



Final Report

Strategic Regional Arterial

IL ROUTE 47/IL ROUTE 71/U.S. ROUTE 34
IL ROUTE 47: U.S. ROUTE 30 (BASE LINE ROAD)
TO IL ROUTE 71
IL ROUTE 71/U.S. ROUTE 34: IL ROUTE 47
TO U.S. ROUTE 30



OPERATION GREENLIGHT
Illinois Department of Transportation

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Executive Summary

Since the early 1970s, 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 the 20-year period from 1970 to 1990, the region's urbanized area increased by approximately 70%. This new development created 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 have attempted to avoid congestion. Despite significant investments in transportation system improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts suggest that even more difficult challenges lie ahead. The Northeastern Illinois Planning Commission (NIPC) has estimated that the region's population will increase by as much as 24% between 1990 and 2020; this is four times the growth rate experienced between 1970 and 1990. Employment in the region is expected to increase by as much as 37% over the same period. Though growth will continue in outlying suburban areas, 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 are to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 47/IL Route 71/U.S. Route 34. This corridor follows IL Route 47 from the Kane/Kendall county line at U.S. Route 30 (Base Line Road) south to the intersection with IL Route 71; it then follows IL Route 71/U.S. Route 34 northeast to U.S. Route 30. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 47/IL Route 71/U.S. Route 34 passes, can the ultimate improvement plan be realized.

The IL Route 47/IL Route 71/U.S. Route 34 SRA corridor has been divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: IL Route 47 - Base Line Road to Corneils Road, north of Yorkville

- Widen IL Route 47 to provide two 12-foot travel lanes in each direction separated by a 42-foot grass median. This will require from 50 to 65 feet of additional right-of-way acquisition.
- Realign IL Route 47 to the east in the vicinity of the Galena Road intersection to improve safety conditions. The IL Route 47/Galena Road intersection is currently a high accident location. This will require 60 - 160 feet of additional right-of-way acquisition.
- Open drainage.
- Signalize the intersection of IL Route 47 with Corneils Road

Segment 2: IL Route 47 - Corneils Road to Walnut Street, Yorkville

- Widen IL Route 47 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median. This cross section requires 100 feet of right-of-way, and will require up to 20 feet of right-of-way acquisition in parts of segment 2.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.
- Signalize the intersections of IL Route 47 with Wheaton Avenue (Proposed Metra station), Amuro/Remline Factory access, Cannonball Trail, and Kennedy Road.

Segment 3: IL Route 47 - Walnut Street to IL Route 126, Yorkville

- Widen IL Route 47 to provide two 12-foot travel lanes in each direction with a flush median and center left-turn lane. Provide two 12-foot travel lanes in each direction with a 4 foot barrier median on the existing bridge crossing the Fox River in downtown Yorkville. The recommended cross sections in this segment require 80 to 90 feet of right-of-way. In certain locations this can be accommodated in the existing right-of-way; in other locations up to 15 feet of right-of-way acquisition will be required.
- Provide curb & gutter with an enclosed drainage system.
- Implement access management in strategic locations with the use of cul-de-sacs and right in/right out restrictions on cross streets.
- Relocate existing on-street parking on IL Route 47 in downtown Yorkville.
- Signalize the intersection of IL Route 47 with Walnut Street, Spring Street, and Main Street, Yorkville. Remove the existing signal on IL Route 47 at Somonauk Street.

Segment 4: IL Route 47 - IL Route 126 to IL Route 71

- Widen IL Route 47 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median. This cross section requires 100 feet of right-of-way, and will require 20 feet of right-of-way acquisition.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.
- Signalize the intersection of IL Route 47 with Greenbriar Road.

Segment 5: IL Route 71/ U.S. Route 34 - IL Route 47 to U.S. Route 30

- Widen IL Route 71 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median from IL Route 47 to Washington Street/Plainfield Road in the Village of Oswego. East of Washington Street/Plainfield Road, the median will transition to a 14 foot painted median in order to maintain existing access. This cross section requires 100 feet of right-of-way. Along IL Route 71, from IL Route 47 to U.S. Route 30 this cross section will require acquisition of 20 feet of right-of-way.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out west of Washington Street/Plainfield Road, Oswego.
- Signalize the intersections of IL Route 47 with Country Hills Drive, IL Route 126, Hilltop Drive, Van Emmon Road/Country Lane, Winding Creek Road, Minkler Road, Main Street/Paradise Parkway, Forest Avenue, Pearces Ford Road, Heritage Drive and Kendall Point Drive.
- Realign the following intersections to eliminate unsafe conditions or offsets: IL Route 71/IL Route 126, IL Route 71/Wing Drive, IL Route 71/Paradise Parkway, U.S. Route 34/Pfund Street, and U.S. Route 34/Douglas Road.
- Install a frontage road on the north side of IL Route 71, just west of Main Street, Oswego to serve the five single-family residences located there. Full access will be provided via the IL Route 71/Main Street signalized intersection.
- Cul-de-sac the south leg of existing Douglas Road and the north leg of Old Douglas Road.
- Modify three structures carrying IL Route 71/U.S. Route 34 over Morgan and Waubonsee Creeks. These structures will need to be widened to accommodate a five-lane cross section.

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 1970s, 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 suggest that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase by 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% over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28% to 34% increase in daily auto trips along with a 32% to 34% increase in transit trips. The number of vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50% and 70% over the 1990 level. Even if only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems will have to 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 has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns of the Chicago area 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 and future mobility needs. In order to meet this travel demand on arterial streets, a comprehensive network of roadways will have to be developed. Roadways on this network will be modified to emphasize mobility for through traffic while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial (SRA) system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Lake, McHenry, Will and Kendall 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 Transit Authority (RTA). The SRA system, which was designated as part of the 2010 Transportation System Development Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

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

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

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

- 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 greater 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 IL Route 47/IL Route 71/U.S. Route 34 corridor contains aspects of the rural and suburban designations of SRA routes. Table 1.1 indicates the desirable route characteristics for suburban and rural SRA routes. These desirable characteristics served as a guide for the conceptual improvement plan presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, IL Route 47/IL Route 71/U.S. Route 34 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, it will be necessary to develop a comprehensive long-range plan for the entire network. The planning process for the SRA system is being accomplished in six parts or subsets. Work on the first four subsets has been completed or is nearly complete. IL Route 47/IL Route 71/U.S. Route 34 is included in the fifth subset of SRA routes.

The IL Route 47/IL Route 71/U.S. Route 34 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, based on preliminary 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 IL Route 47/IL Route 71/U.S. Route 34 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.

**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 intersection; 12' width
Median Width	18' – 48'; raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate; 10' paved width
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate' 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs, and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off-street loading

The completed study can be used by local and State agencies to help guide implementation of improvements on or along the IL Route 47/IL Route 71/U.S. Route 34 corridor. 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 IL Route 47/IL Route 71/U.S. Route 34 passes can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

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

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

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

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

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

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

1.6 Study Data Sources and Methodologies

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

Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2010 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis. Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and/or specific plans identified by municipal and county officials, and during meetings with municipal and county officials. Such information was used to assess potential route impact and plan for access.

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

Year 2010 Traffic Demand Projections - The Chicago Area Transportation Study (CATS) projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and

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

The projection methodology for SRA routes included four phases: trip generation, trip distribution, modal split, 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 IL Route 47/IL Route 71/U.S. Route 34 is divided into four sections:

- I. Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
 - Segment 1: IL Route 47 - Kane/Kendall County Line to Corneils Road
 - Segment 2: IL Route 47 - Corneils Road to Walnut Street, Yorkville

- Segment 3: IL Route 47 - Walnut Street to IL Route 126 (through downtown Yorkville)
- Segment 4: IL Route 47 - IL Route 126 to IL Route 71
- Segment 5: IL Route 71 - IL Route 47 to U.S. Route 30

For each route segment the following analyses are presented:

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

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

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

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2010) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

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

II. Route Overview

2.1 The IL Route 47/IL Route 71/U.S. Route 34 Study Area

The SRA corridor extends along IL Route 47 from the Kane/Kendall County Line at Base Line Road, south through the City of Yorkville to the intersection of IL Route 47 with IL Route 71, then northeast along IL Route 71 to where IL Route 71 merges with U.S. Route 34 in the Village of Oswego. The IL Route 47/IL Route 71/U.S. Route 34 SRA corridor ends at the intersection of U.S. Route 34 with U.S. Route 30, just east of the Village of Oswego. The corridor passes through the communities of Yorkville and Oswego and unincorporated Kendall County for a total route length of 18.5 miles. A Location Map is shown on Figure 2.1.

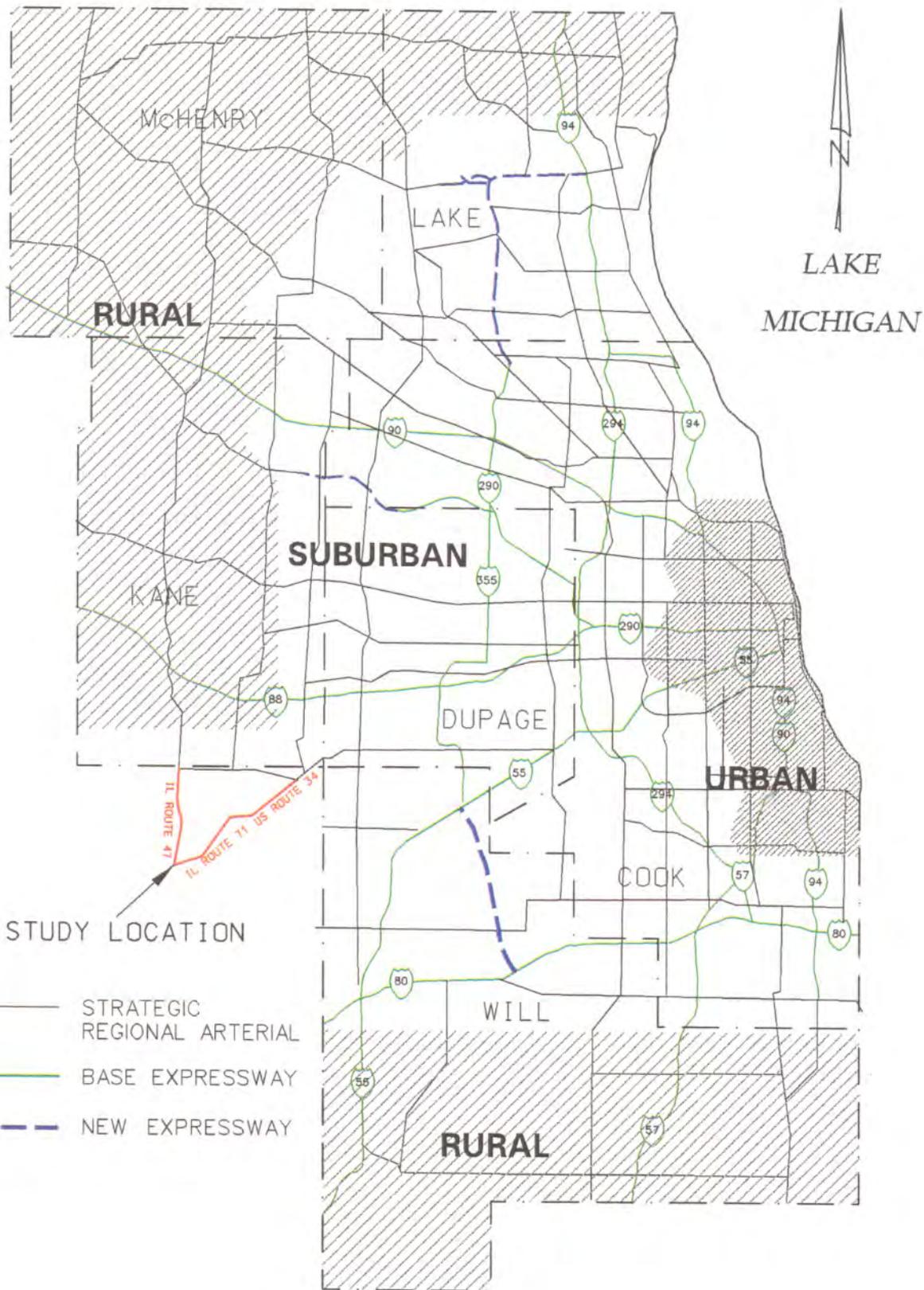
From the intersection of IL Route 47 with Base Line Road this SRA corridor is a continuation of the SRA corridor study prepared for IL Route 47 from Base Line Road to IL Route 173. From the intersection of U.S. Route 34 with U.S. Route 30 this corridor is a continuation of the SRA corridor study prepared for 75th Street/U.S. Route 30/U.S. Route 34 from IL Route 47 to IL Route 83.

2.2 Land Use/Development Characteristics

The IL Route 47/IL Route 71/U.S. Route 34 SRA corridor includes a wide range of land uses. The section of the route north of the built-up area of Yorkville is agricultural in nature with significant suburban development south from Corneils Road. The City of Yorkville Comprehensive Plan shows a variety of proposed land uses for the land that is currently agricultural in this section of IL Route 47, with residential, commercial, mixed use, and industrial land uses proposed. On the northern outskirts of Yorkville the route is suburban in nature, with commercial land uses on both sides of IL Route 47. Through downtown Yorkville the corridor is characterized by dense residential and commercial land uses. On the southern fringes of Yorkville the corridor is discernibly suburban with residential, commercial and industrial land uses and industrial and commercial proposed land uses in presently undeveloped land parcels.

East along IL Route 71 from the IL Route 47 intersection the corridor is predominantly agricultural at the present time with some scattered and large-lot residential. The planned land use in this section of the corridor is residential with commercial lots in strategic locations such as the 4 corners of the IL Route 71/IL Route 126 intersection. The 7-mile section of IL Route 71 from IL Route 47 to IL Route 25 is discernibly rural at the present time. Within the timeframe of the SRA study however it is likely that a great deal of this land will become developed with residential subdivisions and commercial land uses. Comprehensive plans propose development in this area. Currently, there are several very new residential subdivisions, subdivisions under construction and indications of new subdivisions to be built in the very near future.

Where IL Route 71 passes through Oswego, corridor land use is residential, with some commercial and industrial. Through Oswego three schools (Trauber Junior High, Oswego High School and East View Elementary) are located along the corridor. East of Oswego the Fox Bend golf course lies to the south of U.S. Route 34. East of Oswego planned land use is predominantly residential with some planned commercial and employment use close to the U.S. Route 30 intersection.



IL ROUTE 47/IL ROUTE 71/US ROUTE 34 LOCATION MAP
 FIGURE 2.1



2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. The IL Route 47/IL Route 71/U.S. Route 34 corridor connects with two other designated SRA routes: IL Route 47 from BaseLine Road to IL Route 173, and 75th Street/U.S. Route 30/U.S. Route 34 from IL Route 47 to IL Route 83.

According to IDOT, roadway improvements are planned in the corridor along the Bridge Street section of IL Route 47 in downtown Yorkville and along the U.S. Route 34 section of the corridor in the Village of Oswego. IDOT District 3 is currently conducting a Phase I study along IL Route 47. Specific recommendations are not are not yet available.

Burlington Northern railroad tracks cross IL Route 47 at two points in the corridor. Between Corneils and Cannonball a bridge carries the Burlington Northern mainline tracks over IL Route 47; a second Burlington Northern line runs along Hydraulic Avenue in downtown Yorkville, crossing IL Route 47 at-grade. This is a seldom used spur that has been recently abandoned.

2.4 Roadway/Right-of Way Characteristics

The existing roadway cross sections and right-of-way widths vary along the length of the IL Route 47/IL Route 71/U.S. Route 34 corridor. From the Kane/Kendall County Line to the intersection of IL Route 47 with U.S. Route 34, the roadway consists of one through lane in each direction with gravel shoulders and open ditch drainage. Some left and right turn channelization is provided. The existing right-of-way varies from 95 feet to 120 feet through this section.

South of U.S. Route 34, where IL Route 47 passes through Yorkville the existing right-of-way width narrows to as little as 60 feet. There is one through lane in each direction (widens to two through lanes in each direction on the bridge crossing the Fox River) and left-turn lanes are provided at the three signalized intersections (Somonauk Street, Van Emmon Street and Fox Street) in this section of the route. Through Yorkville there is some closed drainage. South of the IL Route 126 intersection the right-of-way width on IL Route 47 is 80 feet. There is one through lane in each direction and a continuous center turning lane with open drainage.

On IL Route 71, from IL Route 47 to the intersection with U.S. Route 34, the right-of-way width is 100 feet. East of the IL Route 71/U.S. Route 34 merge the right-of-way width on U.S. Route 34 is also 100 feet. Along IL Route 71 and U.S. Route 34 drainage is open and there is one through lane in each direction.

2.5 Transit

This section of the report and the attached exhibits are the transit technical analysis for Corridor 13, IL Route 47/ IL Route 71/ U.S. Route 34 - Kane/Kendall County Line to U.S. Route 30 Bypass. The analysis is directed at assisting the corridor manager in developing a concept plan that integrates highway planning with transit planning, within the parameters of the SRA Design Concept Report (DCR). The analysis has three main parts:

- 1) Existing Conditions and Overview Relative to Suburban/Rural SRA Transit Analysis
 - SRA objectives
 - Planning methodology
 - Existing transit services
- 2) Future Growth in the Corridor and Transit Plans
 - Projected service growth (CTA, Pace, Metra)
 - 2010 TSD projects in the Corridor
 - Pace-Metra Future Agenda for Suburban/Rural Transportation (FAST) Plans
- 3) Recommended Improvements - (Suburban/Rural Guidelines)

Recommendations are based on existing and potential land uses, certain environmental considerations, ADT, and concept improvements. These recommendations may relate to existing traffic and transit but may also project further transit development of existing services. Except for right-of-way preservation, no recommendations are made where there is currently no service. Some of the recommendations include:

- Park and ride/park and pool lots
 - Passenger facilities - bus stop locations and bus turnouts
 - Signalization - transit station accessibility

This analysis is consistent with SRA objectives and the methodologies outlined in the SRA Design Concept Report. It should be noted that this route exhibits characteristics of rural/suburban density.

2.5.1 Existing Conditions and Overview

This is a suburban/rural corridor as defined by the densities of the area. There is no existing transit route in this corridor.

2.5.2 Future Growth in the Corridor and Transit Plans

Bus

There are no proposed transit routes along this corridor by the year 2010.

Metra - Rail

According to the Metra's Future Agenda for Suburban Transportation (FAST) plan, April 1992 report, the Burlington Northern is proposed to develop a Metra Station across from Yorkville Business Center on the east side of IL Route 47 between Corneilis Road and Cannonball Trail.

2.5.3 Recommended Improvements

Bus Stop Locations and Turnouts

Since there are no existing transit routes along this corridor bus stops and bus turnouts are not recommended along this corridor. From the Metra "FAST" plan there is a proposed Metra Station across from the Yorkville Business Center and a bus stop, bus turnout and a park & ride facility have been proposed at this location as shown on exhibit C-03.

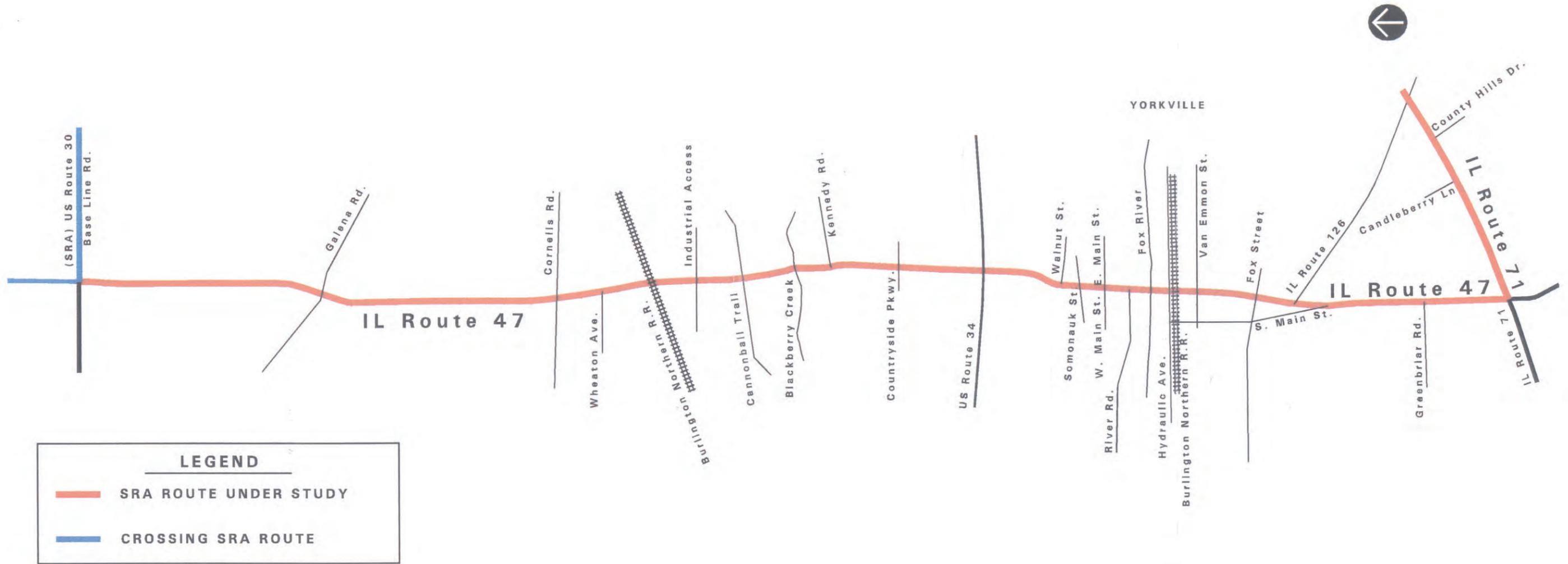
Park and Ride/Park and Pool Lots

A Park and Ride Lot near the proposed Metra Station is planned as shown on Exhibit C-03.

Other

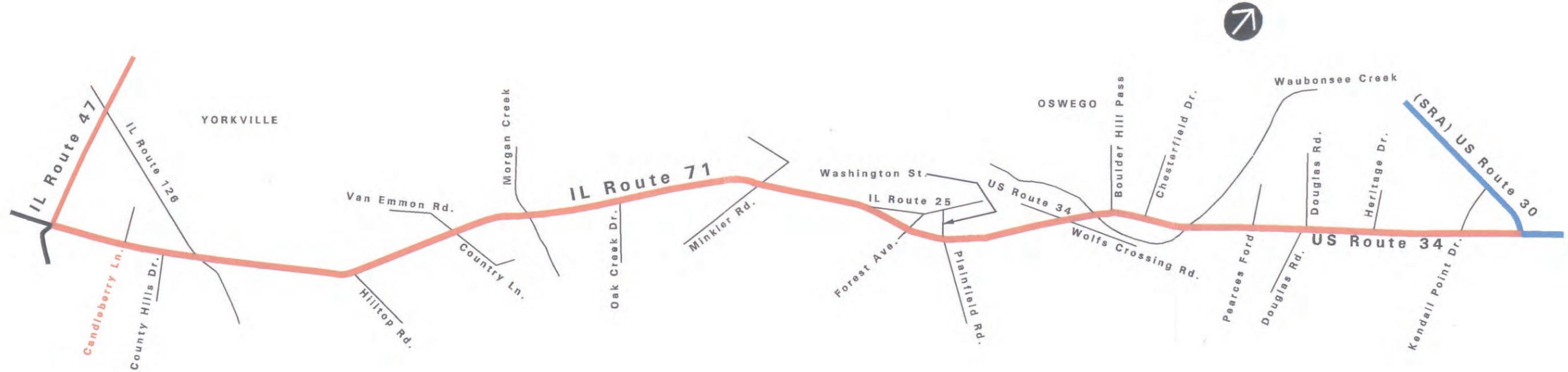
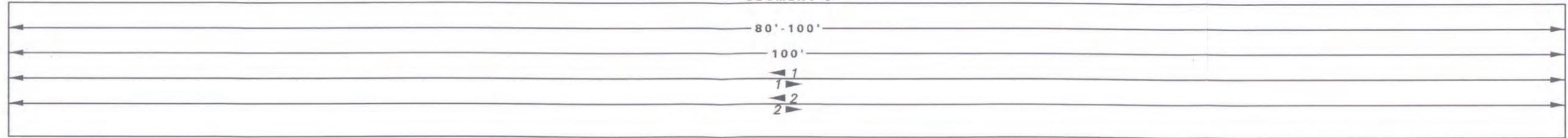
No other recommendations are proposed at this time.

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4
EXISTING R.O.W.	95'-110'	80'-120'	60'-80'	80'
PROPOSED R.O.W.	160'	100'-120'	80'-90'	100'
EXISTING LANE CONFIGURATION	1 1	1 1	1 1	1 1
PROPOSED LANE CONFIGURATION	2 2	2 2	2 2	2 2



SEGMENT 5

EXISTING R.O.W.
 PROPOSED R.O.W.
 EXISTING LANE CONFIGURATION
 PROPOSED LANE CONFIGURATION



LEGEND

— SRA ROUTE UNDER STUDY

— CROSSING SRA ROUTE

III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the IL Route 47/IL Route 71/U.S. Route 34 SRA corridor. The corridor has been divided into five separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as Right-of-Way width, travel demand, and adjacent land use patterns. The five segments are shown on Figures 3.1 and 3.2, and are defined as follows:

- Segment 1: IL Route 47 - Base Line Road to Corneils Road
- Segment 2: IL Route 47 - Corneils Road to Walnut Street
- Segment 3: IL Route 47 - Walnut Street to IL Route 126
- Segment 4: IL Route 47 - IL Route 126 to IL Route 71
- Segment 5: IL Route 71/U.S. Route 34 - IL Route 47 to U.S. Route 30

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. The following is a summary of the route analysis for each roadway segment.

Segment 1
IL Route 47/IL Route 71/U.S. Route 34
U.S. Route 30 (Baseline Road) to Corneils Road

3.1 Segment 1: IL Route 47 - U.S. Route 30 (Baseline Road) to Corneils Road

3.1.1 Location

Segment 1 extends along IL Route 47 from the Kane/Kendall County Line at Base Line Road to Corneils Road in the City of Yorkville. This segment is 2.2 miles in length (see Figure 3.1).

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-01, A-02, and A-03.

Right-of-Way - The existing Right-of-Way in this segment is 95 to 110 feet in width.

Roadway Characteristics - IL Route 47 from Base Line Road to Corneils Road currently has one 12-foot through lane in each direction, 3-foot paved shoulders and open drainage.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 9,200 to 11,000 vehicles per day (vpd).

Accidents - There is one high accident location in the segment, at the intersection of IL Route 47 with Galena Road.

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

Traffic Control/Intersection Configuration - There is one existing signalized intersection in this segment, at Galena Road. The existing lane configuration at this intersection is shown on Exhibit A-02.

Structures - There are no existing structures in this segment.

Transit - At the present time, there is no existing mass transit service in Segment 1.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of IL Route 47 are shown on Exhibits B-01 through B-03.

Lakes/Streams/Wetlands/Floodplains. A channelized stream is located directly adjacent to the west side of the IL Route 47 right-of-way, between Base Line Road and Galena Road.

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

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

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

Prime Farmland. Prime farmland abuts the right-of-way of IL Route 47 along non-developed portions of Segment 1.

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-01 through B-03.

Type and Intensity of Development. The primary land use along Segment 1 is agriculture (see Exhibits B-01 through B-03). A nursery is located at the northeast corner of IL Route 47 and Corneils Road.

Planned Development. The entire segment is planned for future development by the City of Yorkville. These planned uses include a mixture of commercial, industrial and residential.

3.1.5 Recommended SRA Improvements

The Recommended Plan for Segment 1 is shown on Exhibits C-01, C-02, and C-03.

Roadway - The proposed roadway cross section for this segment is a modified rural cross section of 4 lanes @ 12' with a 42' grass median and 35' ditch (including 10' shoulders). This cross section requires a total Right-of-Way width

of 160 feet which will require acquisition of 50 to 65 feet through most of Segment 1 and a full 160 additional feet south of the Galena Road intersection.

The proposed section from Base Line Road to Galena Road (Section A-A) is shown on Exhibit C-01. This section shows all Right-of-Way acquisition on the east side of IL Route 47, avoiding the unnamed ditch on the west side.

The proposed section from Galena Road to Corneils Road (Section B-B) is shown on Exhibit C-02. This section shows Right-of-Way acquisition on the east side of IL Route 47 to accommodate the roadway realignment at the Galena Road intersection. To the south, Right-of-Way acquisition is located on the west side of IL Route 47, avoiding the nursery on the northeast corner of the Corneils Road intersection.

Traffic Control/Intersection Configuration - The curved section of IL Route 47 in the vicinity of Galena Road will be realigned to the east to improve safety conditions at this location (currently a high accident location). The signalized IL Route 47/Galena Road intersection will shift to the east as shown on Exhibit C-02. The Galena Road approaches to IL Route 47 are recommended to be widened to provide left-turn lanes at the relocated signalized intersection. Signalization is recommended at the IL Route 47/Corneils Road intersection.

It is recommended that one additional through lane be added on IL Route 47 on both the north and south approaches to both the Galena Road and Corneils Road intersections. In addition, separate left and right turn lanes are recommended on all major intersection approaches.

Access Management - There are currently no private or public drives accessing IL Route 47 in this 2.2-mile segment, therefore access consolidation is not required. In this segment it is appropriate to provide median crossovers for dedicated public roads only, spaced at least ½ mile apart as recommended for rural cross sections in the Design Concept Report.

Structures - There are no existing structures in Segment 1.

Transit - There are no transit related recommendations for Segment 1.

3.1.6 Right-of-Way Requirements

The recommended cross section will require acquisition of between 50 and 160 feet of Right-of-Way, as shown on Exhibits C-01 through C-03.

3.1.7 Environmental Considerations

Grading and roadway improvements within Segment 1 may impact the channelized stream located on the west side of IL Route 47 between Base Line Road (IL Route 30) and Galena Road. The Right-of Way acquisition of 37 to 160 feet on the east side of IL Route 47 in Segment 1 will result in the loss of prime agricultural land. Similarly, the Right-of-Way acquisition of 50 to 60 feet on the west side of IL Route 47 between Galena Road and Corneils Road will result in the loss of prime agricultural land.

3.1.8 Land Use Considerations

Although the proposed land uses shown on Exhibits B-01 through B-03 anticipate development in this section of the corridor, it is considered likely that Corneils Road will be the northern limit of Yorkville's expansion by 2010. Development north of Corneils Road will be less dense, and agricultural land use will remain. The location of future access and setbacks should be coordinated with SRA improvements.

The modified rural cross section, with a required Right-of-Way of 160 feet, was developed (for the SRA for IL Route 47 north of Base Line Road) as a "farmland preservation" cross section. A standard Design Concept Manual rural cross section would require a Right-of-Way of at least 188 feet. By recommending a median width of 42 feet (instead of 50 feet) and 35 foot ditches (instead of 45 foot) it is possible to provide a rural cross section in a narrower Right-of-Way. This requires acquisition of less prime agricultural land for roadway expansion.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.1.

3.1.10 Short Term/Low Cost Improvements

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

**Table 3.1.1
Construction Cost Estimate
Segment 1 - U.S. Route 30 (Base Line Road) to Corneils Road**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$4,200,000
Signal Modifications	\$200,000
Intersection Improvements	\$2,200,000
Right-of-Way Acquisition	\$221,175
Total - Recommended Improvements	\$6,821,175

3.1.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for 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 in this segment.

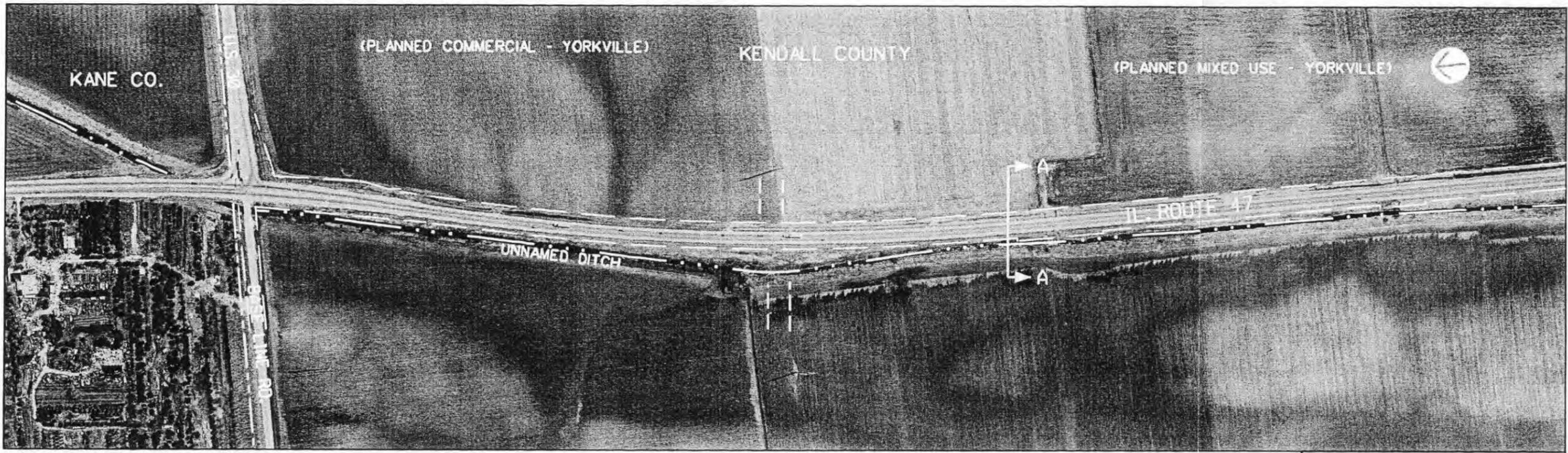
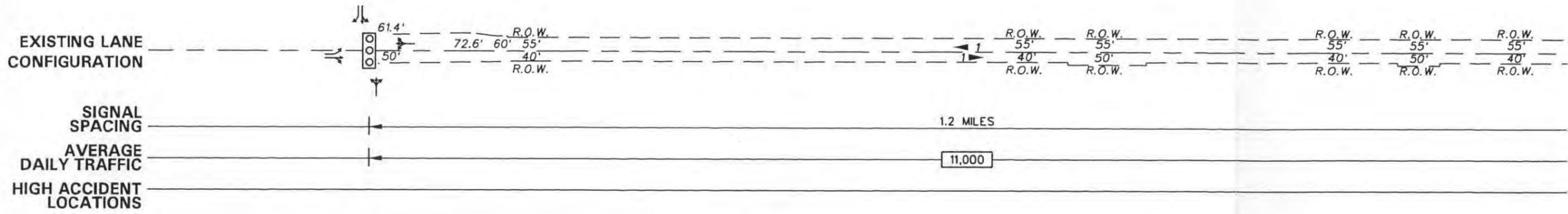
3.1.12 Crossing SRA Routes

Segment 1 connects with the IL Route 47 SRA corridor extending from U.S. Route 30 (Base Line Road) north to IL Route 173.

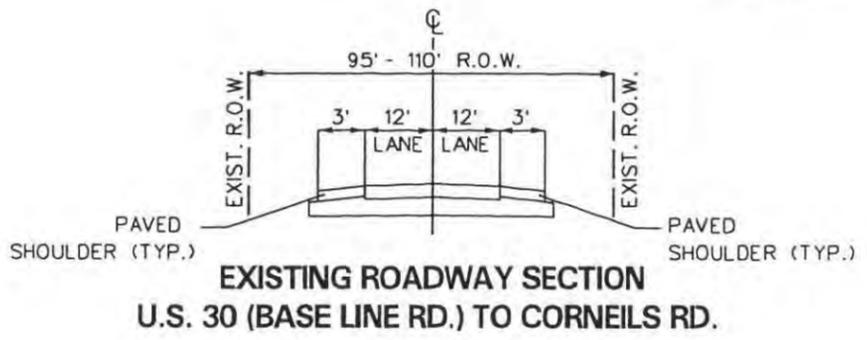
Segment 1
IL Route 47 - U.S. Route 30 to Corneils Road

EXISTING FACILITY CHARACTERISTICS

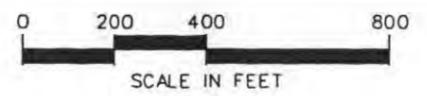
Exhibits A-01, A-02 and A-03

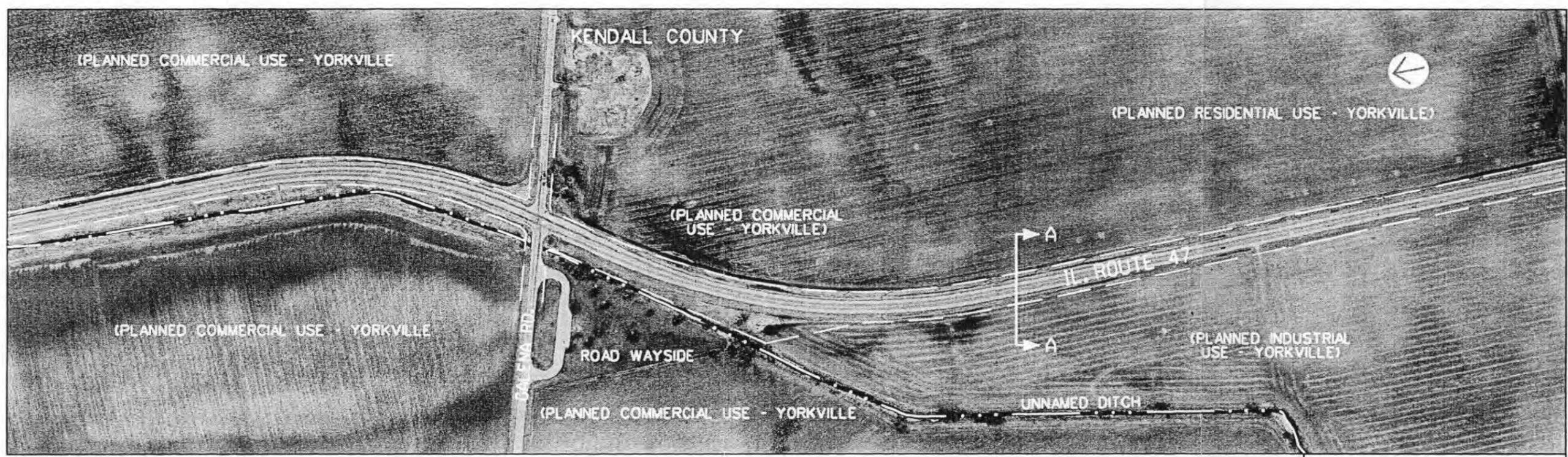
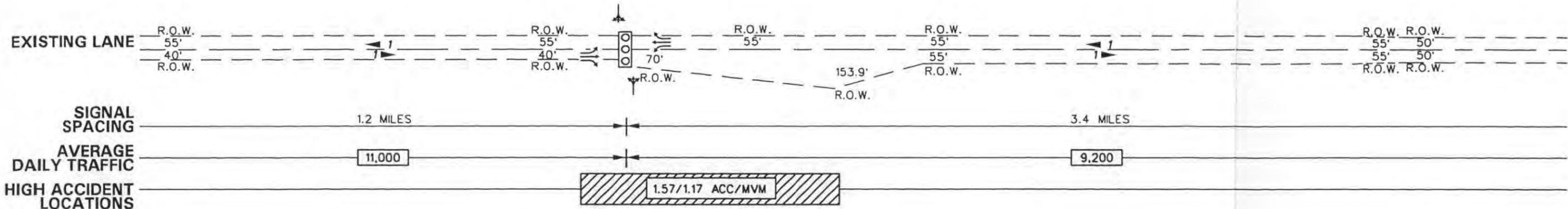


SEGMENT 1

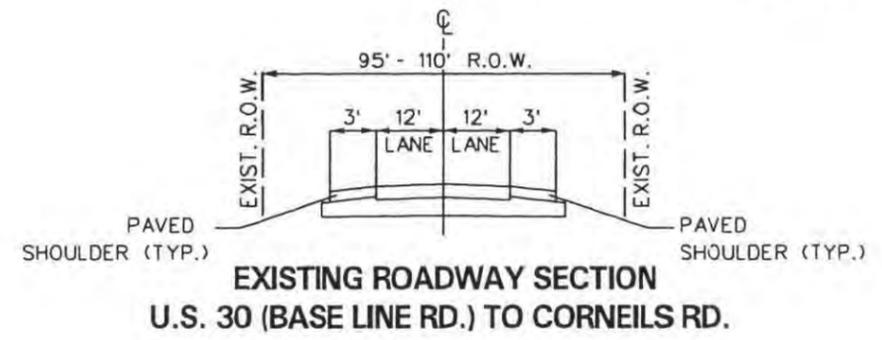


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



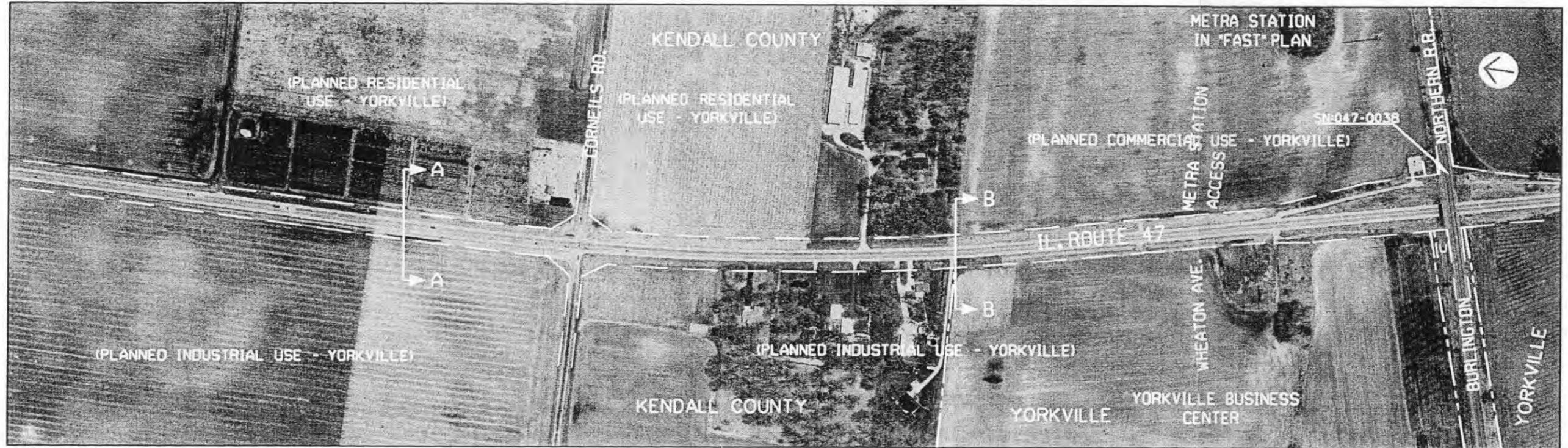
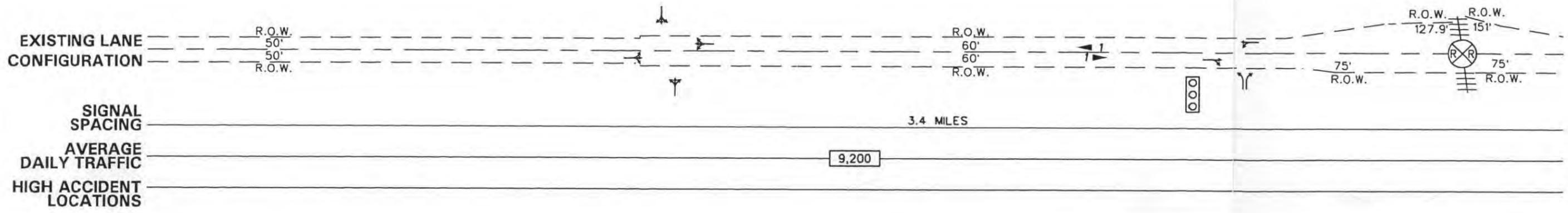


