
DATE OF PHOTOGRAPHY: APRIL 14, 1995

### 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

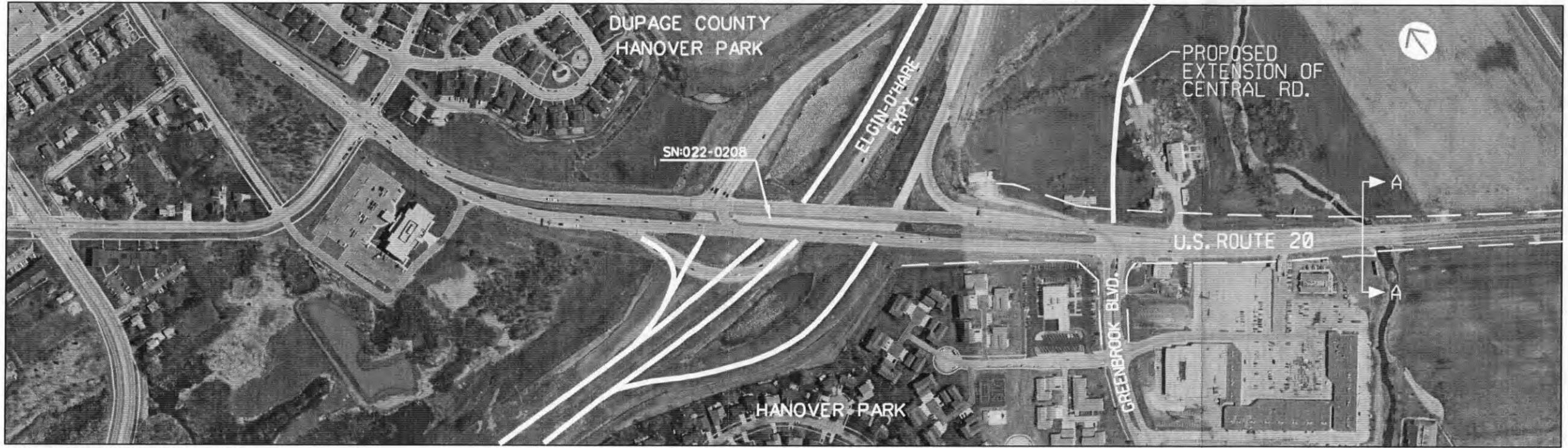
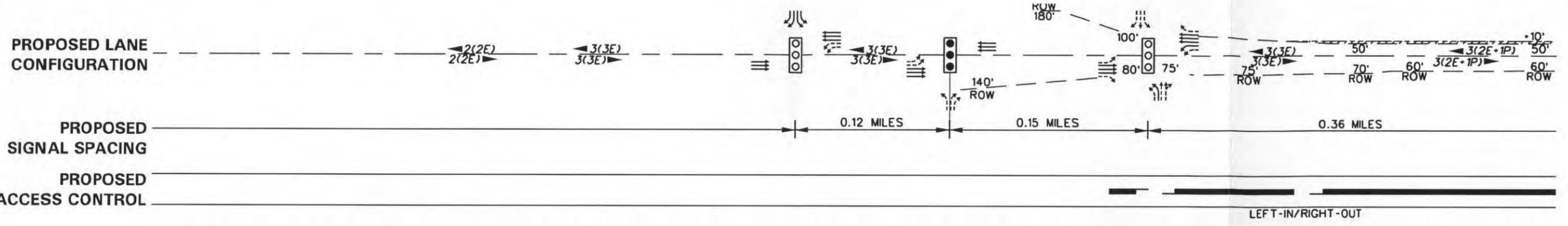
- R SINGLE FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
  - C COMMERCIAL RETAIL/SERVICE
  - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
  - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
  - I INDUSTRIAL WAREHOUSE
  - T CHURCH/TEMPLE (NAME)
  - S SCHOOL (NAME)
  - X 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 1**  
**Elgin-O'Hare Expressway to Springfield Drive**

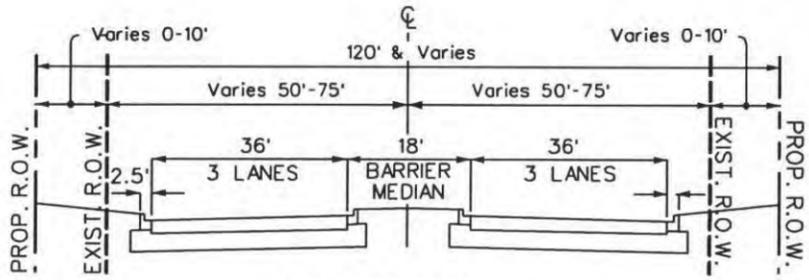
**RECOMMENDED PLAN**

Exhibits C-1 through C-3

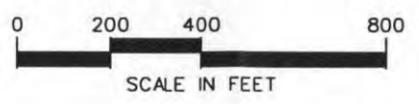
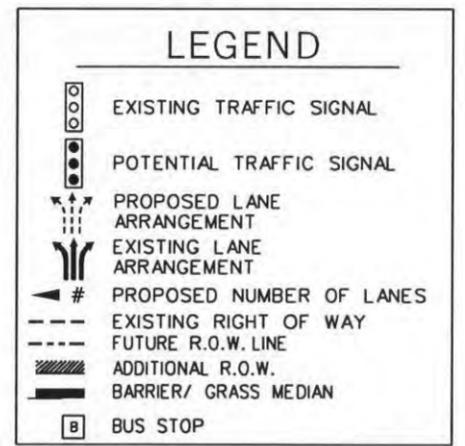


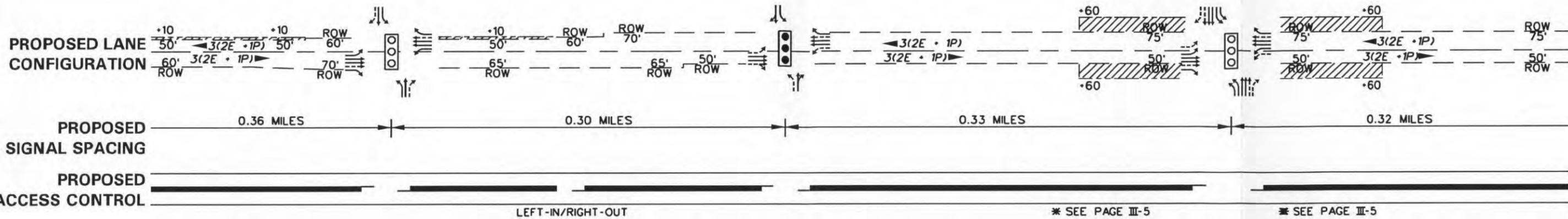
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



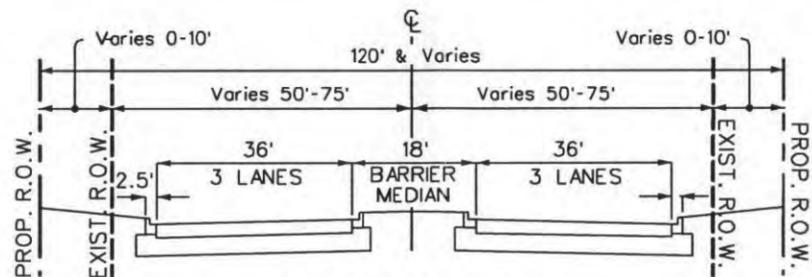
**SECTION A - A**  
**GREENBROOK BLVD. TO WILLIAM WAY**  
 RECOMMENDED CROSS SECTION



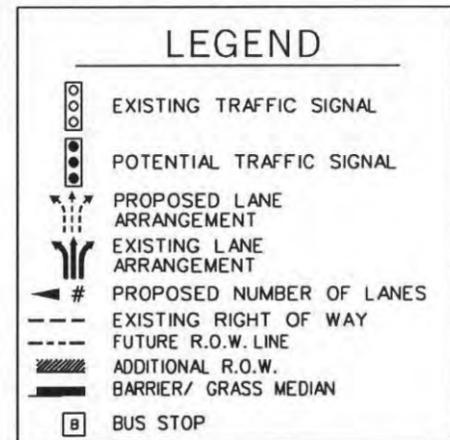


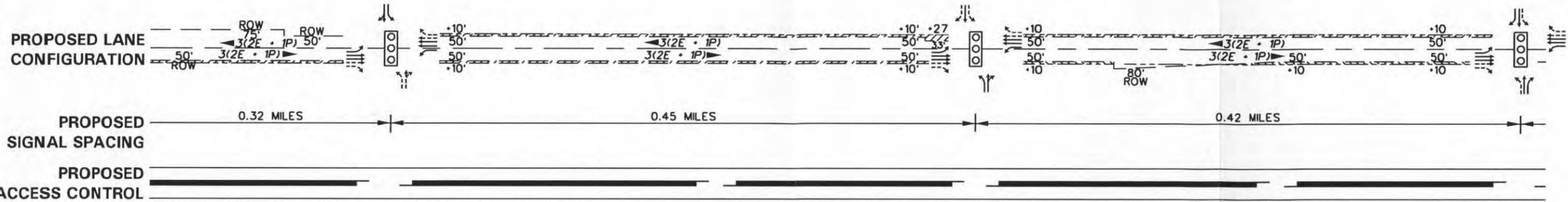
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



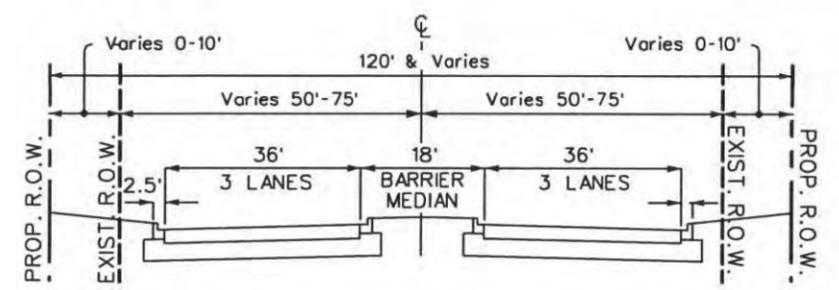
**SECTION A - A**  
**GREENBROOK BLVD. TO WILLIAM WAY**  
 RECOMMENDED CROSS SECTION





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



**SECTION A - A**  
**GREENBROOK BLVD. TO WILLIAM WAY**  
 RECOMMENDED CROSS SECTION

**LEGEND**

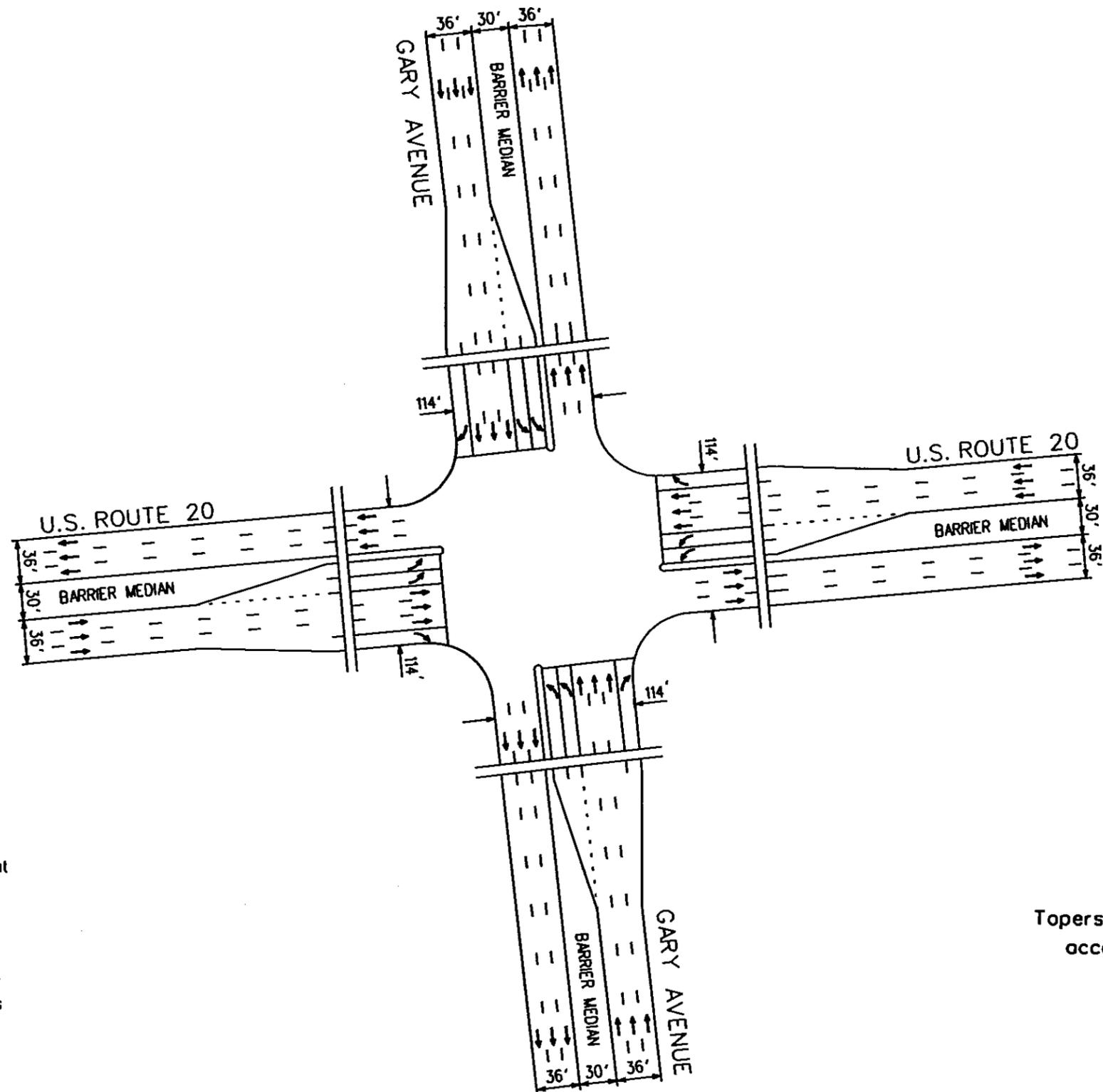
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP



**Segment 1**

**INTERSECTION DETAILS**  
**U.S. Route 20 / Gary Avenue**

Exhibit D-1



**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All pavement width dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Toppers not to scale, to be designed in accordance with IDOT standards.

**U.S. ROUTE 20 / GARY AVENUE INTERSECTION DETAIL**

R.M.J. '98

Prepared by CIVILTECH Engineering in association with METRO Transportation Group and Shah Engineering Inc. for the

Illinois Department of Transportation

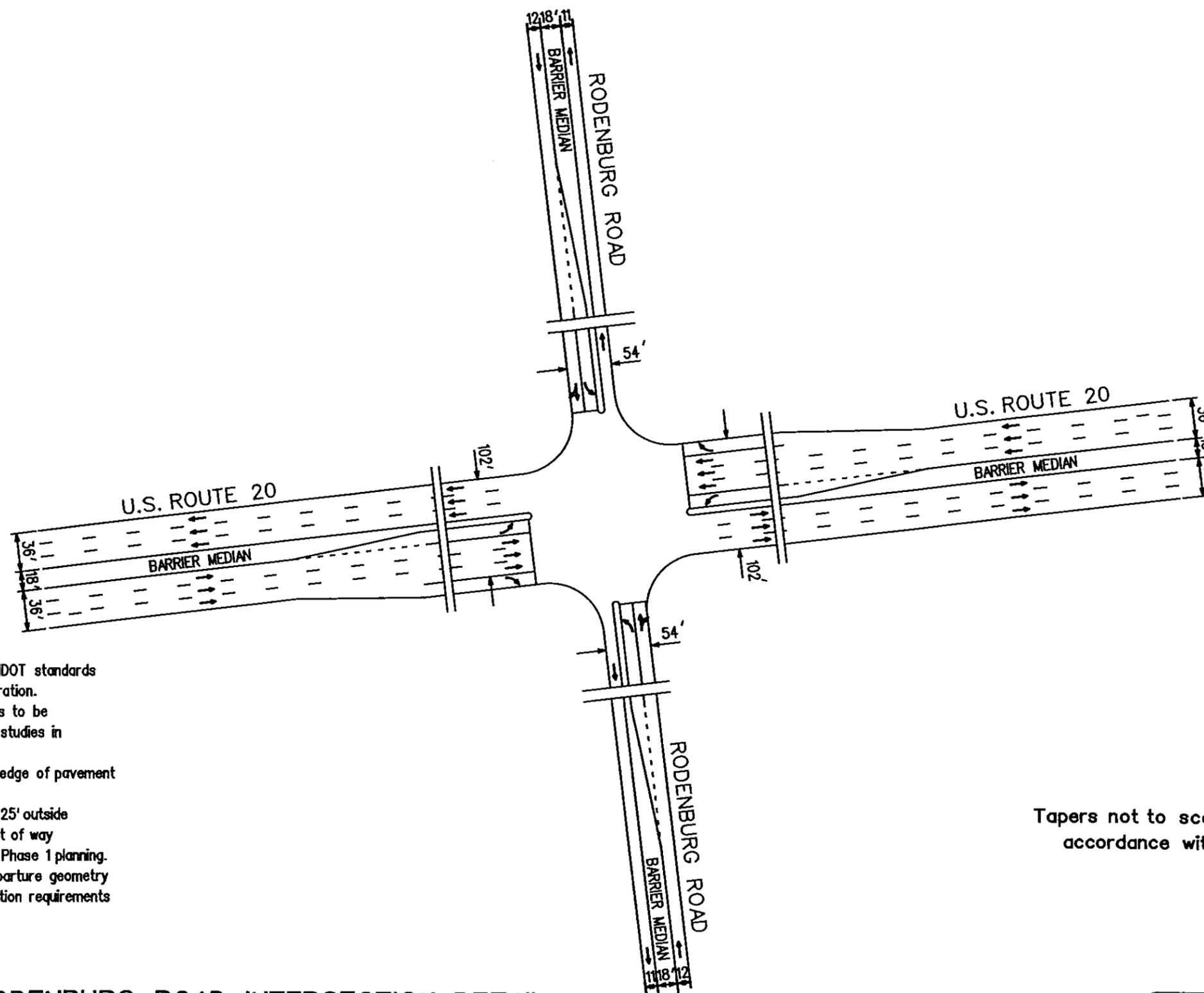


( NOT TO SCALE )

**Segment 1**

**INTERSECTION DETAILS**  
**U.S. Route 20 / Rodenburg Road**

Exhibit D-2



**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All pavement width dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**U.S. ROUTE 20 /RODENBURG ROAD INTERSECTION DETAIL**

R.M.J. '98

Prepared by CIVILTECH Engineering in association with METRO Transportation Group and Shah Engineering Inc. for the

Illinois Department of Transportation

( NOT TO SCALE )

**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

**Segment 2**  
**Springfield Drive to Glen Ellyn Road**

## 3.2 Segment 2: Springfield Drive to Glen Ellyn Road

### 3.2.1 Location

Segment 2 extends along U.S. Route 20 from Springfield Drive to Glen Ellyn Road (see Figure 3.1). The segment is approximately 2.3 miles in length and is located in the Villages of Roselle and Bloomingdale. U.S. Route 20 is also named Lake Street in this segment.

### 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 existing right-of-way in this segment varies from 80 feet to 172 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lanes in each direction with a median west of Rosedale Avenue. East of Rosedale Avenue, three 12-foot travel lanes are provided in each direction with a barrier median. Existing typical sections for this segment are included on Exhibits A-4 through A-6.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment varied from 30,000 to 40,000 vehicles per day.

**Accidents** - There are four high accident locations in this segment which occur along the segment. Of the four locations, one is an intersection which is the Bloomingdale Road intersection with U.S. Route 20.

**Parking, Sidewalks, and Frontage Roads** - No on-street parking is provided in this segment. No frontage roads exist in this segment and sidewalks are located in selected areas along the segment.

**Traffic Control/Intersection Configuration** - There are six signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-4 through A-6.

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

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

### 3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-4 through B-6.

**Lakes/Streams/Wetlands/Floodplains** - Two floodplain and wetland systems run adjacent to U.S. Route 20 within Segment 2. One crosses the roadway between William Way and Rosedale Avenue. The second crosses U.S. Route 20 at the intersection with Fairfield Way.

**Structures with Historical Significance** - Five historical resources are located within Segment 2. The Silas Meacham House, Old Village Hall, Park District building, and Randecker's hardware store are all located within Bloomingdale's Old Town district, on the south side of U.S. Route 20 between Maple Court and Bloomingdale Road. The Bloomingdale Cemetery (St. Paul's Memorial Cemetery) is located on the north side of U.S. Route 20, east of Circle Avenue.

**Hazardous Waste/LUST Sites** - Five LUST sites are located along U.S. Route 20 within Segment 2. Three of these sites are located near the intersection of Rosedale Avenue with the SRA. One site is located at the northwest corner of U.S. Route 20 and Bloomingdale Road. One site is located on the south side of U.S. Route 20 between Circle and Prairie Avenues.

**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.

### **3.2.4 Existing Land Use Characteristics**

Existing land use characteristics for this segment are shown on Exhibits B-4 through B-6.

**Type and Intensity of Development** - The land uses along Segment 2 include a mixture of commercial, office and residential. The Meacham Grove Forest Preserve is located on the north side of U.S. Route 20 between Bloomingdale Road and Circle Avenue. The Bloomingdale/St. Paul's Cemetery is also located on the north side of U.S. Route 20, east of Circle Avenue.

**Planned Development** - No specific plans for redevelopment have been identified within this segment.

### **3.2.5 Recommended SRA Improvements**

The recommended plan for this segment is shown on Exhibits C-4 through C-6.

**Roadway** - Between Springfield Drive and Rosedale Avenue, the recommendation is to provide three travel lanes in each direction with a barrier median. East of Rosedale Avenue, the recommendation is to maintain the existing cross section with three travel lanes in each direction separated by a median.

**Traffic Control/Intersection Configuration** – The offset intersection of Circle Avenue with U.S. Route 20 is recommended to be realigned.

The existing traffic signals will be maintained. Any recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Traffic signal interconnection is recommended.

**Access Management** - Full access available to U.S. Route 20 will be restricted to selected locations.

Partial access permitting left-in/right-in/right-out movements are allowed at the following locations:

- William Way
- Maple Court (south side only)

All other locations will be restricted to right-in/right-out movements only.

**Transit** – A proposed PACE bus route will continue along U.S. Route 20 from Segment 1 to Segment 3. It is recommended that bus stops be located to the far side of intersections where feasible.

### **3.2.6 Right-of-Way Requirements**

No additional right-of-way will be required along U.S. Route 20 for this segment.

### **3.2.7 Environmental Considerations**

There are no anticipated impacts to the five historical structures or five LUST sites located within Segment 2 since right-of-way acquisition is not recommended. In addition there are no anticipated impacts to wetlands or floodplains.

### **3.2.8 Land Use Considerations**

No significant impacts to land use are expected within Segment 2 since additional right-of-way will not be acquired. A barrier median in Segment 2 would prevent direct left turns into uses fronting onto the SRA, except at planned full movement intersections. The location of access and setbacks associated with future development 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 3.2.2. This construction cost estimate is based

on 1991 unit prices.

### 3.2.10 Short Term/Low Cost Improvements

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

### 3.2.11 Ultimate (Post 2020) Improvements

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

### 3.2.12 Crossing SRA Routes

The Bloomingdale Road/Roselle Road SRA corridor is currently being studied.