SEGMENT 1



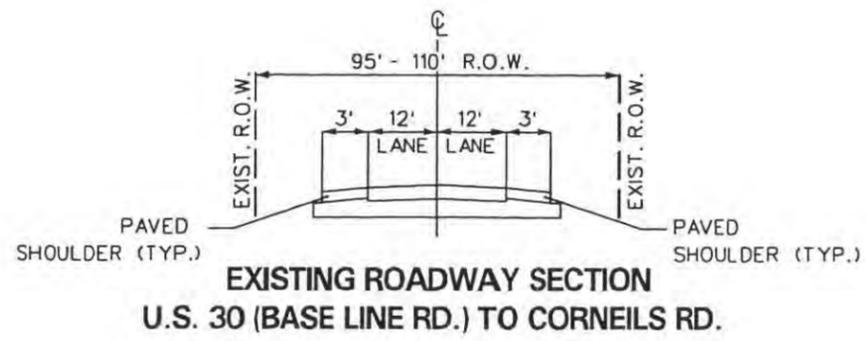
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES





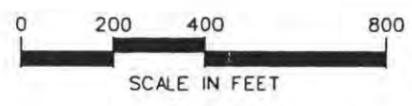
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 | SEGMENT 2



LEGEND

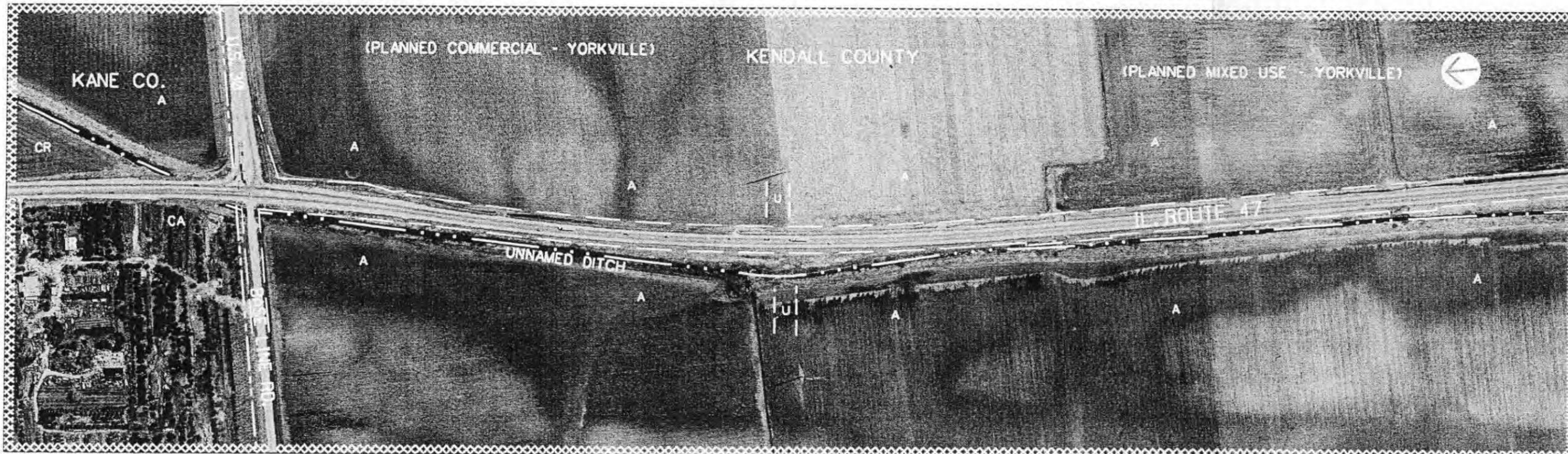
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



Segment 1
IL Route 47 - U.S. Route 30 to Corneils Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-01, B-02 and B-03



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

ENVIRONMENTAL FACTORS LEGEND

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

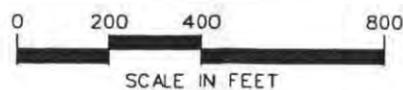
LAND USE LEGEND

- 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

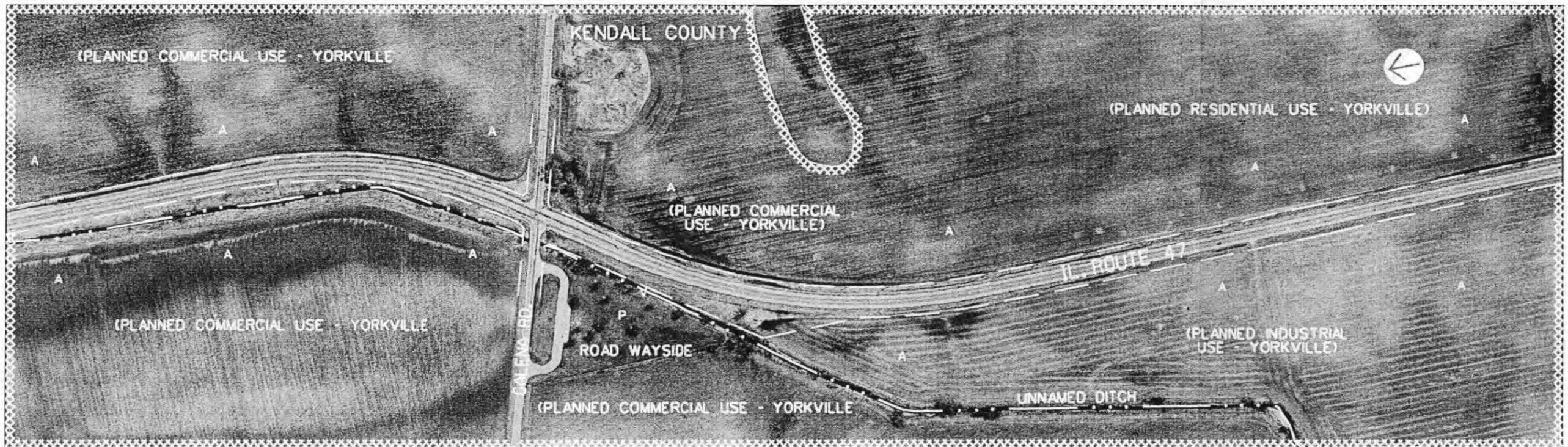
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 ENVIRONMENTAL CONDITIONS
 EXHIBIT B-01



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

ENVIRONMENTAL FACTORS LEGEND

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

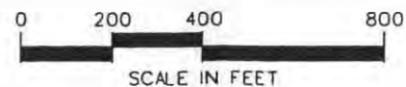
LAND USE LEGEND

- 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.

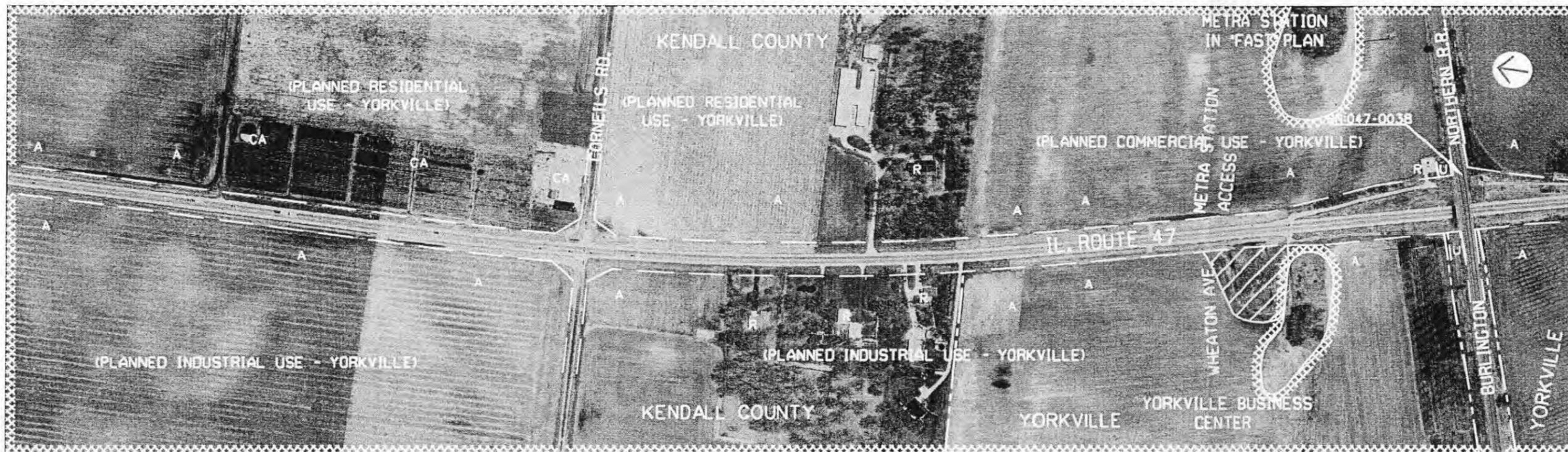
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-02



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 | SEGMENT 2

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

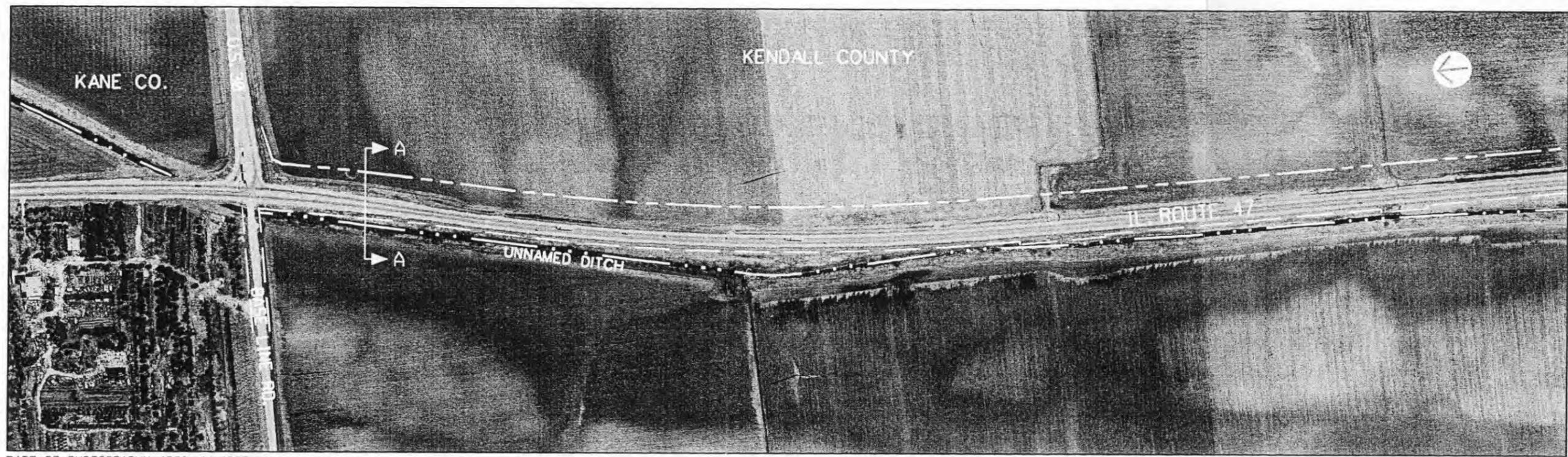
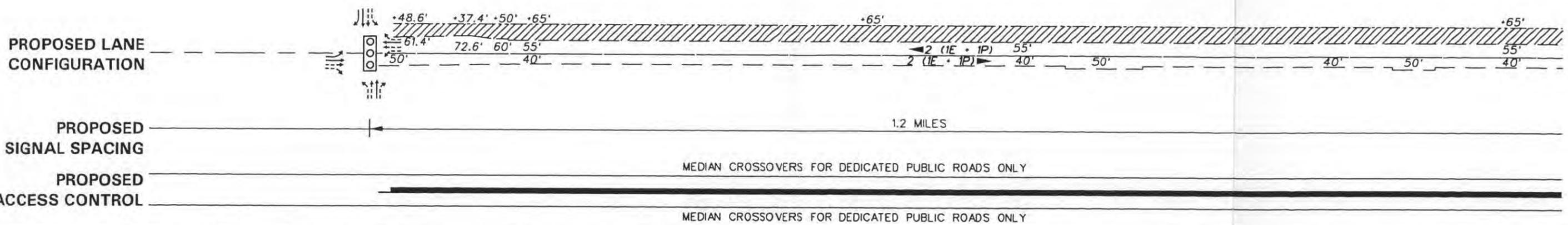
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



Segment 1
IL Route 47 - U.S. Route 30 to Corneils Road

RECOMMENDED PLAN

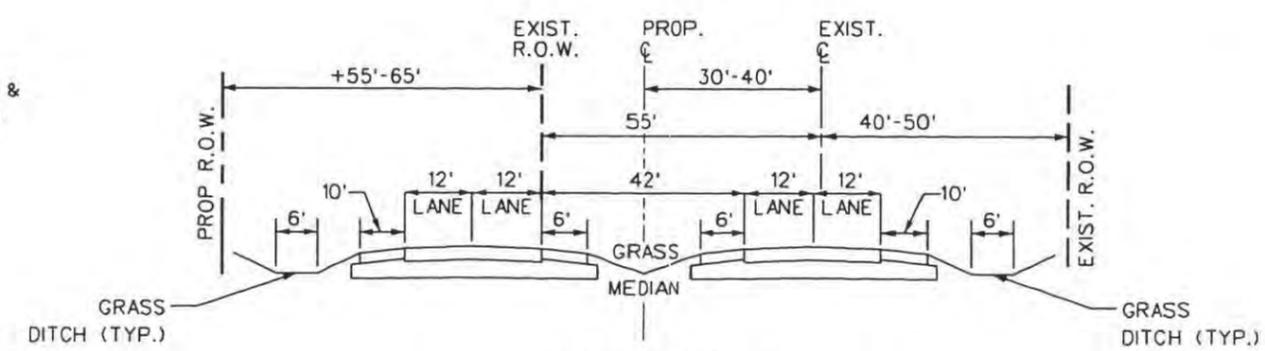
Exhibits C-01, C-02 and C-03



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

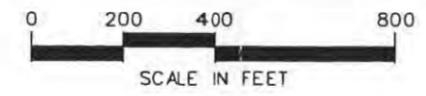
NOTE: RECOMMENDATIONS FOR THE U.S.ROUTE 30 (BASE LINE RD.) & IL ROUTE 47 INTERSECTION HAS BEEN INCORPORATED FROM IL ROUTE 47 SRA STUDY IN SUBSET #3.

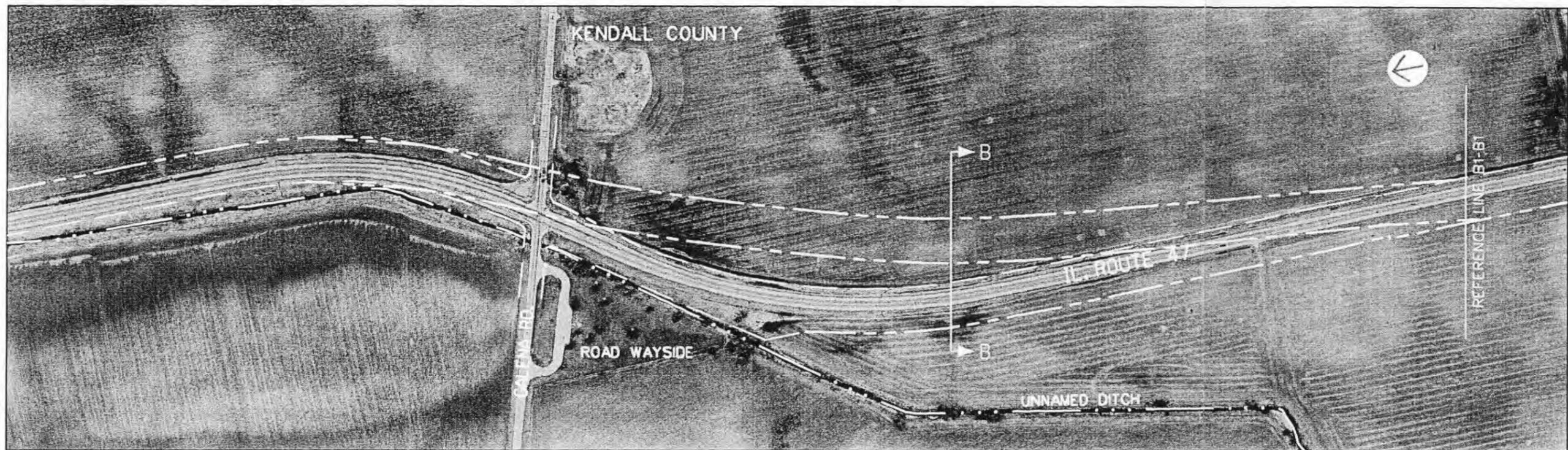
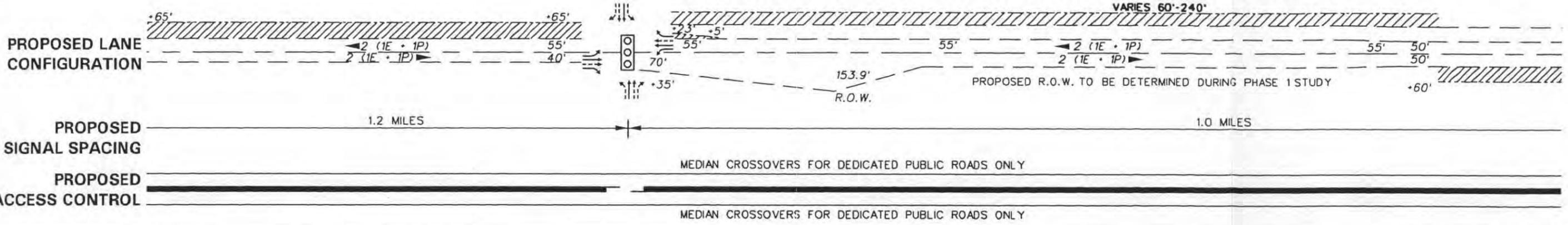


SECTION A-A
U.S. 30 (BASE LINE RD.) TO GALENA RD.
RECOMMENDED CROSS SECTION

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 MEDIAN
- BUS STOP

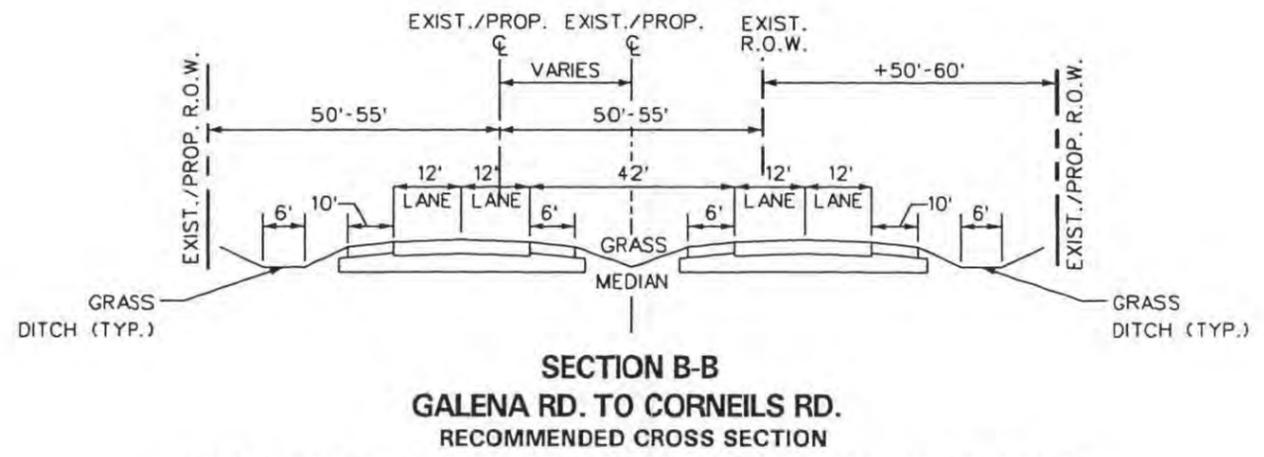




DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

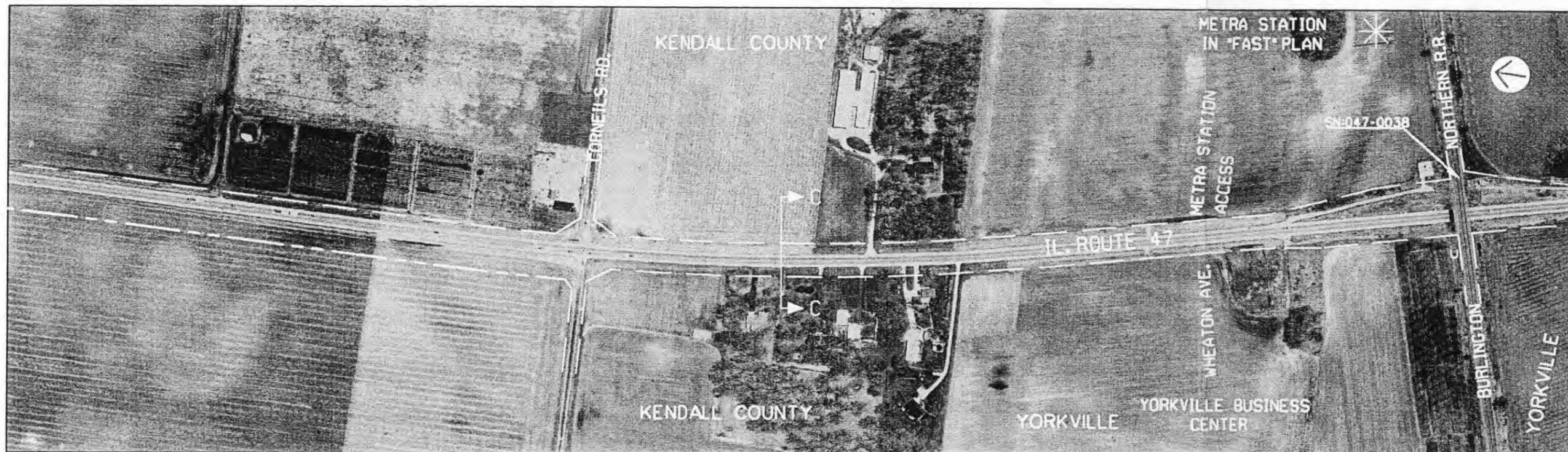
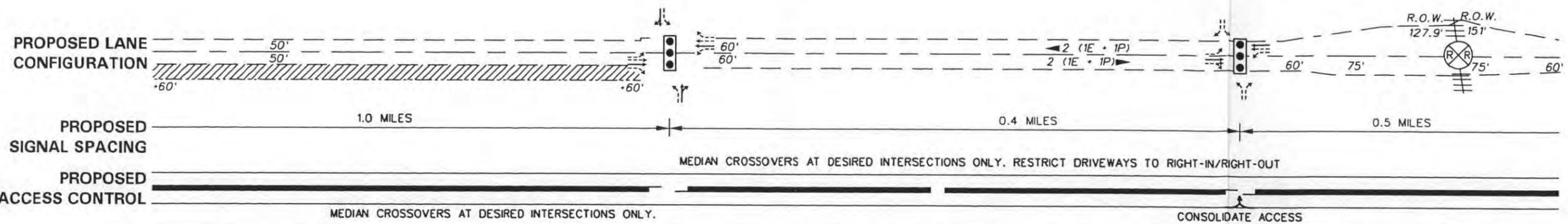
NOTE: THE FINAL ROADWAY GEOMETRY AND R.O.W. REQUIREMENTS SHOULD BE DETERMINED IN PHASE 1 STUDY.
 THE CENTERLINE OF THE REALIGNED IL ROUTE 47 SHOULD BE OFFSET EAST FROM THE EXISTING ROADWAY ALIGNMENT.
 THE INTERSECTION DETAILS FOR THE IL ROUTE 47 & GALENA RD. IS PRESENTED IN EXHIBIT D-01.



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 MEDIAN
	BUS STOP

(ADDITIONAL R.O.W. HAS TO BE ACQUIRED ON THE EAST SIDE FROM GALENA ROAD TO REFERENCE LINE B1-B1 AND ON THE WEST SIDE BETWEEN B1-B1 AND CORNELIS ROAD)

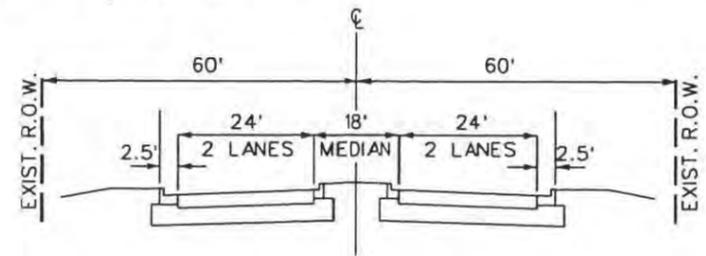




DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 | SEGMENT 2

NOTE: MODIFY STRUCTURE #047-0038 TO ACCOMMODATE THE MODIFIED ROADWAY CROSS SECTION.



SECTION C-C
CORNELIS RD. TO CANNONBALL TRAIL
RECOMMENDED CROSS SECTION

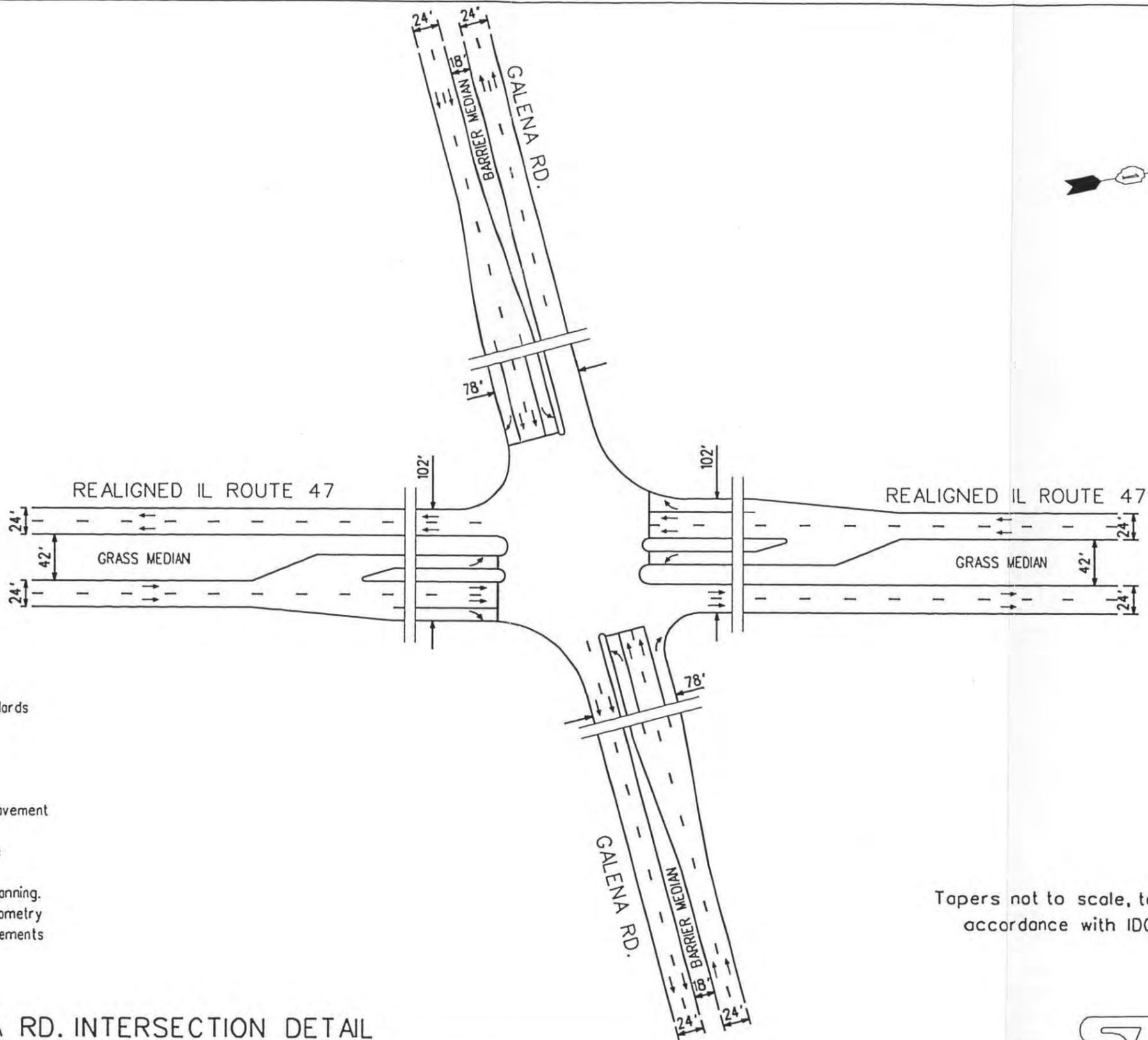
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	# PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



Segment 1

INTERSECTION DETAIL
IL Route 47 and Galena Road

Exhibit D-01



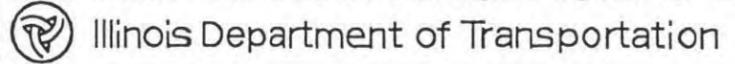
Notes:

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.

IL ROUTE 47 / GALENA RD. INTERSECTION DETAIL

R.M.J.'98
 Prepared by CIVILTECH Engineering in association with METRO Transportation Group and Shah Engineering Inc. for the



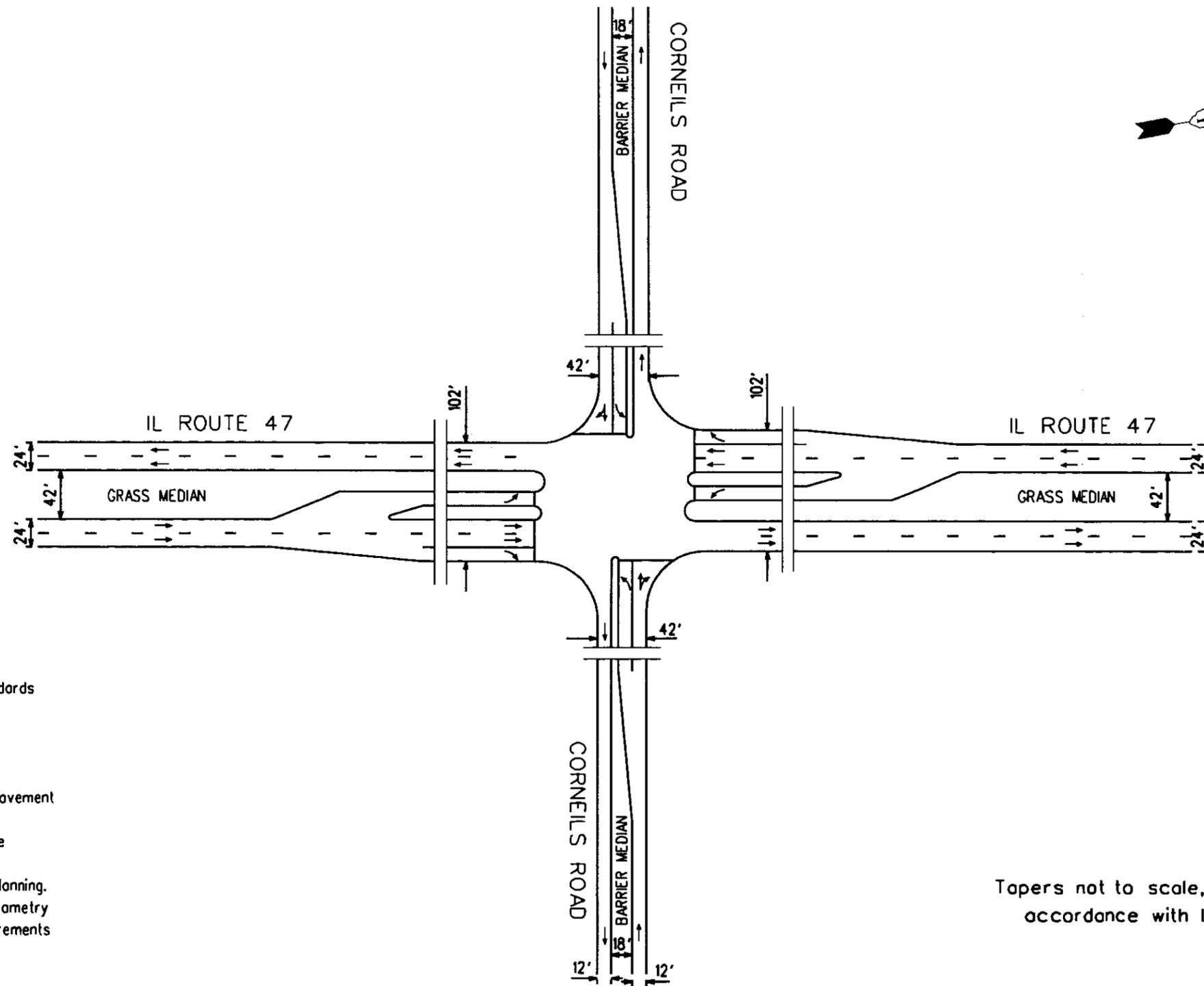
(NOT TO SCALE)



Segment 1

INTERSECTION DETAIL
IL Route 47 and Corneils Road

Exhibit D-02



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.

IL ROUTE 47 / CORNELLS RD. 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 2
IL Route 47/IL Route 71/U.S. Route 34
Corneils Road to Countryside Parkway, City of Yorkville

3.2 Segment 2: IL Route 47 - Corneils Road to Countryside Parkway, City of Yorkville

3.2.1 Location

Segment 2 extends along IL Route 47 from Corneils Road south to Walnut Street, Yorkville (see Figure 3.1). The segment is 2.7 miles in length.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-03, A-04, A-05 and A-06.

Right-of-Way - The right-of-way in this segment varies from 80 feet to 120 feet in width; 30 feet to 60 feet on the west, 40 feet to 60 feet on the east.

Roadway Characteristics - The existing pavement width in this segment is 24 feet with one 12-foot through lane in each direction and 3-foot paved shoulders.

Traffic Volumes - Illinois Department of Transportation traffic maps indicate that the 1992 average annual daily traffic for this segment varies from 9,200 south of Corneils Road to 16,200 south of U.S. Route 34.

Accidents - There is one high accident location within this segment, at the IL Route 47/U.S. Route 34 intersection.

Parking, Sidewalks, and Frontage Roads - There is no on-street parking, sidewalk, or frontage road along Segment 1.

Traffic Control/Intersection Configuration - There is one signalized intersection in this segment, at U.S. Route 34. Existing lane configurations for this intersection are shown on Exhibit A-05.

Structures - There are two structures located within this segment, carrying a railroad and crossing a creek, as indicated in Table 3.2.1.

The railroad bridge (SN: 047-0038) carries the Burlington Northern mainline tracks across IL Route 47 between Corneils Road and Cannonball Trail. The bridge offers a 40 foot opening for traffic on IL Route 47. The bridge is relatively old.

The second structure on IL Route 47 in this segment is a bridge carrying IL Route 47 over Blackberry Creek, south of Cannonball Trail. The bridge offers a 40 foot opening for traffic on IL Route 47. The bridge is relatively new and in good condition.

Table 3.2.1

Segment 2: Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance	Vertical Clearance
047-0038	B.N. Railroad	IL Route 47	N/A	50	42	14.6
047-0053	IL Route 47	Blackberry Creek	47.2	137.7	N/A	N/A

Transit - At the present time, there is no mass transit service provided in Segment 2.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of IL Route 47 are shown on Exhibits B-03 through B-06.

Lakes/Streams/Wetlands/Floodplains. A wetland and floodplain system associated with Blackberry Creek crosses the SRA between Cannonball Trail and Kennedy Road. A small wetland abuts the west side of Route 47, north of the railroad tracks.

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

Hazardous Waste/LUST Sites. One leaking underground storage tank (LUST) site, identified by the Illinois Environmental Protection Agency, is located on the west side of IL Route 47, north of Cannonball Trail.

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

Prime Farmland. According to the Natural Resources Conservation Service, prime farmland abuts a majority of the SRA, north of Country Side Parkway.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-03 through B-06.

Type and Intensity of Development. The primary land use between Corneils Road and Kennedy Road is agriculture (see Exhibits B-3 through B-6). Scattered single-family residences front the SRA within this portion of Segment 2. Two large industrial uses are located between Cannonball Trail and the Burlington Northern Railroad. South of Kennedy Road, a concentration of commercial uses flanks the SRA near the intersection with U.S. Route 34. A complex of multi-family apartments is located at the northwest corner of Countryside Parkway and the SRA. The Bristol-Kendall Emergency Medical Service is located on the west side of IL Route 47, south of U.S. Route 34.

Planned Development. Vacant and agricultural lands between Corneils Road and Walnut Street are planned for commercial, industrial and residential uses by the City of Yorkville.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibit C-03, C-04, C-05 and C-06.

Roadway - The recommended roadway cross section for Segment 2 from Corneils Road to Walnut Street includes two 12-foot through lanes in each direction with an 18-foot barrier median, and curb & gutter.

The proposed section from Corneils Road to Cannonball Trail (Section C-C), which can be accommodated in the 120 foot existing cross section, is shown on Exhibits C-03 and C-04. The proposed section from Cannonball Trail to Kennedy Road (Section D-D), which requires acquisition of 20 feet of Right-of-Way, is shown on Exhibit C-04. Section D-D shows that all Right-of-Way acquisition will be from the west side of IL Route 47 in this section of Segment 2.

The proposed section from Kennedy Road to U.S. Route 34 is shown on Exhibit C-05. Section E-E can be accommodated in the 100 to 115 foot existing Right-of-Way, however, it will require a center line shift of up to 10 feet. The proposed section from U.S. Route 34 to Walnut Street (Section F-F), which requires acquisition of up to 10 feet of Right-of-Way on the west side of IL Route 47 and a center line shift of up to 10 feet, is shown on Exhibit C-06.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signal at IL Route 47/U.S. Route 34 with separate right-turn lanes added on all four approaches. Four intersections with IL route 47 are identified as potential future traffic signal locations - the industrial access drives at Amuro/Remline, Kennedy Road, Countryside Parkway and Walnut Street. Additional left and right-turn lanes are recommended at these intersections where necessary.

A future signal should be installed only at the recommended location and only when the signal warrants recommended for SRA routes are met (Recommended signal warrants for SRA’s are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Proposed lane configurations for these locations are shown on Exhibits C-04, C-05 and C-06.

Access Management - South of Corneils Road there are a number of access drives on the west side of IL Route 47 that will be restricted to right-in/right-out. North of U.S. Route 34 there are a number of commercial access drives on the east side of IL Route 47. Consolidation can be accomplished here by promoting cross-easement among these properties to create one access drive with a median crossover. Restrict remaining accesses to right-in/right-out.

South of U.S. Route 34 there are a number of commercial access drives on the east and west side of IL Route 47. Cross-easement among these properties for the creation of one access drive on each side of IL Route 47 with a median crossover is recommended. Restrict remaining access to right-in/right-out. Proposed access management is shown on Exhibits C-03, C-05 and C-06.

Structures - The two existing structures in this segment will require modification as shown in Table 3.2.2.

**Table 3.2.2
Segment 2: Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
047-0038	B.N. Railroad	IL Route 47	42	Replace with a new structure to accommodate 4 through lanes.
047-0053	IL Route 47	Blackberry Creek	47.2	Widen to accommodate 4 through lanes.

Transit - Transit improvements are proposed in the form of a Metra Station, located in the vicinity of the Burlington Northern overpass. A park-and-ride lot and passenger drop-off area will be required to support the proposed station, which would be located on IL Route 47, just south of Corneils Road, approximately 2.5 miles north of downtown Yorkville.

3.2.6 Right-of-Way Requirements

The proposed cross section will fit within the existing Right-of-Way from Corneils Road to Cannonball Trail and from Kennedy Road to U.S. Route 34. From Cannonball Road to Kennedy Road, 20 feet of additional Right-of-Way will be required to achieve a 100-foot Right-of-Way width. It is recommended that all 20 feet of Right-of-Way acquisition be made on the west side of IL Route 47 in this location. This takes advantage of existing widening of Right-of-Way on the west side of IL Route 47. From U.S. Route 34 to Walnut Street, up to 10 feet of additional Right-of-Way will be required on the west side of IL Route 47 to achieve a 100-foot Right-of-Way width.

3.2.7 Environmental Considerations

The two wetlands on the west side of IL Route 47 north of Cannonball Trail may be impacted by grading and roadway improvements. The wetland areas around Blackberry Creek will be impacted by Right-of-Way acquisition and bridge widening in the section of Segment 2 from Cannonball Trail to Kennedy Road. Wetland areas should be delineated to determine the extent of impact. The LUST site identified on the west side of IL Route 47, within Segment 2, would not be impacted since there will not be Right-of-Way acquisition at this location.

It is anticipated that by 2010 the prime agricultural land in this segment will be developed as industrial, commercial and residential land use. During the environmental and design study phase of an SRA improvement project as well as during the final design phase, measures will be taken to avoid impacting environmentally sensitive areas. If they cannot be avoided, mitigation plans will be developed.

3.2.8 Land Use Considerations

Twenty feet of Right-of-Way acquisition on the west side of IL Route 47 south of Cannonball Trail will reduce the rear yards of two single-family residences. Ten feet of Right-of-Way acquisition on the west side of IL Route 47 between U.S. Route 34 and Walnut Street will slightly reduce the front yards of the Bristol-Kendall Emergency Medical Service facility and the adjacent commercial use.

A barrier median is proposed for Segment 2. This would prevent direct left-hand turns into adjacent properties, except at desired intersections. As vacant and agricultural land on both sides of IL Route 47 in Segment 2 is developed, access and setbacks should be coordinated with the proposed SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimates for Segment 1 are shown in Table 3.2.3.

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements recommended for Segment 2.

3.2.11 Ultimate (Post 2020) Improvements

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

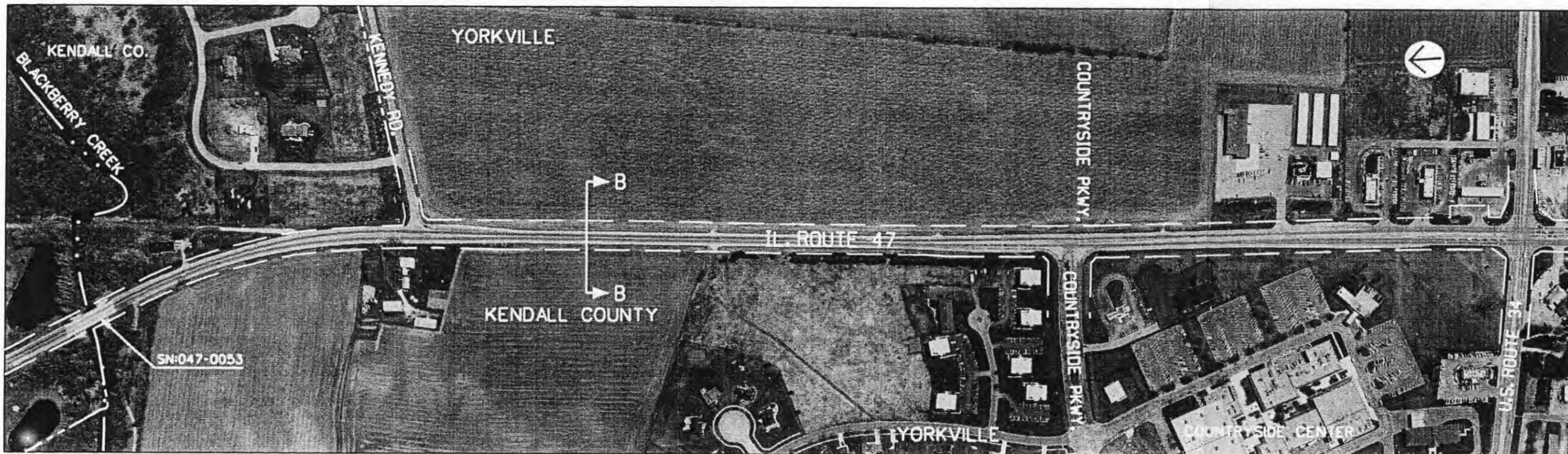
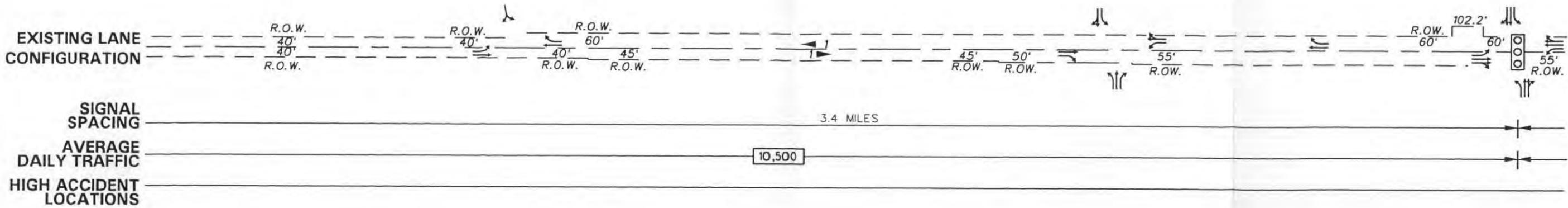
**Table 3.2.3
Construction Cost Estimate
Segment 2 - Corneils Road to Countryside Parkway**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$2,916,000
Intersection Improvements	\$3,750,000
Signal Modifications	\$400,000
Structure Modifications	\$500,000
Right-of-Way Acquisition	\$143,400
Total - Recommended Improvements	\$7,709,400

Segment 2
IL Route 47 - Corneils Road to Countryside Parkway

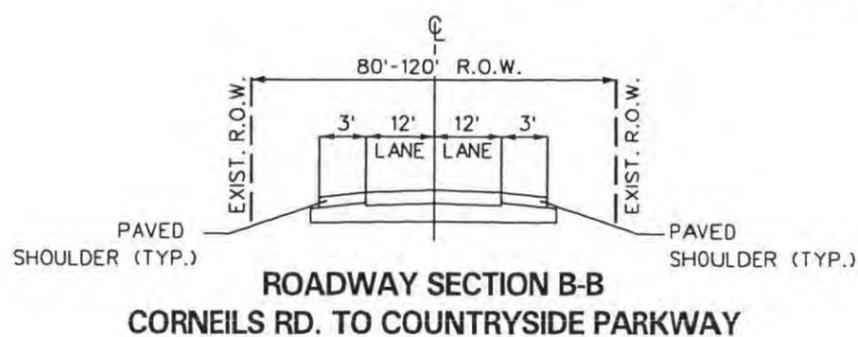
EXISTING FACILITY CHARACTERISTICS

Exhibits A-03, A-04 and A-05



SEGMENT 2

SEGMENT 3



LEGEND

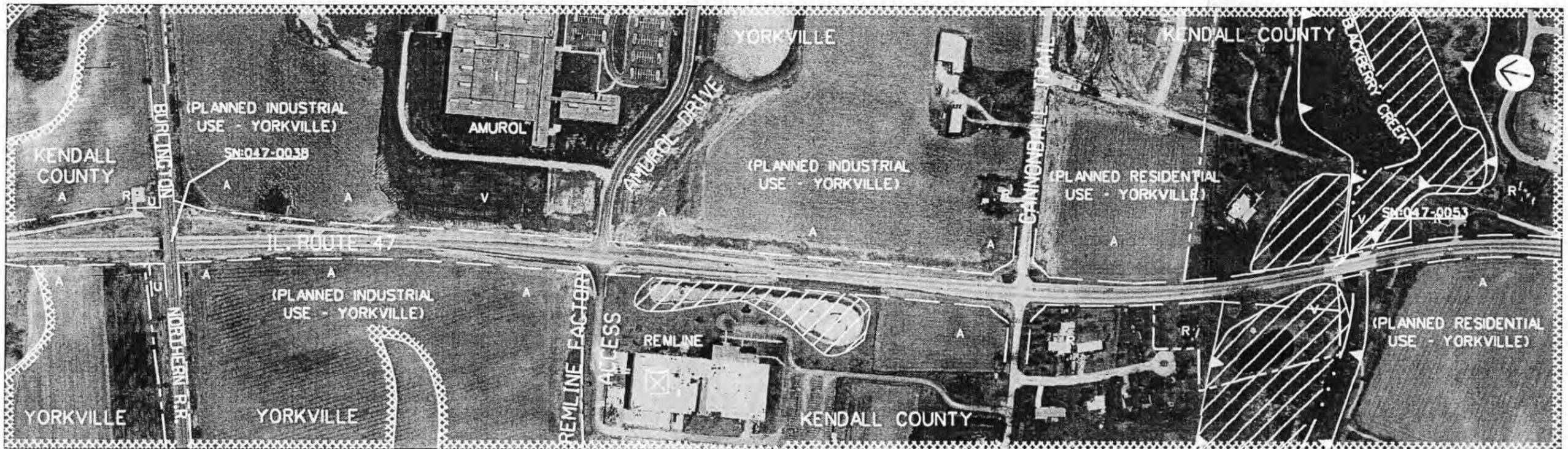
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



Segment 2
IL Route 47 - Corneils Road to Countryside Parkway

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-03, B-04 and B-05



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2

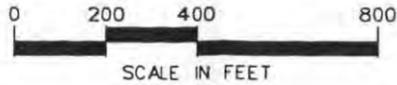
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY
	RIVER/STREAM

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

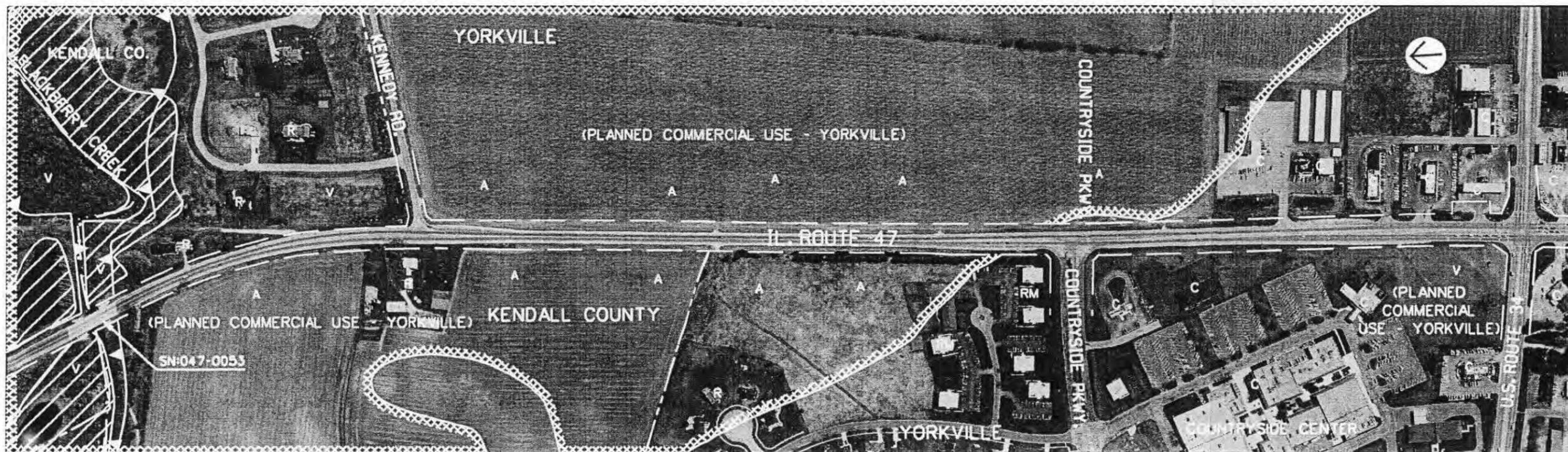
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-04



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
- RIVER/STREAM

SEGMENT 2

SEGMENT 3

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.

Illinois Department of Transportation

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

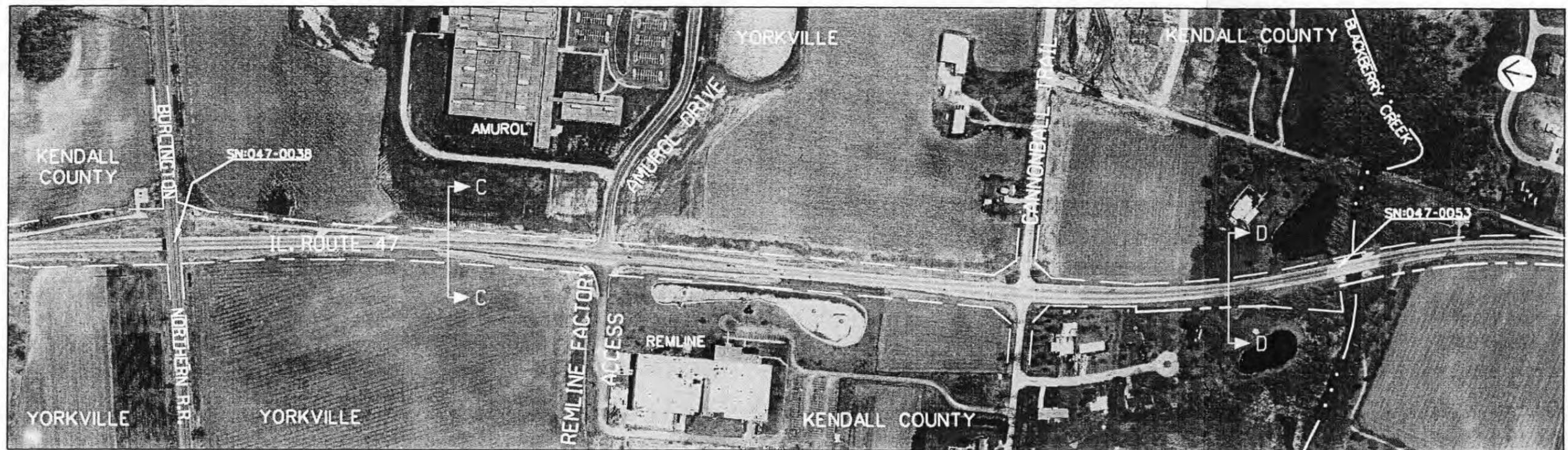
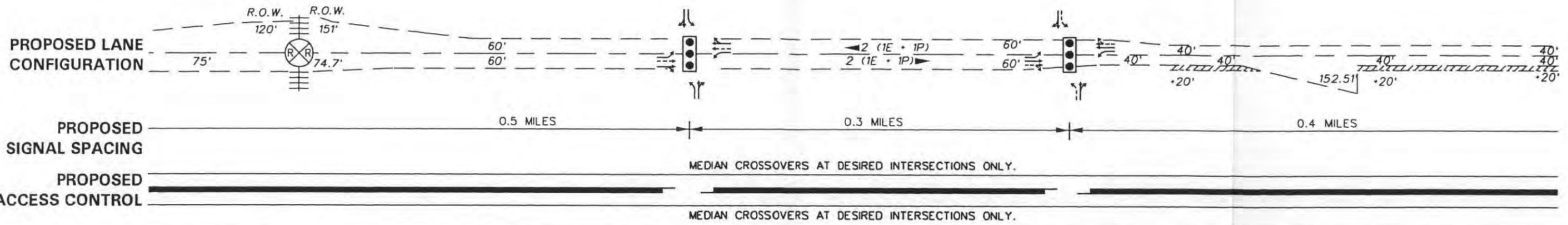


STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-05

Segment 2
IL Route 47 - Corneils Road to Countryside Parkway

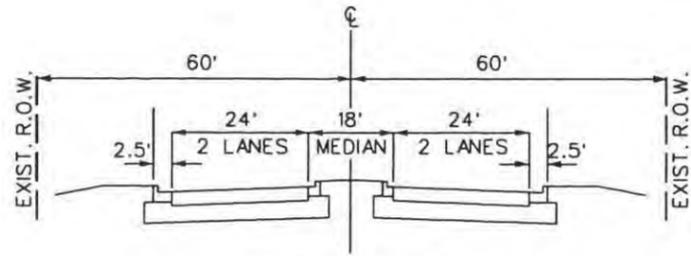
RECOMMENDED PLAN

Exhibits C-03, C-04 and C-05

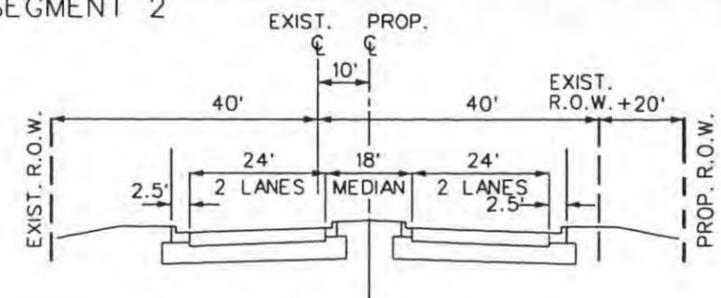


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION C-C
CORNELIS RD. TO CANNONBALL TRAIL
RECOMMENDED CROSS SECTION

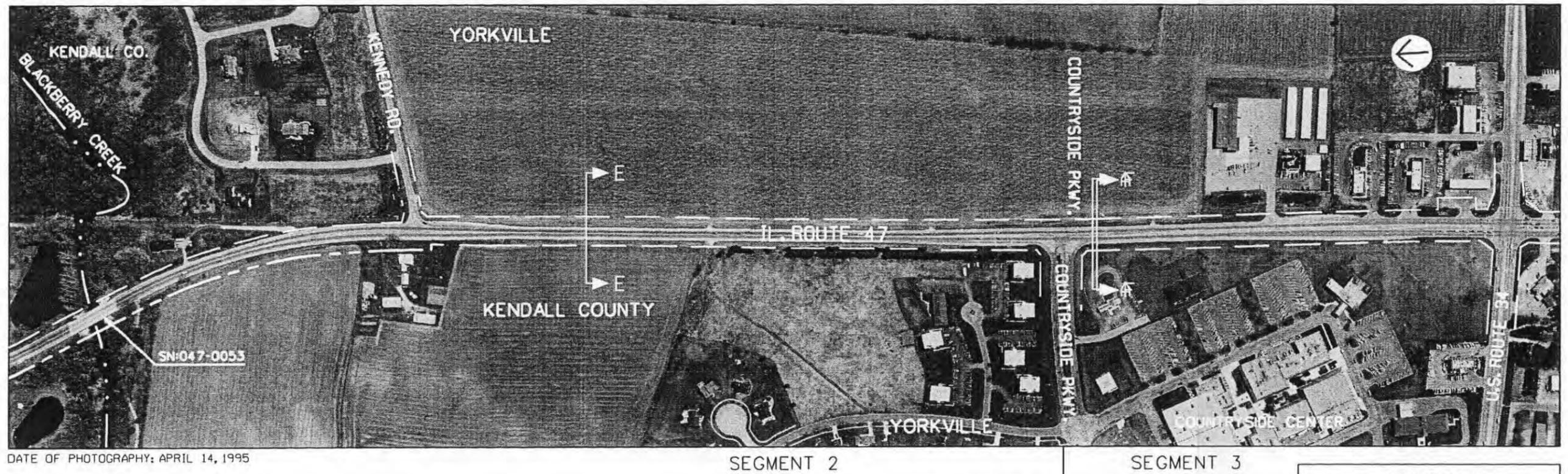
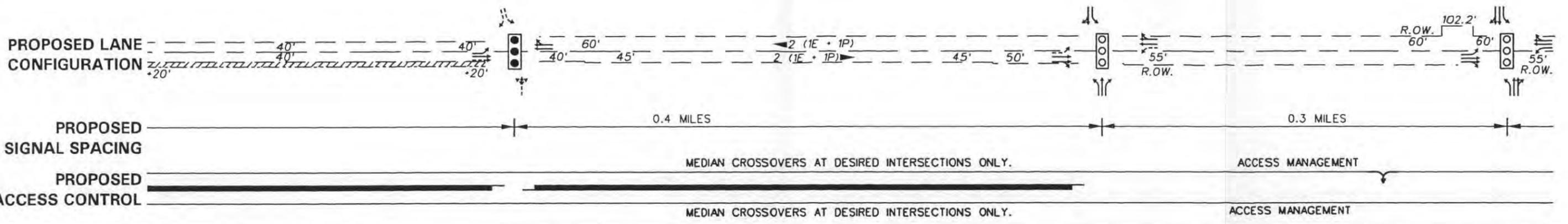


SECTION D-D
CANNONBALL TRAIL TO KENNEDY RD.
RECOMMENDED CROSS SECTION

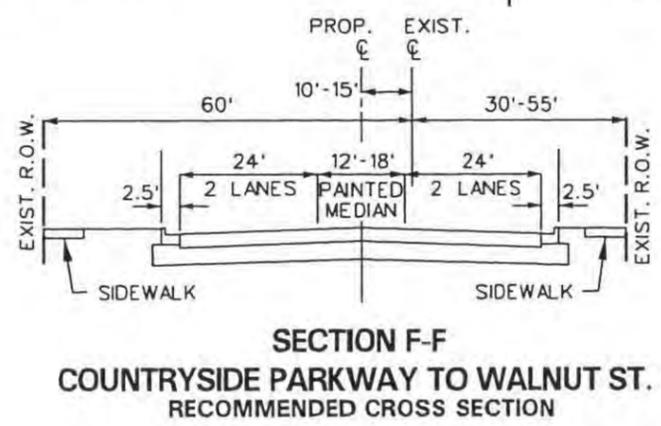
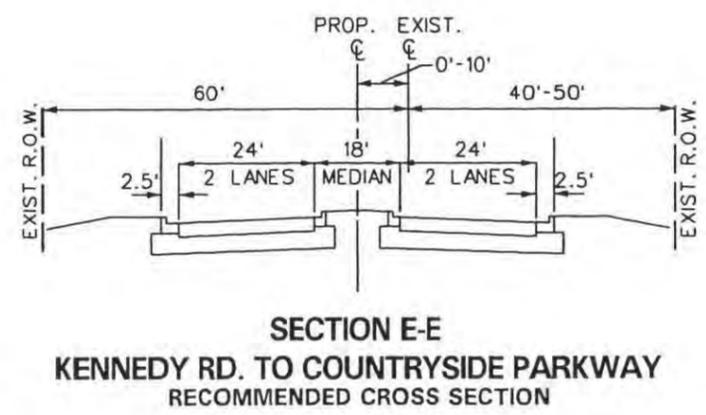
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

NOTE: MODIFY STRUCTURE #'S 047-0038 & 047-0053 TO ACCOMMODATE THE PROPOSED ROADWAY CROSS SECTION.



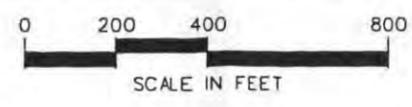


NOTE: INTERSECTION OF IL ROUTE 47 & U.S. ROUTE 34 WILL BE EXPANDED. SEE DETAIL D-03.



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 MEDIAN
- BUS STOP



Segment 3
IL Route 47/IL Route 71/U.S. Route 34
Countryside Parkway to IL Route 126

3.3 Segment 3: IL Route 47 - Countryside Parkway to IL Route 126, City of Yorkville

3.3.1 Location

Segment 3 extends along IL Route 47 from Countryside Parkway to IL Route 126 (see Figure 3.1). The segment is approximately 1.3 miles in length and is located in the established built-up area of Yorkville.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-06 and A-07.

Right-of-Way - The existing Right-of-Way in this segment varies from 56 feet to 100 feet.

Roadway Characteristics - The existing pavement width from Walnut Street to Main Street is 24 feet with one 12-foot through lane in each direction and 3-foot paved shoulders. The bridge crossing the Fox River has two 12-foot through lanes in each direction and a 4-foot barrier median. From Hydraulic Avenue to Van Emmon Street the existing pavement width is 40 feet with one 12-foot through lane in each direction and an 8-foot paved parking lane on both sides of the roadway. From Van Emmon Street to Fox Street, a three lane cross section is in place with one 12 - foot through lane in each direction and a 14-foot center/turning lane. From Fox Street south to IL Route 126, the existing pavement width is 24 feet with one 12-foot through lane in each direction and 8-foot paved shoulders.

Traffic Volumes - Illinois Department of Transportation traffic maps indicate that the 1992 average annual daily traffic on IL Route 47 in this segment varies from 11,600 vpd south of the Fox River to 16,200 vpd north of the river.

Accidents - There is one high accident location in this segment, at the intersection of IL Route 47 and Van Emmon Street.

Parking, Sidewalks, and Frontage Roads - There are sidewalks (not continuous - there are some gaps) on both sides of IL Route 47 (Bridge Street) in the residential area from Park Street to Main Street, north of the Fox River. There are narrow sidewalks (approx. 3 feet) on both sides on the bridge crossing the Fox River. There are sidewalks on both sides of IL Route 47 (Bridge Street) in the commercial downtown district from Hydraulic Avenue to Van Emmon Street. Between Hydraulic Avenue and Van Emmon Street there are 17 on-street parking spaces on IL Route 47 (Bridge Street). These marked spaces are not charged or restricted by time of day.

Traffic Control/Intersection Configuration - There are three existing signalized intersections in this segment. At the signalized intersection with Somonauk Street there are left-turn lanes on both IL Route 47 approaches. Somonauk Street cross traffic has only one approach lane. This intersection provides access to two grade schools, the Yorkville High School, the City Police Station and City Library and recreational facility, all located to the west of IL Route 47. At the signalized intersection with Van Emmon Street there are left-turn lanes on both IL Route 47 approaches. Traffic on the eastbound Van Emmon approach has one lane while traffic on the westbound approach has two lanes. At the signalized intersection with IL Route 126, there is a left-turn lane for southbound traffic on IL Route 47 turning movements onto IL Route 126. The northbound approach on IL Route 47 has one lane. The IL Route 126 approach to the intersection has two lanes, a left and a right-turning lane.

Structures - There is one structure in this segment, the bridge crossing the Fox River (see Table 3.3.1)

**Table 3.3.1
Segment 3: Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance	Vertical Clearance
047-0048	IL Route 47	Fox River	72.5	622	N/A	N/A

Transit - At the present time, there is no mass transit service provided in Segment 3.

3.3.3 Existing Environmental CharacteristicsError! Bookmark not defined.

The existing environmental characteristics for Segment 3 of IL Route 47 are shown on Exhibits B-06 through B-07.

Lakes/Streams/Wetlands/Floodplains. IL Route 47 crosses the Fox River and its associated wetlands and floodplain in Segment 3.

Structures with Historical Significance. There are four buildings of historic significance identified by the State Historic Preservation Office within Segment 3. The Kendall County Courthouse, the old Yorkville City Hall, the Department of Community Services building and the Beck Hotel, are all located between Van Emmon Street and Fox Street, within one-half block west of IL Route 47.

Hazardous Waste/LUST Sites. There are three leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located adjacent to IL Route 47 within Segment 3. These sites are all within the City of Yorkville.

Threatened or Endangered Species. The Fox River and associated habitat is an Illinois Natural Area Inventory site. The Illinois Department of Natural Resources has identified this area as habitat for two species of fish. The River Redhorse is a threatened species and the Greater Redhorse is an endangered species in Illinois.

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-06 and B-07.

Type and Intensity of Development. A variety of land uses occur in Segment 3 between Walnut Road and IL Route 126 (see Exhibits B-6 and B-7). This segment bisects downtown Yorkville and crosses the Fox River. North of the Fox River, the predominant land uses are single-family and multi-family residential. South of the Fox River, downtown Yorkville includes a mixture of commercial, residential and office uses. Several institutional uses are located within Segment 3. These uses include: the Yorkville/ Parkville grade schools and Memorial Park, located at Somonauk Street; the Yorkville public square, located between West Main and Center streets; Circle Center school, located on Orange Street; and the Bristol-Kendall Fire Department and County-City complex, located between Van Emmon Street and Fox Street on the west side of IL Route 47.

Planned Development - This segment is fully developed. The Village of Yorkville has plans to create a riverfront park along Hydraulic Avenue east of IL Route 47 on the south bank of the Fox River. This will involve removal of some older commercial land uses in this area and conversion of the area to recreational land use.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-06 and C-07.

Roadway - From Walnut Street to Main Street the recommended cross section consists of two 12-foot through lanes in each direction, flush/painted median, a 12-foot center left-turning lane with B-6.24 curb & gutter in a 90-foot Right-of-Way. The recommended cross section (Section G-G) is shown on Exhibit C-06.

This cross section requires up to 15 feet of Right-of-Way acquisition on both sides of IL Route 47.

From Main Street to Van Emmon Street the recommended cross section consists of two 12-foot through lanes in each direction, with flush median tapering out to a 4-foot barrier median on the bridge crossing the Fox River. The recommended cross section (Section H-H), which requires no Right-of-Way acquisition and leaves the Fox River bridge untouched, is shown on Exhibits C-06 and C-07.

At the Van Emmon Street intersection the recommended cross section consists of two 12-foot through lanes in each direction with a painted median and 12-foot left-turning lanes, in an 80-foot Right-of-Way . The recommended cross section (Section I-I), which can be accommodated in the existing Right-of-Way, is shown on Exhibit C-07.

From Van Emmon Street south to Fox Street, the recommended cross section consists of two 12-foot through lanes in each direction with a painted center line and B-6.24 curb and gutter. No median is proposed for this one-block section due to land acquisition constraints on the west side of the roadway. From Fox Street south to IL Route 126 the recommended cross section consists of two 12-foot through lanes in each direction, a 12-foot flush/painted median and B-6.24 curb & gutter in a 90-foot Right-of-Way. The recommended cross section (Section J-J) is shown on Exhibit C-07. This cross section requires 5 feet of Right-of-Way acquisition on both sides of IL Route 47.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at Van Emmon Street, Fox Street and IL Route 126, widening the cross street approaches to provide left-turn lanes. The existing signal at Somonauk Street will be removed and replaced by a new signal at Spring Street, one block to the south. Left-turn lanes will be added on both IL Route 47 approaches to this intersection.

Signalized intersections are proposed at two other locations; IL Route 47/Walnut Street and IL Route 47/East/West Main Street. Proposed lane configurations for these intersections are shown on Exhibit C-06.

The intersection of IL Route 47 and IL Route 126 will be modified as shown on Exhibit D-04. The Elizabeth Street access to IL Route 47 (in Segment 4) will be closed and South Main Street will be realigned to intersect with IL Route 47 opposite IL Route 126. This will create a 4-way signalized intersection. The proposed lane configuration is shown on Exhibit C-07.

Access Management - The painted median will allow existing access to remain in most locations in this segment. North of the Fox River, River Road and Center Street will become cul-de-sacs. This removes the requirement for left-turning lanes in these locations where the cross section includes four 12-foot lanes on the

approach to the Fox River bridge. South of the Fox River, Orange Street west of IL Route 47 will also become a cul-de-sac.

Structures - The one existing structure in Segment 3, the Fox River crossing (SN: 047-0048), will not be modified.

Transit - There are no transit improvements recommended for Segment 3.

3.3.6 Right-of-Way Requirements

Between Walnut Street and Main Street 15 feet of Right-of-Way acquisition will be required on both sides of IL Route 47. Between Van Emmon Street and IL Route 126, 5 feet of additional Right-of-Way will be required on both sides of the roadway. These requirements are shown on Exhibits C-06 and C-07.

3.3.7 Environmental Considerations

The Right-of-Way acquisition north of Main Street may impact the LUST site on the east side of IL Route 47, between Center Street and East Main Street. The extent of the impact will depend on the location of the tank. There are no anticipated impacts on the two other LUST sites identified in Segment 3 as there will be no Right-of-Way acquisition at these locations. The Fox River bridge will not be altered so there will be no impact on the INAI site and endangered species in this location. The historic buildings fronting South Main Street will not be impacted. The Old City Hall is set back sufficiently from IL Route 47 that it will not be impacted by Right-of-Way acquisition south of Van Emmon Street. Grading associated with future SRA roadway improvements may impact mature trees located adjacent to the existing Right-of-Way between Center Street and Orange Street.

3.3.8 Land Use Considerations

Five to fifteen feet of Right-of-Way acquisition on both sides of the SRA between Walnut Street and Main Street will reduce the front or side yards of single-family and multi-family residences and will eliminate a portion of the rear yard for an office use located at the corner of Bristol Avenue and IL Route 47. Fifteen feet of Right-of-Way acquisition will be required between Van Emmon Street and Fox Street. Impacts of this acquisition include removal of the existing retaining wall on the west side of the roadway. Five feet of Right-of-Way acquisition between Fox Street and IL Route 126 will reduce the side yards of single-family residences on both sides of the SRA corridor. This acquisition will also reduce the yards of several commercial uses on the east and west sides of IL Route 47.

There will be no impact to the Yorkville Public Square as no Right-of-Way is required at this location.

Recommended improvements would include constructing cul-de-sacs on the following local streets at their intersection with the SRA: Bristol Avenue, West Spring Street, East Center Street, River Road, Hydraulic Avenue, East Washington Street and West Orange Street. Closing local roadways will alter local traffic patterns and may result in added traffic on those streets not closed by cul-de-sacs.

3.3.9 Construction/Right-of-Way Cost Estimates

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

3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost recommendations for Segment 3.

**Table 3.3.2
Construction Cost Estimate
Segment 3 - Countryside Parkway to IL Route 126**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,620,000
Intersection Improvements	\$4,875,000
Signal Modifications	\$300,000
Right-of-Way Acquisition	\$2,200,000
Total - Recommended Improvements	\$8,995,000

3.3.11 Ultimate (Post 2020) Improvements

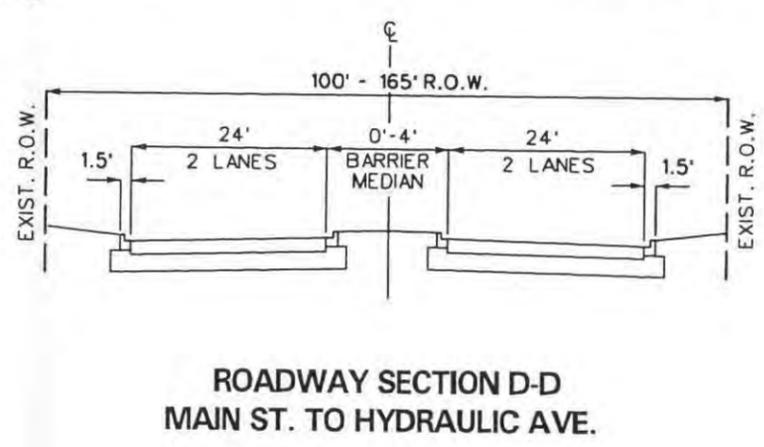
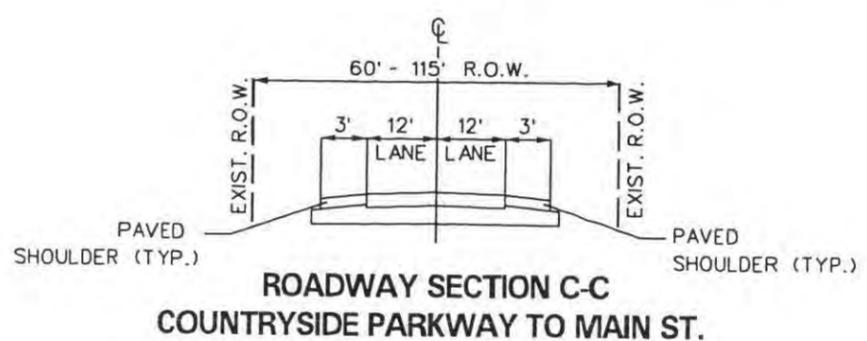
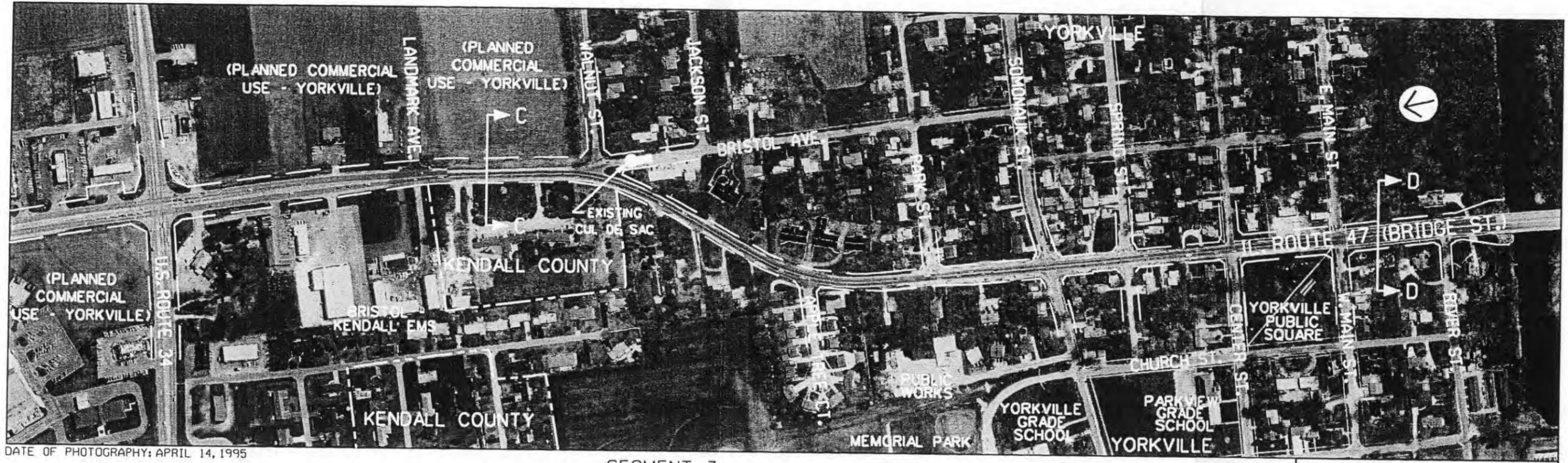
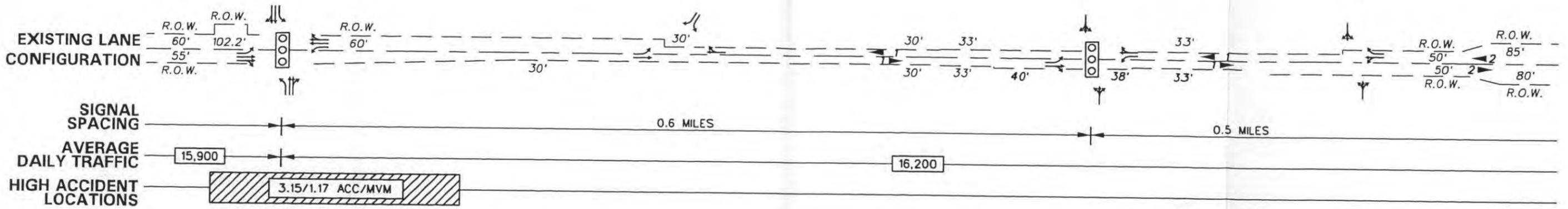
Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended

for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

Segment 3
IL Route 47 - Countryside Parkway to IL Route 126

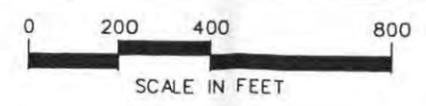
EXISTING FACILITY CHARACTERISTICS

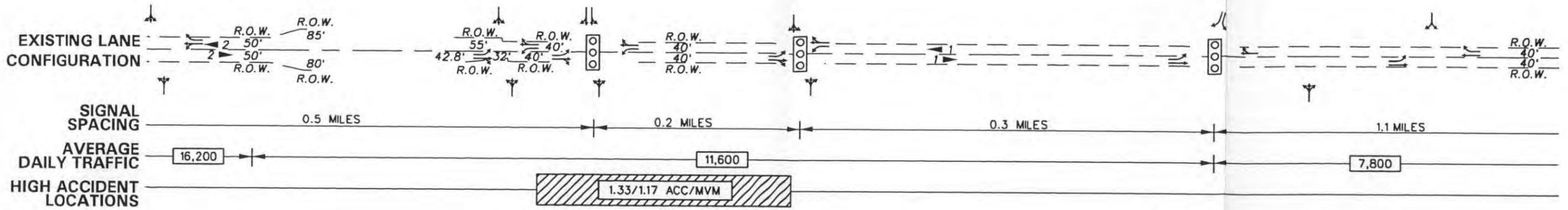
Exhibits A-06 and A-07



LEGEND

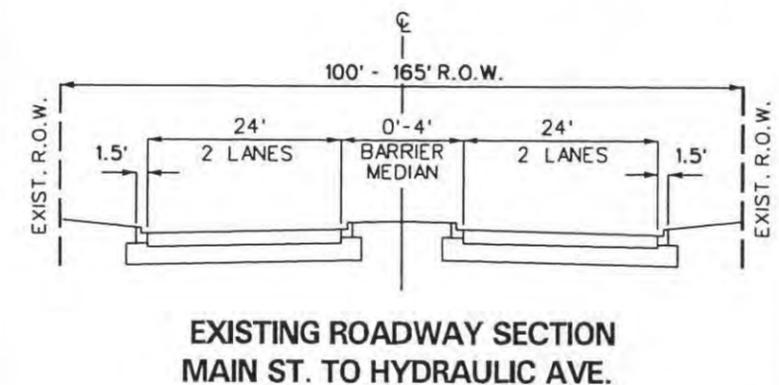
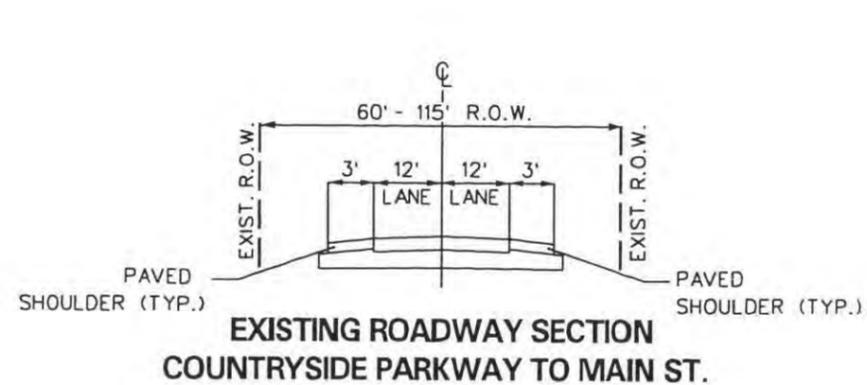
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3 | SEGMENT 4



LEGEND

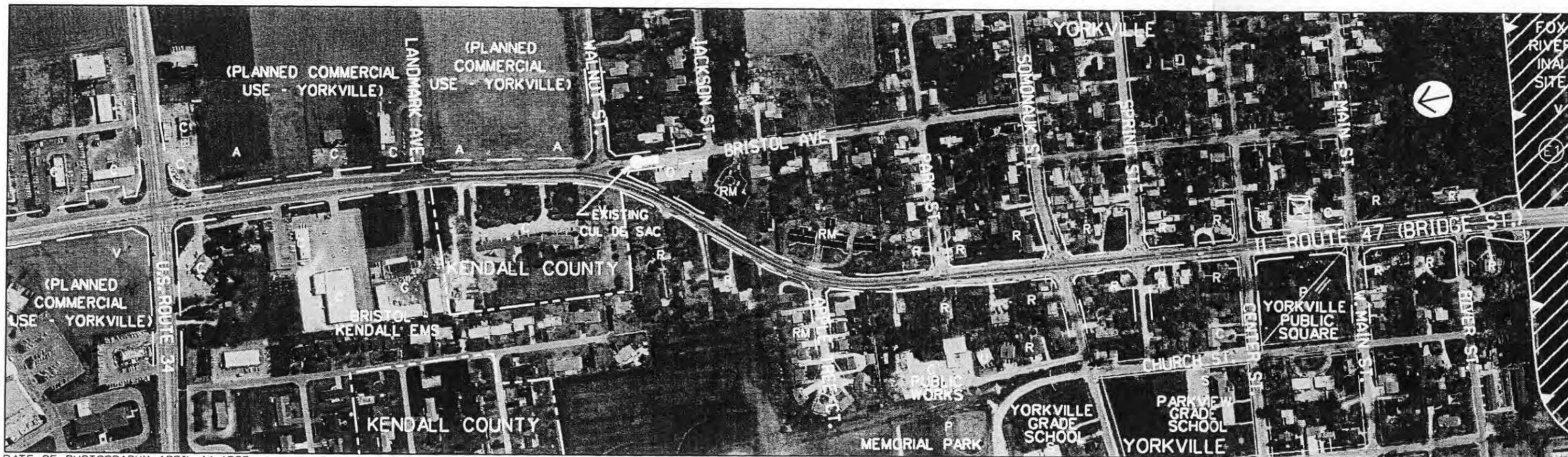
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



Segment 3
IL Route 47 - Countryside Parkway to IL Route 126

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-06 and B-07



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

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.

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-06



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3 | SEGMENT 4

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

- H1) BECK HOTEL
- H2) COURTHOUSE
- H3) COUNTY JAIL & SHERIFFS OFFICE
- H4) OLD CITY HALL

THREATENED & ENDANGERED SPECIES HABITAT

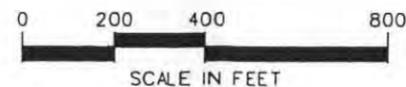
- MOXOSTOMA VALENCIENNESI
- MOXOSTOMA CARINATUM

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.