**Table 3.2.1**  
**Construction Cost Estimate**  
**Segment 2 - Springfield Drive to Glen Ellyn Road**

Recommended Improvements	Estimated Cost
Roadway	\$945,000
Intersection Improvements	\$675,000
<b>Total - Recommended Improvements</b>	<b>\$1,620,000</b>

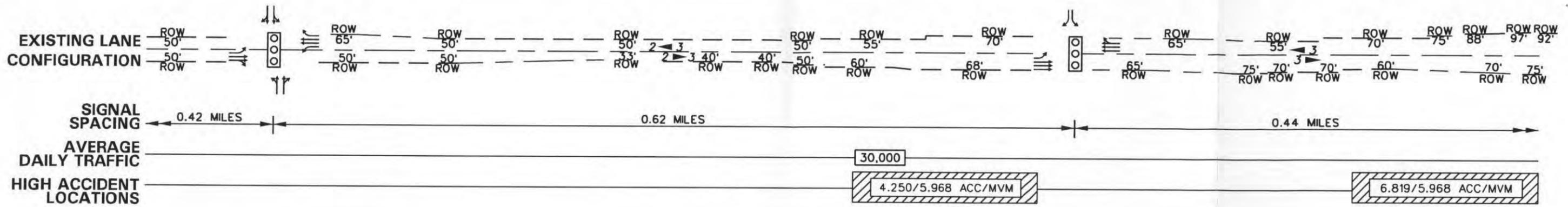
**Note:** This construction cost estimate is based on 1991 unit prices.

**Segment 2**  
**Springfield Drive to Glen Ellyn Road**

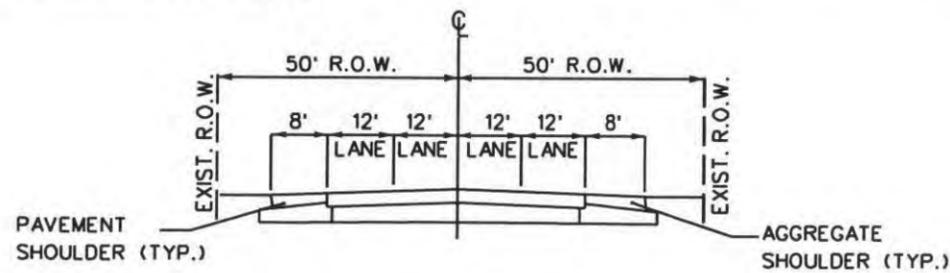
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-4 through A-6

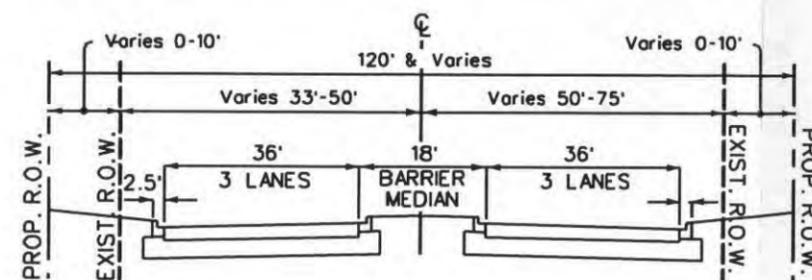
See Segment 3 for Exhibit A-6



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**SECTION D-D  
RODENBURG ROAD TO ROSEDALE AVE.**

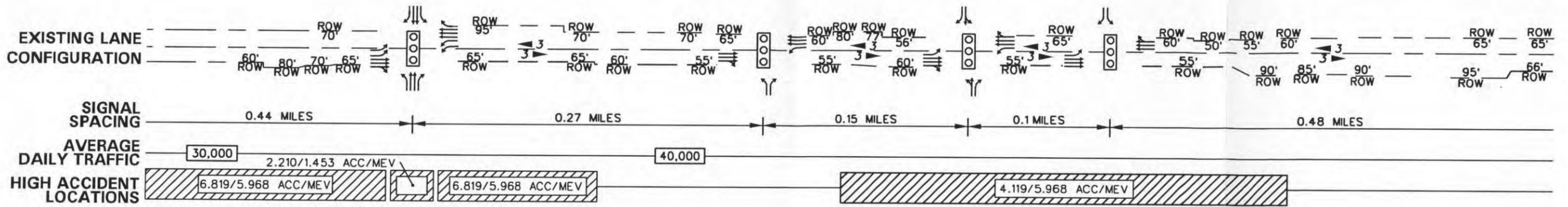


**SECTION E-E  
ROSEDALE AVE. TO GLEN ELLYN ROAD**

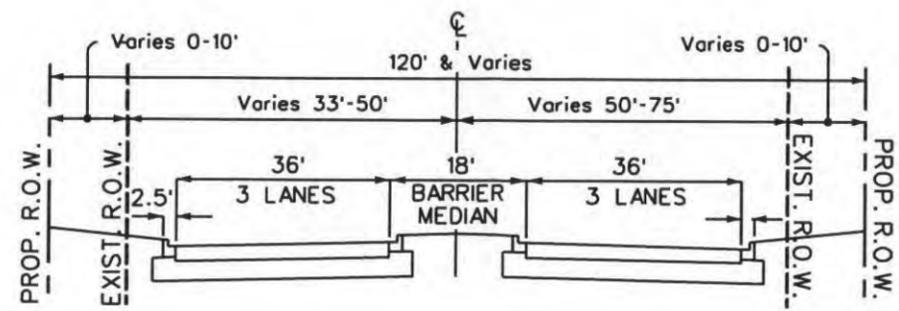
**LEGEND**

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





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**LEGEND**

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



**Segment 2**  
**Springfield Drive to Glen Ellyn Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-4 through B-6

See Segment 3 for Exhibit B-6



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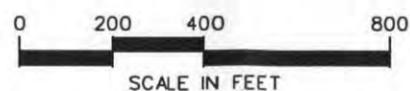
### ENVIRONMENTAL FACTORS LEGEND

-  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)
- x CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





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### ENVIRONMENTAL FACTORS LEGEND

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

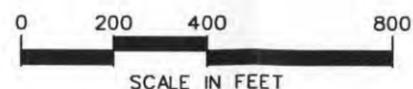
### HISTORIC BUILDINGS

- SILAS MEACHAM HOUSE
- OLD VILLAGE HALL
- PARK DISTRICT BUILDING
- RANDECKER'S HARDWARE STORE
- BLOOMINGDALE CEMETERY  
(a.k.a. ST. PAUL'S EVERGREEN MEMORIAL)

### 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)
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- 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.

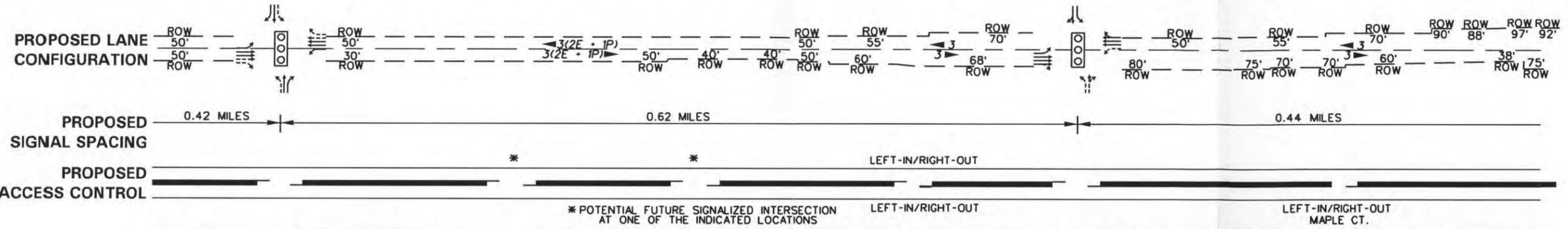


**Segment 2**  
**Springfield Drive to Glen Ellyn Road**

**RECOMMENDED PLAN**

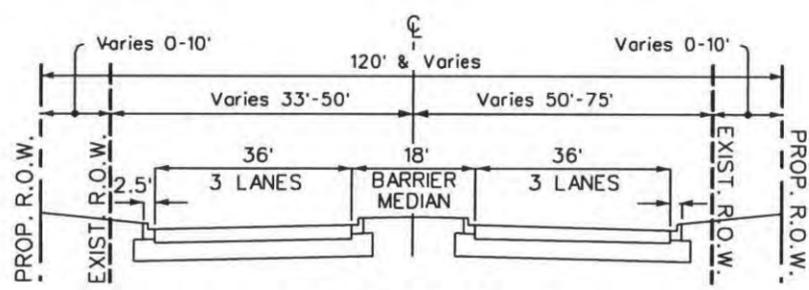
Exhibits C-4 through C-6

See Segment 3 for Exhibit C-6

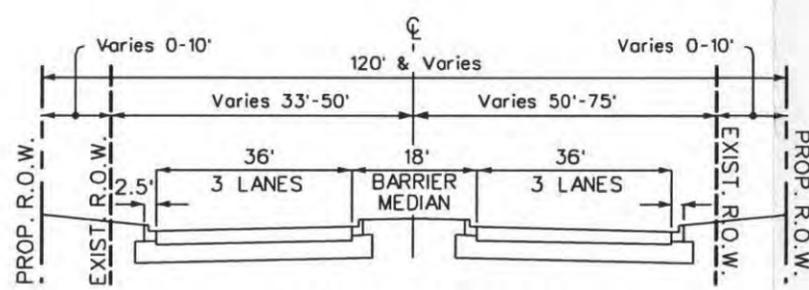


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SEGMENT 1 | SEGMENT 2



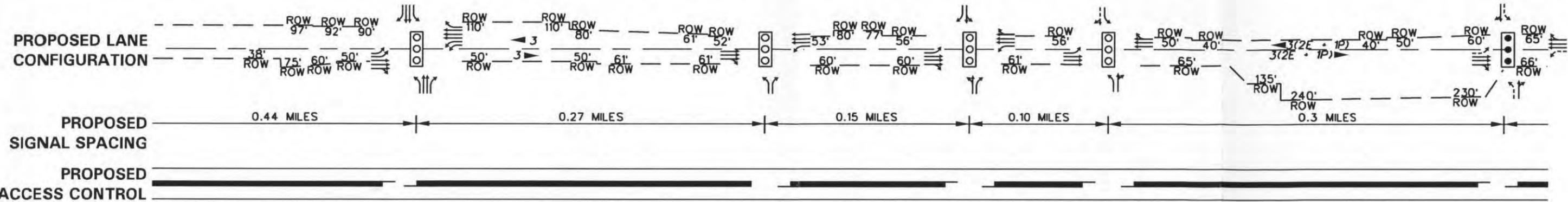
**SECTION A - A**  
**GREENBROOK BLVD. TO WILLIAM WAY**  
 RECOMMENDED CROSS SECTION



**SECTION B - B**  
**WILLIAM WAY TO GLEN ELLYN ROAD**  
 MAINTAIN EXISTING CROSS SECTION

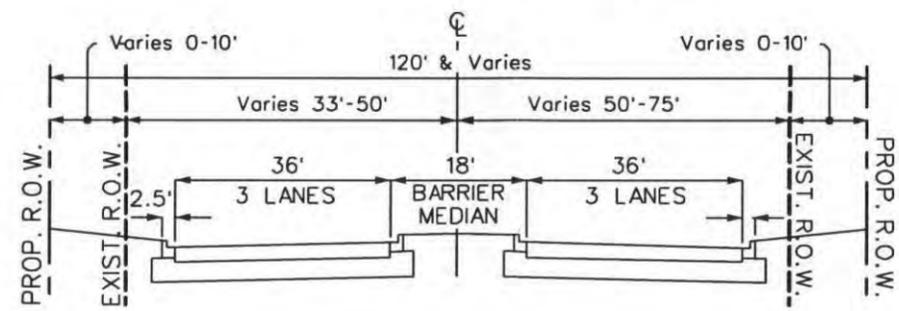
**LEGEND**

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



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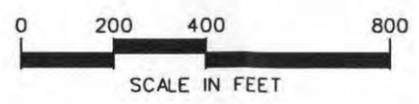
SEGMENT 2



**SECTION B - B**  
**WILLIAM WAY TO GLEN ELLYN ROAD**  
 MAINTAIN EXISTING CROSS SECTION

**LEGEND**

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



**Segment 3**  
**Glen Ellyn Road to Interstate 355**

### 3.3 Segment 3: Glen Ellyn Road to Interstate 355

#### 3.3.1 Location

Segment 2 extends along U.S. Route 20 from Glen Ellyn Road to Interstate 355 (see Figure 3.1). The segment is approximately 1.5 miles in length and is located in the Villages of Bloomingdale and Addison. U.S. Route 20 is also named Lake Street in this segment.