Illinois Department of Transportation

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

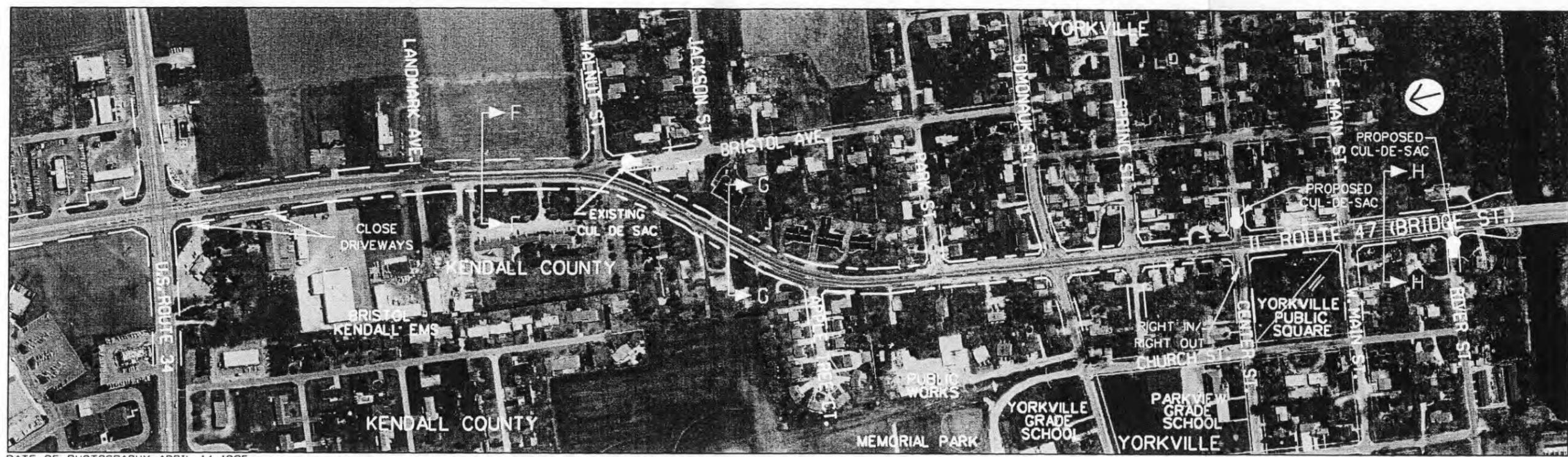
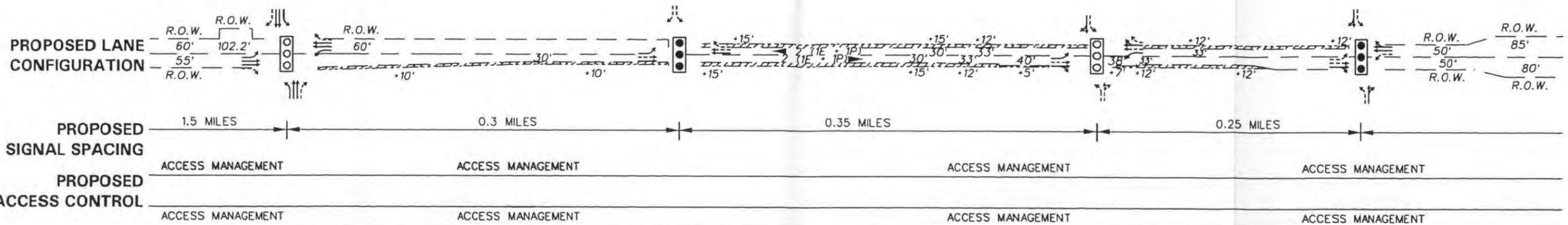


STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-07

Segment 3
IL Route 47 - Countryside Parkway to IL Route 126

RECOMMENDED PLAN

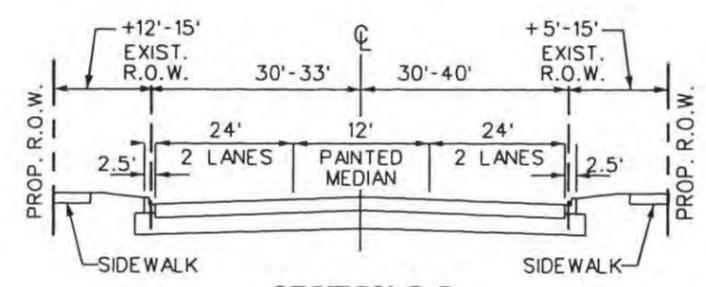
Exhibits C-06 and C-07



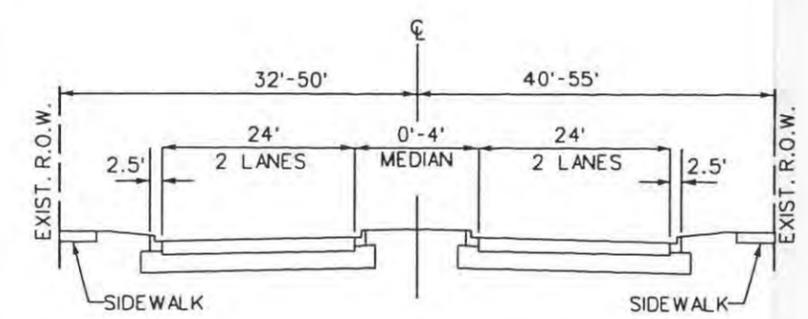
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

NOTE: PROVIDE ON STREET PARKING ON CENTER STREET AND SPRING STREET



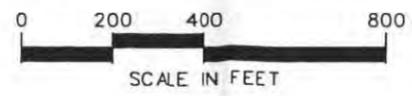
SECTION G-G
WALNUT ST. TO MAIN ST.
RECOMMENDED CROSS SECTION

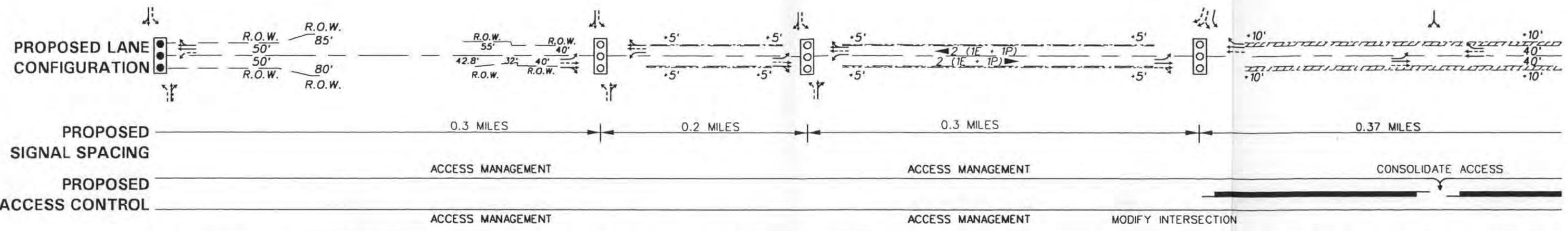


SECTION H-H
MAIN ST. TO VAN EMMON ST.
RECOMMENDED CROSS SECTION

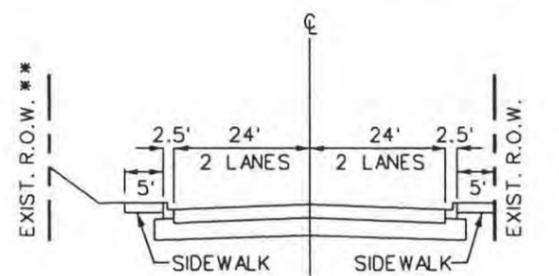
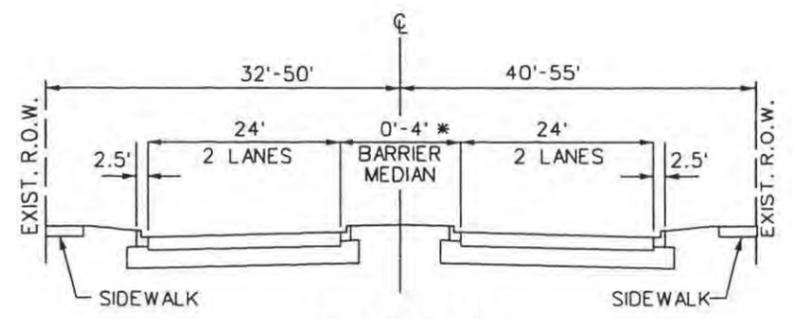
LEGEND

- EXISTING TRAFFIC SIGNAL
- REMOVE EXISTING 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 MEDIAN
- BUS STOP





**-PROPOSED R.O.W. & SIDESLOPE ON THE WEST SIDE WILL BE FINALIZED DURING PHASE 1 ANALYSIS



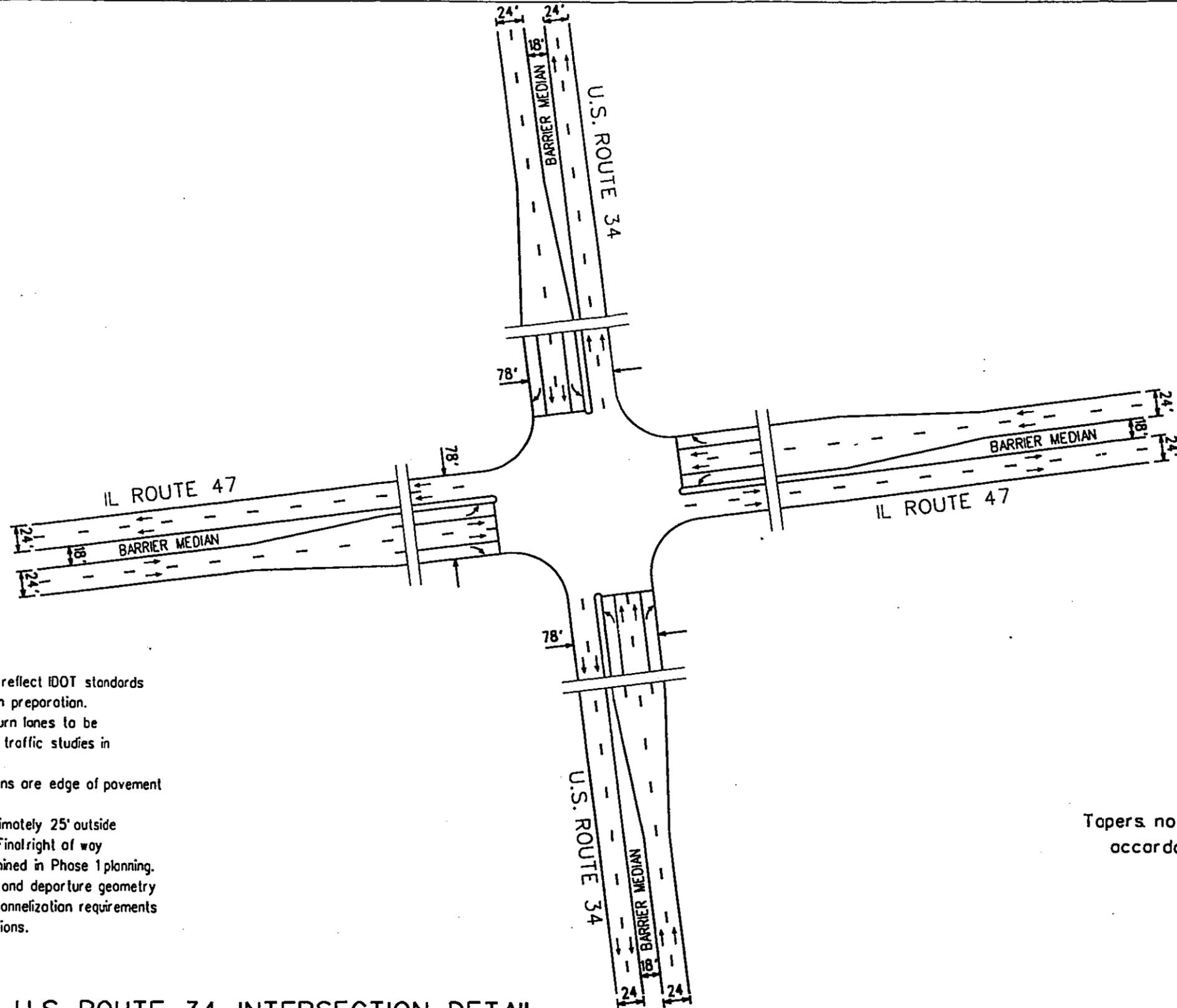
LEGEND

- 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 MEDIAN
- BUS STOP

Segment 3

INTERSECTION DETAIL
IL Route 47 and U.S. Route 34

Exhibit D-03



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.

IL ROUTE 47 / U.S. ROUTE 34 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 4
IL Route 47/IL Route 71/U.S. Route 34
IL Route 126 to IL Route 71

3.4 Segment 4: IL Route 47 - IL Route 126 to IL Route 71, City of Yorkville

3.4.1 Location

Segment 4 extends along IL Route 47 from IL Route 126 to IL Route 71. The segment is 1.1 miles in length and lies mostly within the City of Yorkville. Some parcels located near the IL Route 47/IL Route 71 intersection lie in unincorporated Kendall County (see Figure 3.1).

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-07 and A-08.

Right-of-Way - The existing Right-of-Way in this segment is 80 feet in width.

Roadway Characteristics - The existing pavement from IL Route 126 to IL Route 71 is 46 feet with one 12-foot through lane in each direction, a 16-foot center turning lane, and 3-foot paved shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 7,800 vpd. The majority of east-west traffic uses IL Route 126 to connect with IL Route 71, bypassing this part of the corridor.

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

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

Traffic Control/Intersection Configuration - Within this segment, there are signalized intersections at the two terminus points; the IL Route 126 intersection at the north end, and the IL Route 71 intersection to the south. Existing lane arrangements for these intersections are shown on Exhibits A-07 and A-08

Structures - There are no existing structures located within this segment.

Transit - At the present time, there is no mass transit service provided in Segment 4.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of IL Route 47 are shown on Exhibits B-07 through B-08.

Lakes/Streams/Wetlands/Floodplains. There are no known significant natural resources located within Segment 4.

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

Hazardous Waste/LUST Sites. There are two leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 4. One is located at the southeast corner of IL Route 47 and IL Route 126. The other is located at the northwest corner of IL Route 47 and IL Route 71.

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

Prime Farmland. Prime farmland abuts the undeveloped portions of the IL Route 47 right-of-way between Bauer Street and IL Route 71.

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-07 and B-08.

Type and Intensity of Development. A variety of land uses occur along Segment 4 of IL Route 47 (see Exhibits B-7 through B-9). Between IL Route 126 and IL Route 71 are a scattered mixture of agricultural, commercial, industrial, multi-family residential, institutional and office uses. A majority of the developed uses are separated by tracts of agricultural or vacant land. The Kendall County Highway Department is located on the east side of the SRA, north of IL Route 71.

Planned Development. Vacant and agricultural lands, within this segment, are planned for commercial uses on the west side of IL Route 47 and industrial uses on the east side of IL Route 47 by the City of Yorkville.

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-07 and C-08.

Roadway - The recommended roadway cross section in this segment consists of two 12-foot through lanes in each direction, an 18-foot barrier median with curb & gutter in a 100-foot Right-of-Way. The recommended typical section (Section

K-K) is shown on Exhibit C-08. This cross section requires acquisition of 10 feet of Right-of-Way on both sides of IL Route 47.

Traffic Control/Intersection Configuration - It is proposed to maintain the two existing traffic signals within this segment at IL Route 126 and IL Route 71. The IL Route 126 intersection will be reconfigured as described above. Additional through and turning lanes will be provided at the IL Route 71 intersection as shown on Exhibit C-08. A traffic signal is proposed at the Greenbriar Road intersection. It is anticipated that Greenbriar Road will provide access to the developing commercial areas on the west side of IL Route 47, and as it develops, to the industrial land uses on the east side of IL Route 47. This signal will not be required until the commercial lands are developed.

Access Management - Consolidation of access is proposed for commercial properties on both sides of IL Route 47. The access drives on the west side of IL Route 47 will be restricted to right-in/right-out except at designated median break points. A four-way intersection will be created at Greenbriar Road, providing full access to future developments on both sides of the SRA corridor. Access consolidation is recommended on both sides of IL Route 47 near the Kendall County Highway Department facility by closing some driveways and aligning the remaining access points at a new full access location. This access configuration is shown on Exhibit C-08.

Transit - No transit improvements are recommended in Segment 4.

3.4.6 Right-of-Way Requirements

The required width of Right-of-Way for the recommended SRA cross section is 100 feet. In order to provide the recommended SRA Right-of-Way, 10 feet of additional Right-of-Way is required on both sides of IL Route 47 throughout Segment 4.

3.4.7 Environmental Considerations

The LUST sites identified at the southeast corner of the IL Route 47/IL Route 126 intersection and at the southwest corner of the IL Route 47/IL Route 71 intersection may be impacted by the additional 10-feet of Right-of-Way acquisition on both sides of IL Route 47 (see Exhibit B-07). The extent of the impact will depend on the location of these tanks.

3.4.8 Land Use Considerations

Plans for roadway improvements for Segment 4 include acquiring 10 feet of additional Right-of-Way on each side of IL Route 47. This acquisition will slightly reduce the front or side yards of commercial, multi-family residential and governmental uses along IL Route 47.

Recommended roadway improvement plans throughout this segment include access consolidation and restriction of driveways to right-in/right-out. A barrier median is proposed for the entire length of Segment 4. This would prevent direct left-hand turns into adjacent properties, except at the planned full-access intersections.

As vacant land throughout the segment is developed, access and setbacks should be coordinated with SRA improvements.

3.4.9 Construction/Right-of-Way Cost Estimates

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

**Table 3.4.1
Construction Cost Estimate
Segment 4 - IL Route 126 to IL Route 71**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,188,000
Intersection Improvements	\$1,725,000
Signal Modifications	\$100,000
Right-of-Way Acquisition	\$544,450
Total - Recommended Improvements	\$3,557,450

3.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements recommended in Segment 4.

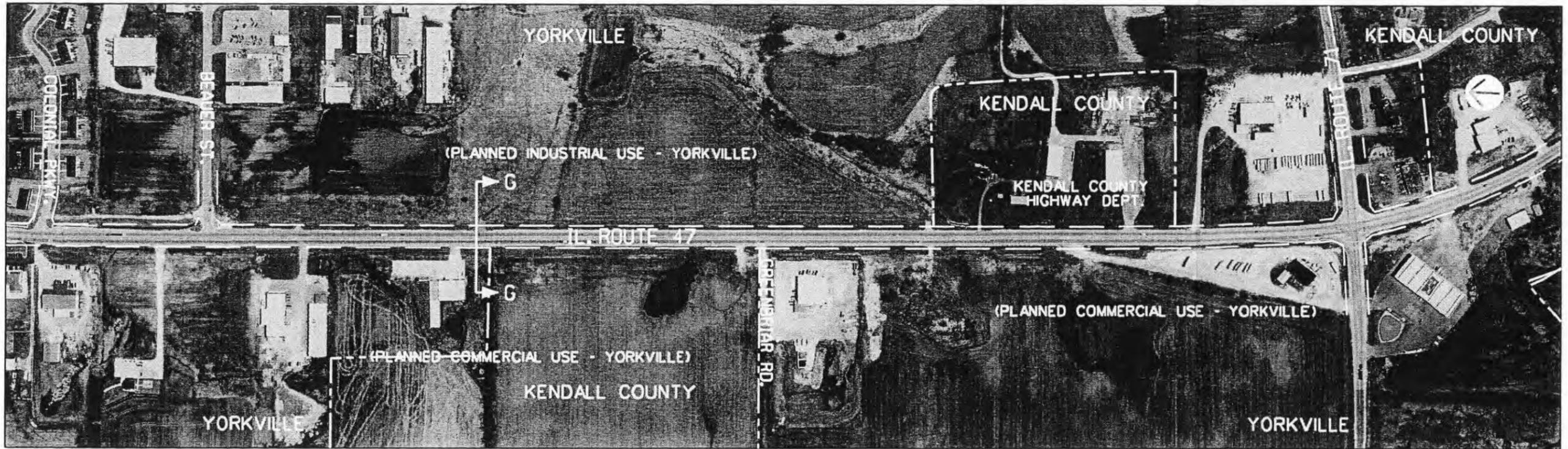
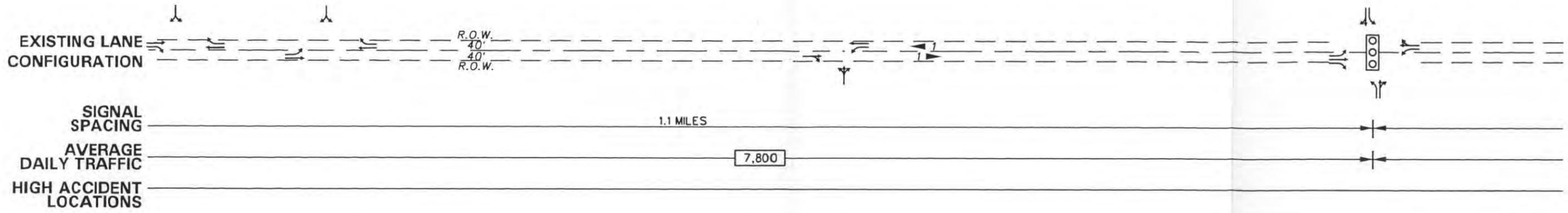
3.4.11 Ultimate (Post 2020) Improvements

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

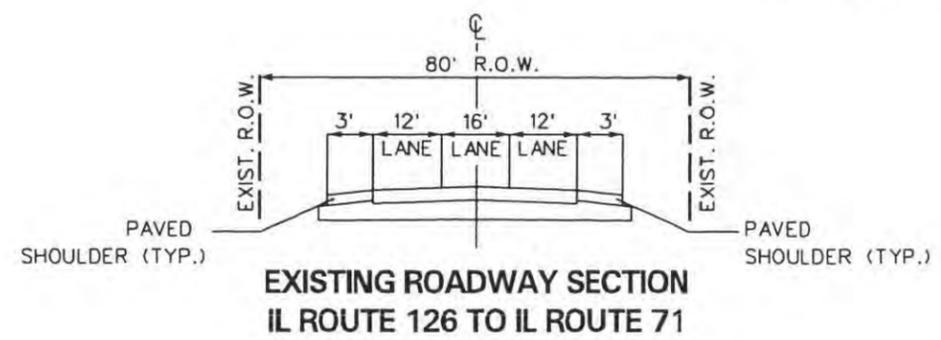
Segment 4
IL Route 47 - IL Route 126 to IL Route 71

EXISTING FACILITY CHARACTERISTICS

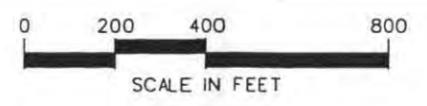
Exhibit A-08



SEGMENT 4



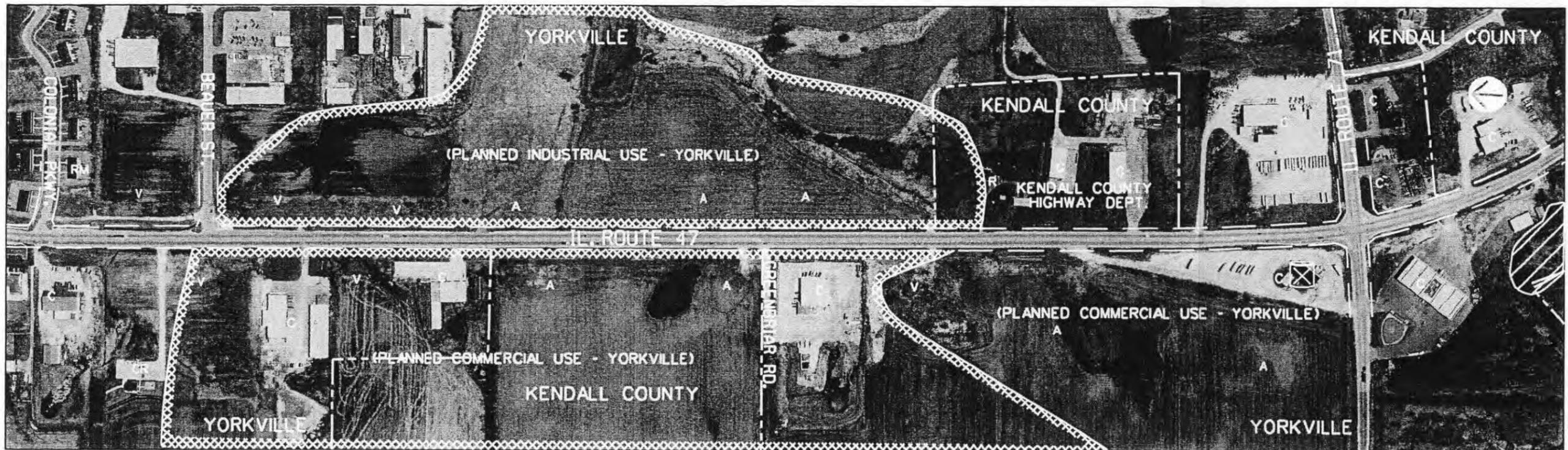
LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	← # EXISTING NUMBER OF LANES



Segment 4
IL Route 47 - IL Route 126 to IL Route 71

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-08



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

ENVIRONMENTAL FACTORS LEGEND

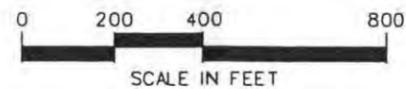
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

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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 ah Engineering, Inc. Planning Resources, Inc.

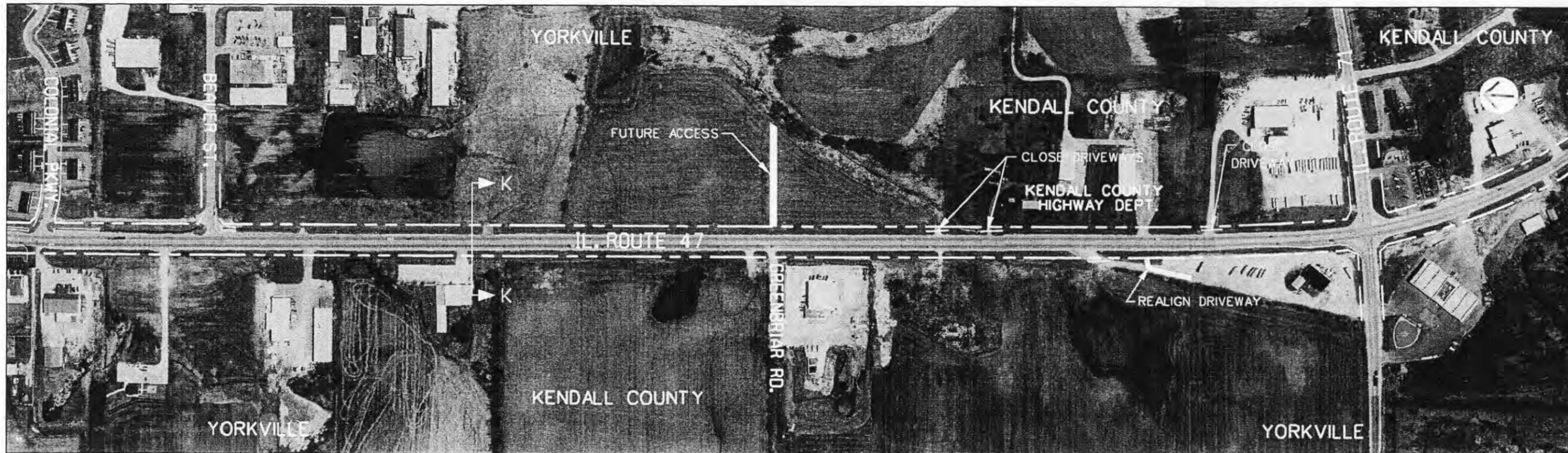
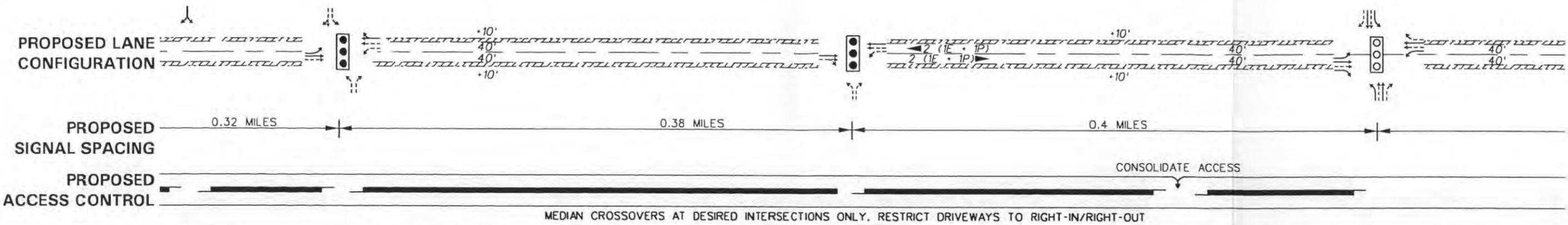


STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-08

Segment 4
IL Route 47 - IL Route 126 to IL Route 71

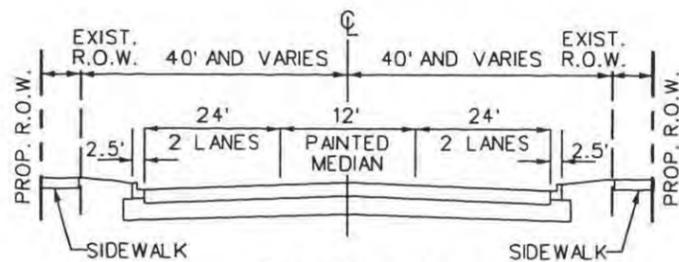
RECOMMENDED PLAN

Exhibit C-08

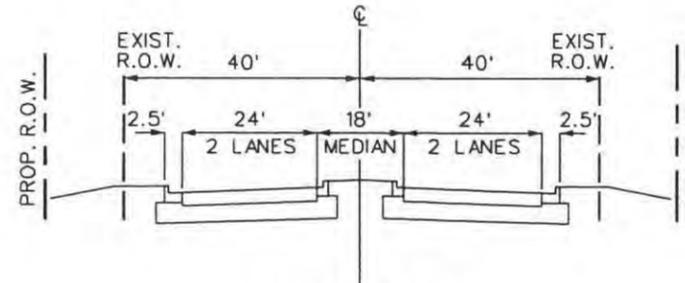


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



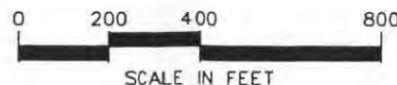
SECTION J - J
FOX ST. TO IL. RTE. 126
RECOMMENDED CROSS SECTION



SECTION K - K
IL RTE. 126 TO IL RTE. 71
RECOMMENDED CROSS SECTION

LEGEND

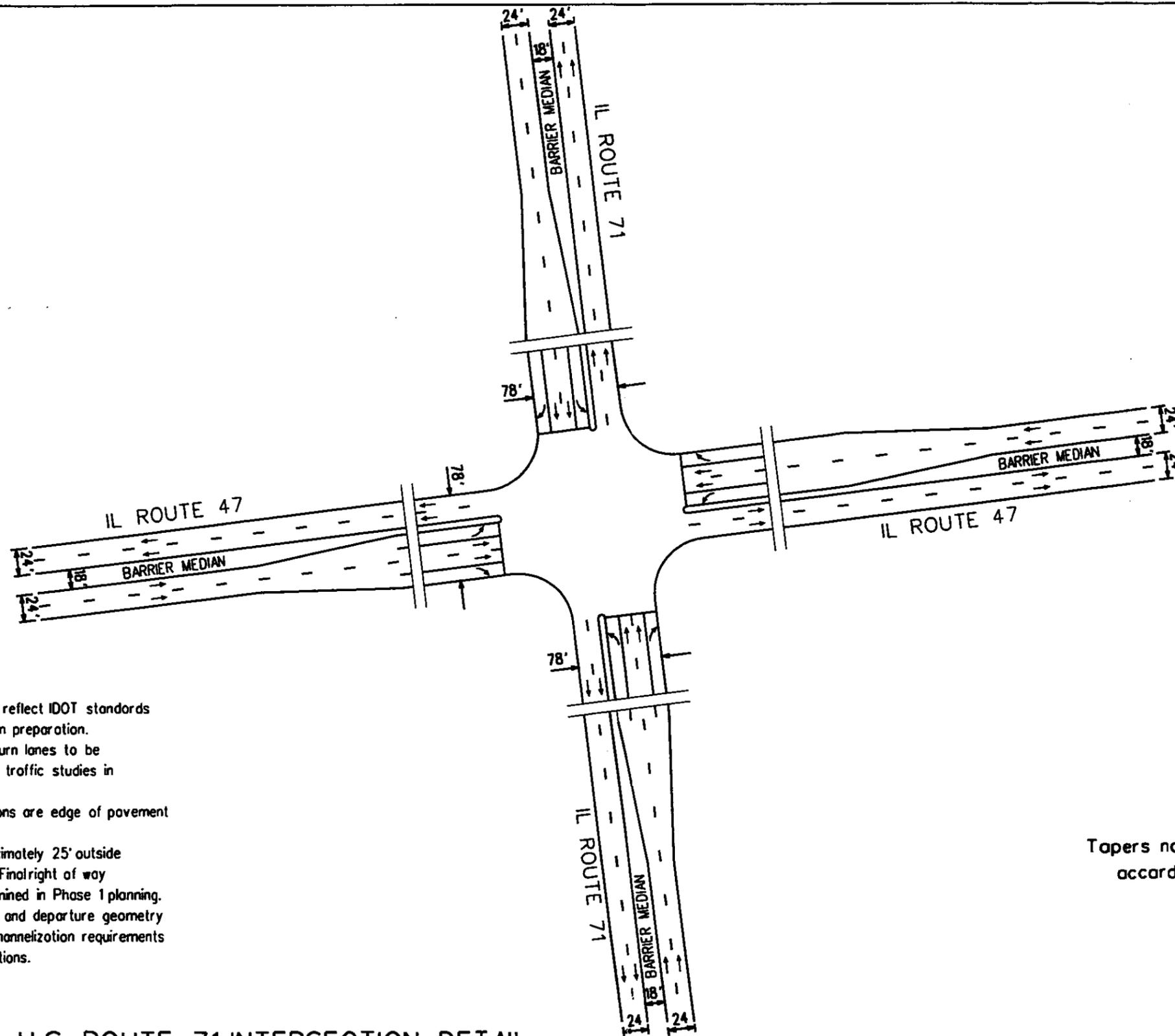
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Segment 4

INTERSECTION DETAIL
IL Route 47 and IL Route 71

Exhibit D-04



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.

IL ROUTE 47 / U.S. ROUTE 71 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 5
IL Route 47/IL Route 71/U.S. Route 34
IL Route 47 to U.S. Route 30

3.5 Segment 5: IL Route 71/U.S. Route 34 - IL Route 71 to U.S. Route 30

3.5.1 Location

Segment 5 extends along IL Route 71 from IL Route 47, eastward past the intersection of IL Route 71 with U.S. Route 34, to the intersection of U.S. Route 34 with U.S. Route 30 in the Village of Oswego. The segment begins in the City of Yorkville - up to the IL Route 126 intersection - then passes through unincorporated Kendall County lands to the IL Route 25 intersection, where the Village of Oswego begins (see Figure 3.1). The segment is approximately 11.2 miles in length.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-09 through A-21.

Right-of-Way - The existing Right-of-Way in this segment is 80 feet in width from IL Route 47 to the IL Route 71/U.S. Route 34 intersection, then widens to 100 feet in width from the IL Route 71/U.S. Route 34 intersection to U.S. Route 30.

Roadway Characteristics - From IL Route 47 to Bell Court in Oswego, IL Route 71 is 24 feet in width with one through lane in each direction and 3-foot aggregate shoulders. From Bell Court to the U.S. Route 34 intersection, IL Route 71 is 36 feet in width with one through lane in each direction, a 12-foot flush median and 2-3 foot paved shoulders. East of the IL Route 71/U.S. Route 34 intersection, the corridor provides 24 feet in width with one through lane in each direction and 3-foot aggregate shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic varies from 3,900 from IL Route 47 to IL Route 126 (where a lot of traffic is using IL Route 126) to 11,200 east of the IL Route 71/U.S. Route 34 intersection.

Accidents - There are three high accident locations in the segment: at the intersection of IL Route 71 with Plainfield Road/Washington Street; at the intersection of IL Route 71 with Chicago Avenue (U.S. Route 34) and Wolf's Crossing Road; and at the intersection of U.S. Route 34 with Douglas Road.

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

Traffic Control/Intersection Configuration - Along this segment there are five existing signalized intersections - IL Route 71/IL Route 47, Washington

Street/Plainfield Road, IL Route 71/U.S. Route 34, Boulder Hill Pass and U.S. Route 34/U.S. Route 30. Additionally there is a 4-way stop controlled intersection at IL Route 71/IL Route 126. Existing lane configurations at these intersections are shown on Exhibits A-09, A-10, A-17, A-18, A-19 and A-21.

Structures - There are three structures located in this segment as indicated in Table 3.5.1.

Table 3.5.1
Segment 5: Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance	Vertical Clearance
047-0021	IL Route 71	Morgan Creek	40	33	N/A	N/A
047-0022	U.S. Route 34	Waubonsee Creek	30	96.9	N/A	N/A
047-0023	U.S. Route 34	Waubonsee Creek	30	88.2	N/A	N/A

Transit - At the present time, there is no mass transit service provided in Segment 5.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 5 of IL Route 71/U.S. Route 34 are shown on Exhibits B-09 through B-21.

Lakes/Streams/Wetlands/Floodplains. The SRA crosses Morgan Creek and its associated floodplain south of Winding Creek Road. IL Route 71 crosses Waubonsee Creek and its associated floodplain and wetlands at two locations between Wolfs Crossing Road and Pearces Ford Road.

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

Hazardous Waste/LUST Sites. There is one leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 5. This site is located at the southeast corner of IL Route 71 and Wolfs Crossing Road.

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

Prime Farmland. Prime farmland abuts a majority of IL Route 71, between IL Route 126 and IL Route 25, and also between Waubensee Creek and U.S. Route 30.

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-09 through B-21.

Type and Intensity of Development. A variety of land uses occur along Segment 5 of IL Route 71 (see Exhibits B-09 through B-21). A mixture of single-family residential, commercial and agricultural uses are located along the SRA between IL Route 47 and IL Route 126. Between IL Route 126 and IL Route 25, the predominant land use is agriculture with a scattering of single-family residential developments. Between IL Route 25 and Pearces Ford Road is a mixture of single-family residential, commercial retail, institutional and office uses. Between Pearces Ford Road and the U.S. Route 30 bypass is a mixture of single-family residential, office and agricultural uses. A cluster of commercial uses is located near the intersection of the SRA and U.S. Route 30. Institutional uses in this segment include: Traugher Junior High School, north of Washington Street; and Oswego High School, East View Elementary School and Oswego Township offices, all located between Franklin Street and Chicago Road (U.S. Route 34). The Fox Bend Golf Course is located on the east side of the SRA, north of Wolfs Crossing Road.

Planned Development. Existing agricultural and vacant land within this segment has been planned for a variety of land uses. Industrial uses are planned near the intersection of IL Route 47 and IL Route 71 by the City of Yorkville. Land at the intersection of IL Route 126 and IL Route 71 has been planned for commercial use by Yorkville. The remainder of the undeveloped land between IL Route 47 and Van Emmon Road has been planned as residential by the City of Yorkville. Between Van Emmon Road and U.S. Route 30 the majority of existing agricultural and vacant land has been planned for residential use by the Village of Oswego. Land near the intersection of the SRA and U.S. Route 30 has been planned for a mixture of commercial and multi-family residential uses by the Village of Oswego.

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-09 through C-21.

Roadway - The recommended roadway cross section through most of Segment 5 includes two 12-foot through lanes in each direction with an 18-foot barrier median and B-6.24 curb & gutter in a 100-foot Right-of-Way. The 18-foot median allows for the development of single left turn lanes as required at proposed cross streets. Along the U.S. Route 34 portion of Segment 5, the median will be converted to a 14-foot painted median to allow full access to the many commercial and residential properties located in and around Oswego.

From IL Route 47 east to U.S. Route 34 the recommended cross section requires no additional Right-of-Way acquisition, as shown on Exhibits C-09 through C-17.

On the U.S. Route 34 section from IL Route 71 east to the Fox Bend golf course the recommended cross section (Section M-M) requires 20 feet of Right-of-Way acquisition. As shown on Exhibits C-18 and C-19, 10 feet of additional Right-of-Way are recommended from both sides of U.S. Route 34.

From the Fox Bend golf course east to the corridor terminus at U.S. Route 30, the recommended cross section (Section N-N) also requires 20 feet of Right-of-Way acquisition. As shown on Exhibits C-19 through C-21, the additional 20 feet of Right-of-Way acquisition is recommended on the south side of U.S. Route 34, minimizing the land use impacts on the more developed north side.

Traffic Control/Intersection Configuration - It is proposed to maintain the five existing traffic signals. Additionally it is proposed to install signals in a number of locations in Segment 5 - at Candleberry Lane, County Hills Drive, IL Route 126, Hilltop Drive, Van Emmon Road/Country Lane, Oak Creek Drive, Minkler Road, IL Route 25, Forest Avenue, Chesterfield Drive, Pearces Ford Road, Heritage Drive and Kendall Point Drive. Proposed lane configurations for these potential signalized intersections are shown on Exhibits C-09 through C-21. Future signals should be installed on the route only at the recommended locations and only when signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.)

Access Management - With a barrier median recommended for the western portion of Segment 5, there are several locations where access consolidation is recommended. East of Hilltop Drive, residential and farm driveways (in two locations) should be aligned to create 4-way intersections with median crossovers. West of Van Emmon Road, access drives on the north side should be consolidated. Access consolidation is also recommended in the vicinity of Riveroaks Drive. Opposite Oak Creek Drive consolidate access drives to create a 4-way intersection. West of Buell Street consolidate farm accesses by closing one access drive.

In the Village of Oswego, access drives to the commercial properties west of the IL Route 71/U.S. Route 34 intersection will be consolidated. To the east, the Pfund Street intersection with U.S. Route 34 should be realigned approximately 300 feet east of the present location. The south leg of Douglas Road should also be realigned to intersect with U.S. Route 34 opposite Douglas Road north, creating a new 4-way intersection. The remaining Old Douglas Road to the north and existing Douglas Road to the south will become cul-de-sacs.

Structures - The two existing structures in this segment will require modification as shown in Table 3.5.2

Transit - There are no transit improvements recommended for Segment 5.

Table 3.5.2
Segment 5: Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
047-0021	IL Route 71	Morgan Creek	40	Replace with a new structure to accommodate 4 through lanes.
047-0022*	U.S. Route 34	Waubonsee Creek	30	Replace with a new structure to accommodate 4 through lanes.
047-0023*	U.S. Route 34	Waubonsee Creek	30	Replace with a new structure to accommodate 4 through lanes.

*IDOT is currently designing five-lane structures at the Waubonsee Creek bridge crossings.

3.5.6 Right-of-Way Requirements

In order to provide the desirable 100-foot Right-of-Way width, 20 feet of Right-of-Way acquisition is required from the IL Route 71/U.S. Route 34 intersection to U.S. Route 30. From the IL Route 71/U.S. Route 34 intersection to Fox Bend golf course, where there are land use constraints on both sides of U.S. Route 34, a 10 foot take on both sides of U.S. 34 is recommended. East of the Fox Bend golf course, all required additional Right-of-Way should be taken from the south side of U.S. Route 34, which is currently undeveloped agricultural land.

3.5.7 Environmental Considerations

South of Franklin Street, there are no anticipated impacts to environmental resources within Segment 5 since no additional Right-of-Way will be required. Ten feet of Right-of-Way acquisition on both sides of U.S. Route 34 may impact the floodplain and wetlands associated with the southern crossing of Waubonsee Creek. Twenty feet of Right-of-Way acquisition on the east side of U.S. Route 34 between Pearces Ford Road and U.S. Route 30 will result in the loss of prime agricultural land. The LUST site located at the southeast corner of IL Route 71 and Wolfs Crossing Road would not be impacted by SRA improvements.

3.5.8 Land Use Considerations

Recommended roadway improvements within Segment 5 would require 10 feet of Right-of-Way acquisition along both the east and west side of the SRA, north of Wolfs Crossing Road. This acquisition will reduce the rear yards of single-family and multi-family residences between the two crossings of Waubonsee Creek. The east side of this same section will require ten additional feet of Right-of-Way from the Fox Bend Golf Course. This will result in the loss of golf course parking and street trees. Twenty feet of Right-of-Way acquisition on the west side of U.S. Route 34, between Pearces Ford Road and Douglas Road, will reduce the rear yards of adjacent single-family homes. Twenty feet of additional Right-of-Way on the east side of the SRA, between Douglas Road and U.S. Route 30, will reduce the front yards of several single-family homes fronting on the SRA. Future access and setbacks along Segment 5 should be coordinated with SRA improvements. Pedestrian activated signals should be provided as part of SRA improvements for the three schools located between Washington Street and Wolfs Crossing Road.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.3.