#### 3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-6 and A-7.

**Right-of-Way** - The existing right-of-way in this segment varies from 118 feet to 158 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of three, 12-foot travel lanes in each direction with a 30-foot barrier median and curb and gutter. Existing typical sections for this segment are included on Exhibits A-6 through A-7.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment varied from 52,400 to 60,900 vehicles per day.

**Accidents** - There is one high accident location in this segment adjacent to the I-355 interchange area.

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

**Traffic Control/Intersection Configuration** - There are four signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-6 and A-7.

**Structures** - There are two structures in this segment which are described in Table 3.3.1.

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

**Table 3.3.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
022-0111	Interstate 355	U.S. Route 20	60.6'	186.8'	86'	14.6'
002-0112	Interstate 355	U.S. Route 20	75.6'	185.5'	86'	14.6'

### 3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-6 and B-7.

**Lakes/Streams/Wetlands/Floodplains** - Several wetlands are located adjacent to the south side of U.S. Route 20 between Glen Ellyn Road and Interstate 355.

**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.

### 3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-6 and B-7.

**Type and Intensity of Development** - Between Glen Ellyn Road and Swift Road the primary land use is commercial recreational. This portion of Segment 3 includes the Bloomingdale Golf Club and the Spring Creek Forest Preserve. Between Swift Road and Interstate 355 the land use is a mixture of multi-family, commercial and industrial.

**Planned Development** - No specific plans for development have been identified within this segment.

### 3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-6 and C-7.

**Roadway** - The recommendation for this segment is to maintain the existing cross section.

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

**Access Management** - The existing access available to U.S. Route 20 will be maintained for this segment.

**Structures** - No structure modification is required in this segment.

**Transit** - A proposed PACE bus route will continue along U.S. Route 20 from Segment 1 to Swift Road. It is recommended that bus stops be located to the far side of intersections where feasible.

### 3.3.6 Right-of-Way Requirements

No additional right-of-way will be required along U.S. Route 20 for this segment.

### 3.3.7 Environmental Considerations

There are no anticipated impacts to environmental resources in Segment 3 since right-of-way acquisition is not recommended.

### 3.3.8 Land Use Considerations

No significant impacts to land use are expected within Segment 3 since additional right-of-way will not be acquired. The existing barrier median will be maintained consolidating full access at selected intersections. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

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

The cost estimate for Segment 3 is shown in Table 3.3.2. This construction cost estimate is based on 1991 unit prices.

### 3.3.10 Short Term/Low Cost Improvements

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

### 3.3.11 Ultimate (Post 2020) Improvements

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

### 3.3.12 Crossing SRA Routes

There are no cross SRA routes along this segment of U.S. Route 20.

**Table 3.3.2**  
**Construction Cost Estimate**  
**Segment 3 - Glen Ellyn Road to Interstate 355**

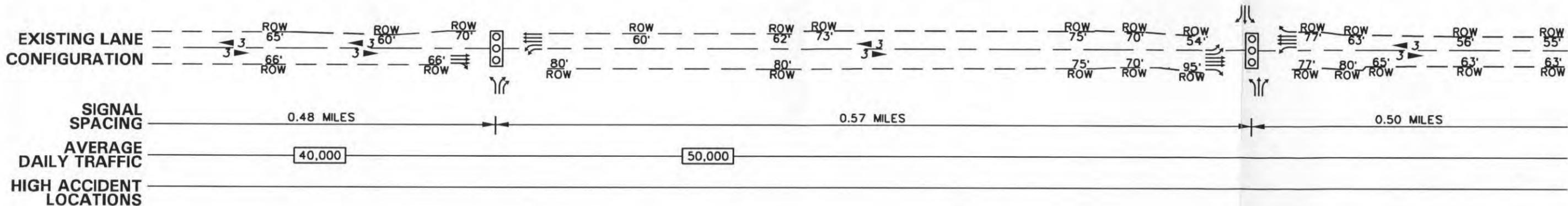
Recommended Improvements	Estimated Cost
Intersection Improvements	\$1,025,000
<b>Total - Recommended Improvements</b>	<b>\$1,025,000</b>

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

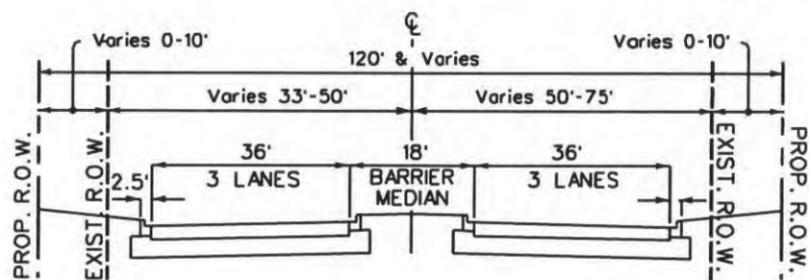
**Segment 3  
Glen Ellyn Road to Interstate 355**

**EXISTING FACILITY CHARACTERISTICS**

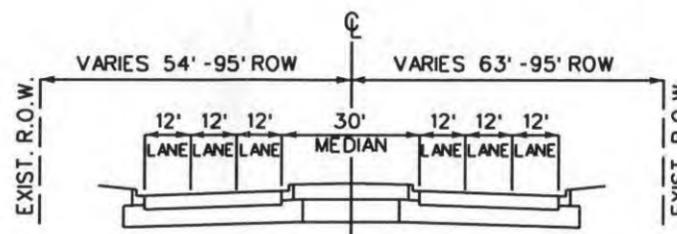
Exhibits A-6 and A-7



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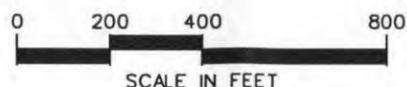
**SECTION E- E**  
**ROSEDALE AVE. TO GLEN ELLYN ROAD**

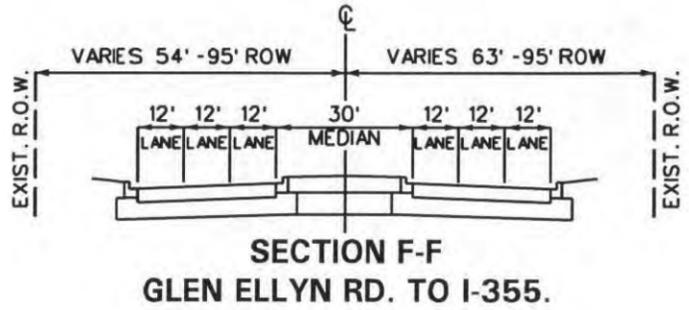
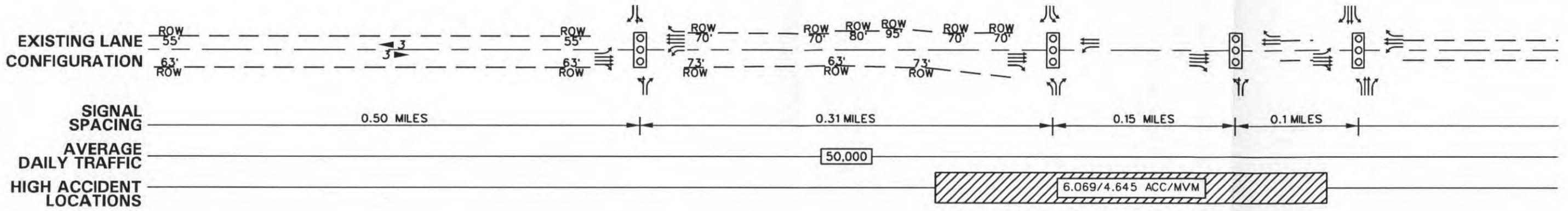


**SECTION F- F**  
**GLEN ELLYN ROAD TO I-355**

**LEGEND**

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



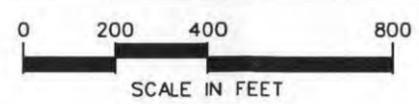


**LEGEND**

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

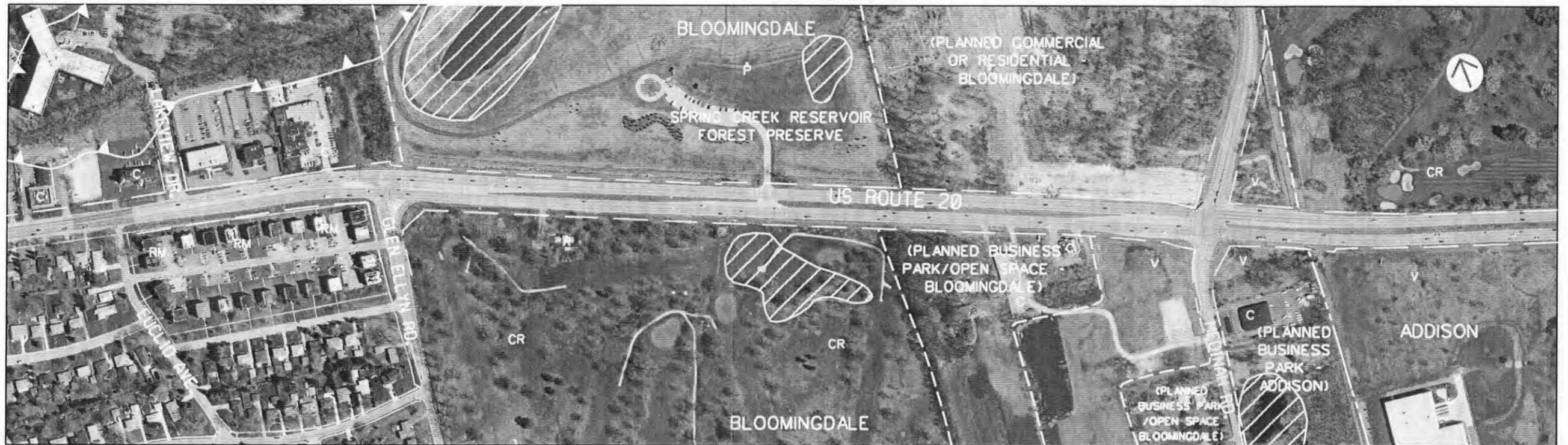
Illinois Department of Transportation

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



**STRA** Strategic Regional Arterial Planning Study

**U.S. ROUTE 20**  
**EXISTING FACILITY CHARACTERISTICS**  
**EXHIBIT A-7**



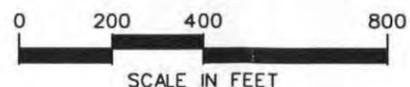
DATE OF PHOTOGRAPHY: APRIL 14, 1995

**ENVIRONMENTAL FACTORS LEGEND**

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

**LAND USE LEGEND**

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





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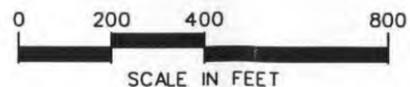
**ENVIRONMENTAL FACTORS LEGEND**

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- 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
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- ( ) PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



**Segment 3  
Glen Ellyn Road to Interstate 355**

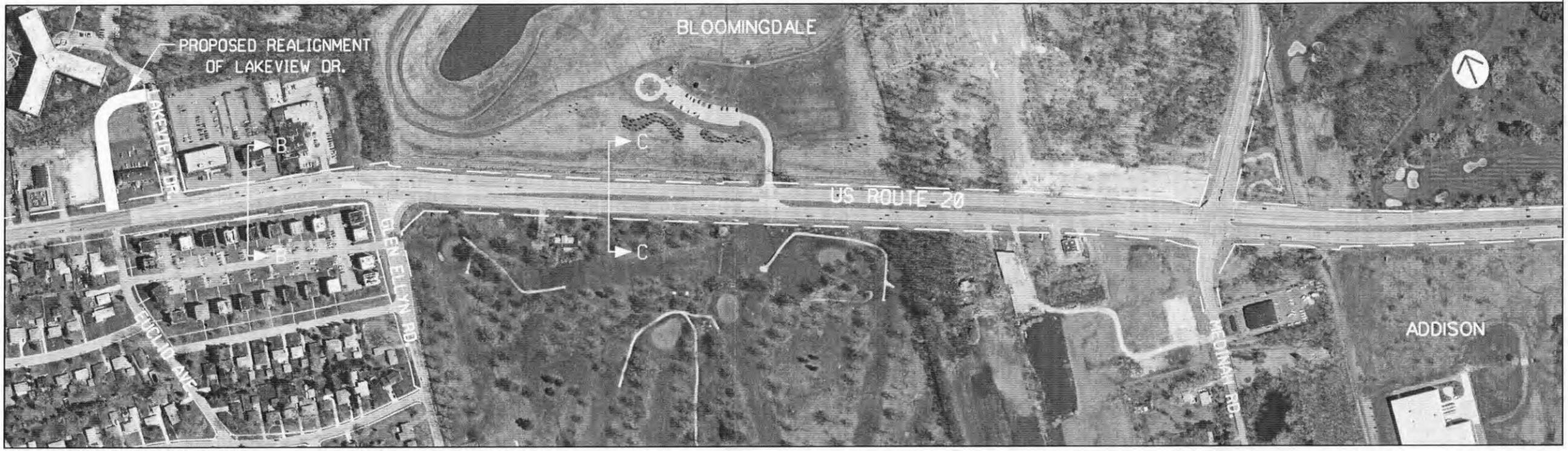
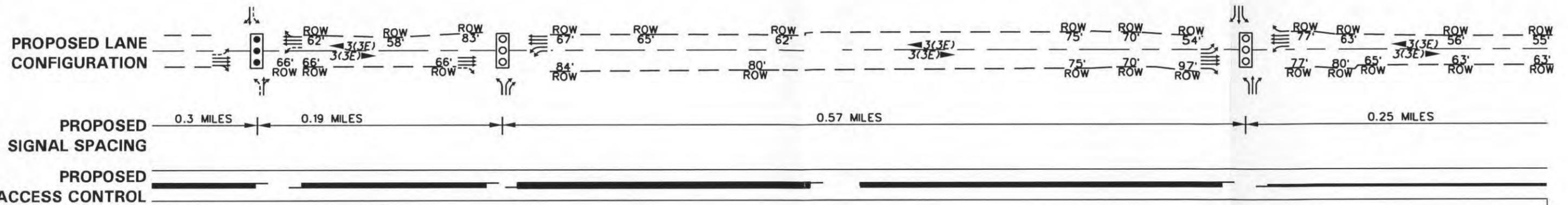
**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-6 and B-7

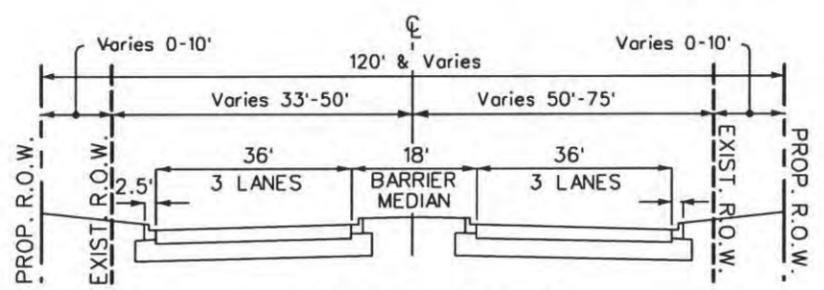
**Segment 3  
Glen Ellyn Road to Interstate 355**

**RECOMMENDED PLAN**

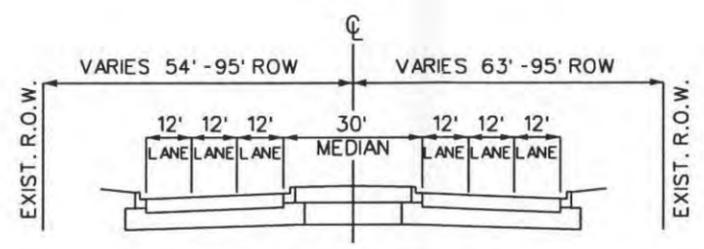
Exhibits C-6 and C-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995      SEGMENT 2      SEGMENT 3



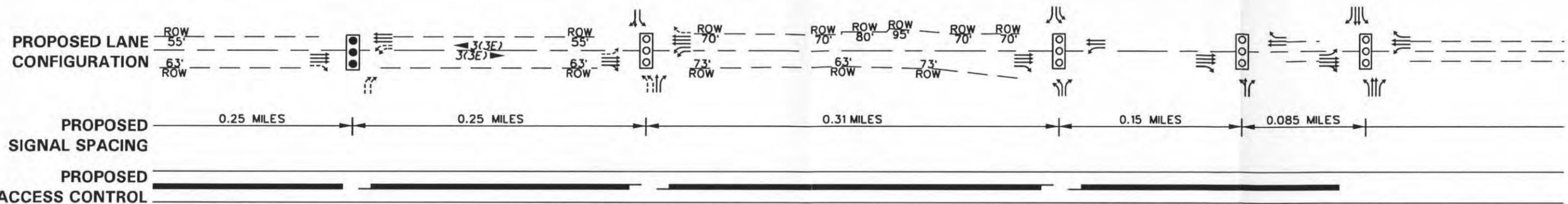
**SECTION B - B**  
**WILLIAM WAY TO GLEN ELLYN ROAD**  
 MAINTAIN EXISTING CROSS SECTION



**SECTION C - C**  
**GLEN ELLYN ROAD TO I-355**  
 MAINTAIN EXISTING CROSS SECTION

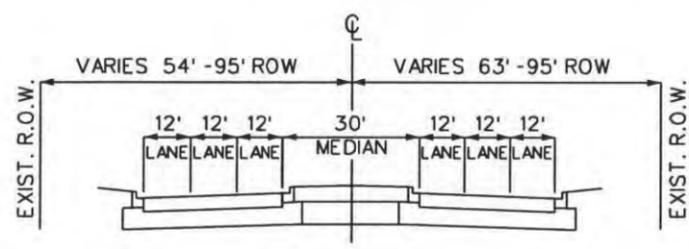
**LEGEND**

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



**SECTION C - C**  
**GLEN ELLYN ROAD TO I-355**  
 MAINTAIN EXISTING CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS 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. This was 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 in June of 1996. The first Advisory Panel meetings were held on May 13, 1999. The second Advisory Panel meeting was held on November 10, 1999 followed by a public hearing on November 16, 1999.

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

### **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 for U.S. Route 20 is as follows:

- Village of Hanover Park
  - The Village stated that the portion of U.S. Route 20 west of the Elgin O'Hare Expressway should be included in the SRA study.
  - The connection between Greenbrook Boulevard and Central Avenue to provide access to future development is planned by the Village.
  - The Village also noted concern regarding access to developments between the Elgin O'Hare Expressway and Gary Avenue and the indicated the future need for a traffic signal at Turnberry Drive.
  
- Village of Roselle
  - Village staff stated concern regarding pedestrian accessibility along the route.
  - Transit routes are desired to the Roselle and Schaumburg Metra train stations.
  - Access management issues were raised associated with Summerfield Drive and near Gary Avenue.
  
- Village of Bloomingdale
  - Staff stated that signalization is necessary at Euclid Drive and Summerfield Drive.
  - Support was shown for widening U.S. Route 20 to six lanes to reduce westbound queuing at Glen Ellyn Road.
  - Concerns were shown regarding set backs and green space changes due to the roadway widening.
  - In order to address access management, staff felt a frontage road could be used in certain locations.
  - Staff also felt the U.S. Route 20/I-355 interchange creates eastbound queues for vehicles attempting to travel north on I-355.
  
- Village of Addison
  - Staff reported concerns about the interaction between I-290 and I-355 and eastbound stacking at I-355.
  - An additional interchange on I-290 is desired by staff between Lake Street and Illinois Route 83. Staff also requested that the SRA study limits be extended east to Addison Road to incorporate the possibility of an interchange at Addison Road with I-290.
  - Access management and potential signal locations were discussed for future developments along Lake Street.

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

### **4.3 Advisory Panel Meetings**

A meeting of the SRA Advisory Panel was held on May 13, 1999. The second Advisory Panel meeting was held on November 10, 1999. At the Panel Meetings, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for U.S. Route 20 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in the Appendix.

### **4.4 Public Hearing**

A public hearing was held to present recommended improvements to U.S. Route 20 as part of the SRA system and to obtain public input. The public hearing was held on November 16, 1999.

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 U.S. Route 20 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 accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in the Appendix.

## **APPENDIX**

### **Public Involvement**

## Individual Community Interview Meeting Minutes



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.  
1300 GREENBROOK BOULEVARD  
HANOVER PARK, ILLINOIS 60103-5482  
TELEPHONE 630 213-1000  
FAX 630 213-3227

TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

Village of Hanover Park Individual Community Interview  
Meeting Minutes

**Subject:** Strategic Regional Arterial Study - Subset #5  
Individual Community Interview  
Corridor 4: U.S. 20/IL 72  
Corridor 7: Stearns Road

**Date:** June 4, 1996

**Time:** 9:00 A.M.

**Place:** Village of Hanover Park  
Village Hall

**In Attendance:** William J. Beckman, P.E., Village Engineer  
Timothy J. Doron, V.P., Metro Transportation Group  
Stephen B. Corcoran, P.E., Metro Transportation Group  
Robert N. DuBoe, Metro Transportation Group  
Jeffrey R. Young, Metro Transportation Group  
John J. Walsh, Metro Transportation Group

The meeting began with Mr. Doron introducing the Metro representatives, and in conjunction with Mr. Corcoran and Mr. DuBoe, providing a brief history and description of the SRA study planning process. The Village has two Subset #5 SRA routes within its boundaries; US 20 (Lake Street), which runs from the Elgin-O'Hare Expressway east to I-355, and Stearns Road, running from US 20 (Lake Street) west to Dunham Road. The Village has been involved in the SRA process previously with County Farm Road, a part of SRA Subset #2. This ICI meeting was designed to address both the Stearns Road and US 20 corridors.

The discussion began with Stearns Road. Mr. Corcoran is the Route Coordinator for the Stearns Road corridor. Mr. Beckman pointed out that the Village is planning to widen Greenbrook Boulevard (the eastern segment of the Stearns Road SRA corridor) to a five lane cross section from US 20 west to County Farm Road. The widening project will include adding dual east bound left-turn lanes at the US 20 intersection, adding a traffic signal at Arlington Drive, and maintaining a portion of the existing raised grass median. The plans for this project are expected to be completed by December of this year, with construction scheduled to begin in the Spring of 1997. Once the reconstruction project is completed, Greenbrook Boulevard will transition to DuPage County jurisdiction, from the present Village jurisdiction.

Mr. Beckman pointed out that the Village feels the proposed 5-lane cross section is appropriate given the existing conditions. Existing conditions of concern to the Village include the grammar school located on Greenbrook, just east of County Farm Road



and the vacant parcel located at the intersection of Greenbrook and Arlington Drive. A good deal of pedestrian traffic crosses Greenbrook Boulevard in order to access the school, as well as the community park located just east of Greenbrook on Arlington Drive. A 20 mph speed zone is present currently in the vicinity of the school. The Village would want to insure safe access to the school and park lands.

The vacant parcel has development potential, although there are floodplain implications (currently zoned B1). Good access for the Arlington intersection parcel will need to be addressed.

Mr. Beckman described future plans and the effect SRA designation may have. The Village Park District is planning a water park which will be developed on approximately four parcels currently occupied by single-family homes, located just east of the northwest corner of Greenbrook and County Farm Road (across the road from the school). Safe pedestrian movements across Greenbrook will need to be insured. The Village is also planning to extend a bike path along the north side of Greenbrook, from County Farm Road to US 20. This path currently runs along Stearns Road, terminating at County Farm Road.

Overall, the Village agrees that the current and projected traffic volumes along the Stearns Road corridor will be better served by adding lanes in the corridor. The main concerns of the Village focus on local access to the corridor, and safety issues surrounding the school/park and proposed water park.