3.5.10 Short Term/Low Cost Improvements

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

3.5.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended

for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

3.5.12 Crossing SRA Routes

U.S. Route 30/U.S. Route 34/75th Street is an east-west SRA corridor extending along U.S. Route 30 from IL Route 47 east to its intersection with U.S. Route 34 in the Village of Oswego. This point is the eastern terminus of the IL Route 47/IL Route 71/U.S. Route 34 SRA corridor being studied presently.

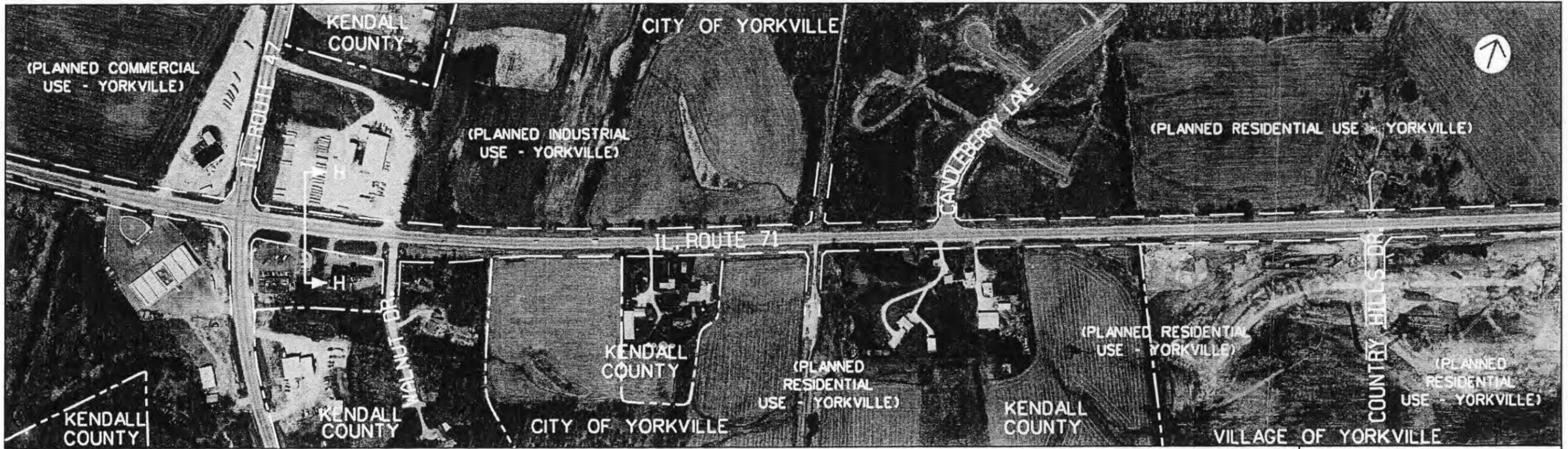
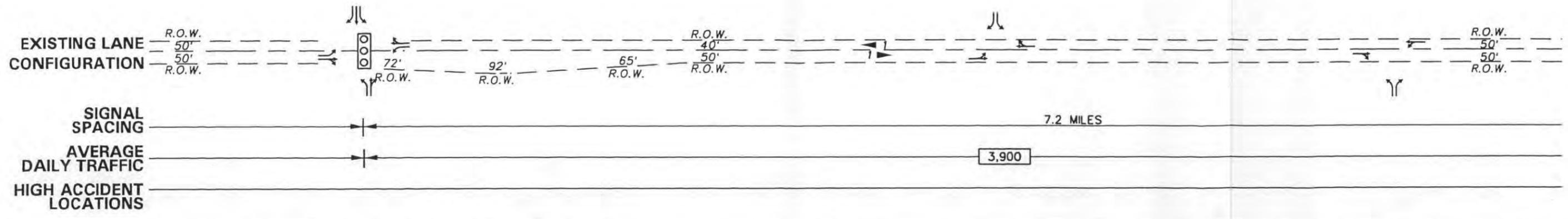
**Table 3.5.3
Construction Cost Estimate
Segment 5 - IL Route 47 to U.S. Route 30**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$32,688,000
Intersection Improvements	\$11,250,000
Signal Modifications	\$1,500,000
Structure Modifications	\$4,000,000
Right-of-Way Acquisition	\$1,009,720
Total - Recommended Improvements	\$50,447,720

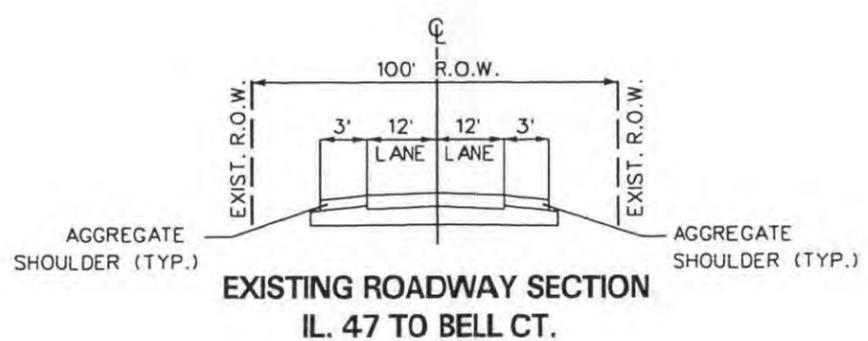
Segment 5
IL Route 71/U.S. Route 34 - IL Route 47 to U.S. Route 30

EXISTING FACILITY CHARACTERISTICS

Exhibits A-09 through A-21

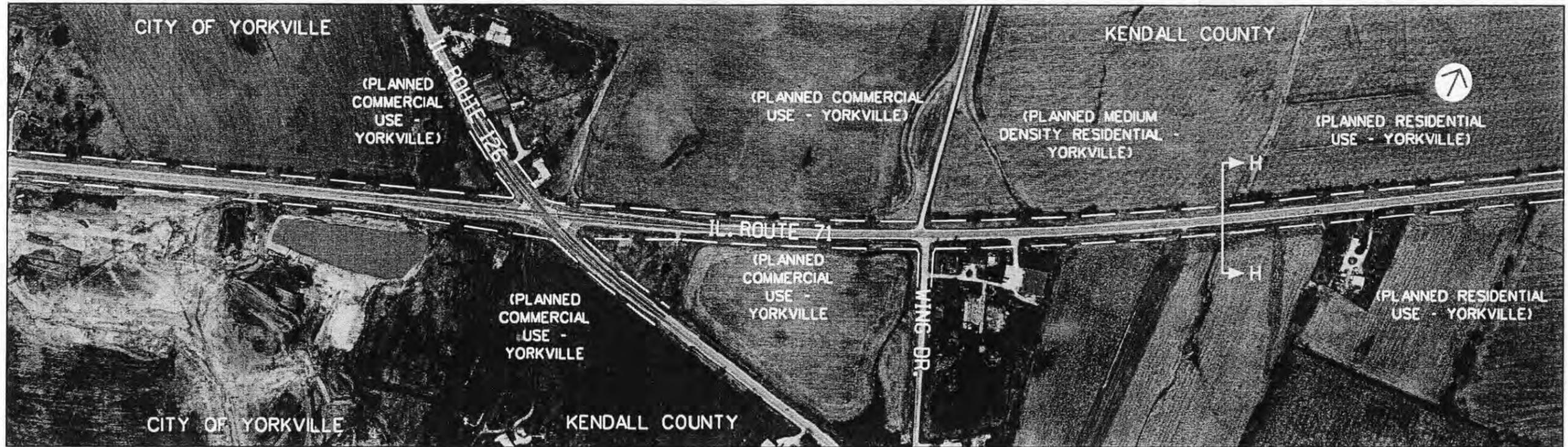
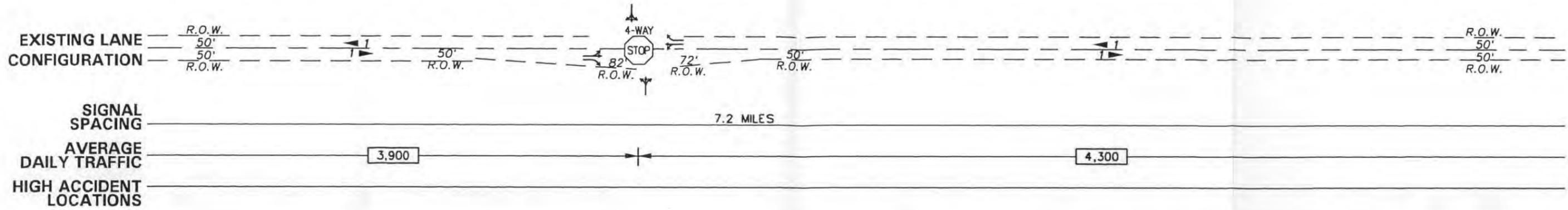


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 SEGMENT 4 | SEGMENT 5



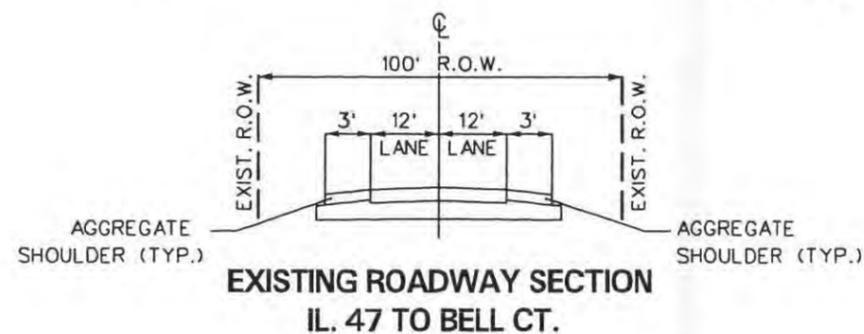
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- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



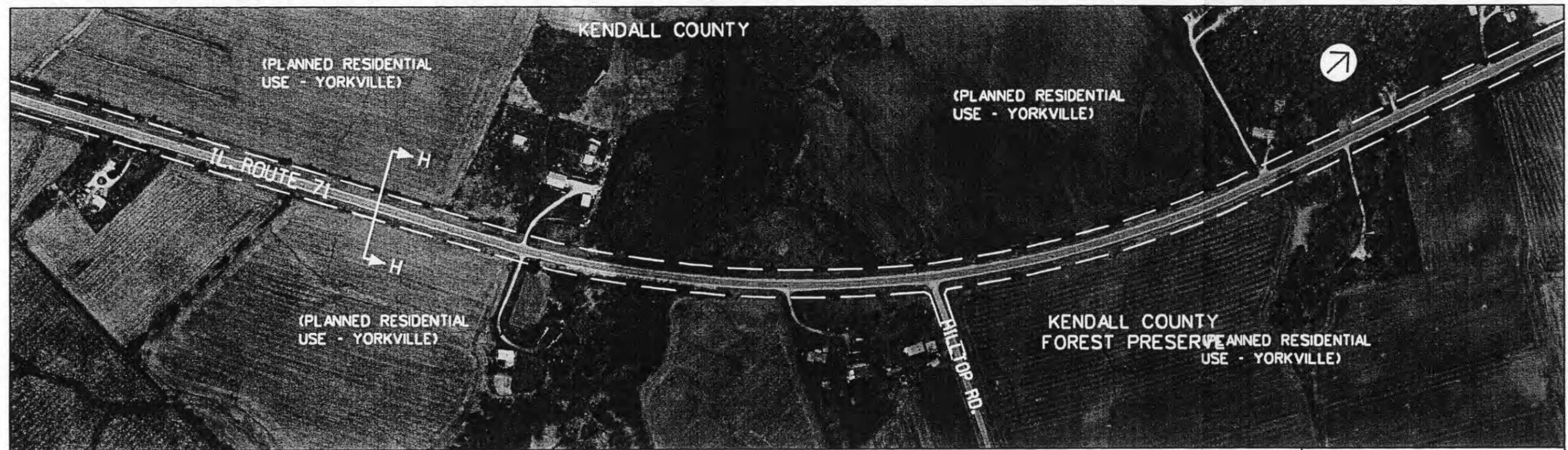
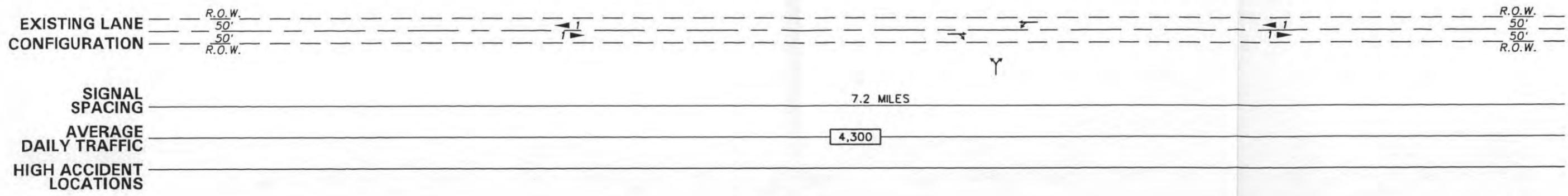
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SEGMENT 5



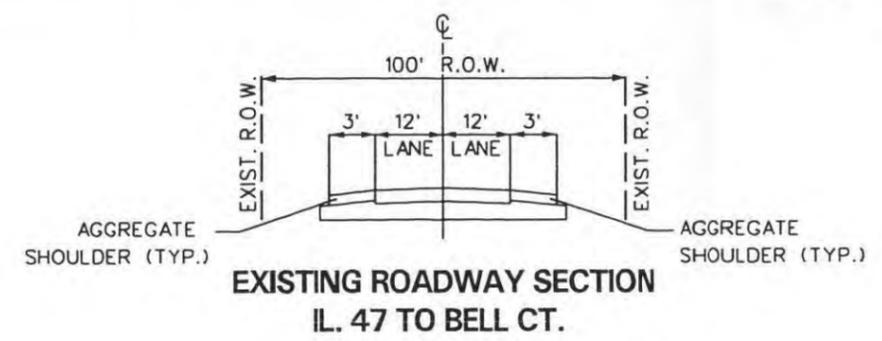
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- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

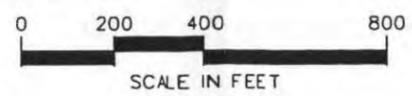


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	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES

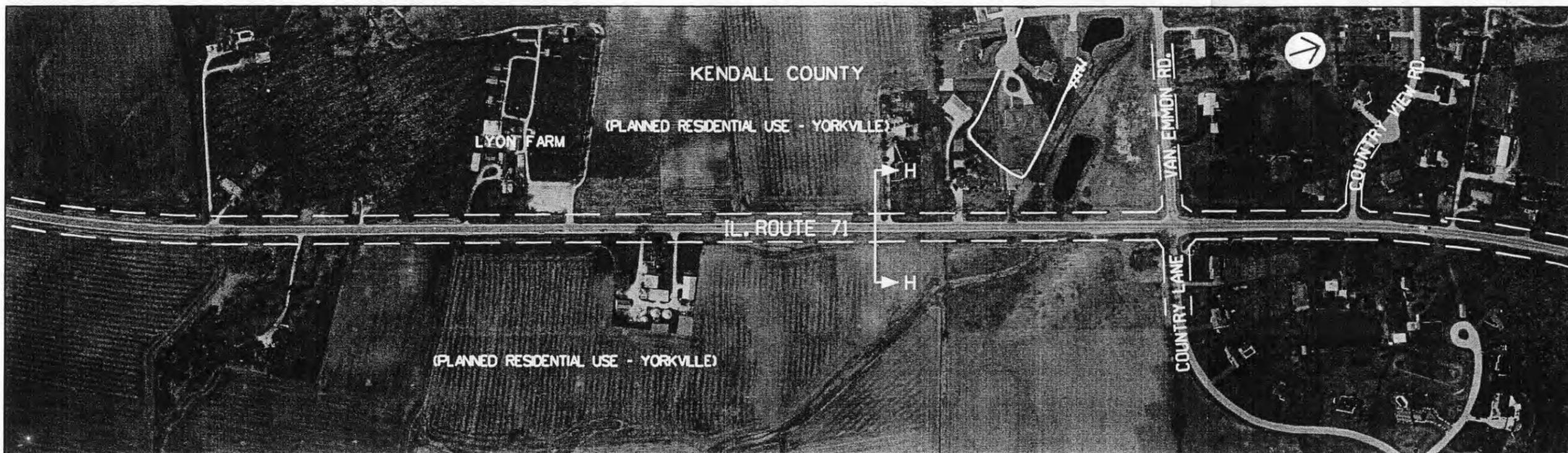
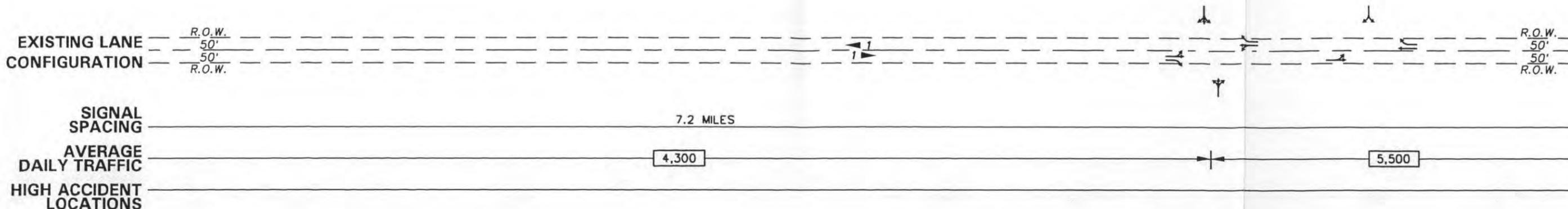
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
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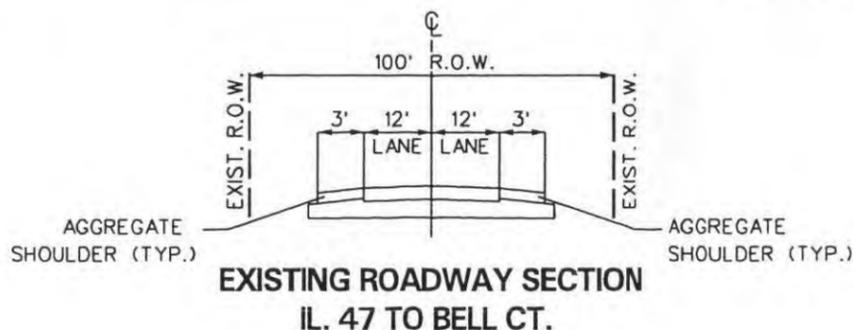


IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-11

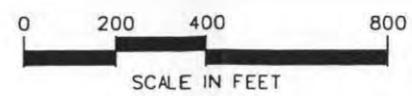


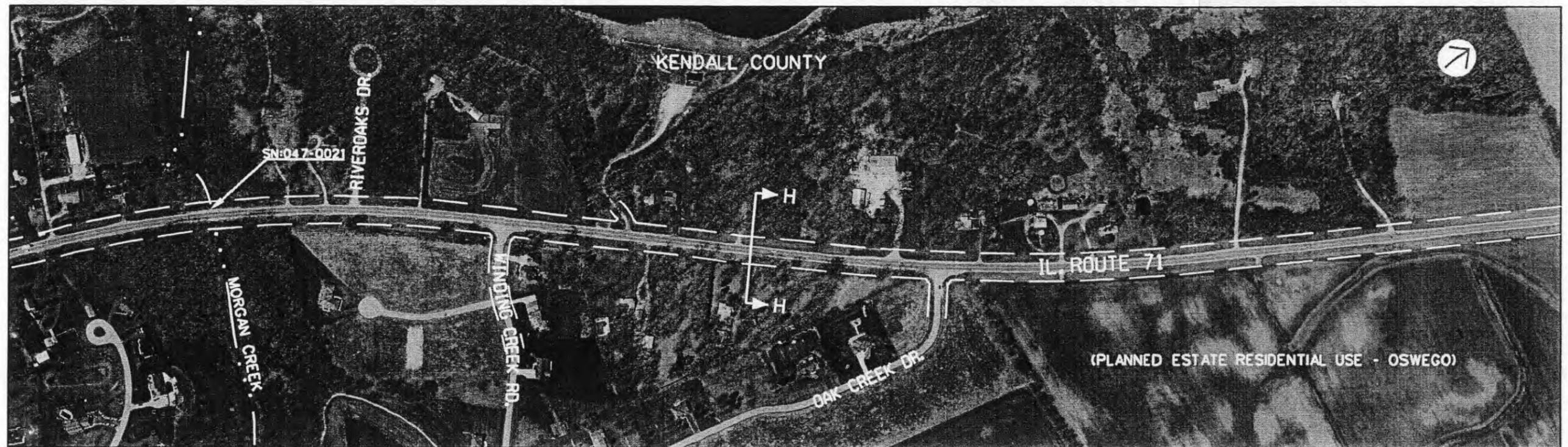
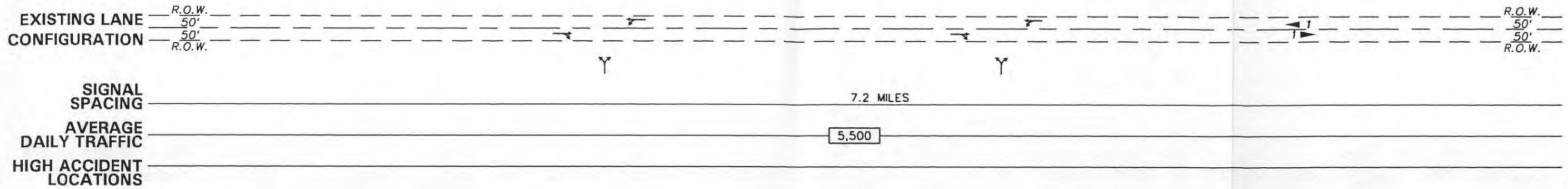
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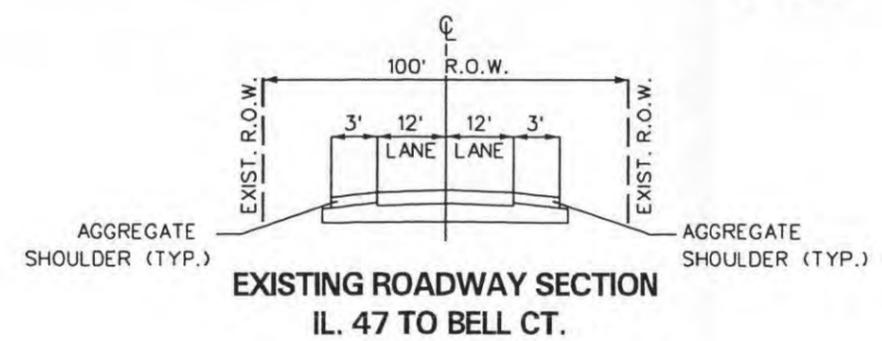
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	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES





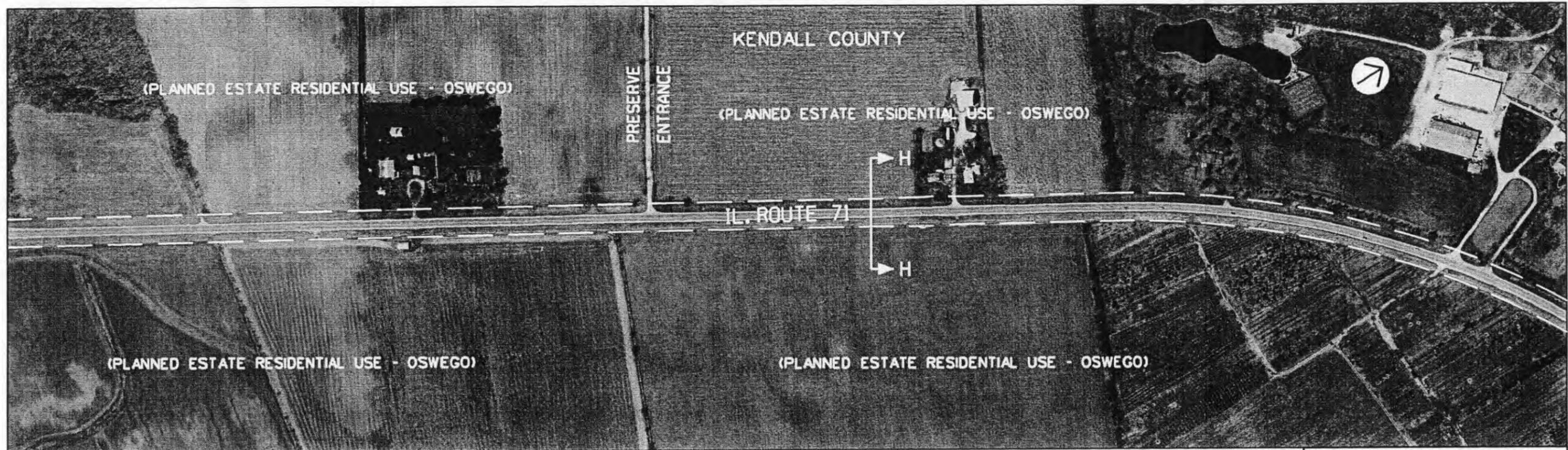
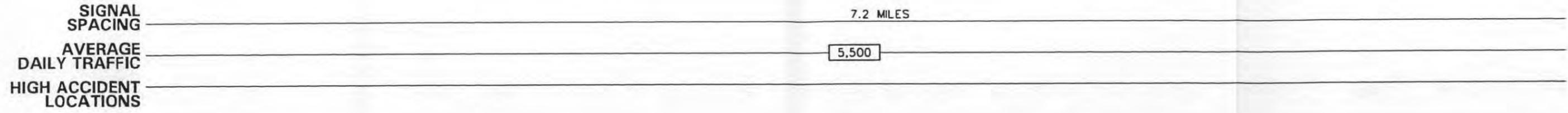
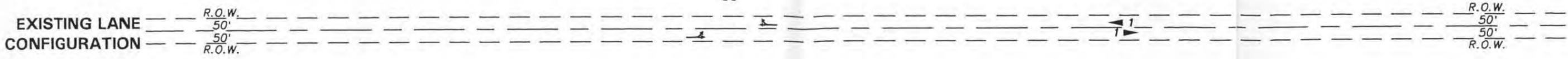
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



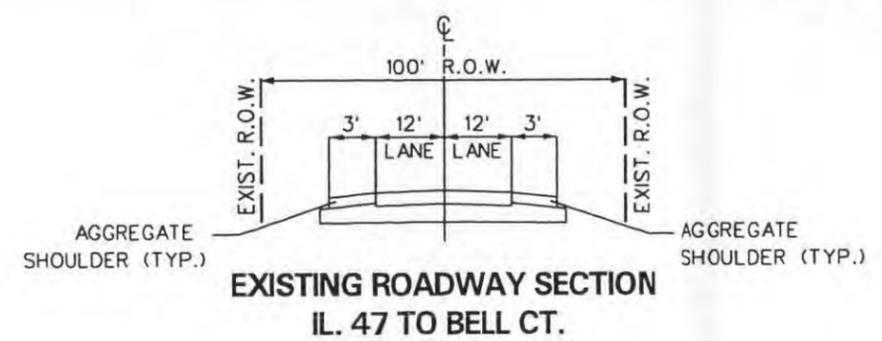
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



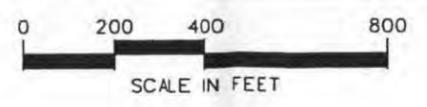


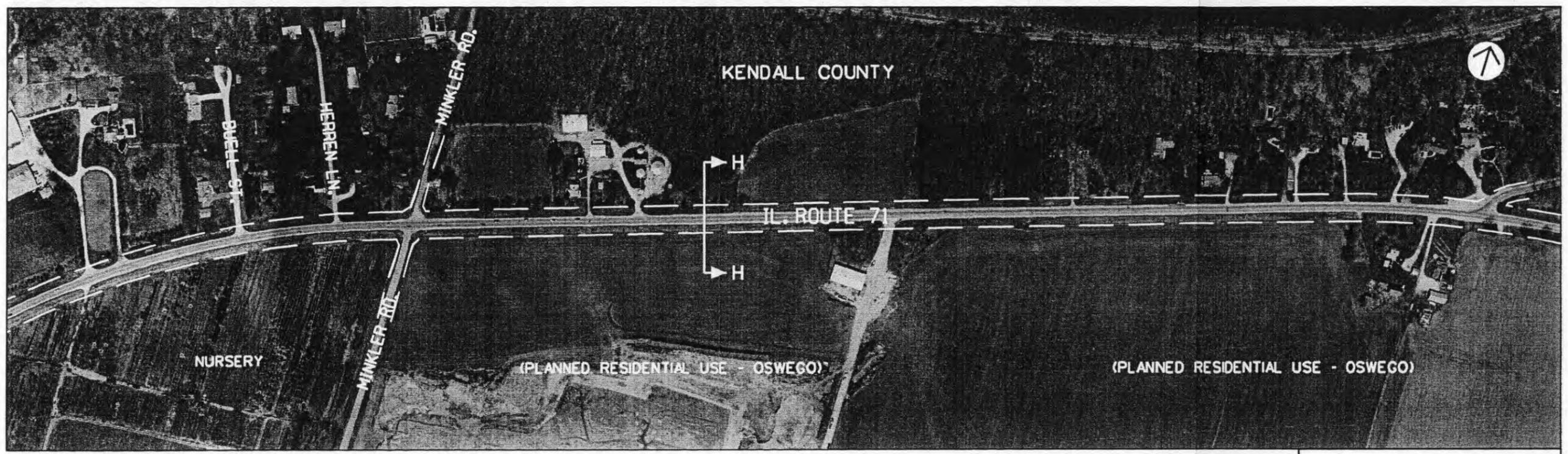
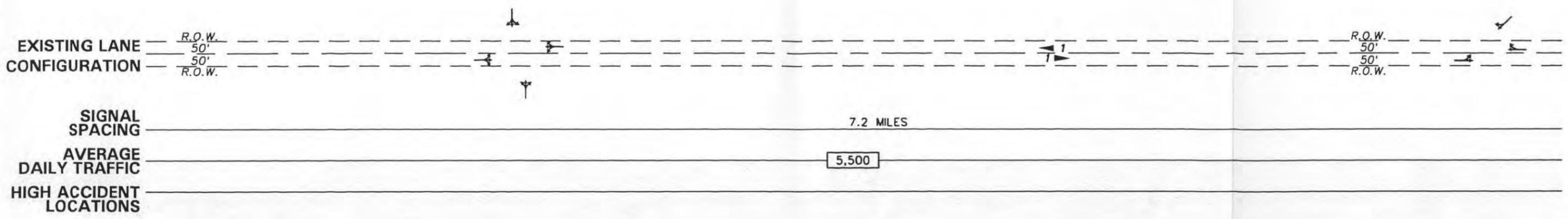
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



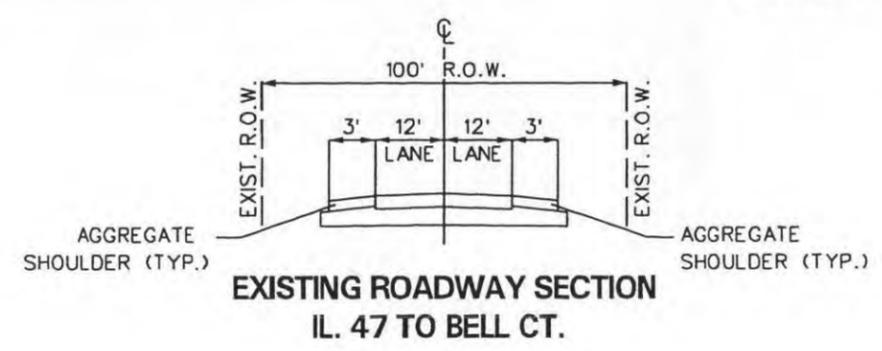
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



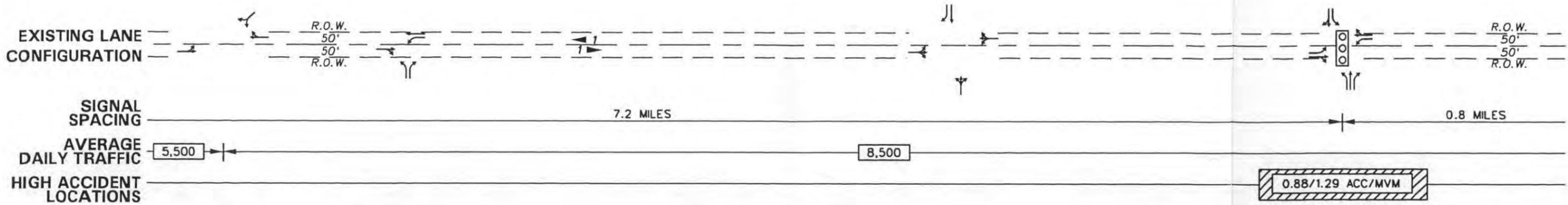


DATE OF PHOTOGRAPHY: APRIL 14, 1995

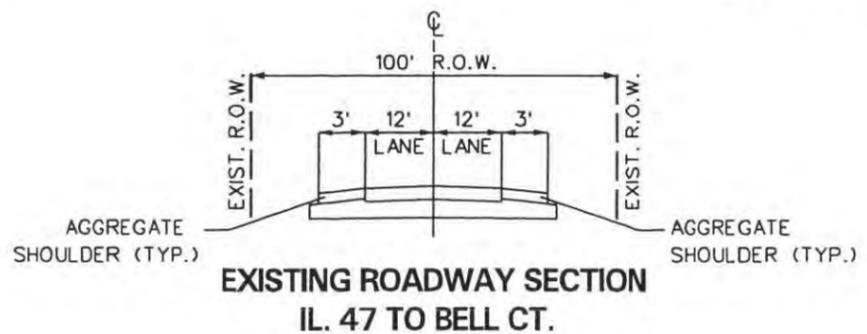
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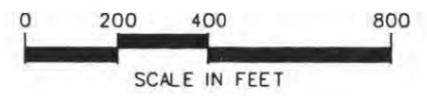
LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES

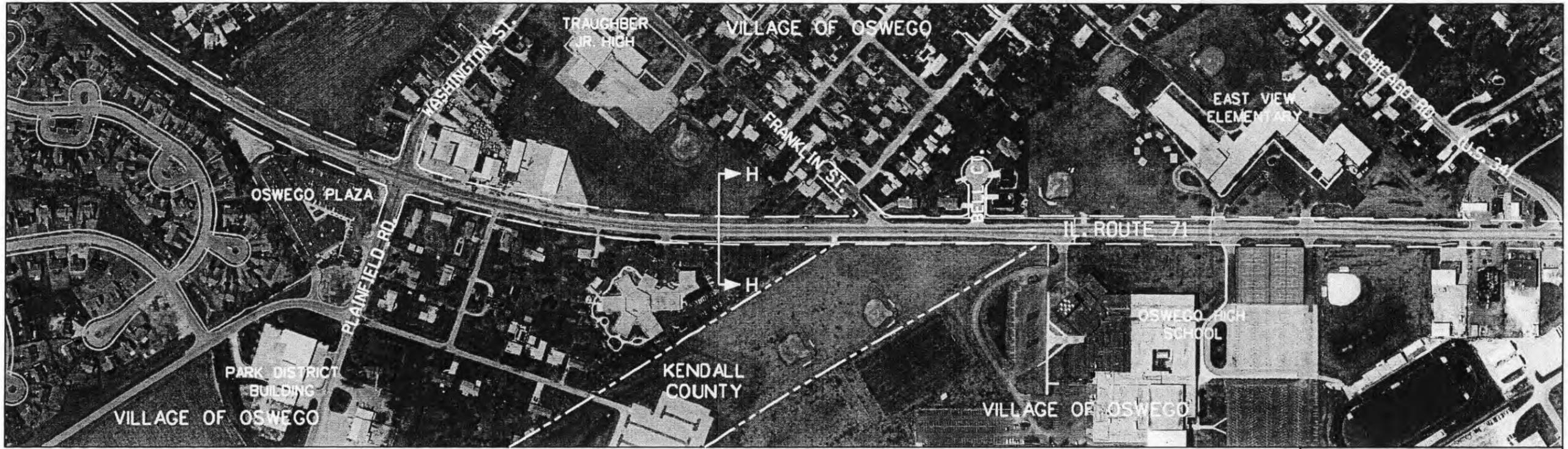
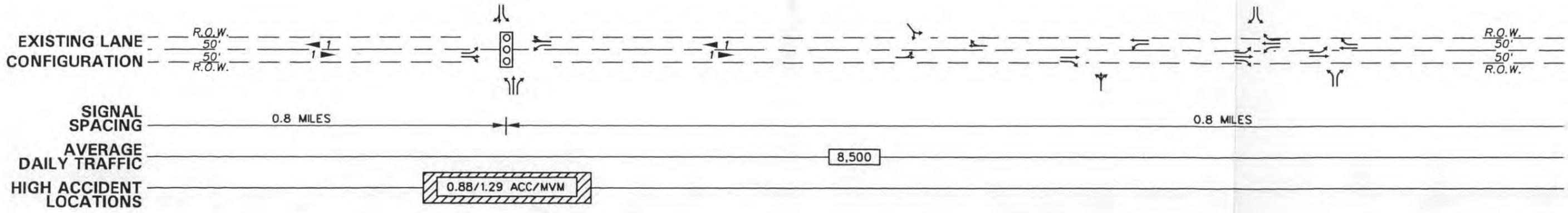


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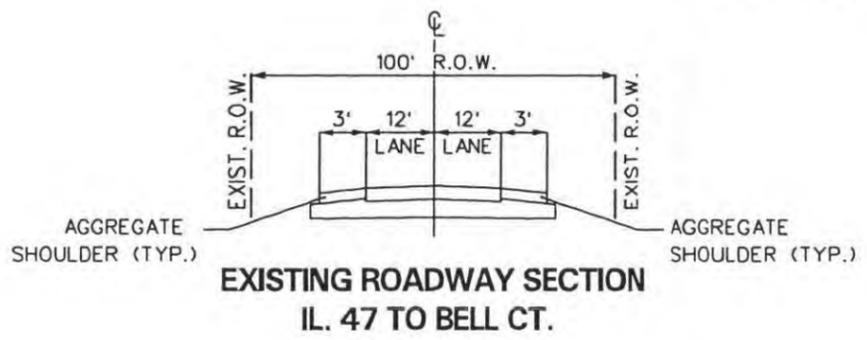
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



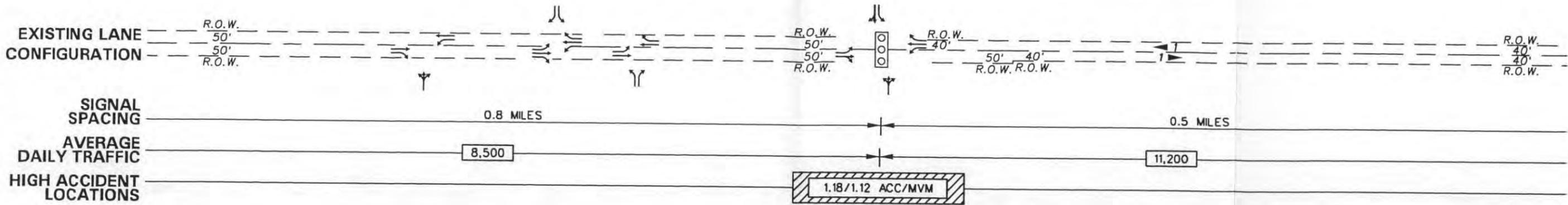


DATE OF PHOTOGRAPHY: APRIL 14, 1995

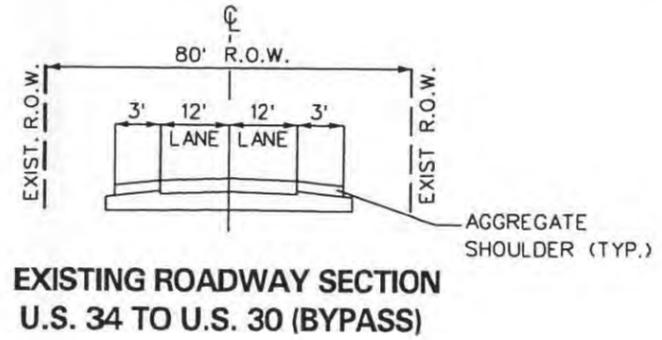
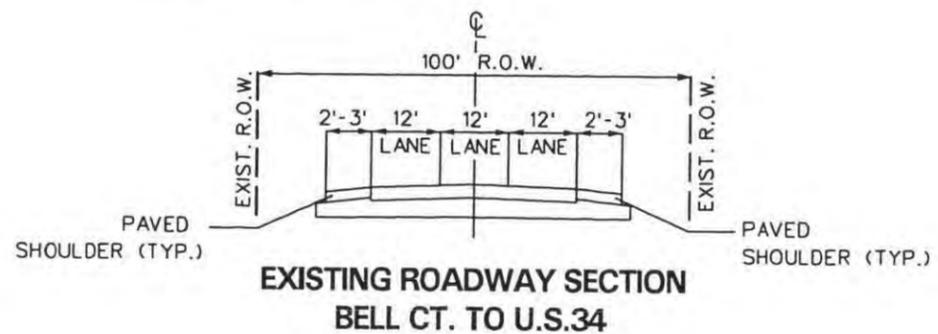
SEGMENT 5



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

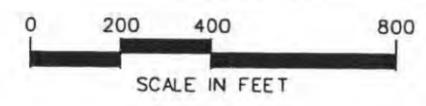


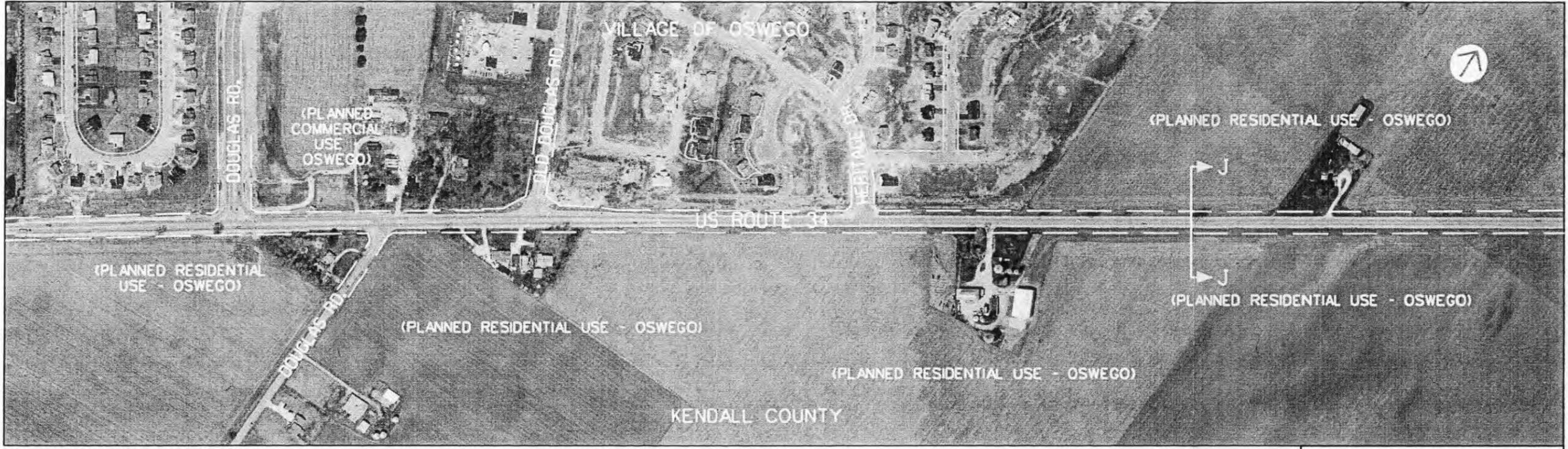
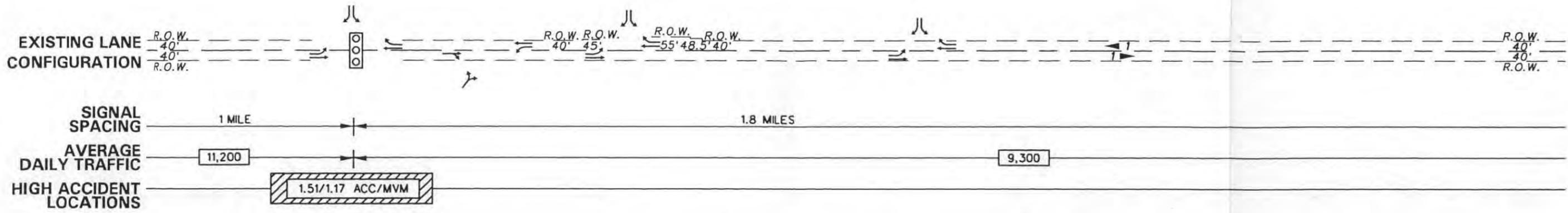
SEGMENT 5