The discussion now turned to US 20. Mr. DuBoe is the Route Coordinator for the U.S. 20 corridor. The U.S. 20 SRA begins in the east at I-355 and continues west up to the Elgin-O'Hare Expressway. The SRA corridor then begins again at Randall Road on the west side of Elgin and continues west where it changes at Illinois Route 72 and then continues until it terminates at the Kane County/DeKalb County line. The missing section of U.S. 20 between the Elgin-O'Hare and Randall Road is supplemented by the future extension of the Elgin-O'Hare Expressway.

Mr. Beckman stated several items concerning the Village of Hanover Park along U.S. 20. Pointed out was the fact that the eastern boundary of Hanover Park along U.S. 20 is Gary Avenue. Also pointed out was the IDOT plan to widen a portion of U.S. 20 west of the Elgin-O'Hare Expressway. However, this section of U.S. 20 is not within the study area of the SRA. Mr. Beckman suggested that perhaps the U.S. 20 SRA alignment should include this section and be continuous from I-355 to the west of the region. In conjunction with the planned widening of Greenbrook Boulevard, additional turning lanes would not be added on U.S. 20 at its intersection with Greenbrook Boulevard. A future connection between Greenbrook Boulevard and Central Avenue was also introduced. The purpose of the extension is to aide the expected development north of U.S. 20 and west of Bartels Road and to provide a connection to Central Road.



Mr. Beckman raised concerns about the access management of the future developments north and south of U.S. 20 between the Elgin-O'Hare and Gary Avenue. Also questioned was the potential for a traffic signal at Turnberry Drive.

Any Revisions, please contact recorder.

By:   
Jeff Young

Date: 6/4/96

cc: IDOT  
Civiltech  
CATS



METRO TRANSPORTATION GROUP, INC.

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TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

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

**Subject:** Strategic Regional Arterial Study - Subset #5  
Individual Community Interview  
Corridor 4: US 20/IL 72

**Date:** June 10, 1996

**Place:** Village of Roselle

**In Attendance:** Robin Weaver - Village Administrator  
Michael Higgins - Village Engineer  
Patrick Watkins - Director of Community Development  
John Mick II - Metro Transportation Group, Inc.  
Jeff Young - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained. There was some background knowledge of SRA's indicated by staff. A description of the goals and the objectives of the SRA system was presented to the Village staff.

Staff has raised concerns about the Villages bikeway system along and crossing U.S. 20. Also, the Village is concerned about pedestrian accessibility along the route. Village staff advised that planning work along U.S. 20 has been performed in the past and addressed their concern that this work is not overlooked.

The Village also mentioned the idea of a transit routes providing service to the Roselle and Schaumburg Metra train stations.

The Village sees the need for a left turn lane at Garden Avenue.

The issue of street lighting was raised and the Village requested that this issue be noted. Some access and development issues were brought forth. The issue of access near Summerfield Drive is a concern of the Village. The location of a large water main at the intersection of Bloomingdale Road and Lake Street was mentioned as a potential issue. The Village has development concerns near Gary Avenue on both sides of Lake Street.

Village personnel requested two copies of the SRA Design Concept Manual. The Village also stated that they did receive a letter requesting Village information concerning Lake Street. Metro will provide the items requested.



The final item raised by the Village was the possibility of some local business leaders attending an additional meeting or being present at the panel meetings. Metro had stated that these options would be feasible. The Village must contact Metro, to work on this with Civiltech and IDOT, well in advance of the proposed event.

Any Revisions, please contact recorder.

By: Jeff Young  
Jeff Young

Date: 8/1/96

cc: IDOT  
Civiltech  
CATS



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TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

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

**Subject:** Strategic Regional Arterial Study - Subset #5  
Individual Community Interview  
Corridor 4: US 20/IL 72

**Date:** June 13, 1996

**Place:** Village of Bloomingdale

**In Attendance:** Michael Marchi - Village Engineer  
Daniel Wennerholm - Village Administrator  
Rob DuBoe - Metro Transportation Group, Inc.  
Jeff Young - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained. There was some background knowledge of SRA's indicated by staff. A description of the goals and the objectives of the SRA system was presented to the Village staff.

The Village raised several concerns with various intersections along U.S. 20. The Village had stated that a traffic signal is desired at the Euclid Avenue intersection. Lakeview Drive will require widening to accommodate the developments on the north side of Lake Street. The Village also stated that Summerfield Drive would require realignment and a traffic signal.

The Village had stated that they would probably support the widening of U.S. 20 to six lanes further west to the Elgin-O'Hare Expressway. The improvement to six lanes is desirable to the Village as it will aid in reducing the amount of west bound traffic back-ups that currently occurs due to the transitioning of U.S. 20 from six to four lanes near Glen Ellyn Road.

The Village is concerned with the set backs and the associated green space changes that will occur with the planned widening of Lake Street through Bloomingdale. A concern was raised to maintain the current design of the U.S. 20 widening project for the portion of U.S. 20 that is west of the project area specifically the continuation of the landscaped median through the project is desired.



With the planned improvements to Lake Street, the Village is concerned with access management. One type of access control which may be used in certain locations could be the design of frontage roads paralleling U.S. 20.

Cut through traffic on various collector streets off of U.S. 20 was mentioned as a major concern of the Village which occurs primarily due to the back-ups along Lake Street caused by the transitioning of Lake Street from six to four lanes.

The final item raised by the Village is the issue of the substandard ramp design at the U.S. 20/I-355 interchange. Particularly, the Village raised the issue of traffic back-ups that occur due to the amount of vehicles approaching I-355 from the west attempting to travel north on I-355.

Future contact with the Village of Bloomingdale concerning the U.S. 20 SRA should be made with Mike Marchi, the Village Engineer.

Any revisions, please contact recorder.

By: Jeff Young  
Jeff Young

Date: 8/2/96

cc: IDOT  
Civiltech  
CATS



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TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

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

**Subject:** Strategic Regional Arterial Study - Subset #5  
Individual Community Interview  
Corridor 4: US 20/IL 72

**Date:** June 27, 1996

**Place:** Village of Addison

**In Attendance:** Rudolfo Espedido, P.E. - Village Civil Engineer  
Patrick Amerena - Addison Fire Department  
Richard Delawder - SWD, Inc.  
Rob DuBoe - Metro Transportation Group, Inc.  
Jeff Young - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained. There was some background knowledge of SRA's indicated by staff. A description of the goals and the objectives of the SRA system was presented to the Village staff.

Staff has raised concerns regarding the problems associated with the substandard design of the U.S. 20/I-355 interchange. Specifically, the weaving maneuver performed by vehicles entering northbound I-355 that attempt to travel westbound on I-290 and cross traffic on I-355 traveling to eastbound I-290. A potential solution was introduced by the Village's representatives which would provide separate ramps from U.S. 20 to I-290 East and West. Another concern was the stacking associated with the eastbound traffic on Lake Street attempting to access I-355.

Concern was raised by the Village regarding the limited access along I-290. The Village of Addison is responsible for emergency responses for I-290 between the IL 83 and the U.S. 20 interchanges. Response time to emergencies would greatly be reduced if a new interchange is introduced between Lake Street and IL 83. One potential interchange could be located at Addison Road.

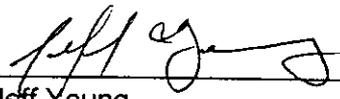
Future developments that will impact Lake Street were indicated by the Village. A 10 screen theater is planned to be located on the south side of Lake Street between Swift road and Medinah Road. The area is expected to contain additional developments. Thus, the need for a traffic signal at a potential access on Lake Street was raised. Development on Lake Street east of Rohwing Road is anticipated that will require access management.



The final comment raised by Village staff is the possibility of extending the U.S. 20 SRA study area further east to Addison Road to incorporate the possibility of an interchange at Addison Road with I-290.

Future contact with the Village of Addison concerning the U.S. 20 SRA should be made with Raman Thakker, Director of Community Development.

Any revisions, please contact recorder.

By:   
Jeff Young

Date: 8/2/78

cc: IDOT  
Civiltech  
CATS

## First Advisory Panel Meeting Minutes



METRO TRANSPORTATION GROUP, INC.

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TRAFFIC ENGINEERING  
TRANSPORTATION PLANNING  
SIGNAL SYSTEMS/DESIGN

**ADVISORY PANEL WORKSHOP #1  
MEETING MINUTES**

**SUBJECT:** Strategic Regional Arterial Study  
Advisory Panel Workshop #1  
Corridor 4: U.S. Route 20  
Elgin O'Hare Expressway to I-355

**DATE:** May 13, 1999

**LOCATION:** Village of Addison, City Hall  
Addison, Illinois

**ATTENDEES:** Lisa Heaven-Baum - Illinois Department of Transportation  
Bruce Maki - DuPage County Division of Transportation  
Mahender Vasandani - DuPage County Division of Transportation  
John Loper - DuPage County Division of Transportation  
Michael Marchi - Village of Bloomingdale  
Mike Higgins - Village of Roselle  
David Stoiser - Village of Roselle  
Michelle Dick - DuPage Mayors & Managers Council  
Bill Beckman - Village of Hanover Park  
Raman Thakker - Village of Addison  
Jeff Young - Civiltech Engineering, Inc.  
Sat Nagar - Metro Transportation Group, Inc.  
Peter Lemmon - Metro Transportation Group, Inc.

The purpose of the advisory panel meeting was to present the recommended concepts for the U.S. Route 20 SRA corridor from Elgin O'Hare Expressway to I-355 and obtain feedback from the concerned Municipal and County officials. Metro Transportation Group is studying the portion of U.S. Route 20 from I-90 east to Randall Road and from the Elgin-O'Hare Expressway east to I-355. Mr. Nagar stated that Metro Transportation completed an advisory panel meeting for western section of U.S. Route 20 with Kane County and local communities.

Sat Nagar began the meeting with a brief overview of the corridor and explained the study's purpose. At this meeting, Sat noted that two segments of U.S. Route 20 do have the Standard Suburban SRA cross section and would like to focus on access consolidation and improve traffic operations. Sat presented a brief description of existing conditions and the proposed concepts for U.S. Route 20 from the Elgin O'Hare Expressway to I-355 segment by segment.



Bill Beckman from the Village of Hanover Park questioned the status of the U.S. Route 20 study between Randall Road and the Elgin O'Hare Expressway. Lisa Heaven-Baum stated that the extension of the Elgin O'Hare Expressway is on hold, thus the "missing link" on U.S. Route 20 may be studied in the future.

Bill noted that a full access is shown just west of Bartels Road where the access is currently a right-in/right-out access. Sat noted that the access should be a right-in/right-out and the legend on the exhibit will be modified to reflect different types of access breaks. The desire for future signals was expressed for the intersections of U.S. Route 20 with Thorn Road and Virginia Road. Each of these intersections does not have the recommended quarter mile spacing from Gary Avenue. Sat explained that the goal of the SRA study is to improve through traffic by implementing restrictions on signal spacing. The access situation at this location will be further analyzed.

Also in Segment 2, it was questioned if the commercial developments north of U.S. Route 20 between Bryn Mawr and Rodenburg Road would need eastbound access. The current plan eliminates the eastbound access with the installation of barrier median. Michael Marchi noted that re-development is likely north of U.S. Route 20 along Garden Avenue and that a signal is desired at the U.S. Route 20/Garden Avenue intersection. The minimum spacing is not met at this location, yet sight distance is limited. After encountering a few access issues along U.S. Route 20, the concept of U-turns was brought up, as used along North Avenue. Mr. Nagar noted that Metro would analyze possible alternate solutions to resolve access problems.

Access at the U.S. Route 20/Summerfield Drive, the plan currently shows a left-in only access. This may change based on what IDOT has been accepted for an approved townhome development south of U.S. Route 20. Bloomingdale also noted that Lakeview Drive is being re-aligned to create a four-way intersection with Euclid Avenue. This is being done to accommodate traffic signal and increase operational safety.

The potential location for a signal at the Springcreek Reservoir Forest Preserve was questioned. The intersection will be the future location of a pedestrian/bike trail crossing and may also provide access to a future development located on the northwest corner of the U.S. Route 20/Medinah Road intersection. There was discussion about the proposed signal between Medinah Road and Swift Road. It was agreed that this would be a good location for the proposed signal considering future developments north and south of U.S. Route 20.

As a next step in the process of this U.S. Route 20 SRA study, the Metro will present the geometric concepts to IDOT and will meet with the communities in the second advisory panel meeting this summer. Sat noted that communities should submit comments regarding the presented corridor recommendations. These recommendations will be analyzed by Metro and will be incorporated in developing the long range plan for U.S. Route 20 SRA.



Advisory Panel Meeting Minutes  
U.S. Route 20 SRA  
Page 3

These meeting minutes shall be assumed correct unless written comments are received within ten (10) days.

A handwritten signature in black ink, appearing to read "Sat Nagar", with a long horizontal flourish extending to the right.

Sat Nagar, P.E.  
Project Manager

## **Second Advisory Panel Meeting Minutes**



METRO TRANSPORTATION GROUP, INC.  
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TRAFFIC ENGINEERING  
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METRO TRANSPORTATION GROUP, INC.

## ADVISORY PANEL WORKSHOP #2 MEETING MINUTES

**SUBJECT:** Strategic Regional Arterial Study  
Advisory Panel Workshop #2  
Corridor 4: U.S. Route 20  
Elgin O'Hare Expressway to I-355

**DATE:** November 10, 1999

**LOCATION:** Village of Addison, City Hall  
Addison, Illinois

**ATTENDEES:** Rich Starr - Illinois Department of Transportation  
John Loper - DuPage County Division of Transportation  
Michael Marchi - Village of Bloomingdale  
Mike Higgins - Village of Roselle  
Gayle Smolinski - Village of Roselle  
Michelle Dick - DuPage Mayors & Managers Council  
Bill Beckman - Village of Hanover Park  
Raman Thakker - Village of Addison  
Kathy Meyerkord - Civiltech Engineering, Inc.  
Dave Miller - Metro Transportation Group, Inc.  
Peter Lemmon - Metro Transportation Group, Inc.

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The purpose of the second advisory panel meeting was to present the recommended concepts for the U.S. Route 20 SRA corridor from Elgin O'Hare Expressway to I-355 and obtain additional feedback from the concerned Municipal and County officials. Metro Transportation Group is studying the portion of U.S. Route 20 from I-90 east to Randall Road and from the Elgin-O'Hare Expressway east to I-355. The panel meeting began with introductions.

Dave Miller started with a brief overview of the corridor and explained the study's purpose is to obtain regional mobility through the corridor. At this meeting, Dave stated that two segments of U.S. Route 20 do have the Standard Suburban SRA cross section, construction is almost completed on portions of the study route, thus would like to further discuss access consolidation and improvement of traffic operations. Dave began describing the existing conditions and the proposed concepts for U.S. Route 20 segment by segment from the Elgin O'Hare Expressway to I-355.

Bill Beckman noted that the bank located just east of Arlington Road would like a right-in/right-out/left-in access. Dave mentioned that the bank has access to the Arlington Road signal via cross access with the storage facility and McDonalds. A right-in/right-out/left-in access would be considered.

The desire for future signals was expressed for the intersections of U.S. Route 20 with Thorn Road and Virginia Road. Each of these intersections does not have the recommended quarter mile spacing from Gary Avenue. Bill Beckman, Michael Higgins, and Gayle Smolinski explained that Hanover Park and Roselle are looking at commercial developments at the northwest and northeast corners of the U.S. Route 20/Gary Avenue intersection respectively and that signals at Thorn Road and Virginia Road are necessary for the viability of the properties. The intersections of Thorn Road and Virginia Road with U.S. Route 20 do not meet signal spacing requirements based on SRA guidelines. Dave mentioned that access to the sites could be gained by placing a combination of right-in/right-out/left-in and right-in/right-out access drives on U.S. Route 20 and Gary Avenue without installing signals.

A potential meeting between representatives from the Illinois Department of Transportation Permits Department, Signals Department, the Village of Hanover Park, and the Village of Roselle may help settle any access/signal issues. It was stated that the absence of potential signal locations on the SRA report does not prohibit municipalities or developers from applying for signal permits.

The current concept includes the installation of barrier median along U.S. Route 20. This barrier median limits the access to some existing developments along the corridor. The concept of U-turns is not possible due to lack of Right-of-Way. Dave suggested that municipalities take a pro-active role in promoting cross access between properties and existing signalized intersections.

Michael Marchi stated that a signal is desired at the U.S. Route 20/Garden Avenue intersection to solve existing safety issues and to accommodate potential re-development north of U.S. Route 20 along Garden Avenue. He also noted that a signal at Summerfield is desired to provide access to a townhome development under construction. The minimum recommended spacing is not met at either of these locations.

It was discovered that Maple Avenue should have left-in access rather than Maple Court. John Loper suggested that certain intersections and other areas of concern could be noted and labeled in the report as being under further investigation, as done in previous SRA reports.

The potential location for a signal at the Springcreek Reservoir Forest Preserve has been removed based on the status of a future development located on the northwest corner of the U.S. Route 20/Medinah Road intersection. There was discussion about the proposed signal between Medinah Road and Swift Road. The geometric configuration for this intersection is being handled through IDOT in conjunction with the development south of U.S. Route 20 .

As a next step in the process of this U.S. Route 20 SRA study, public hearings will be held in the upcoming weeks for each portion of the study corridor. Rich noted that communities should submit comments regarding the presented corridor recommendations. These recommendations will be analyzed by the Illinois Department of Transportation and will be incorporated in developing the long range plan for the U.S. Route 20 SRA.

These meeting minutes shall be assumed correct unless written comments are received within ten (10) days.



---

Peter Lemmon

## Public Hearing Record

Illinois Department of Transportation  
**PUBLIC HEARING**



You are invited to attend Public Hearings held by the Illinois Department of Transportation concerning the long range plan of U.S. Route 20 from the Boone-McHenry County Line to Randall Road and the Elgin-O'Hare Expressway to Interstate 355

**Date:** Tuesday November 16, 1999  
**Time:** 2:00 p.m. to 7:00 p.m.  
**Place:** Bloomingdale Village Hall  
201 S. Bloomingdale Road  
Bloomingdale, Illinois

**Date:** Thursday November 18, 1999  
**Time:** 2:00 p.m. to 7:00 p.m.  
**Place:** Elgin Community College  
Business Conference Center  
1700 Spartan Drive Elgin, Illinois

**Date:** Tuesday November 23, 1999  
**Time:** 2:00 p.m. to 7:00 p.m.  
**Place:** Marengo City Hall  
132 E. Prairie  
Marengo, Illinois

**Purpose of the Meeting:**

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

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions. This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

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

**Illinois Department of Transportation  
Bureau of Programming  
201 West Center Court  
Schaumburg, Illinois 60196-1096**

# SRA

# Strategic Regional Arterial

## OPERATION GREENLIGHT

U.S. Route 20 from the Boone-McHenry Line  
to Randall Road and from the Elgin-O'Hare  
Expressway to Interstate 355.

Date: Tuesday November 16, 1999  
Time: 2:00 p.m. to 7:00 p.m.  
Place: Bloomingdale Village Hall  
201 S. Bloomingdale Road  
Bloomingdale, Illinois

Date: Thursday November 18, 1999  
Time: 2:00 p.m. to 7:00 p.m.  
Place: Elgin Community College  
Business Conference Center  
1700 Spartan Drive  
Elgin, Illinois

Date: Tuesday November 23, 1999  
Time: 2:00 p.m. to 7:00 p.m.  
Place: Marengo City Hall  
132 E. Prairie  
Marengo, Illinois



## Illinois Department of Transportation

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

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

# Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355

Location: Bloomingdale Village Hall, Bloomingdale Date: 11/16/99 Time: 2-7 PM

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

		Name (Please Print)	Address	Representing
P	1.	Bill Beckman	221 W. Lake ST. Haworth Park Zip 60103	Self <input type="checkbox"/> Other: Village of Haworth Park
	L	2.	AUTOSHOWER CAR WASH (BRUCE MEADOW)	900 W. LAKE ST ROSELLE Zip 60172
E			3.	WILLIAM KAO
	A	4.		GEORGE SPYRATOS
S			5.	DANNY SMART
	E	6.		John Firth
P			8.	Paul Pacini
	R	9.		
I			10.	RICH KEMP
	N	11.		
T			12.	
				Zip

# Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355

Location: Bloomingdale Village Hall, Bloomingdale Date: 11/16/99 Time: 2-7 PM

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

	Name (Please Print)	Address	Representing
P	1. KATHI ROSE KALEIDOSCOPE FLORAL	1268 W. LAKE ST	Self <input checked="" type="checkbox"/>
		ROSELLE Zip 60172	Other:
L	2. HOWARD SELCKE	1136 THATCHER	Self <input checked="" type="checkbox"/>
		ADDISON Zip 60101	Other:
E	3. Platt Hill	222 W. Lake	Self <input checked="" type="checkbox"/>
		Bloomingdale Zip 60108	Other:
A	4. BILL MURPHY CASE FOOD CO	1325 W. LAKE ST.	Self <input checked="" type="checkbox"/>
		ROSELLE Zip 60172	Other:
S	5. TOM BRANCHER EAGLE FOODS	550 W. LAKE	Self <input type="checkbox"/>
		ROSELLE Zip	Other:
E	6. TIM O'CALLAHAN JIM WINKLER	1100 W. LAKE ST	Self <input type="checkbox"/>
		ROSELLE Zip 60172	Other: BRUNSWICK
P	7. Dr. Terry Sanderson	1318 W Lake st	Self <input type="checkbox"/>
		Roselle Zip 60172	Other:
R	8. JOSEPH BLOCK	131 W. LAKE ST.	Self <input type="checkbox"/>
		ADDISON Zip 60101	Other: VILLAGE OF ADDISON
I	9. Charles Luccese	910 W lake	Self <input checked="" type="checkbox"/>
		Roselle Zip 60172	Other:
N	10. MARY ELLEN JOHNSON	107 N. MAPLE	Self <input checked="" type="checkbox"/>
		B'dale Zip 60108	Other:
T	11. David LABRELLA	21483 W Lake St.	Self <input checked="" type="checkbox"/>
		Roselle Zip 60172	Other:
T	12. JOHN PANKAU	153 W LAKE ST	Self <input checked="" type="checkbox"/>
		BLOOMINGDALE Zip 60108	Other:

**IN RE:**

**STRATEGIC REGIONAL ARTERIAL**

**OPERATION GREENLIGHT**

**U.S. ROUTE 20 FROM THE BOONE-McHENRY  
LINE TO RANDALL ROAD AND FROM THE  
ELGIN-O'HARE EXPRESSWAY TO  
INTERSTATE 355**

**BLOOMINGDALE 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 Bloomingdale Village Hall, 201 South  
Bloomingdale Road, Bloomingdale, Illinois, on Tuesday, the  
16th day of November, A.D. 1999, between the hours of  
2:00 P.M. and 7:00 P.M.**

**BRUCE MEADOW:** My name is Bruce Meadow. I own and operate a self-serve carwash at 900 West Lake Street in Roselle.

My concern here today is about the concrete median that they want to put up in front of my carwash. I am aware of the construction going on, making improvements to the roadway; but I also feel that you are not looking at the small business people.

A few of my concerns. First, when the Elgin-O'Hare Expressway went up in operation eight years ago, I saw a 23 percent drop in my business. Over the course of the years I am still down but I am steadily building up my business.

If they would expand the road as they are talking and putting the median in front of my carwash, it would make my business useless. Not only will it ruin my livelihood but I feel that I would become a prisoner of owning a piece of land because I would never be able to sell it for what it is worth.

I also feel that six years ago at the corner of Lake and Rodenburg there wasn't a stoplight there. Myself and another business contributed over \$30,000. That was including myself, \$30,000.

Yes, I am in favor of improving Lake Street

but, also, I am not in favor of ruining small businesses. That is it.

I am not trained in anything else except for the carwash business. And, if it is even today or twenty years from now, I would not be able to go out -- I feel I would not be able to go back out and get other employment.