LEGEND

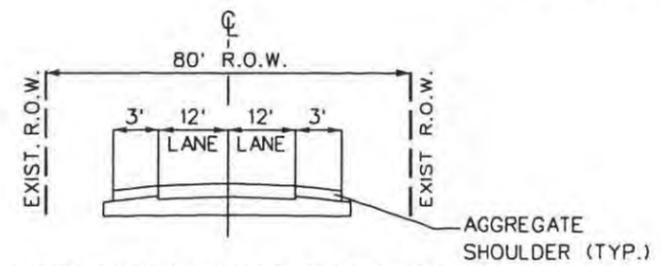
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES





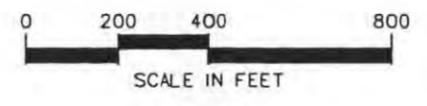
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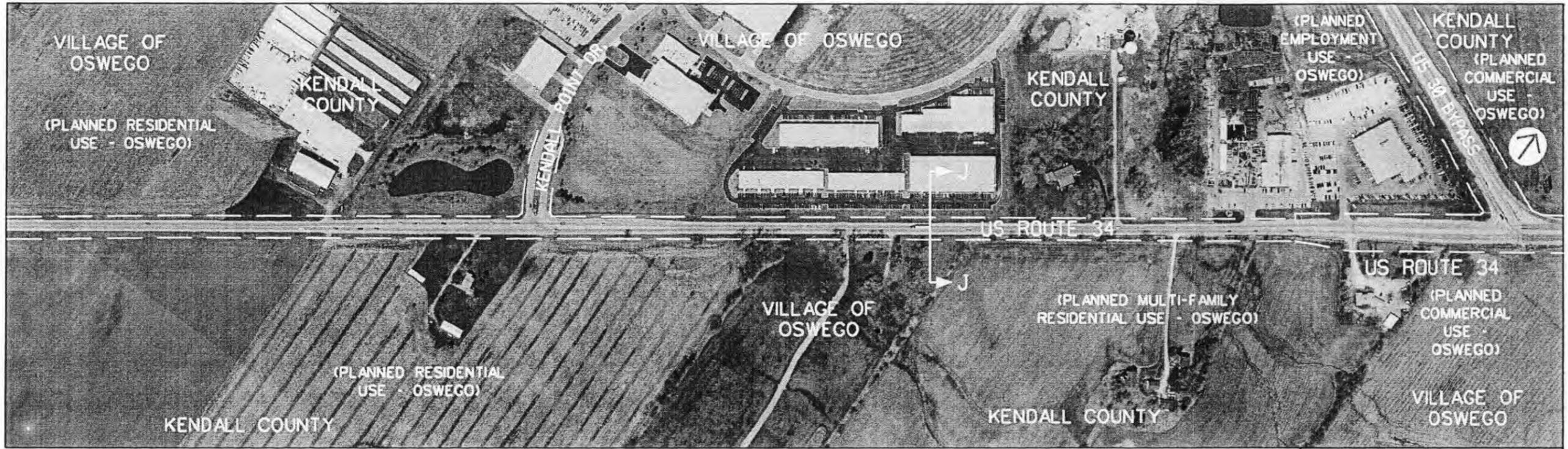
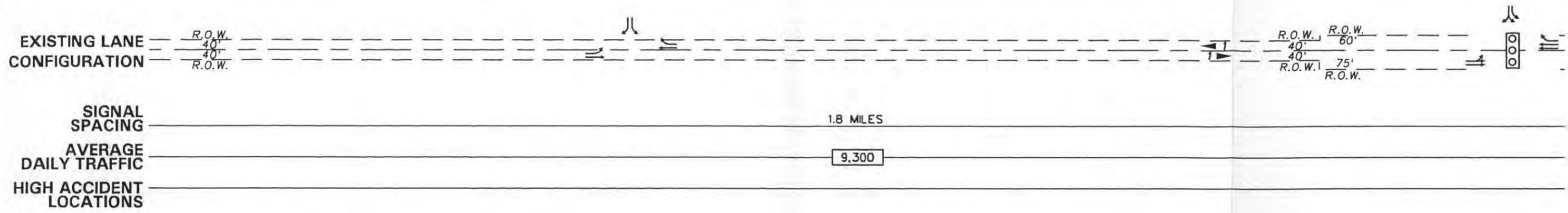
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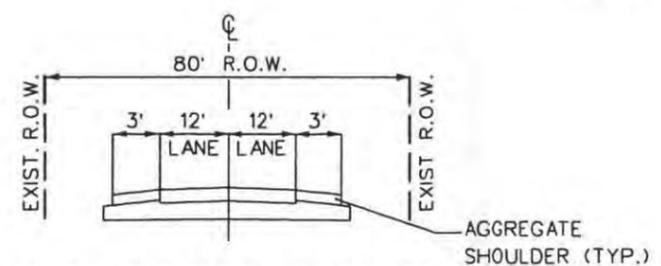
EXISTING ROADWAY SECTION
U.S. 34 TO U.S. 30 (BYPASS)

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



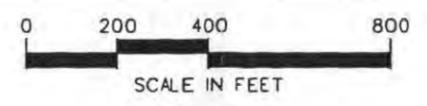


SEGMENT 5



EXISTING ROADWAY SECTION
U.S. 34 TO U.S. 30 (BYPASS)

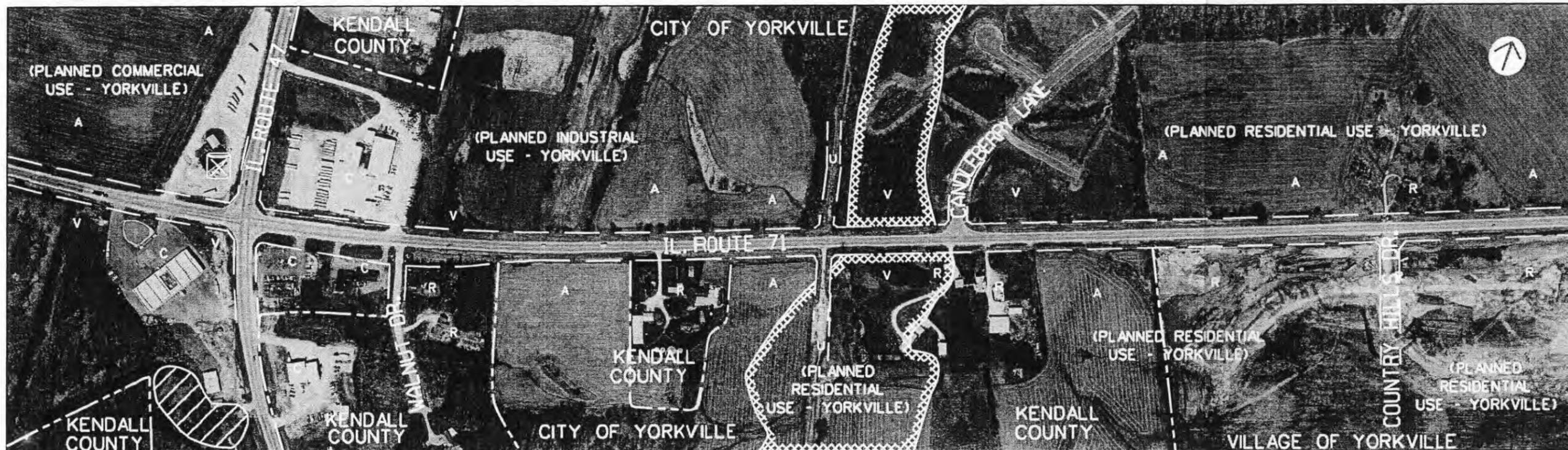
LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



Segment 5
IL Route 71/U.S. Route 34 - IL Route 47 to U.S. Route 30

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-09 through B-21



DATE OF PHOTOGRAPHY: APRIL 14, 1995
 SEGMENT 4 | SEGMENT 5

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

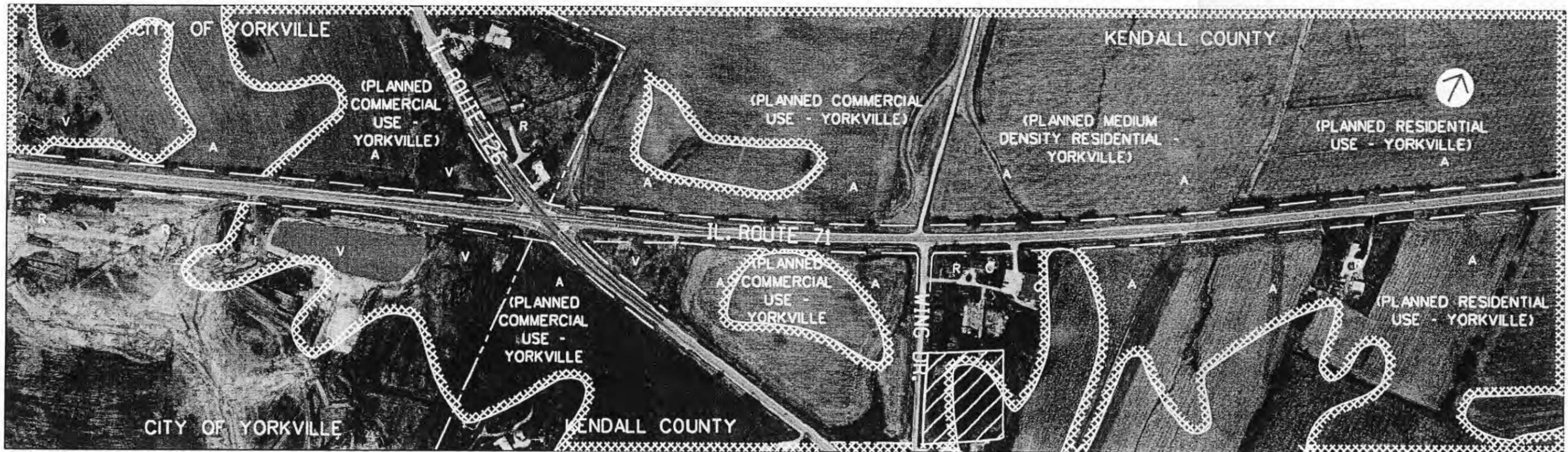
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-09



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

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

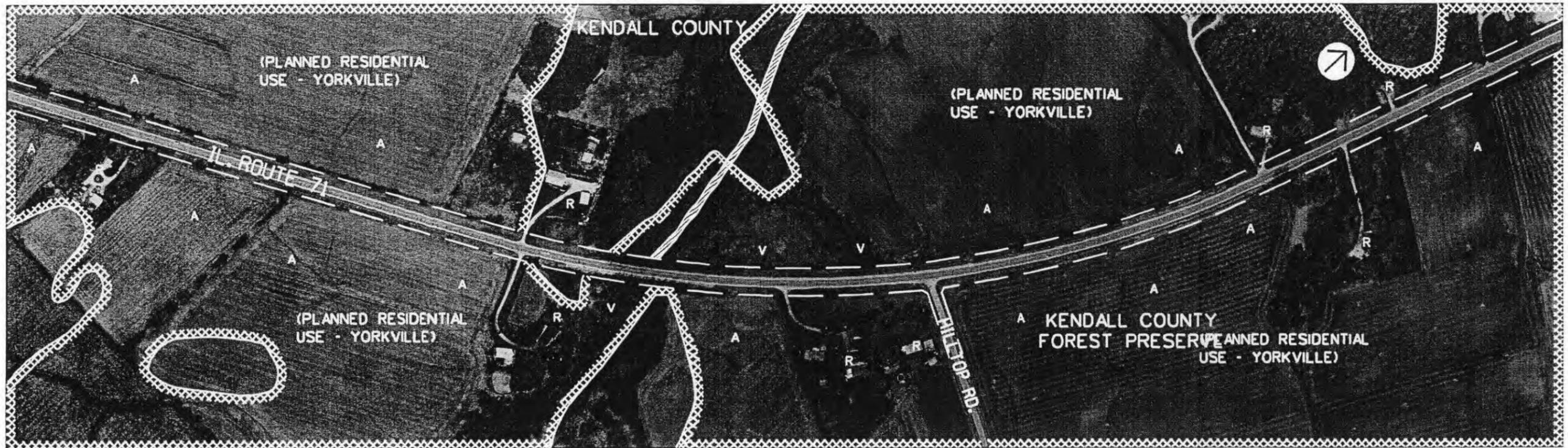
- R SINGLE FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (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.

 Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

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

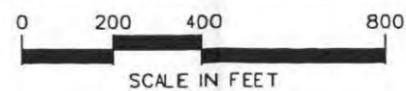
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

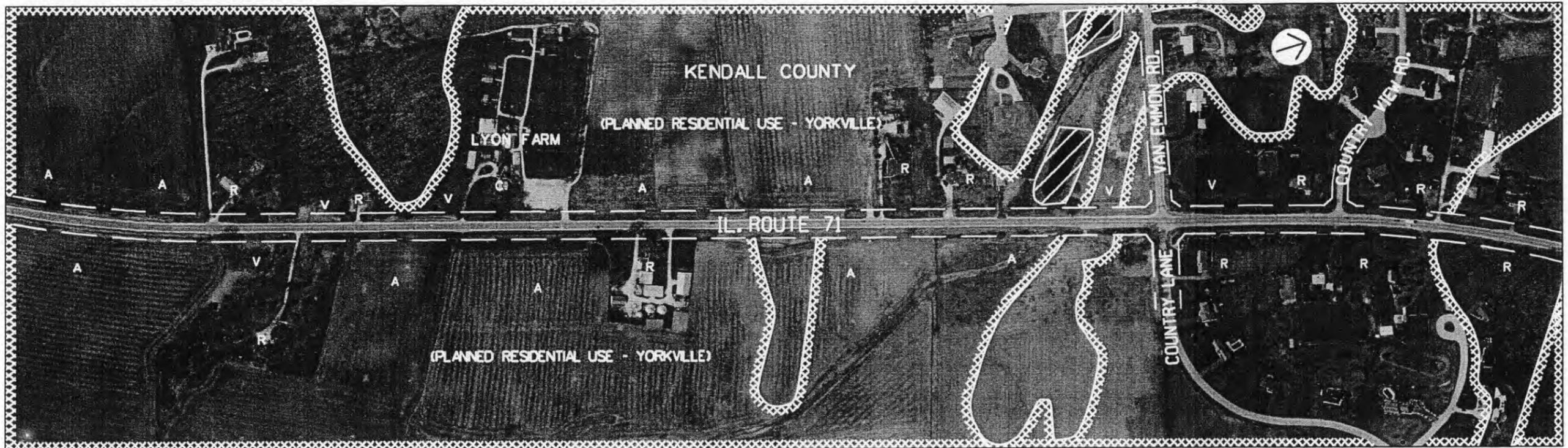
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
ENVIRONMENTAL CONDITIONS
EXHIBIT B-11

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Shah Engineering, Inc. Planning Resources, Inc.





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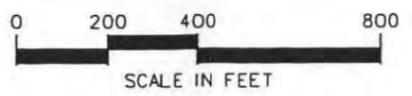
ENVIRONMENTAL FACTORS LEGEND

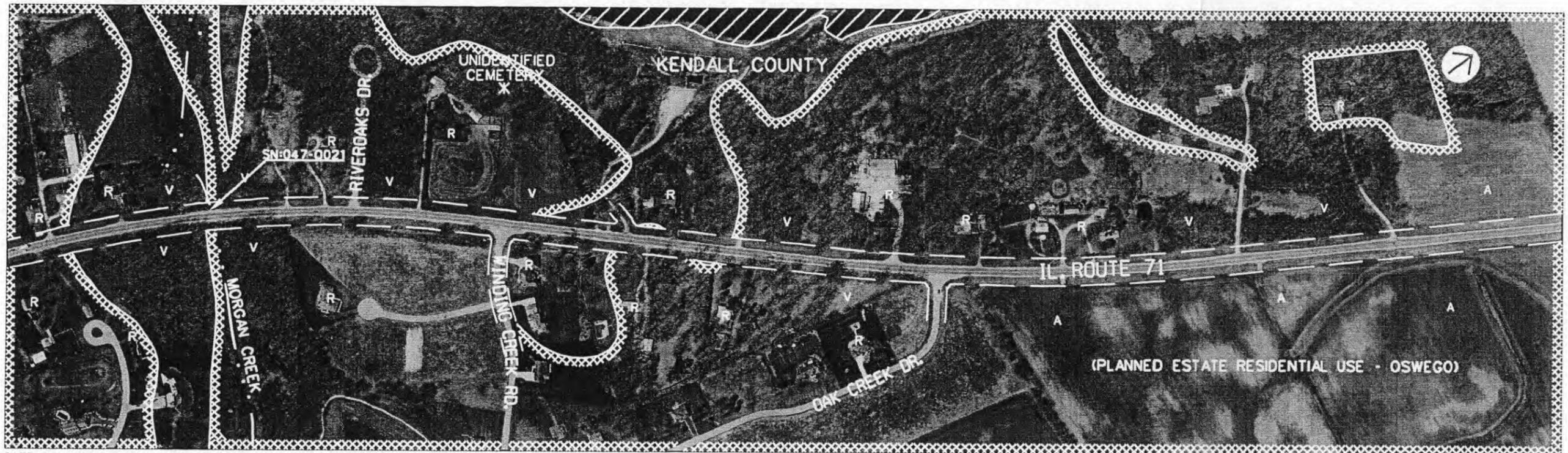
- (C1) HAZARDOUS WASTE SITE
- ☒ LEAKING UNDERGROUND STORAGE TANK
- (H1) HISTORIC BUILDING/DISTRICT
- //// WETLAND
- (E) THREATENED AND ENDANGERED SPECIES HABITAT
- ▨ PRIME AGRICULTURAL LAND
- ~ FLOODPLAIN/FLOODWAY

SEGMENT 5

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.





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

ENVIRONMENTAL FACTORS LEGEND

- (G1) HAZARDOUS WASTE SITE
- ☒ LEAKING UNDERGROUND STORAGE TANK
- (H1) HISTORIC BUILDING/DISTRICT
- //// WETLAND
- (E1) THREATENED AND ENDANGERED SPECIES HABITAT
- ▨ PRIME AGRICULTURAL LAND
- ~ FLOODPLAIN/FLOODWAY
- RIVER/STREAM

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
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- A AGRICULTURE
- V VACANT
- () PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

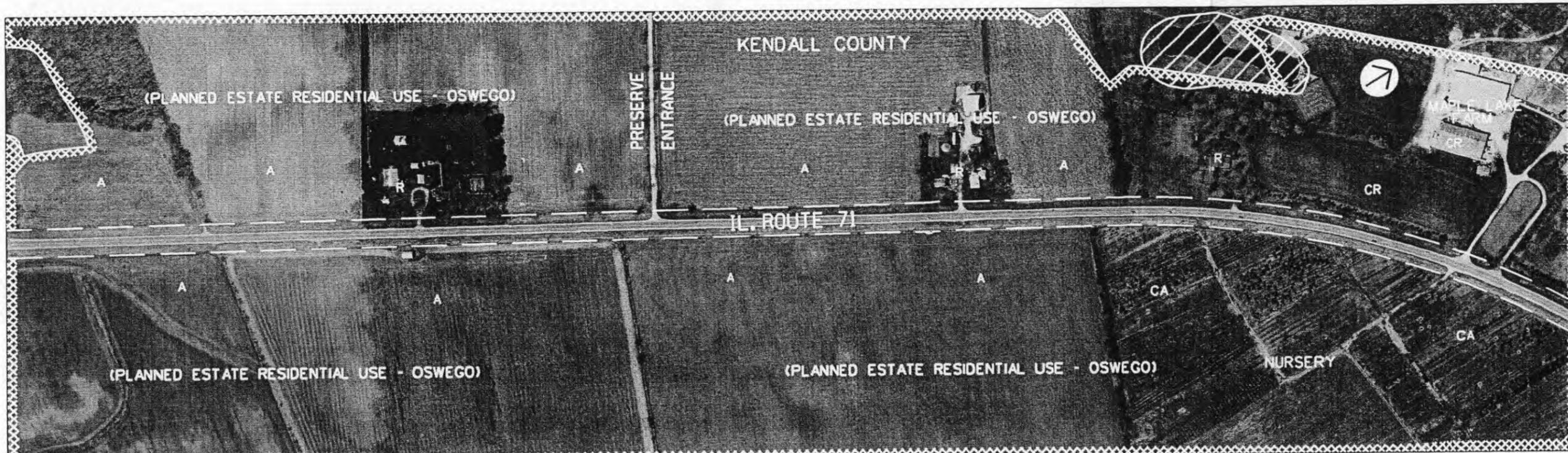
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

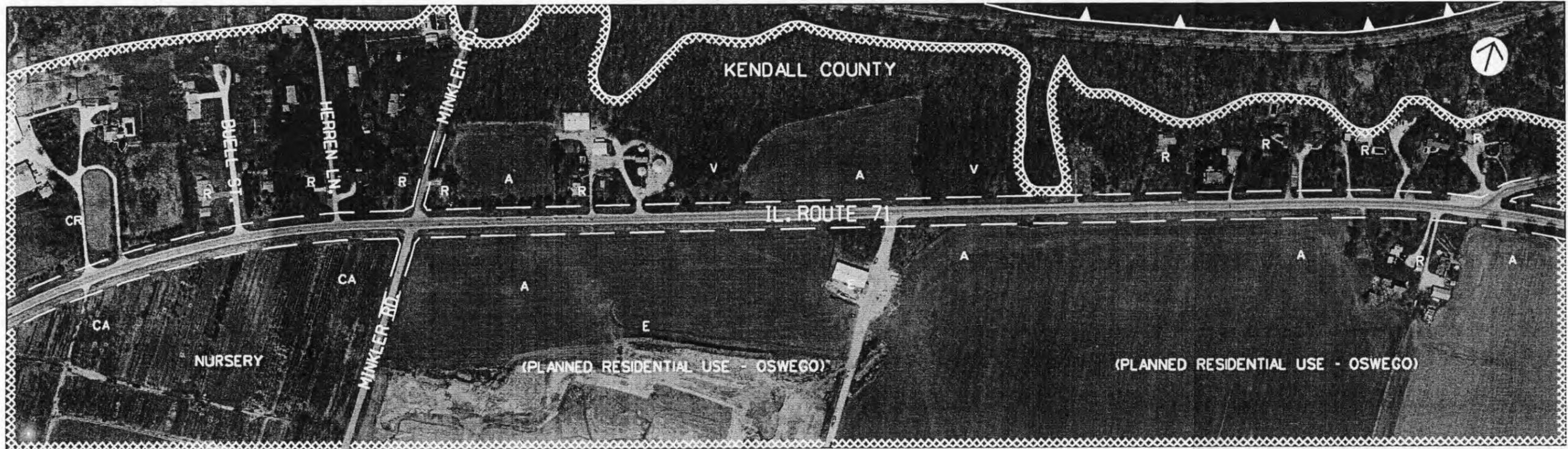
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

SEGMENT 5

LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
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 - I INDUSTRIAL WAREHOUSE
 - † CHURCH/TEMPLE (NAME)
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 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

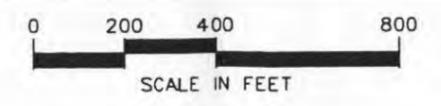
SEGMENT 5

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-15



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

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

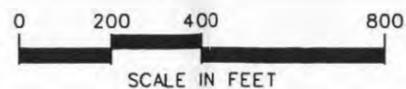
LAND USE LEGEND

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

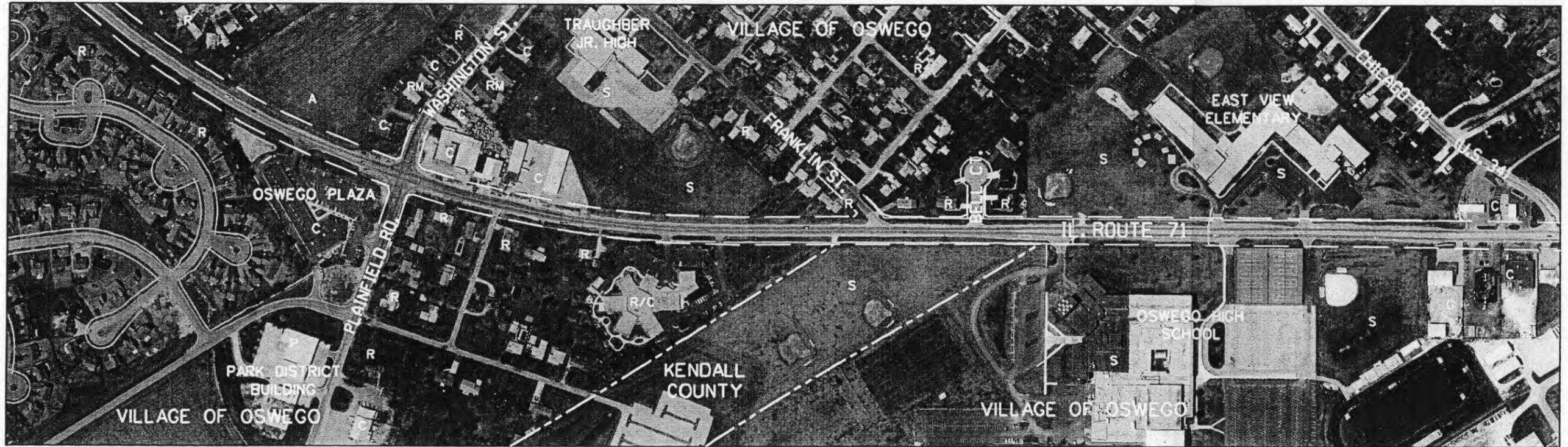
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

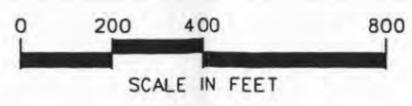
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

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.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

ENVIRONMENTAL FACTORS LEGEND

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

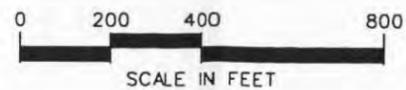
LAND USE LEGEND

- 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

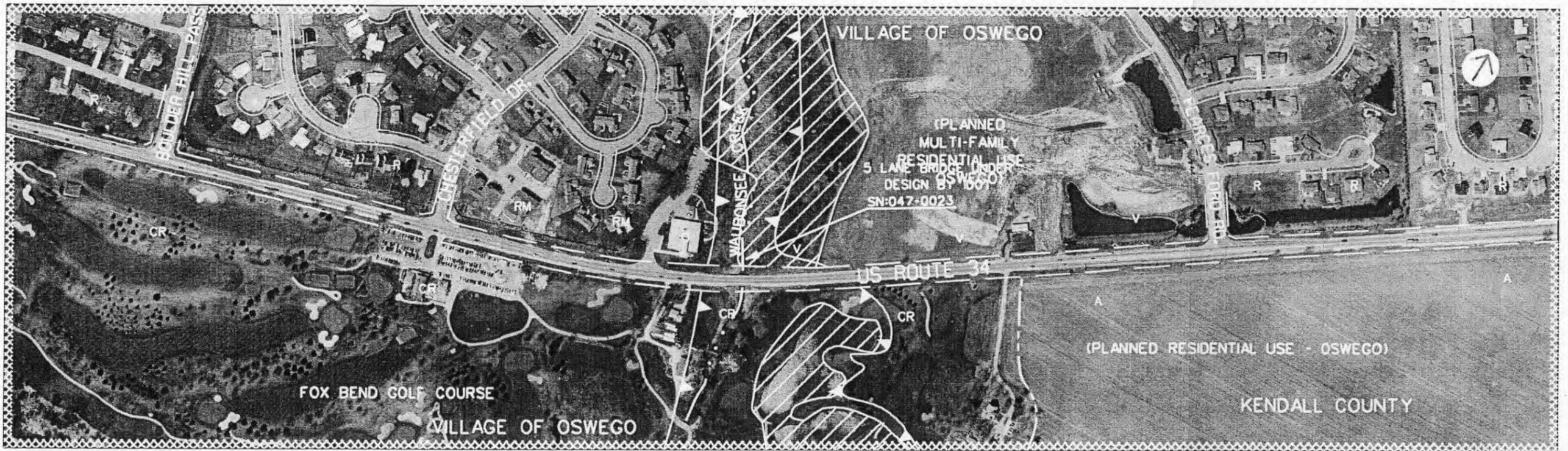
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

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 Planning Resources, Inc.



STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-18



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

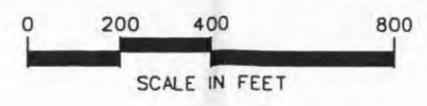
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY
	RIVER/STREAM

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

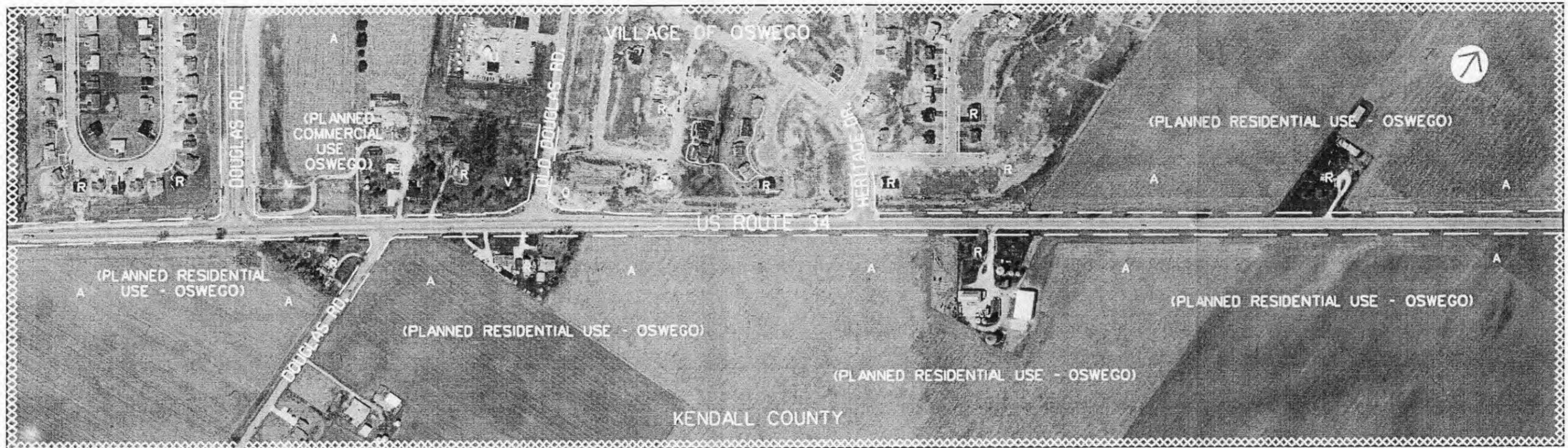
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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 In Association with: METRO Transportation Group
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STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

ENVIRONMENTAL FACTORS LEGEND

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

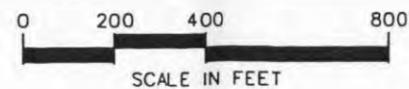
LAND USE LEGEND

- 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)
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 - I INDUSTRIAL WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
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 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

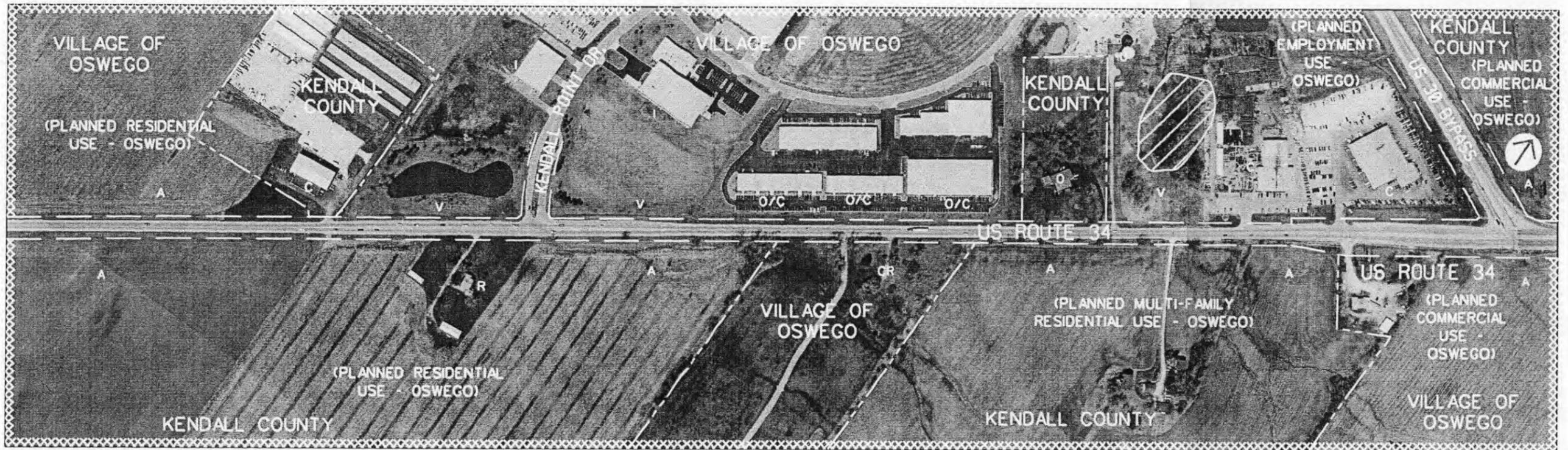
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IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-20



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

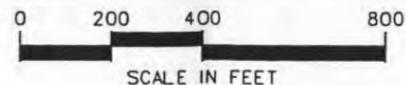
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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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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 Mah Engineering, Inc. Planning Resources, Inc.

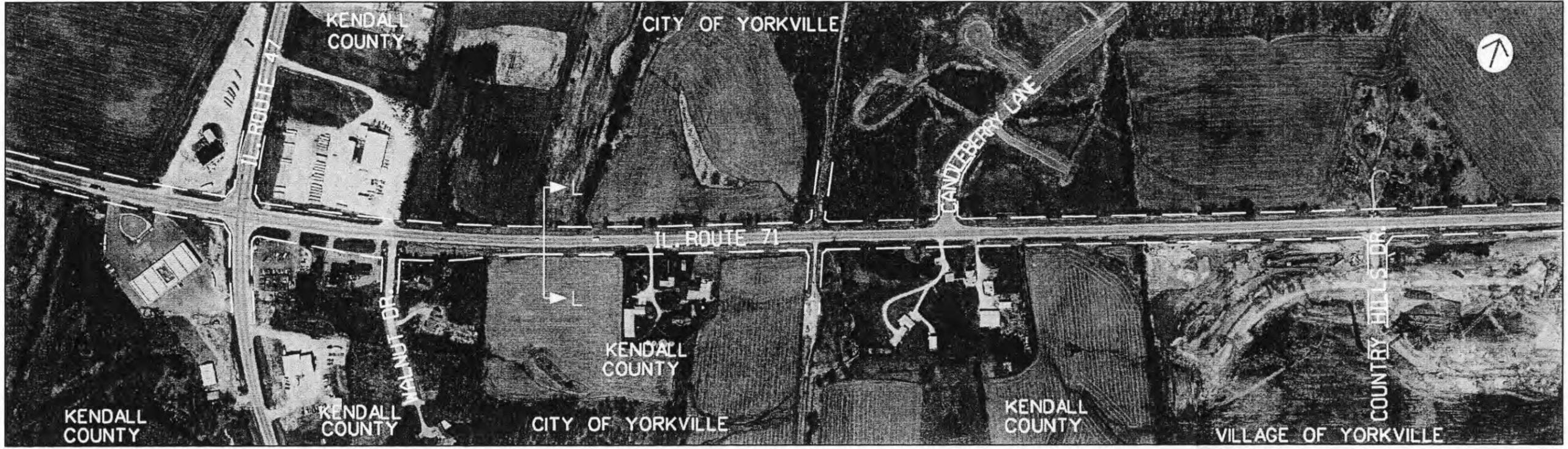
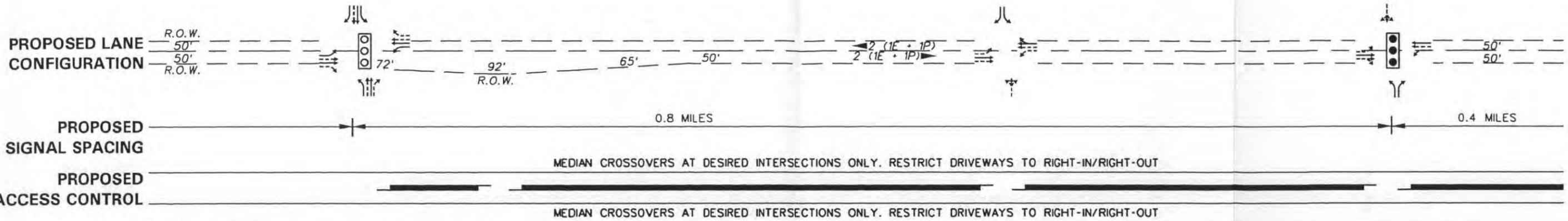


STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-21

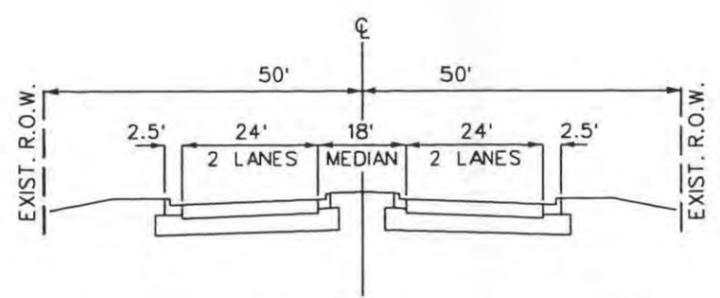
Segment 5
IL Route 71/U.S. Route 34 - IL Route 47 to U.S. Route 30

RECOMMENDED PLAN

Exhibits C-09 through C-21

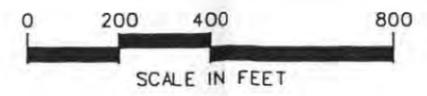


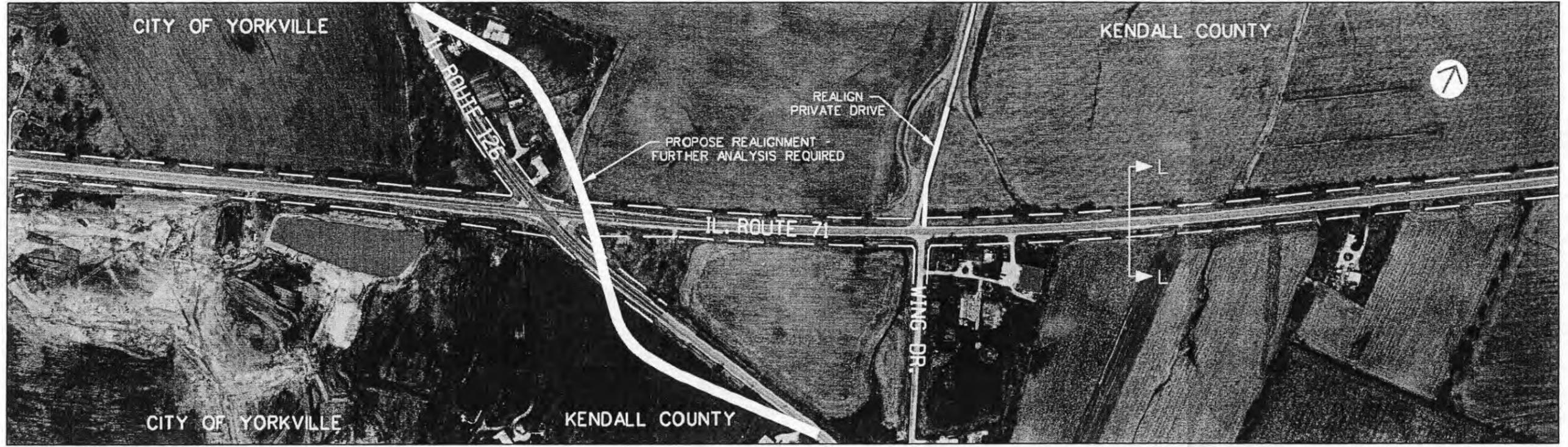
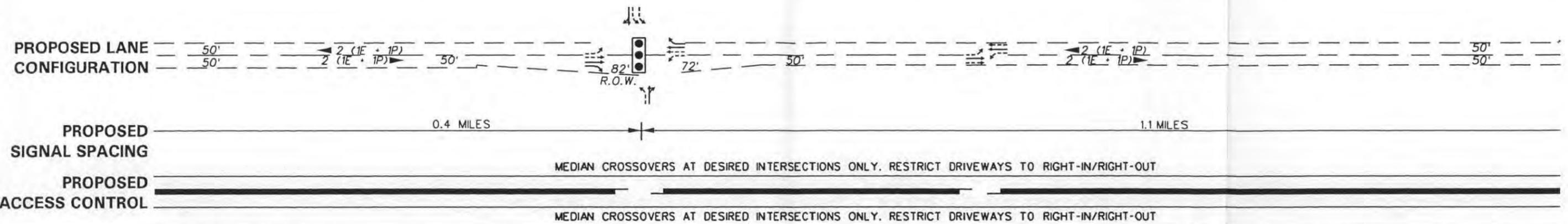
DATE OF PHOTOGRAPHY: APRIL 14, 1995
 SEGMENT 4 | SEGMENT 5



SECTION L - L
 IL RTE. 47 TO PLAINFIELD RD./WASHINGTON ST.
 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 MEDIAN
	BUS STOP

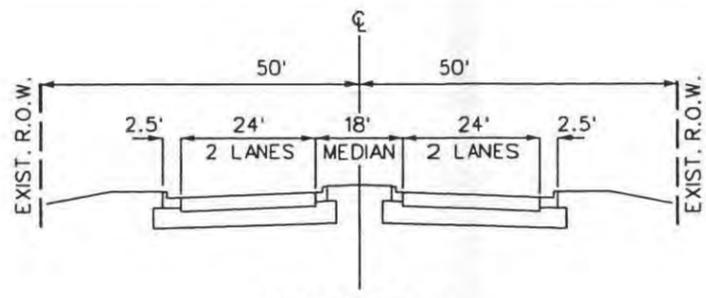




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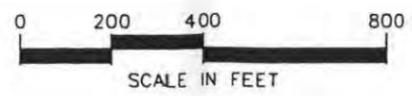
SEGMENT 5

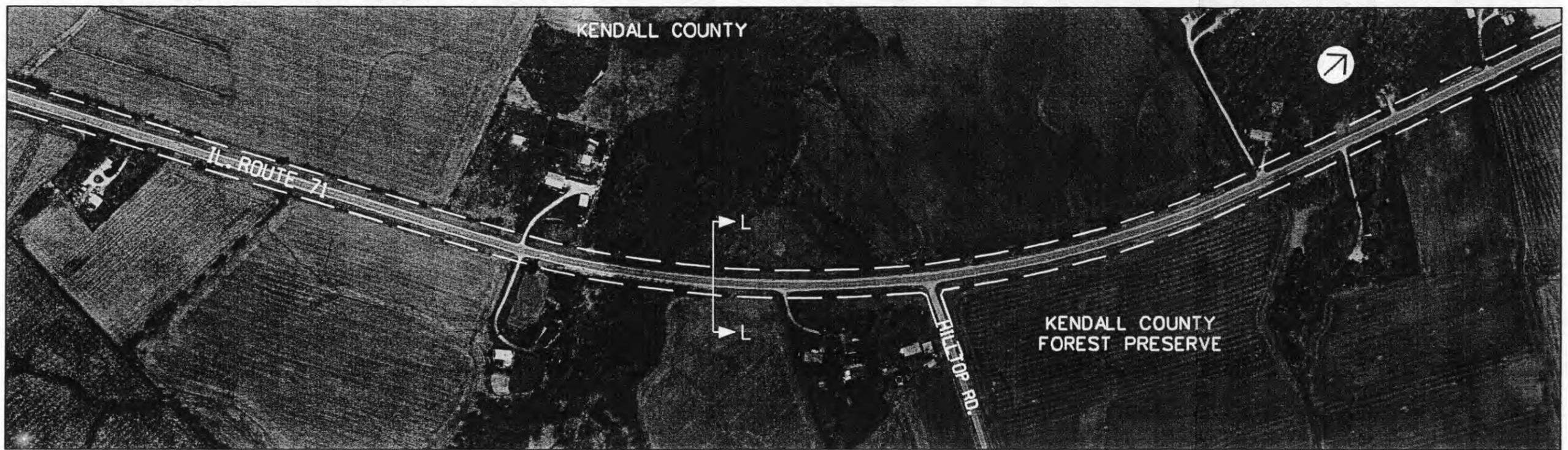
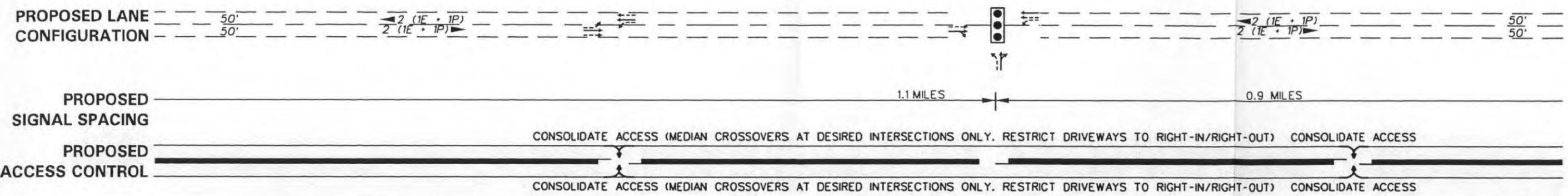
NOTE: IL. ROUTE 126 SHOULD BE REALIGNED TO IMPROVE THE INTERSECTION ANGLE. DETAILED PHASE 1 ANALYSIS IS REQUIRED TO DETERMINE THE ADDITIONAL R.O.W. REQUIRED.