I have only this business for earning ability. I am very fortunate that my father helped me set up in this business. He is no longer a help. Yes, I do have to fend for myself and I need all the help I can get to survive at that location. Thank you.

\*\*\*\*\*

**TIMOTHY O'CALLAGHAN:** My name is Timothy O'Callaghan from Brunswick Lakeside Bowl at 1100 West Lake Street in Roselle.

We are here today to look at the project. We are in Segment 7 and we just have some questions and some concerns over where the barricades are going to be.

Our biggest concern is right now our patrons and customers are able to make a left-hand turn out of our parking lot. And, according to the plans that are drawn up there, there will be no left-hand turns available to the customers as they leave the facility.

Our other concern is and a proposal that I

had was to make a left-hand turn lane in to the bowling center at both of our entrances because right now the convenience factor is 100 percent better than what is being proposed.

So we have a problem, basically, because it is going to limit access into our facility at certain points along that road, where they have access now; and it is definitely going to limit access out as far as going east on Lake Street. They will not be able to do that because there is no left out.

So, if there are any things that can be done to accommodate our business, we are definitely in favor of that. And, if anybody would like to call me at 630 351-2100, that is the phone number of the business.

We do have some concerns and I am going to take this to the corporate office and, when we get the plans, we can look at it a little more closely.

**JIM WINKLER:** Jim Winkler. I am the Assistant Manager, Brunswick Lakeside. And I agree with the previous statement made by Tim.

The one thing I might add to that is that I understand that a traffic signal is an option, though it is five-tenths of a mile short of the normal parameters for that. Doing so would solve both problems in terms of access and

potential loss of business that we would suffer in light of the million dollar, plus, renovation we are just now doing. And so we are kind of obliged to get that money back to the corporation.

Limiting access would go contrary to that, especially for us at this time and for several years in the future. So, therefore, if that five-tenths of a mile can be overridden, a traffic signal could be put in the middle probably across the intersection into our parking lot. That would solve the problem for us.

TIMOTHY O'CALLAGHAN: One more item that I wanted to mention. There was some concern about the traffic that right now is behind our building and also behind the malls. A lot of people use that access road to get out to Bryn Mawr and to Rodenburg even.

And our concern would be, if there is no left out of our parking lot, there would be more traffic in back of those buildings because they have to go to Bryn Mawr or down to Rodenburg to get out and still be able to make a left at the light either at Bryn Mawr or at Rodenburg.

So that is another concern. It would be forcing the traffic to the back of the building. That is what is going to happen instead of being able to turn left in the front of the building out of our entrance, which they can do right

now.

And the other -- the reason for the light, too, like Jim said, we have had a couple accidents right in our parking lot when people are making a left-hand turn. So another light there to control traffic would be beneficial to several of the businesses in our area, around 1100 West Lake.

JIM WINKLER: I guess I will add one more thing. Putting the light into our parking lot would make a lot of sense for two reasons: One is it is about half way between the two other lights so we are central; and, secondly, of everybody in the businesses along there, we by far and large have the highest volume of customers that come into our center.

We are open the longest hours and we also offer a nursery inside with daycare services so it is important for us to have fire, police and ambulance to have full access in both directions for those services that we currently offer our customers and have no plans to discontinue them.

TIMOTHY O'CALLAGHAN: And, for the record, on a weekly basis I would say that we have anywhere from 2,000 to 3,000 customers driving in and out of that facility on a weekly basis, between two and three thousand customers.

Thank you.

\*\*\*\*\*

**PLATT HILL: My name is Platt Hill. I am here to represent Platt Hill Nursery, which is located at 222 West Lake Street in Bloomingdale, Illinois.**

**I am here to testify as to the effects of the proposed Lake Street widening, the SRA designation, on my business. My first concern is with truck access.**

**As a rough estimate, 50 percent of our deliveries are local origination and come from the east off of 355, originating out of Chicago. And the trucks that exit westbound on Lake Street will have no access to my property to make a delivery.**

**Another major portion of our deliveries come on semis, come across country from either the east coast or the west coast; and they will have the same problem if they are routed -- since they are routed out of state, many times they will be routed to begin at the interstate and then go west from there.**

**So they will exit off of 355 and drop at me and then head west to Elgin or to McHenry or Rockford, Crystal Lake. And they will have the same problem without access to being able to turn left entering my business and then again face the same problem when they want to exit going westbound.**

**The net effect of this is that the trucks will**

have to make circuitous routes, using major roads, which are rated for the weight, and will add to the traffic problem rather than solving the traffic problem.

My next level of concern is my customer access. Convenience plays a big role in any customer's decision to purchase at any given retail outlet and the inability to make a left turn in and a left turn out will result in that customer having to take a circuitous route and I fear that in many cases may deter them from shopping at our business.

I would point to Route 64, which is an SRA, which has been developed in a cross-section, a similar cross-section, to what is proposed here. And the effect on the retail businesses that front on Route 64 is apparent.

And Route 64, at least in my opinion, does not represent a booming retail community and does evidence failed or abandoned retail businesses.

To run a retail business and to face a decline in revenues is a severe challenge. Until the road is built it is hard to predict exactly what the effect will be; but I think common sense would indicate that there will be a serious reduction in revenues. And, if those are significant, it may result in not being able to support that business at all.

Further along that line of thinking, if my

revenues are reduced to 80 percent of the current level, my banker won't accept 80 percent of my current mortgage payment. My employees won't accept 80 percent of their current wages, nor will the tax assessor accept 80 percent of the payment of my real estate taxes.

Fourthly, I see that one of your objectives is environmental concerns, which I think are very, very worthwhile. But I think that we have to balance the environment in which all the fauna and flora live in, as well as the environment in which us human beings live and make our living.

In that respect, consider the effect on the businesses that front on Lake Street and the economic corridor that currently exists there. It should be of paramount interest. It isn't only my retail business but it is every retail business that fronts on Lake Street would lose its access and it may result in the deterioration of all of those businesses. That is it.

\* \* \* \* \*

**WILLIAM J. BECHMAN:** William J. Bechman,  
Village Engineer, Village of Hanover Park.

I have two specific comments regarding Segment 7. Number one, for the south access drive, 720 feet east of Bartels Road, we would request that a left-in

accommodation be made to the common driveway for westbound traffic.

The second comment is that we would request a full access intersection, including potential traffic signal at the intersection of Lake Street and Thorn Road.

That is it. Thank you very much.

\* \* \* \* \*

**WILLIAM KAO:** My name is William Kao. My main concern is the area at 1150 West Lake Street in Roselle.

My concern is access going eastbound to make the turn into the area there where the inlet is going to be, going to make a left turn, whether they will allow a U-turn in that area or is there going to be a traffic light in there or not where the actual entrance is going to be made.

Our building is right by there. If you want to notify me the address is 1150 West Lake Street. The telephone number is 630 529-0600.

The other concern is going westbound will they allow a separate right-turn lane for the shopping strips in that area?

It would be nice if we did have one. I know they utilize that one a lot. It would be nice if they put a new one in.

One other concern, the traffic light at Circle,

Lake Street by Circle in Bloomingdale, the left turn lane going eastbound, it would be nice if they would allow left turn on green. Right now it is just left turn on green arrow.

\* \* \* \* \*

**JOHN FIRTH:** My name is John Firth. And the business address is 1232 Lake Street in Roselle. And the name of the business is Nancy's Pizzeria.

My concerns with the plan are, one, there appears to be no good access to the strip mall that we are located in, which will be detrimental to the business and be difficult since we are a delivery business, as well as a pick-up, to meet the current needs of the business and future needs.

Secondly, and probably even a worse thing is the mention that, once it is decided to move ahead, the construction period could be two years, which will even be more difficult than the final outcome, which I am not sure our business could survive that kind of situation.

The details of that, obviously, are not clear to me but, looking at what has gone on farther east of us, there is very limited access. Some businesses have gone out of business in the same field that we are in. It does not bode well for us.

I do not -- I am not a traffic planner, so I do

not have an alternative in mind but I certainly would want some study made to determine how access could be improved to the location that we are currently at both during construction and afterwards, because, if it is not convenient, then something else will have to be done either by us or by the plan.

That is about it. Thank you for your time.

\*\*\*\*\*

(WHICH were all of the comments  
made at the above-captioned  
public hearing.)





Andrew Salk  
President

November 16, 1999

Mr. Rich Starr  
IDOT  
201 W. Center Court  
Schaumburg, IL 60196

Dear Mr. Starr:

The Village of Hanover Park has advised me of the long range plans for Lake Street, including additional lanes and 16 foot medians.

I would respectfully request consideration for a curb cut in the proposed median at the access into our bank which is 720 feet east of Bartels Road. This would allow a left turn into our bank facility from west bound traffic on Lake Street.

This request is the same as what is already proposed at the Denny's access to Lake Street, which is 600 feet east of Greenbrook Boulevard.

Sincerely,

A handwritten signature in black ink that reads "Andrew Salk". The signature is written in a cursive style with a large, prominent "A" and "S".

AES/ch

# AUTOSHOWER CARWASH

900 W Lake St  
Roselle, IL 60172

---

Phone (630) 924 8349

December 20, 1999

DEC 20 1999

Peter Lemmon  
Transportation Consultant  
1300 Greenbrook Boulevard  
Hanover Park, IL 60103-5495

Dear Mr Lemmon:

My name is Bruce Meadow, and I am the owner of the Autoshower Carwash, located at 900 W Lake Street in Roselle, Ill (north side of street). I have been in business at this location since 1991, and originally chose this location based on the traffic flow (in both east/west directions). Profit from this business is the primary source of income for me and my family.

I have been recently made aware of US20 --SRA 5# - Pre Phase 1. This project is reviewing the addition of a center median between the Eastbound and Westbound traffic lanes along the portion of Lake Street where my business is located. I would like to express my concerns about the impact of this project on my business.

My primary concern is: **HOW WILL THE RESTRICTED TURN OPTIONS IMPACT MY BUSINESS?**

An "informal" survey on my part indicates that more than 50% of my business is a result of cars turning left off of Lake Street. Lack of a left-turn capability from the east traffic lanes would have a serious impact on the level of business I have. (I have already had a negative impact when the Elgin-O'Hare Expressway opened recently, diverting considerable traffic from Lake Street.) People wishing to enter my Carwash from the Eastbound direction would have to go all the way to Springfield Rd to make a U-turn at either a gas station or a strip mall, which would also create a traffic issue. All of the property surrounding my business is already developed, so attaining access from another direction is not plausible.

I am also concerned that the value of the business and the land will depreciate significantly without two-way access. This would affect the future sale of the business and land in years to come because the land and business wouldn't be at a desirable location re: two-way access.

I would like you to consider a crossover median like the one at 450 Lake Street (Salerno's Rosedale Chapel and Platt Hill Nursery). These two business's are directly across the street from each other. I also note that the Bloomingdale Old Town Center has a turning lane going into their Center, even though they have another entrance off Bloomingdale Road. On Hwy 58 (Golf Road) between Meecham Road and Roselle Road (more congested than Lake Street, and populated by many Strip Malls), there are 6 traffic lanes with crossover medians. **Why would this not be an acceptable solution for the area of Lake Street where my business is located?**

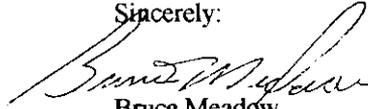
In talking to the owners of several business along Lake Street that now have the median in front of their locations (Dunkin' Donuts, Pauly's Amaco, Mexican Taco Stand), they have all seen declines in their business, and have concerns about the future.

## AUTOSHOWER CARWASH

I have been told that the Townhouse complex at Fessler and Bloomingdale Road just north of Lake Street originally didn't have a left turn lane into their complex. After many complaints, the residents were eventually able to get the left turn lane into their complex. This is not off Lake street, but I thought it was a good situation to reference since **the initial plans were amended on the basis of taxpayer concerns.**

Thank you for your considerations in this matter.

Sincerely:



Bruce Meadow  
Autoshower Carwash  
900 W Lake Street  
Roselle, IL 60172  
(630) 924 8349

copy to:

✓ Mr Richard Starr  
Illinois Department of Transportation  
201 Center Court  
Schaumburg, IL 60196