SECTION L - L
IL RTE. 47 TO U.S. 34
RECOMMENDED CROSS SECTION

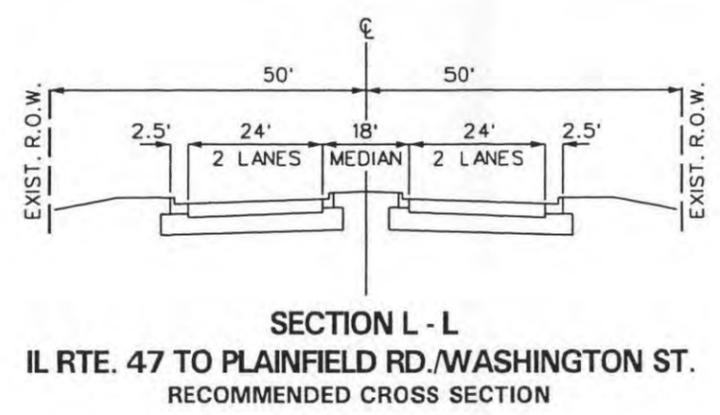
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

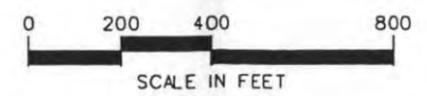


LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

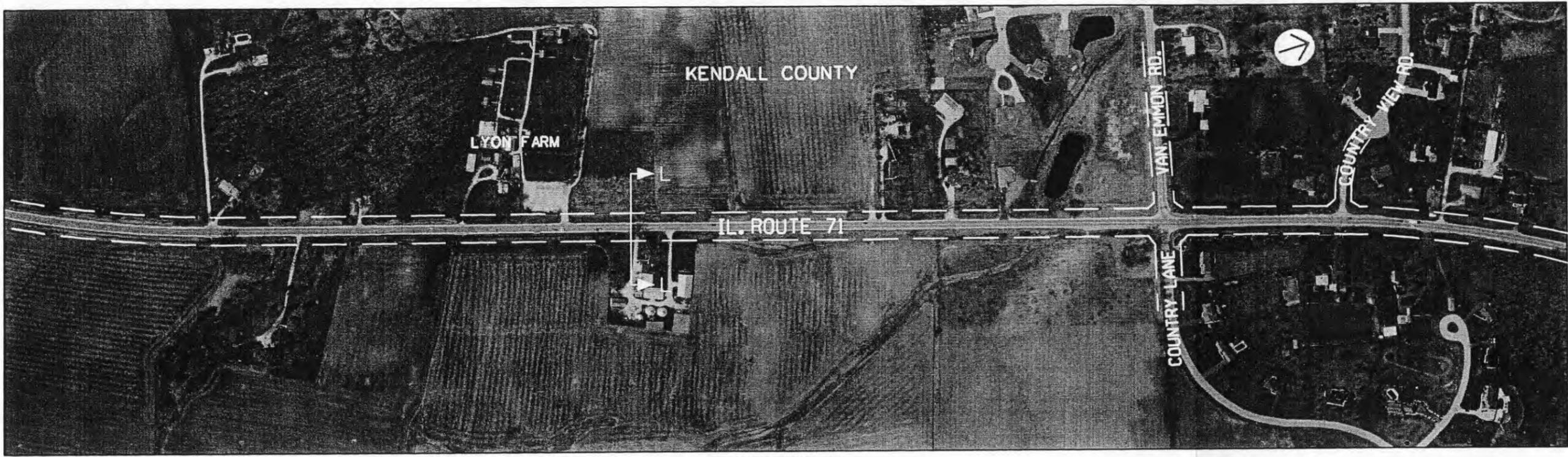
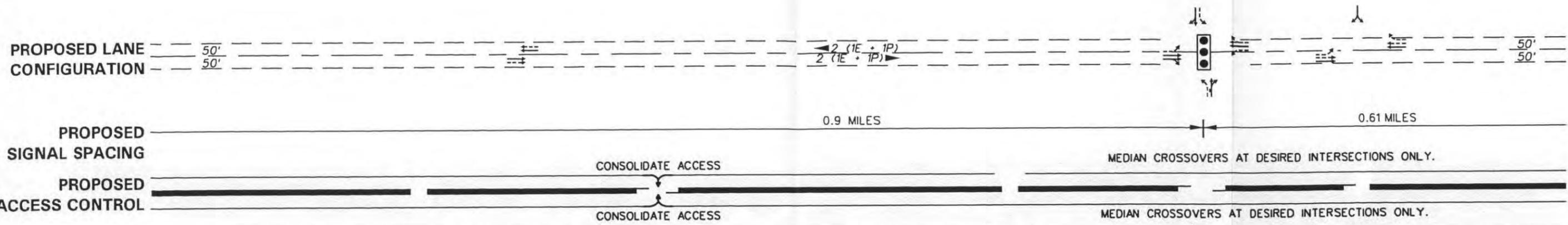
Illinois Department of Transportation



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

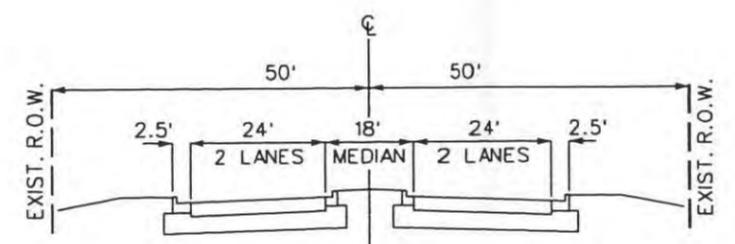


IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 PROPOSED FACILITY CHARACTERISTICS
 EXHIBIT C-11



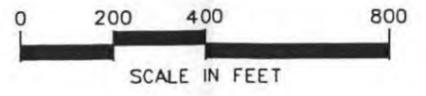
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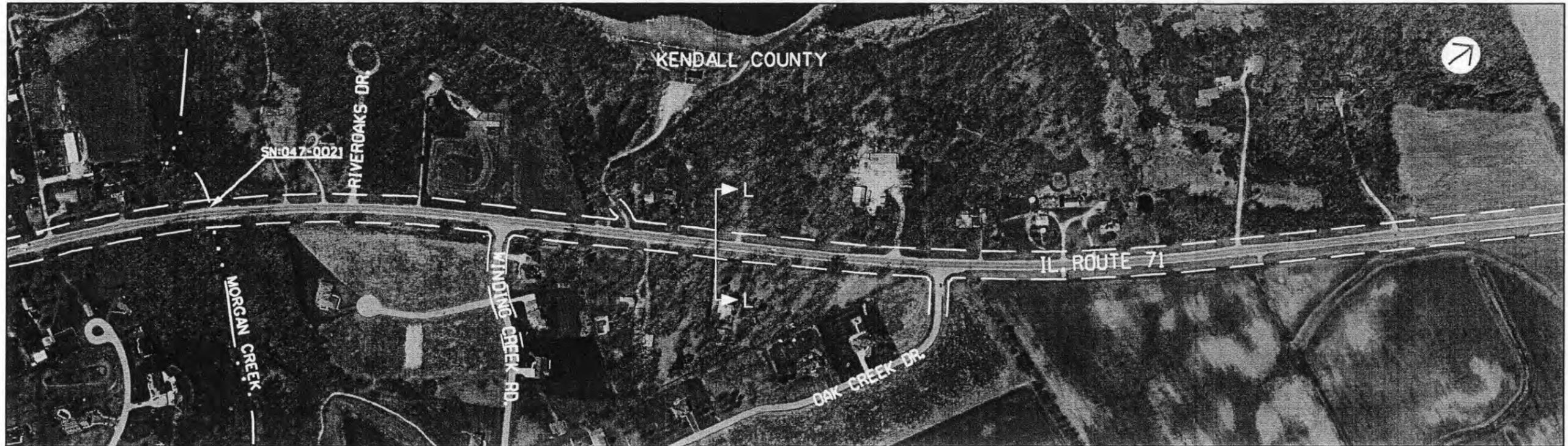
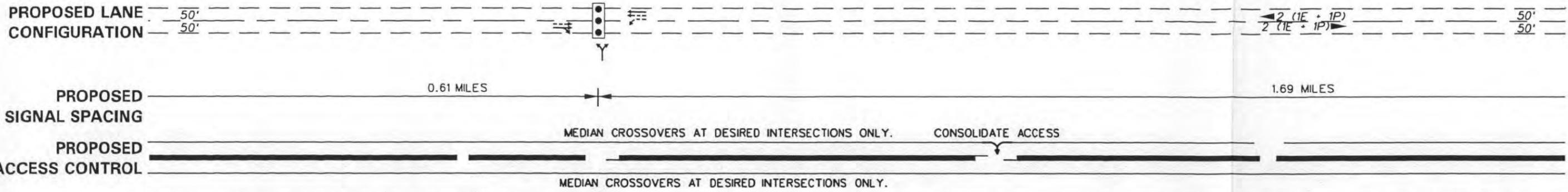
SEGMENT 5



SECTION L - L
IL RTE. 47 TO U.S. 34
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 MEDIAN
	BUS STOP

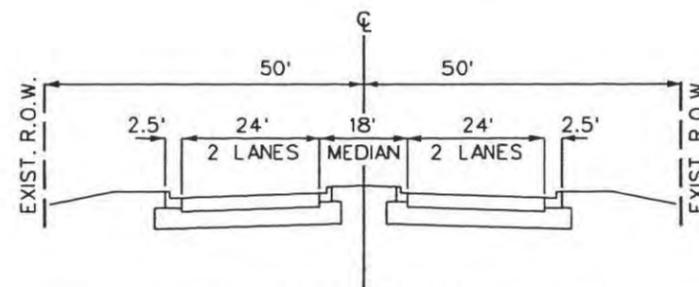




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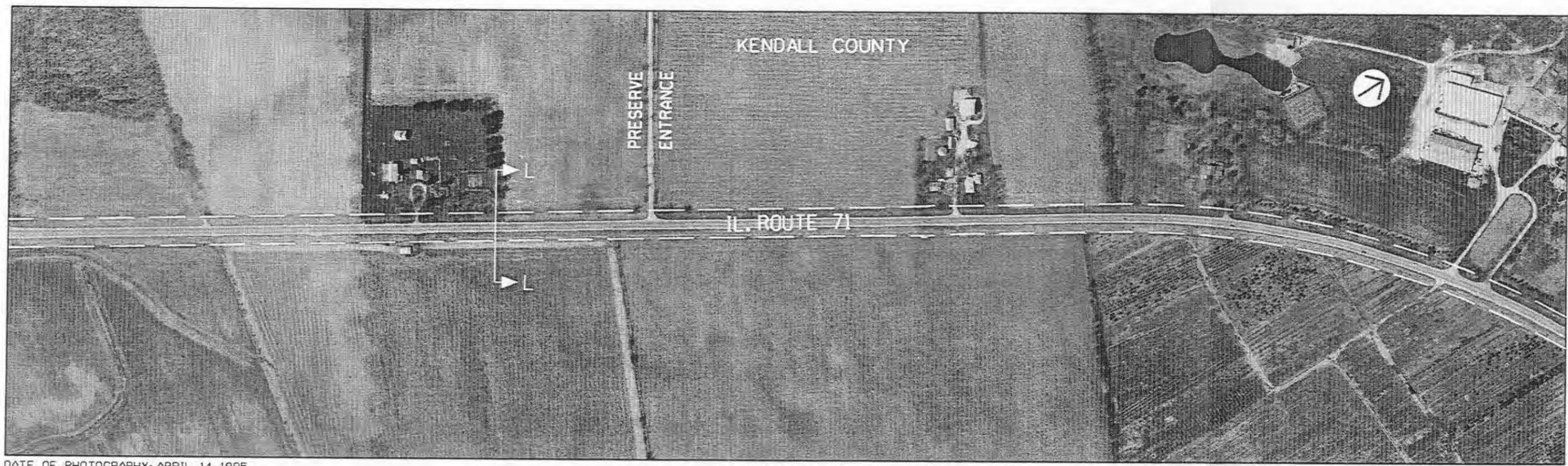
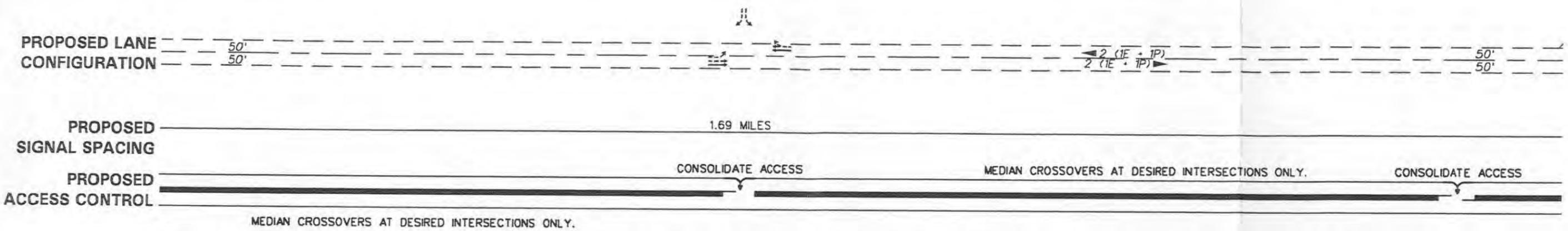
SEGMENT 5

NOTE: MODIFY STRUCTURE #047-0021 TO ACCOMMODATE THE PROPOSED ROADWAY CROSS SECTION.

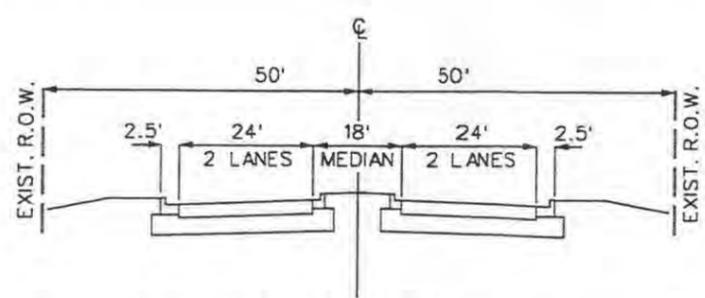


SECTION L - L
IL RTE. 47 TO PLAINFIELD RD./WASHINGTON ST.
RECOMMENDED CROSS SECTION

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 MEDIAN
	BUS STOP

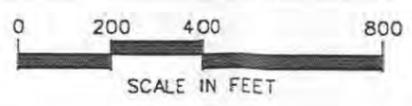


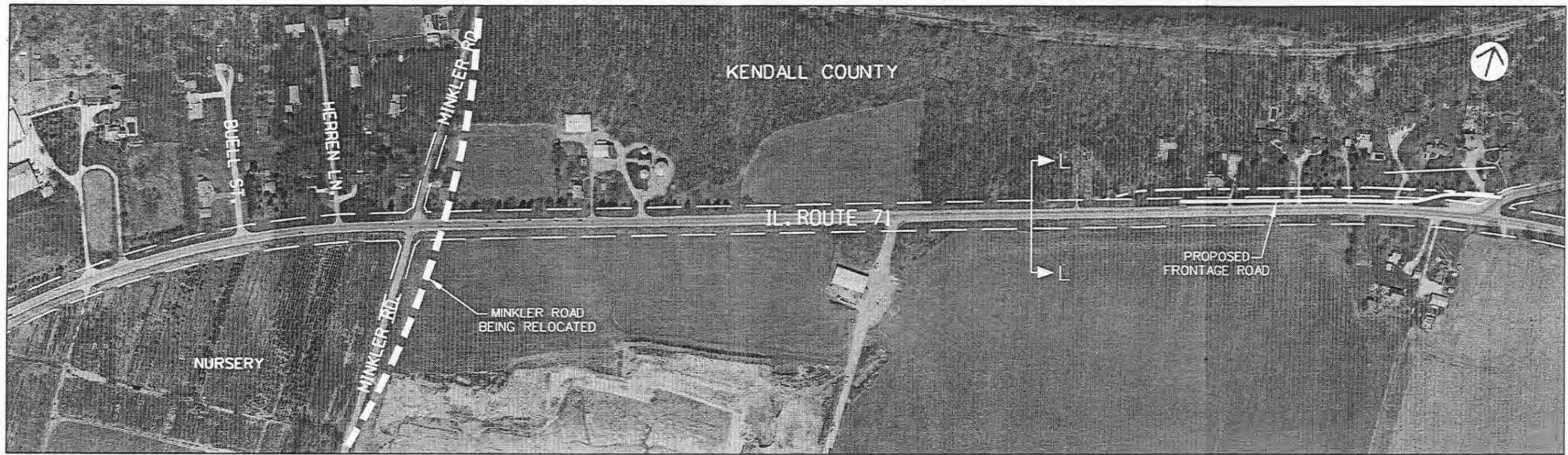
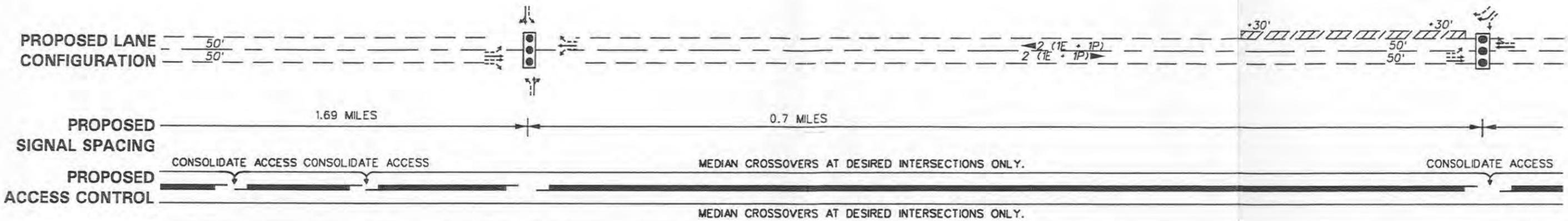
SEGMENT 5



SECTION L - L
 IL RTE. 47 TO PLAINFIELD RD./WASHINGTON ST.
 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 MEDIAN
	BUS STOP

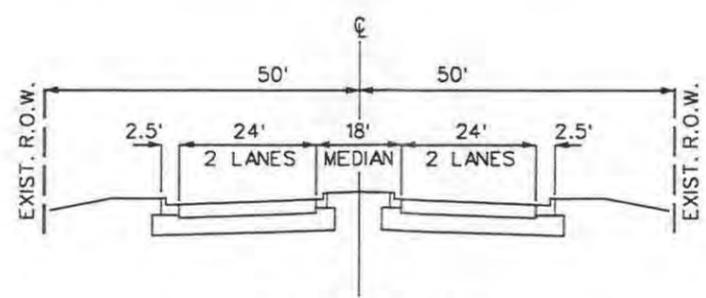




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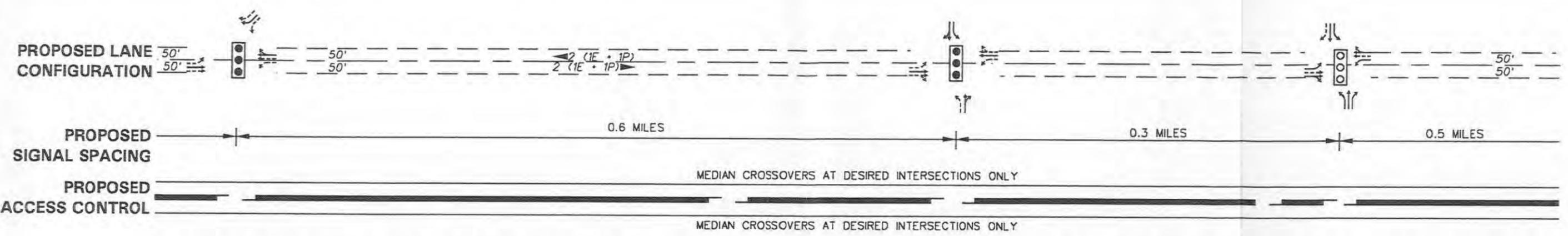
SEGMENT 5

NOTE: 30' ADDITIONAL HAS TO BE ACQUIRED ON THE NORTHSIDE OF IL ROUTE 71 TO ACCOMMODATE THE FRONTAGE ROAD. ACCORDING TO KENDALL COUNTY HIGHWAY DEPT. MINKLER ROAD WILL BE REALIGNED AS SHOWN.



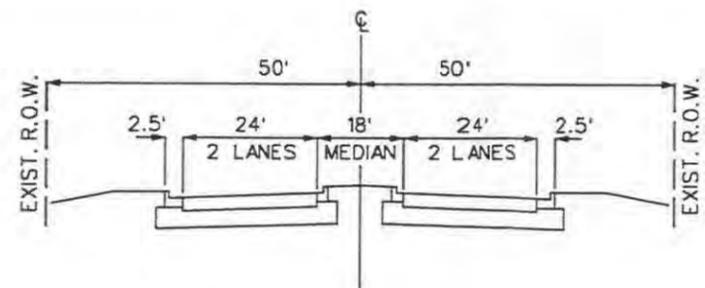
SECTION L - L
IL RTE. 47 TO U.S. 34
RECOMMENDED CROSS SECTION

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 MEDIAN
	BUS STOP



SEGMENT 5

NOTE: RELOCATE PARADISE PARKWAY TO BE ALIGNED WITH MAIN STREET AT A SIGNALIZED INTERSECTION.

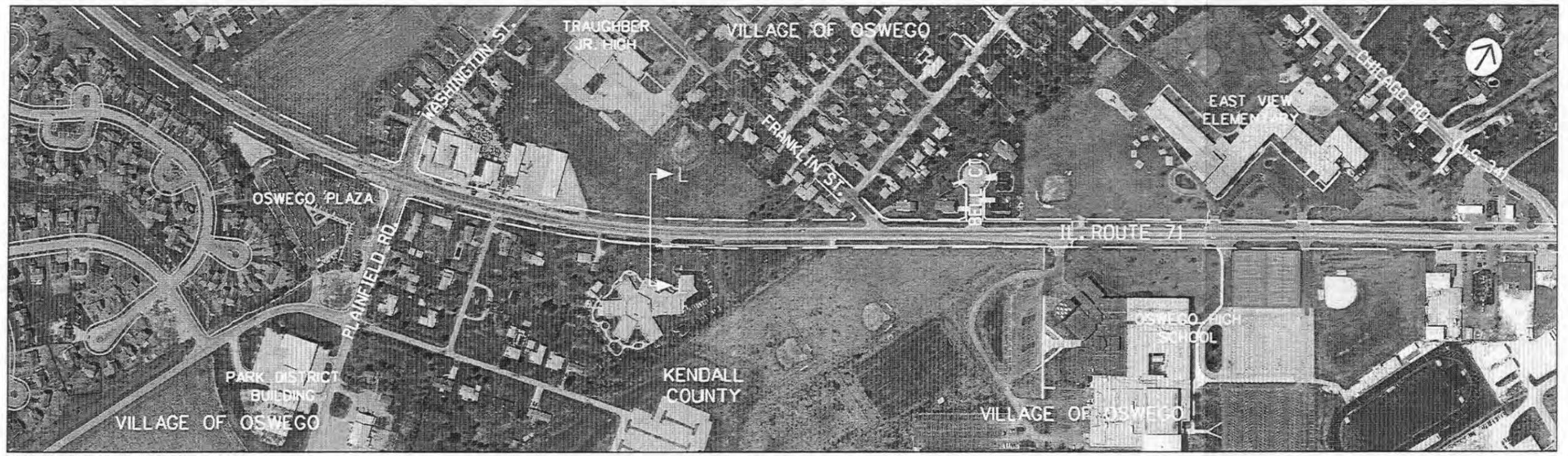
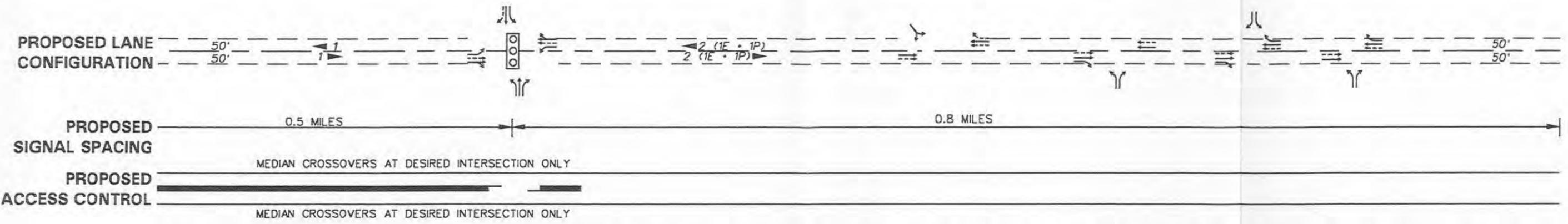


SECTION L - L
IL RTE. 47 TO PLAINFIELD RD./WASHINGTON ST.
RECOMMENDED CROSS SECTION

LEGEND

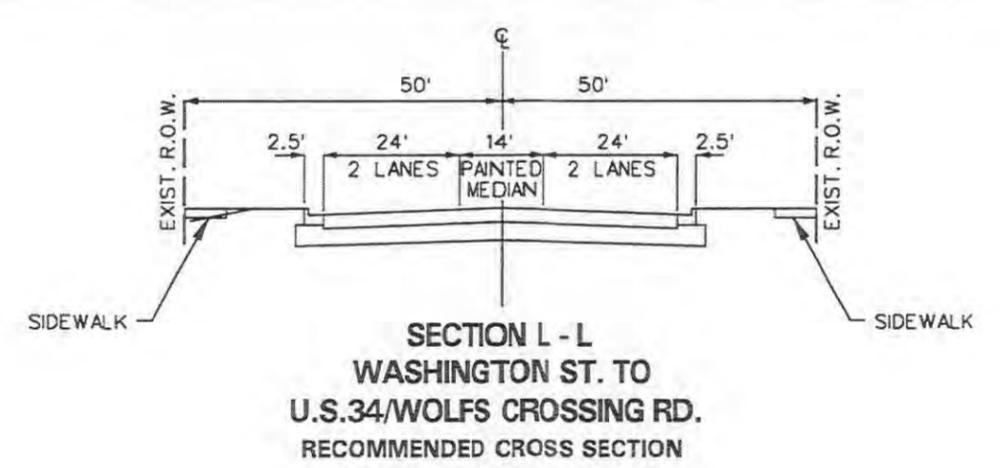
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
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- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



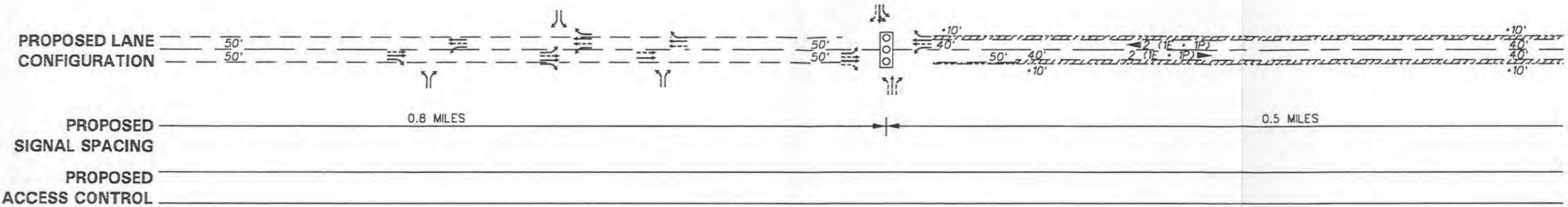
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Illinois Department of Transportation

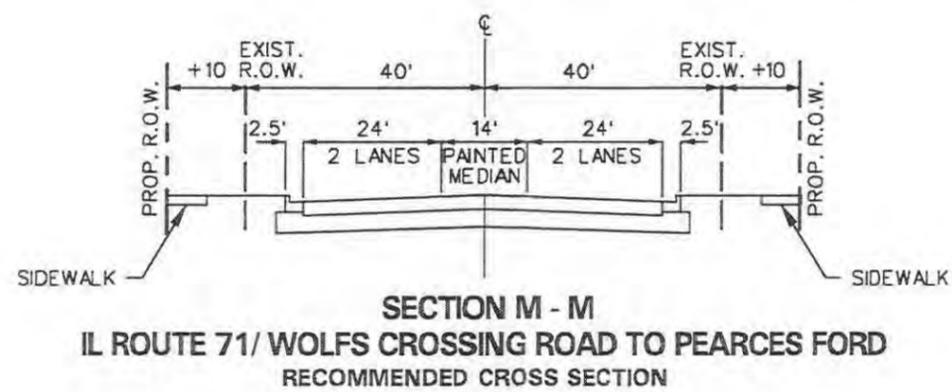
Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
hah Engineering, Inc. Planning Resources, Inc.



STRA Strategic Regional Arterial Planning Study
IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
PROPOSED FACILITY CHARACTERISTICS
EXHIBIT C-17

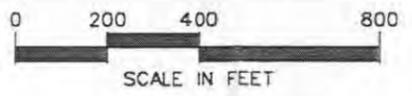


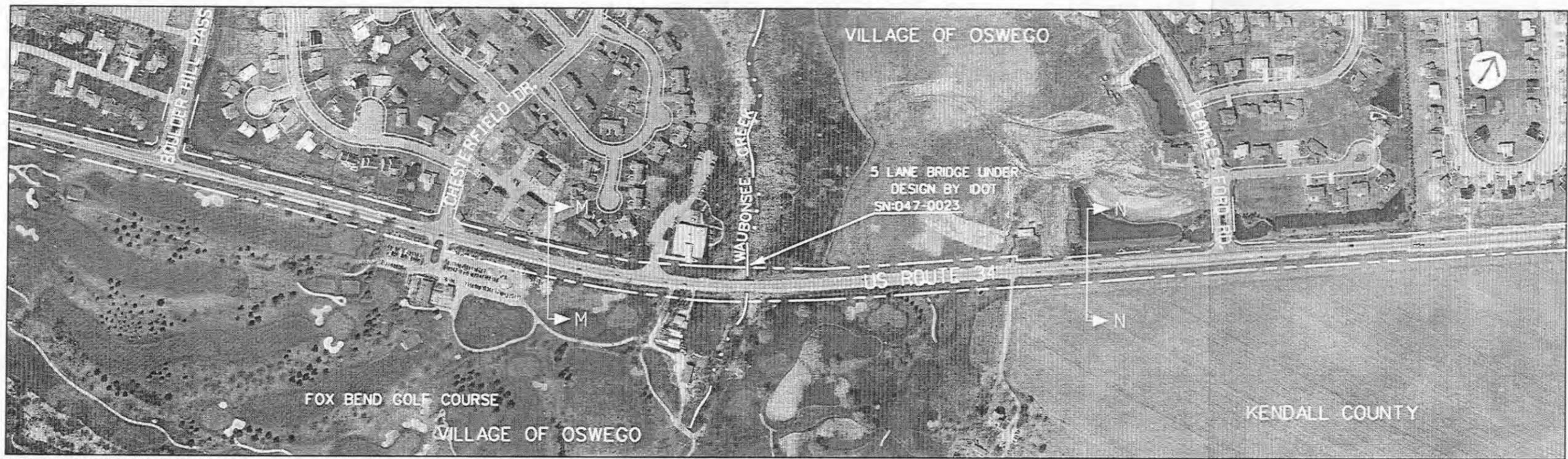
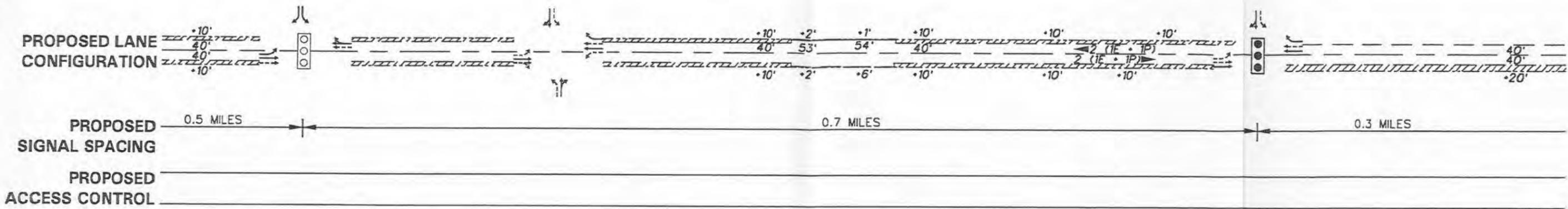
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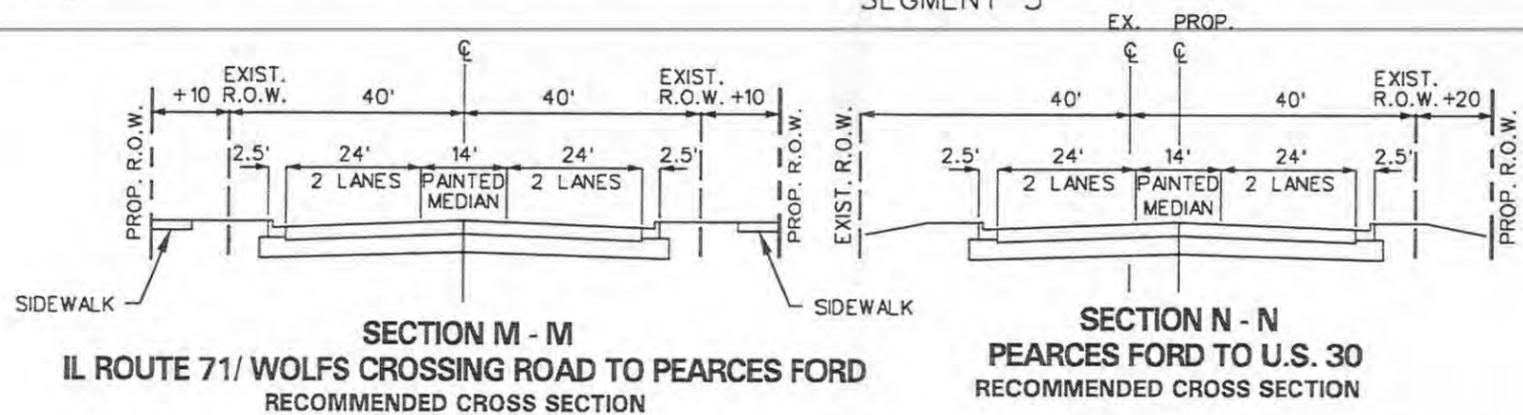
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- BARRIER MEDIAN
- BUS STOP

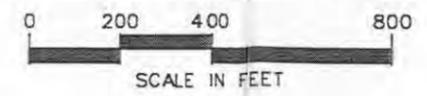


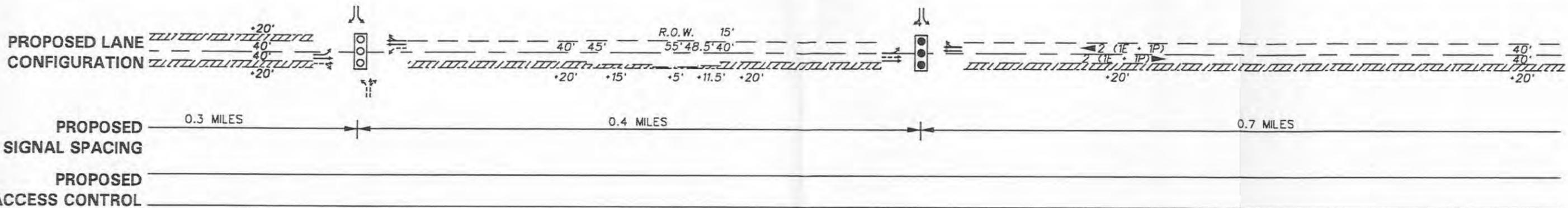


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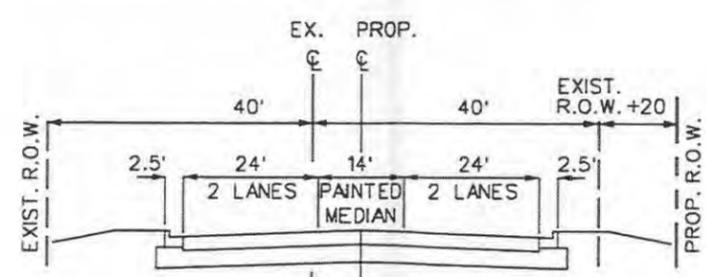
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	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP





DATE OF PHOTOGRAPHY: APRIL 14, 1995

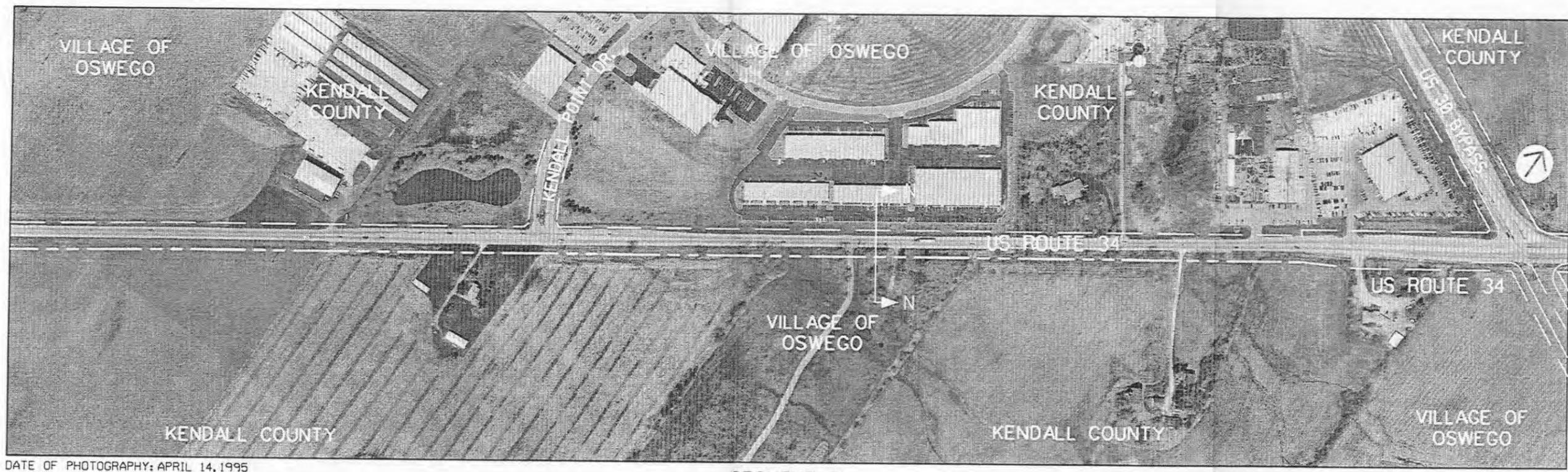
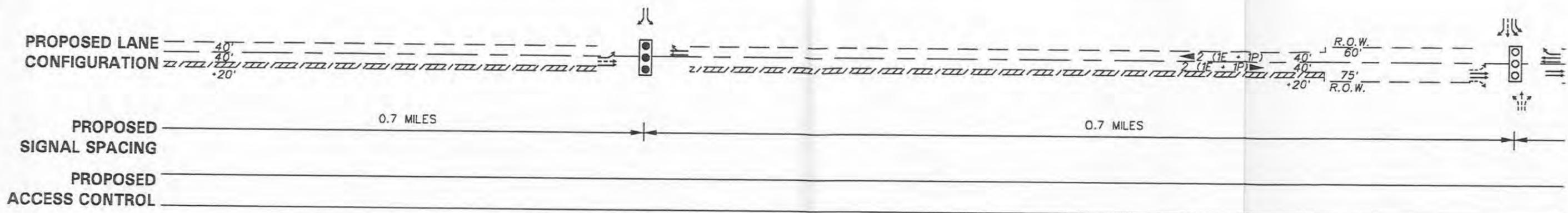
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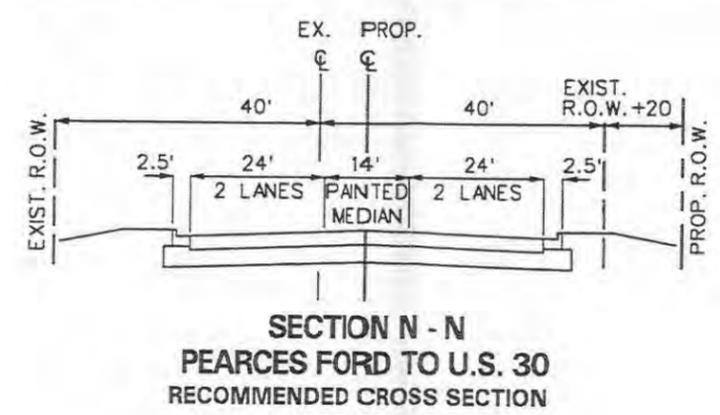
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- BARRIER MEDIAN
- BUS STOP



SEGMENT 5



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	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

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

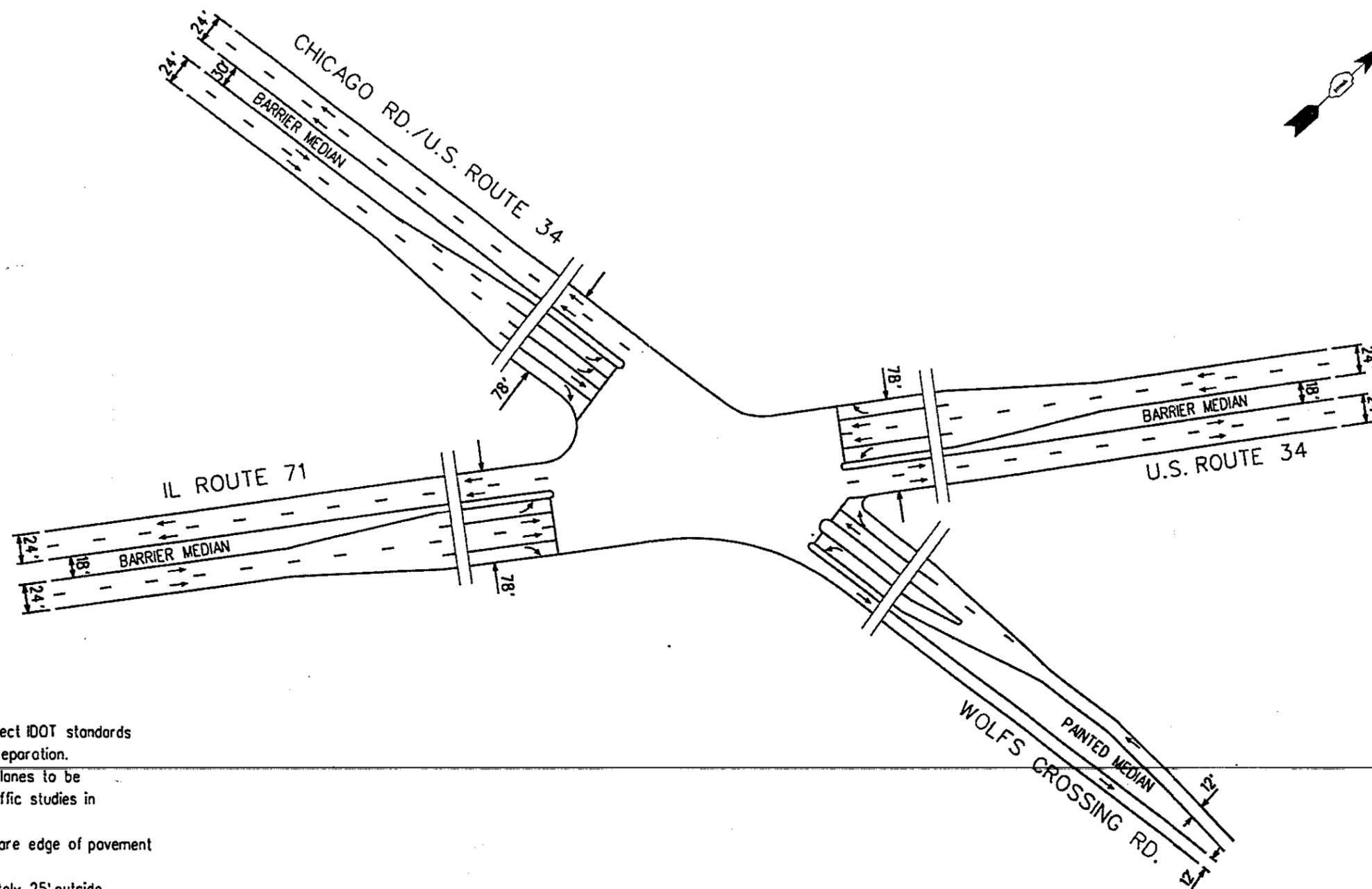


STRA Strategic Regional Arterial Planning Study
 IL ROUTE 47 / IL ROUTE 71 / US ROUTE 34
 PROPOSED FACILITY CHARACTERISTICS
 EXHIBIT C-21

Segment 5

INTERSECTION DETAIL
IL Route 71 and U.S. Route 34

Exhibit D-05



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.

IL ROUTE 71/CHICAGO RD./U.S. ROUTE 34 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

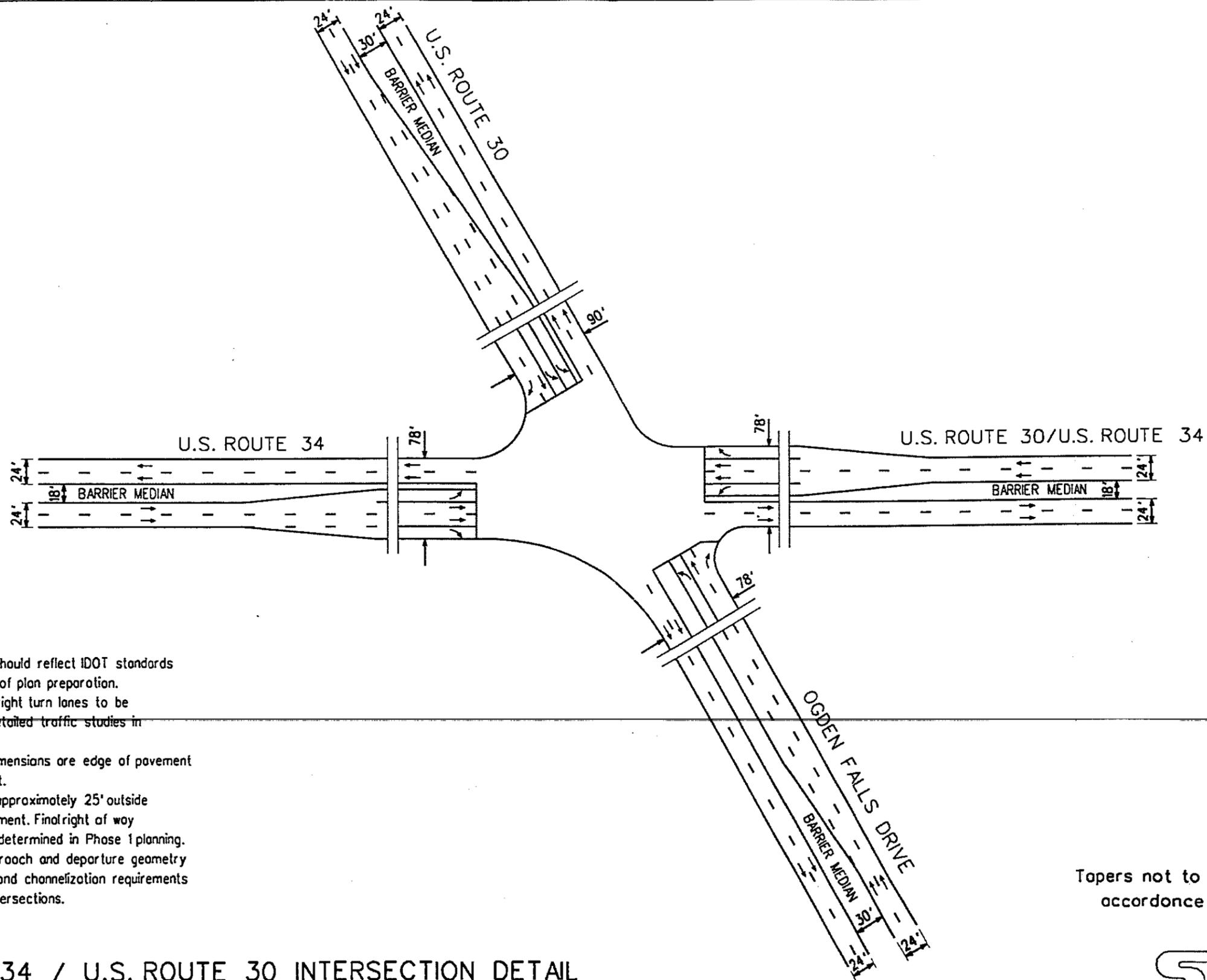
(NOT TO SCALE)

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Segment 5

INTERSECTION DETAIL
U.S. Route 34 and U.S. Route 30

Exhibit D-06



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 34 / U.S. ROUTE 30 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

APPENDIX A

PUBLIC INVOLVEMENT

Individual Community Interview (ICI) Meeting Minutes

First Advisory Panel Meeting Minutes

Second Advisory Panel Meeting Minutes

Public Hearing Record

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 a county transportation departments or forest preserve districts if their facilities would be directly affected.

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

Individual Community Interviews were conducted during May and June of 1996. The first Advisory Panel meeting was held on November 20, 1997. The second Advisory Panel meeting will be held on June 18, 1998, followed by the public hearing on June 23, 1998.

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

4.2 Individual Community Interviews

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

A summary of the individual community concerns and attitudes is as follows:

- City of Yorkville
 - Favorable attitude towards increased mobility
 - See benefit of using SRA guidelines as a guide for defining future developments.
- Village of Oswego

- Would like to limit truck traffic on U.S. Route 34.
- Concerned that IDOT District 3 has not used SRA guidelines for recent access approvals.

- Kendall County
 - Concerned about a trail from Oswego to Yorkville along IL Route 71.

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

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on November 20, 1997. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for IL Route 47/ IL Route 71/U.S. Route 34 were presented. At the second Panel Meeting scheduled for June 18, 1998, the recommended improvements will be presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments, and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

4.4 Public Hearing

A public hearing will be held on June 23, 1998 to present recommended improvements to IL Route 47/ IL Route 71/U.S. Route 34 as part of the SRA system and to obtain public input. The public hearing will be 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 will be shown every half-hour during the hearing. This presentation will include the scope and objectives of the SRA system; the relation IL Route 47/ IL Route 71/U.S. Route 34 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 will be available during the hearing to discuss the project and answer questions. A court reporter will also be present during the hearing to take oral comments, and written statements will also be accepted during the hearing. An additional period of 30 days following the hearing will be provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements will be included in Appendix A.

MINUTES OF MEETING

SUBJECT: Strategic Regional Arterial Study - Subset 5
Individual Community Interview
Corridor 13: US 34/IL 47/IL 71

DATE: May 16, 1996

PLACE: City of Yorkville

IN ATTENDANCE: Jim Nanniga - Yorkville City Administrator
Joe Wywrot - Yorkville City Engineer
John Mick II - Metro Transportation Group, Inc.
Reid Fellows - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained. There was some background knowledge of SRA's indicated by staff.

The Village Green, north of the Fox River, which is on the west side of IL 47 and borders the SRA. There is no park district in Yorkville, but there is a Park Board in the city.

Near Greenbriar Road on IL 47 there is a Fiber Optic vault that may be in the right of way of the SRA.

A future trail system is proposed to run through Yorkville. The trail will run along the embankment of the Fox River under the IL 47 bridge. The islands in the river that are under the bridge in Yorkville have been identified as potential places to access from the bridge. The east side of Hydraulic Avenue near the river may serve as a parking area for the trail. The trail was identified as potentially crossing IL 71 along with the sewer right of way to a development on the south side of IL 71. The potential to connect to the Aurora/Elgin/Oswego trail system was identified.

A potential Metra station was discussed located along the Burlington/Northern Railroad tracks. This station is included in the city's comprehensive plan. The station would be located at the northeast corner of the tracks and IL 47.

No buses or other transit serve the area, and no future plans were indicated for either.

Some resurfacing and intersection improvements are ongoing on IL 47 in Yorkville's downtown. Signals are being constructed on IL 47 at Fox Street and Van Emmon and will be interconnected.

Two potential signal locations were identified by the city staff. They would be on IL 47 at Wheaton Road north of the Burlington/Northern Railroad and at the industrial driveways at the Wrigley Company.

These needed improvements were identified by Yorkville:

The intersection of IL 47/US 34 was identified as needing long-term improvements after the development of the Menards Distribution Center in Plano. The traffic projections for the intersection suggest 1,000 trucks per day.

Eldamain Road should be improved to its southern terminus to Galena Road.

Wheaton Road should be extended to US 34.

A by-pass option was asked to be considered by City staff. A future river crossing and by-pass of the downtown was suggested along Eldamain Road to tie into IL 71 at the south end and Galena on the north end which intersects with IL 47.

The railroad tracks that run down Hydraulic Avenue may be abandoned in the future. City staff would like the right of way to be left to the Park Board or the city. Hydraulic Avenue may be turned into a one-way street allowing traffic to move away from IL 47 into downtown streets.

MINUTES OF MEETING

SUBJECT: Strategic Regional Arterial Study - Subset 5
Individual Community Interview
Corridor 13: US 34/IL 47/IL 71

DATE: May 16, 1996

PLACE: Village of Oswego

IN ATTENDANCE: Art Osten - Village of Oswego Administrator
Craig Anderson - Building & Zoning Administrator
Dan Albert - Beling Consultants
John Mick II - Metro Transportation Group, Inc.
Reid Fellows - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained. There was some background knowledge of SRA's indicated by staff.

Staff has raised concerns that subdivisions and other developments have been built or previously approved and right-of-way had not been reserved for the SRA. Staff indicated the State is inconsistent on approval regarding the SRA. Most approvals do not include the required right-of-way needed for the SRA. Oswego staff relayed their concerns that District 3 of IDOT and District 1 are not communicating about the SRA and are inconsistent when approving access.

Oswego would like to prohibit truck traffic on IL 34 through town. Even though there is a new four lane bridge, trucks are not encouraged to go through town. IL 71 would be the alternate for trucks. The entrances to Oswego would ideally look like through travel would not be possible and have a small town look at the entrances.

The Orchard Road extension and new Fox River crossing was mentioned by Oswego. This may be a potential truck alternate for trucks to get to IL 71.

The Wolf Crossings Road/US 34 intersection was recently approved. It was still identified as an intersection of concern.

Interaction between the high school and grade school facilities across IL 71 is minimal. However, parking for the baseball diamonds occurs on the shoulders of IL 71. A possible new parking lot on the south side of the road is being considered.

A vacant parcel of land south of IL 71 at Minkler Road was identified as possibly being annexed by Oswego.



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

ADVISORY PANEL I WORKSHOP Meeting Minutes

Date: November 20, 1997

Reference: Corridor #13 - IL Route 47/U.S. Route 34/IL Route 71
Advisory Panel I Meeting

Location: Kendall County Highway Department

Attendees:

Lisa Heaven-Baum	IDOT-District 1
Lou Paukovitz	IDOT-District 3
David Miller	Metro Transportation
Sat Nagar	Metro Transportation
Dawn Marincic	Civiltech Engineering
Francis Klass	Kendall County Hwy. Dept.
Jim Nanninga	City of Yorkville
J.T. Johnson	City of Yorkville
Grant Casleton	Oswego Park District
Budd Bieber	Village of Oswego
Bill Dunn	Village of Oswego
Joe Wyrot	City of Yorkville
Terry Tichava	Kendall County Sheriff
Tom Cross	State of Illinois

Copies to: Attendees, Rich Starr (IDOT, Dist. 1)

The purpose of this Advisory Panel Meeting was to present the recommended roadway concepts for IL Route 47/IL Route 71/U.S. Route 34 corridor to the panel members and solicit their input. Mr. Miller began the meeting with a brief description of the SRA planning process and a general overview of the IL Route 47/ IL Route 71/ U.S. Route 34 Corridor. The IL Route 47 is designated as an SRA route from U.S. Route 30 at the north end to IL Route 71, IL Route 71/U.S. Route 34 continues as an SRA route from IL Route 47 and ends at U.S. Route 30. The total length of this corridor



is 18.2 miles, and passes through the City of Yorkville and the Village of Oswego. The corridor is classified as rural from along IL Route 47 from U.S. Route 30 to Cornelis Road and suburban for the remainder of the route. IL Route 71/U.S. Route 34 is classified as a suburban SRA route. Mr. Miller began the meeting with a brief description of the SRA objectives and role of public involvement in the SRA process. Mr. Miller presented a brief overview of the corridor and began a detailed presentation of the corridor with the proposed recommendations identified on the "C" exhibits. A brief description of the existing conditions, recommended concepts and the comments related to each segment is presented below.

Segment I - IL Route 47 (U.S. Route 30 to Cornelis Road) - 2.2. miles

Existing Conditions:

- 2 lanes, with open drainage
- R.O.W. varies from 95' - 110'
- Agricultural land use
- Existing ADT = 9,200 - 11,000

Recommendations:

- Provide 4 lanes @ 12' with 42' grass median
- Provide sufficient area for 35' ditch (includes 10' shoulder)

J.T. Johnson noted that IL Route 47 has a substandard curve at the intersection of Galena Road. Mr. Johnson indicated that the roadway should be realigned to improve traffic safety on IL Route 47. Mr. Nagar stated that this a high accident location and preliminary analysis of the roadway alignment will be performed before finalizing the Geometrics for this intersection. Mr. Nagar also noted that this a pre phase I planning study and the final geometrics for the roadway will be finalized during the preparation of phase I & phase II plans.

Mr. Miller indicated the proposed signals in this segment and noted that according to the SRA guidelines minimum signal spacing is 1/4th of a mile. The panel members indicated that a signal north of Galena Road on IL Route 47 will provide better traffic control and reduce the speed of the vehicle traveling through this intersection. Metro will analyze the request for a new signal north of Galena Road on IL Route 47.

Segment II - IL Route 47 (Cornelis Road to Countryside Parkway) - 2.2. miles

Existing Conditions:

- 2 lanes open/closed drainage
- Total R.O.W. varies from 80' to 120'
- Commercial and industrial land use north of U.S. 34 intersection
- Suburban in nature, buildings set back from R.O.W. line
- Existing ADT = 9,200 - 16,200

Recommendations:

- Provide 4 lanes @ 12' with 18' barrier median and B- 6.24 curb and gutter
- Proposed R.O.W. width = 100'



Mr. Miller stated that there is proposed Metra station across from Yorkville business center and the access to this station will be provided via extension of Wheaton Avenue to the east.

Panel members indicated that Cannonball Trail should be signalized. Metro will reevaluate this intersection.

Segment III - IL Route 47 (Countryside Parkway to IL Route 26) - 2 miles

Existing Conditions:

- Primarily 2 lanes open/closed drainage
- R.O.W. varies from 60' to 90' in this segment
- Commercial/residential land use intermixed
- 17 on-street parking spaces in the commercial block of IL Route 47 (Bridge Street) between Hydraulic Avenue and Van Emmon Street
- Building setbacks are near the R.O.W. line
- Existing ADT = 11,600 - 16,200

Recommendations:

- Provide 4 lanes @ 12', with painted/flush median, with curb and gutter.
Median width varies along this section.

Mr. Miller noted that there are too many access drives between U.S. Route 34 and Countryside Parkway. Mr. Miller indicated that these access drives should be consolidated to provide a safer access along IL Route 47 in this segment. Lou Paukovitz stated that IDOT District 3 is working on a phase I study along U.S. Route 34 in this segment. Mr. Nagar stated that Metro will coordinate with IDOT to incorporate the recommendations from IDOT phase I study. Joe Wyrot noted that access drive to the EMS facility should not be closed as indicated on the exhibit C-06.

Mr. Miller noted that there are too many cross streets and access drives in this segment. Mr. Miller stated that Metro has analyzed these cross streets and has recommendations to convert some of those to one-way streets to improve traffic safety. There was discussion about the River Road and Hydraulic Avenue. It was agreed to recommend Hydraulic Avenue as one-way street on both east and west legs to access IL Route 47.

J.T. Johnson indicated that City of Yorkville would support relocating existing on-street parking on IL Route 47 between Hydraulic Avenue and Van Emmon Street. J.T. Johnson also noted that a joint meeting with Downtown Yorkville Business Association will be helpful in resolving this issue. Mr. Nagar indicated that Metro will develop alternate concepts that will be presented in the Advisory Panel II Meeting. Mr. Miller stated that the existing retaining wall in this section will pose a problem for the roadway widening in this segment of IL Route 47. There was discussion about different alternates. Mr. Nagar stated that Metro will develop few alternate concepts for roadway widening in this section.



Segment IV - IL Route 47 (IL Route 26 to IL Route 71) - 2 miles

Existing Conditions:

- 3 lanes with open drainage
- 80' R.O.W. (40' R.O.W. on both sides)
- Commercial land use with some agriculture south of Yorkville
- Existing ADT = 7,800

Recommendations:

- Provide 4 lanes @ 12' with 18' barrier median and B- 6.24 curb and gutter
- Requires 100' of R.O.W.

Realignment of Main Street to align with IL Route 126 was discussed. This realignment would impact the existing business located west of IL Route 47 across from IL Route 126 and it was decided not to pursue this concept.

Segment V - IL Route 71/U.S. Route 30 (IL Route 41 to U.S. Route 30)

Existing Conditions:

- 2 lanes with open drainage
- 100' R.O.W from IL Route 47 to the IL 71/U.S. 34 intersection, 80' R.O.W from the IL 71/U.S. 34 intersection to the end of the segment at U.S. 30
- Agriculture, suburban residential intermixed with commercial developments
- Existing ADT = 3,900 - 8,500 - 11,200

Recommendations:

- Provide 4 lanes @ 12' with 14' painted median and B-6.24 curb and gutter

Grant Casleton noted that a sidewalk should be provided along IL Route 71/U.S. Route 34 through the Village of Oswego. Mr. Casleton will send a Comprehensive map showing bike paths and side walks throughout the village.

Access breaks on IL Route 71 were discussed. It was decided to provide access breaks at regular intervals along IL Route 71.

Francis Klass noted that Oak Creek Drive is a minor street and a new signal is not necessary at the intersection of IL Route 47 with Oak Creek Drive. Grant Casleton noted that the roadway should be shown for the east leg of U.S. Route 30 on exhibit C-21.



Closing:

Mr. Miller thanked the panel members for their input on the recommended roadway improvements. Mr. Miller stated that geometric concepts will be developed for the major intersections along this corridor and a review meeting will be held with IDOT. After incorporating the recommendations from the geometric review meeting a second Advisory Panel Meeting will be scheduled with the local communities. J.T. asked about the time frame for the second Advisory Panel Meeting. Mr. Nagar stated that it would take 8-10 weeks to complete the geometric Review Meeting. Advisory Panel II Meeting will be scheduled 6-8 weeks after the Geometric Review Meeting, tentatively in April 1998.

These minutes will be considered to be correct unless the writer is contacted within 10 days.

A handwritten signature in black ink, appearing to read "Sat Nagar", written over a horizontal line.

Sat Nagar P.E.
Project Engineer



METRO TRANSPORTATION GROUP, INC.

1300 GREENBROOK BOULEVARD
HANOVER PARK, IL 60133

TELEPHONE 630-213-1000
FAX 630-213-3227
www.metrotransportation.com

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

IL Route 47/IL Route 71/US Route 34 - Second Panel Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Second Panel Meeting
Corridor 13: IL Route 47/IL Route 71/U.S. Route 34

Date: June 18, 1998

Time: 10:00 A.M.

Place: Beecher Center
City of Yorkville

In Attendance:

Jim Nanninga	City of Yorkville
John Eisele	Village of Oswego
Grant Castleton	Oswegoland Park District
Francis Klaas	Kendall County
Tony Graff	Yorkville Police Dept.
Andrew Svihra	IDOT - District 3
Lou Paukovitz	IDOT - District 3
Rich Starr	IDOT - District 1
Kathy Meyerkord	Civiltech Engineering
Sat Nagar	Metro Transportation Group
John Walsh	Metro Transportation Group

Sat Nagar began the meeting with a brief review of the SRA program and the focus of the second panel meeting. The purpose of this meeting was to review the draft SRA report for the IL Route 47/IL Route 71/US Route 34 corridor with local officials and representatives, and discuss the recommendations for the corridor. A four-lane suburban cross section with a varying median is recommended through the major portion of the corridor to accommodate future capacity needs while providing future access requirements in areas where growth is anticipated.

At this point, Mr. Nagar began to discuss the corridor in more detail. For the purposes of this analysis, the corridor has been broken into five segments. Segment 1 extends south from US Route 30/Baseline Road to Corneils Road, a distance of 2.2 miles. The segment consists of a two lane roadway passing through agricultural lands. There are few factors that would constrain expansion of the roadway. The section of roadway in the vicinity of the Galena Road intersection is a substandard curve. In addition, the IL Route 47/Galena Road intersection is a high accident location. It is recommended that



Mr. Nanninga asked if future access would be available between Galena Road and Corneils Road. Mr. Nagar responded that access would be available – Mr. Starr recommended that one or two future access points be shown on exhibits C-02 and C-03. Mr. Svihra voiced a concern about future accessibility in rural areas with a barrier type median. Mr. Starr noted that there is flexibility in providing access within the permit process.

The discussion then moved on to Segment 2. Within this segment, four lane travel lanes are recommended with an 18 – foot barrier median. Mr. Svihra noted that the proposed costs for replacing the Burlington Northern Railroad structure appeared very low – considering that these are mainline tracks, a temporary structure will need to be constructed. The structure costs will be recalculated.

Mr. Graff asked if the Galena Road or US Route 34 intersections would be improved in terms of accident reduction – police support will focus on safety first. Mr. Nagar responded that the proposed IL Route 47 realignment at Galena Road will improve the substandard curve and separate turning movements on all four approaches to the intersection. At U.S. Route 34, access consolidation will minimize the number of locations where conflicting turning movements exist. Mr. Graff noted that the problems at the IL Route 47/U.S. Route 34 intersection may primarily be a function of the volume of traffic that passes through that intersection.

With no further questions or comments, Mr. Nagar moved on to Segment 3. Existing laneage and medians vary within this segment, which passes through downtown Yorkville. Mr. Nanninga and Mr. Graff pointed out that the proposed Spring Street extension and new signal at IL Route 47 were very controversial and should not be shown on the proposed plans. Mr Nanninga will coordinate with Metro on the proposed changes..

Mr. Nanninga also expressed concern with the future signal location at Walnut Street. The City would prefer a future signal further north at Landmark Avenue to accommodate future access for a 60 acre vacant parcel that will be developed with mixed-use commercial activities. Mr. Nagar noted that Landmark Avenue is very close to U.S. Route 34 and does not meet the ¼ mile SRA signal spacing requirement. Mr. Starr agreed that a signal at Landmark would not satisfy the SRA signal spacing requirements. It was agreed that a location between Walnut and Landmark, at least ¼ mile south of U.S. Route 34 would be acceptable.

Mr. Svihra noted that the 12' painted median proposed in this segment (cross section G-G) should be changed to 14', as this is the standard width. This change will be made. Mr. Nanninga and Mr. Graff asked if the proposed cul-de-sac at River Road could be changed to a right-in/right-out. It was agreed that a "porkchop" access would be recommended at this location.

Mr. Svihra noted that both legs of Hydraulic Avenue will be restricted to right-in/right-out in the District 3 Phase I roadway improvement plans for IL Route 47. These plans will also recommend removing the existing on-street parking between Hydraulic Ave. and Van Emmon Street and remove the retaining wall between Van Emmon St. and Fox St. The two homes on the west side above the retaining wall will be purchased by IDOT to accommodate this widening.



Mr. Svihra agreed with the IL Route 126/Main Street realignment shown on exhibit C-07. This will be controversial but is a necessary alteration for the roadway improvements to go forward. Mr. Graff asked why Orange Street was selected as a cul-de-sac location. Mr. Nagar responded that the goal of the access consolidation/elimination element was to reduce left-turn locations within a given segment of roadway, and that selection of specific locations was determined by proximity to major cross streets and other signalized intersections. Mr. Graff noted that this location could be a good candidate for a school crosswalk.

Mr. Nagar moved on to the recommendations for Segment 4. Mr. Graff noted that a new fire station will be constructed at the IL Route 47/Beaver Street intersection. It was agreed that this intersection should be shown as a future signalized intersection. Mr. Nanninga pointed out that sidewalks should be shown on proposed cross section K-K. This cross section passes through a planned residential area.

Mr. Svihra asked whether bicycle accommodations have been considered. The District 3 standard provides bike lanes combined with the sidewalk, not separate paths off the roadway. Mr. Starr mentioned that according to the SRA Design Concept Report, an additional one foot will be provided on the outer lane to accommodate bicycles. It was agreed not to show bicycle lanes on the cross sections through Segments 3, 4 and 5.

The discussion then shifted to Segment 5, the longest at 11.5 miles. Mr. Klaas pointed out that plans exist to extend Country Lane south and east to Minkler Road. This connection will provide a direct link to downtown Yorkville as Country Lane intersects IL Route 71 opposite Van Emmon Street. With this in mind, the Country Lane/Van Emmon/IL Route 71 intersection will need to be improved and additional R.O.W. acquired on the Country Lane/Van Emmon legs. Mr. Klaas also noted that the Minkler Road intersection with IL Route 71 will be located further east than shown on exhibit C-15. Mr. Klaas will provide construction plans for this intersection. Metro agreed to make this adjustment on the exhibit.

Mr. Eisele pointed out that the Village of Oswego feels that the Main Street intersection with IL Route 71 should be realigned to line up with Paradise Parkway. The exact location of Paradise Parkway will be evaluated. It was agreed that this is a good recommendation and will be included in the SRA report. Mr. Eisele also pointed out that the motel located at the IL Route 71/US Route 34 intersection will be replaced by a Shell gas station.

Mr. Svihra stated that IDOT District 3 has Phase II plans available for the US Route 34 section of Segment 5 and Mr. Svihra will provide these plans to Metro.

Mr. Eisele asked if sidewalks would be provided along the residential section of Segment 5 from IL Route 71/US Route 34 east to Pearces Ford Road. It was agreed that sidewalks would be appropriate in this section – added to cross sections M-M and N-N on exhibits C-18 and C-19.

Mr. Eisele also noted that the 625 acre parcel located east of the Fox Bend Golf Course, extending to Douglas Road, will be developed with residential uses in the near future.



The developers anticipate a Douglas Road realignment consistent with the proposed SRA study alignment.

With no further questions or comments, Mr. Nagar outlined the remaining steps in the process, asking the attendees to review the draft report and submit comments or concerns to Metro. The attendees were also invited to attend the public hearing scheduled for Tuesday, June 23rd at St. Patrick's Church in Yorkville.

The meeting was adjourned at 11:45 A.M.

By: John J. Walsh S.M.
John J. Walsh
Date: June 18 1998

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 47, ILLINOIS)
ROUTE 71 and U.S. ROUTE 34)
in NORTHEAST KENDALL COUNTY)

YORKVILLE, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C. S. R., a Notary Public in and for the County
of DuPage, State of Illinois, at St. Patrick's
Church, 406 Walnut Street, Yorkville, Illinois,
on the 23rd day of June, A. D. 1998, between the
hours of 2:00 and 7:00 P. M.

CAROL GARDNER: My name is Carol Gardner.

I would just like to say I am very pleased that this is happening because I have property that back up to Route 34 and I am very aware of the amount of traffic and possible danger later on as subdivisions are added and much more traffic goes through.

Many trucks, many heavy, heavy pieces of equipment are using that highway right now. So I am happy that we are widening and moving things along faster, less delay, less chance for accidents.

That is it.

* * * * *

ED SCHERER: My name is Ed Scherer and I live in Yorkville.

I disagree with the four lanes through Yorkville. I would rather see one lane in each direction with left-turn lanes and keep as much downtown parking as possible, lower the speed limit downtown to 30 miles an hour or less.

That is basically it.

* * * * *

NANCY FOSTER: Dean and Nancy Foster.

We have a business at 702 Bridge Street,

Yorkville. Servicemaster operates out of there and we also have an antique shop.

We see that this proposed widening of Route 47 would take up almost all of our existing parking spaces in front of our building.

DEAN FOSTER: And part of the building.

NANCY FOSTER: Yes. And it looks like a section of the building would have to be removed, also.

So our concern right now; even though we realize this could be a long ways off, and it is a publicly known fact, at least that it should be --

We probably will be looking to retire in the next five years and possibly want to sell the building, and we are concerned that it is going to adversely affect our being able to get what we need to out of our investment.

So we will be on record that we are against this proposal to widen Route 47 through town.

DEAN FOSTER: I am just in agreement with her. We are together.

* * * * *

DEAN BROMANN: My name is Dean Bromann. 647
White Post Way.

My concern is a safety issue, having the junior high and high schools to the west of Route 47, and the majority of the population to the east of Route 47 and the fact that we would have an abundance of traffic going more south, with the majority of the population going east/west, going to and from the schools.

So my concern is, or my comment would be, if a bypass is still a viable option, I would be in favor of a bypass, even though it would mean another bridge, to avoid a future accident or potential accident on a highway traveling north/south through town.

That is all I got to say.

* * * * *

DOUG BRIAN: My name is Doug Brian, B-r-i-a-n. My address is 1001 South Main Street, Yorkville, Illinois.

I have reviewed the maps of the Illinois Department of Transportation; and, from what we can tell, it is unacceptable as a neighborhood and a business and will not make Yorkville a better place to live and to travel through.

We think there are some other programs

that would be much better. And cutting off roads and access roads throughout town does not help the community in any way, shape or form.

LOUIS HASABIS: Louis Hasabis.

DOUG BRIAN: He owns Westside Gyros.

His parking lot would be totally destroyed if they were to accept the Illinois Department of Transportation's program; and, therefore, it would not be acceptable in that way, either. And it would be destroying his business, as well.

It would destroy his parking area and it would actually destroy his whole building.

LOUIS HASABIS: The whole building.

DOUG BRIAN: Yes, and it would ruin the community, neighborhood community, that he is in right now. And we think there is a better way they can handle that situation.

And we are going to conduct some public neighborhood meetings and try to help the Illinois Department of Transportation to do a better job that is more acceptable to the taxpayers of Kendall County. Thank you.

LOUIS HASABIS: Thank you.

One of the major concerns our Chamber of Commerce has indicated to us is that an arterial plan like this facilitate traffic through a community, which is a concern. They would rather have traffic slow down and have access to the business community.

We concur with that. And we understand that the location of traffic, and managing traffic in a safe manner, is the ultimate goal; but we would like to be able to have comments in the future in regard to any future plans.

We plan on providing a written document within the next thirty days, addressing the plan specifically.

We concur with the Route 47 and Galena Road realignment as a safety issue and that will definitely enhance.

The Route 34 and 47 intersection, we would hope that the access control, that is being proposed, would be maybe reconsidered in regards to the frontage road on the southwest area.

Definitely, it is going to hinder those businesses; specifically, Wholesale Tire and Ali's Restaurant and the corner business, which is Cellular One.

Also, the new development, which is going into the southeast corner, called the Inland Development Plan, we would hope to incorporate their access request. We are going to be forwarding that concept plan to your office.

We would definitely like to see the River Road access to be what they call a "porkchop," a right-in/right-out, instead of a cul-de-sac.

The Spring Street and Route 47 issue, we would like that not to be a collector at this point due to the fact that the property use to the west, called the Parkview Christian Academy, is going to be a private school, and this could possibly bring traffic close to that private school.

It is a "K" through sixth grade school. So having small children and having a collector road nearby could be a safety issue.

We concur with some of the management control in the downtown area. We would like to see Hydraulic Street, east and west, to be right-ins and right-outs.

And we concur that off-street parking would be an advantage as long as there was replacement parking for those businesses and that

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TONY GRAFF: Tony Graff, Chief of the Yorktown Police Department.

As a representative of the City of Yorkville, I have been instructed to give some comments in regards to the Strategic Regional Arterial Plan.

At this point, the process seems to work very well and the cooperation that we received between District 1 and District 3 has been beneficial.

We understand that this plan is flexible but the main point that we would like to make sure is examined further is that any access points that directly relate to future land use, that we would have an opportunity to have those access points changed to be more conducive to the business using the land.

We are very concerned in regard to how the barriers will look going through the middle of town and we would hope that we could make them more attractive than the concrete-type barriers and maybe have some green areas and trees and bushes so that would show the flavor of Yorkville.

IDOT would consider the replacement property to be in close proximity to the area and not a block away.

The Route 47 and Route 126 proposal, which is a street going right through Westside Gyros, is unacceptable for us. We would rather see that the current access to Elizabeth Street would possibly be corrected for their standards.

The Route 47 and Orange Street cul-de-sac on the west end, we concur that that would be acceptable but we need to talk to the owners and how that is going to control access to their private residences.

Route 47 and Beaver Street, a proposed land use of our fire station is being conducted there at this time and they will be open in April. And we would like to be able to have traffic control at that intersection be proposed.

Throughout the plan we would like to be able to see some reference to pedestrian control, which is sidewalks, and bicycle shared lanes. We are a community which is very pro bicycle on accommodations and sidewalks, so people can walk through our community.

The realignment at Route 126 and Route 71

we feel is a benefit and that is something we would like to further comment on in our written proposal.

And overall, in regards to the plan, we are -- we would want to make sure that the flavor of Yorkville and characteristic would be one of the contributing factors in any type of request for change to Route 47.

And to recap, if any barriers are to be constructed or access control points, we want those to be conducive to our current environment for Yorkville.

I think that is all. Thank you.

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ELIZABETH BUTTS: My name is Elizabeth Butts. My address is 2239 Route 47, Yorkville.

My concern is, I live between Corneil Road and Wheaton Avenue in a strip of homes that is five homes, a grouping of homes, and the proposed drawing shows no north access.

It shows a cement median through the middle and probably 90 percent of all of our travel to work and to school is to the north because we do all that in Aurora.

And my main concern is, if we have a

cement median across the middle, that we are going to have to head down -- head south -- for half a mile, turn around, and backtrack every day.

I guess a proposed one-way access, or whatever -- I guess I am just concerned that I can head north on the highway again.

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NANCY JAMES: Nancy James. I live at 508 Heustis Street in Yorkville.

I am presently concerned with the huge amount of traffic that goes from Van Emmon off of Route 47, east to Heustis, and then south down Heustis to Orange and/or Mill Street to get to Route 126.

The speed of the cars -- because they try to avoid lights on Route 47 is what is inviting for people to use our street and speed down it. We hope the cul-de-sacs and/or any other changes in our area's streets do not increase the traffic down Heustis.

Heustis and Fox, east of Route 47, are supposed to be local streets and it is starting to look more like the main highway; especially, during high traffic hours.

Also, if you are going to increase traffic and noise on Route 47, please put up noise retaining walls so we are not made miserable in our homes with truck noises. We already hear them now and to increase the noise would make us and our neighbors miserable.

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ROBERT JOHNSON: Robert Johnson. I am the Mayor for the City of Yorkville. I live at 120 Blackberry Lane in Yorkville.

Basically, the main focus I want to center on is going to be one of flexibility. I am sure today you have heard testimony from individual residents and our Chief of Police about specific issues, but I am under the assumption that a lot of these planned developments in the area are going to take some time, as long as ten to fifteen to twenty years.

I would hope that the Illinois Department of Transportation continues to have a dialogue with our city, because land use is going to be a priority and the main focus for this city for years to come; and, depending upon the land use, will bring different scenarios that we would need to discuss

with the Illinois Department of Transportation regarding lights, road cuts, berms, all sorts of things that perhaps we don't have the foresight to know at this point in time.

I think that it is important that we keep continued dialogue going on with this process and have knowledge of what is planned; especially, time-wise, because that is a major concern.

We would plan to meet with members of the community throughout the year and hopefully in the future after that, and we would welcome IDOT again to keep an open dialogue regarding the process.

The process is just as important as the improvements and the specific changes themselves, that we keep open communication and flexibility as we work with it and deal with it and have a cooperative relationship with them.

Thank you.

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STAN FREE: Stan Free. I am President of the Yorkville Area Chamber of Commerce. And I just had written down three comments here.

From the business community's perspective, we want to make sure that the focus is

not only to move traffic in and out of our town, but within the commercial entities within our town.

It would be of concern that it appears that there is a number of barriers between north and south traffic that would not be conducive to business traffic flow.

And I would also like to make the comment that future engineering plans be flexible so that, as development occurs, the plans can be changed accordingly. Also, a big concern is downtown, the elimination of the downtown parking.

I think that is all.

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RHEA HUNTER: Rhea Hunter. My address is 7 West Rickard, R-i-c-k-a-r-d, Court, Oswego, Lynwood Subdivision. That is on Route 34.

And I just have a concern, along with a lot of the neighbors, of a left-hand turn lane if they would put that in along 34.

We have had quite a few accidents there, including like a semi last year slammed into a car. We have had a neighbor of ours, who had to have a jaw realignment and plastic surgery for a facial because they slammed into an oak tree.

People are not paying attention to the left-hand turn lanes and they are clipping them. They are trying to go around on the shoulder and are clipping the back of the cars and throwing the cars in all directions. That is a real big concern with a lot of our neighbors.

We also have a church there in the subdivision. So there are a lot of people traveling in the left-hand turn lane, trying to get to church, and several of them have also been rear-ended.

We are just concerned about getting into the subdivision, if they can't turn, if they widen it to four lanes like they eventually hope to do and maybe putting in a turn lane there.

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RICHARD ARTMAN: My name is Richard Artman. I am with Inland Real Estate Development Corporation. And the address is 2901 Butterfield Road, Oak Brook, Illinois 60523.

As business owners in the area and landowners in the area, I would like to remain as informed as possible about any developments that take place with the study since we have approximately eight or nine different properties that will be

affected by this study.

I think that is it.

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JON CLEAL: My name is Jon Cleal, 113 West End Court, Oswego. I am just a resident of Oswego.

My statement is that, when doing the SRA study, that there should be quite a bit of attention paid to the Oswego -- the three Oswego schools -- near the intersection of 34 and 71.

There are recreation fields, three schools and there is quite a bit of younger children and a lot of community traffic and community use in that area so that it should be looked at closely as part of the plan to devise the best way to keep all of those people safe.

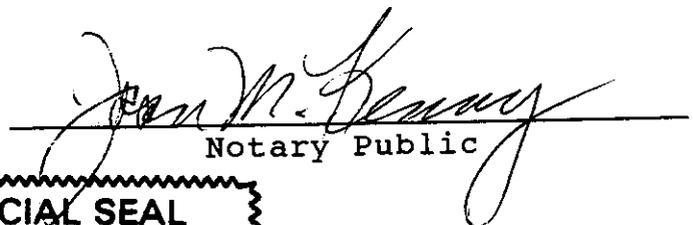
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(WHICH were all of the comments
made at the above-captioned
public hearing.)

STATE OF ILLINOIS)
) SS.
 COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 23rd day of June, A. D. 1998, at St. Patrick's Church, 406 Walnut Street, Yorkville, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 8th day of July, A. D. 1998.


 Notary Public

