

Strategic Regional Arterial

**Orchard/Randall/Illinois 31
from U.S. Route 30 to
the Wisconsin State Line
(Vol. II)**



**Operation
GreenLight**

**Illinois Department of Transportation
April, 1998**

FOREWORD

Orchard Road/Randall Road/Illinois Route 31 (SRA) includes Orchard Road from U.S. Route 30 to Oak Street Road, Randall Road from Mooseheart Road to McHenry Avenue, Illinois Route 31 from about Three Oaks Road to U.S. Route 12, and U.S. Route 12 from Illinois Route 31 to the Wisconsin State Line. This Strategic Regional Arterial (SRA) report for Orchard Road/Randall Road/Illinois Route 31 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Orchard Road/Randall Road/Illinois Route 31 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. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low-cost improvements, and exhibits of existing facility, environmental and developmental characteristics, recommended improvements and details. Volume II consists of documentation of the public involvement process including citizen comments.

SECTION FOUR PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: six SRA Advisory Panel meetings, two public hearings, and the newsletters to the Panel members and coordinator. The Panel meetings were held on March 22, 1990, November 16, 1990 and December 17, 1991 for the Kane County portion of the route and on March 16, 1990, November 15, 1991 and December 5, 1991 for the McHenry County portion of the route. A public hearing was held in each county along the route beginning with McHenry County on February 5, 1992 and Kane County on February 11, 1992. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

Copies of the meeting minutes, public hearing minutes and comments and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

Two separate advisory panels were created for Orchard Road/Randall Road/Illinois Route 31. The McHenry County advisory panel met on March 16, 1990; November 15, 1990; and December 5, 1991. Meetings for the Kane County panel were held on March 22, 1990; November 16, 1990; and December 17, 1991. 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. At the November, 1990 meetings, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Orchard Road/Randall Road/Illinois Route 31. At the final Panel meeting, the recommended improvements were presented as in the Draft 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. In addition to the officials from municipalities and counties along the route, panel members included representatives of other organizations interested in transportation within the Orchard Road/Randall Road/Illinois Route 31 corridor.

Copies of the minutes of the Panel meetings are contained in the following pages.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 31, McHENRY COUNTY**

**4:00 PM - MARCH 16, 1990
McHENRY COUNTY HIGHWAY DEPARTMENT
P. O. BOX 389
WOODSTOCK, IL**

The SRA Advisory Panel Meeting for IL 31 in McHenry County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 16, 1990 at the McHenry County Highway Department. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Roy Bell (IDOT) provided the Introduction to the SRA Study.
3. Mark Peterson (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Will CATS prepare agenda for second Advisory Panel Meeting? What topics will be discussed? Ans: Advisory Panel coordinators will meet and inform panel members what topics will be discussed and what specialists should attend. (Business, technical, etc.)
2. Will study be conducted from a macro viewpoint? Ans: No, HBA will meet with communities on an as needed basis to learn about local concerns.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script, reading 'Robert F. Hull', is written over the typed name.

Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 31
McHenry County

Meeting Location: McHenry County Hwy Dept.

Date: March 15, 1990

Name	Representing
ROB HULL	HARLAND BARTHOLOMEW ASSOC
ROY BELL	IDOT
KENT TAYLOR	NIPC
Met Journal	Village of Lake in the Hills
Jim Rakow	McHenry County Hwy Dept.
BARBARA KEY	Village Lake in the Hills
Nancy Baker	McHenry County Hwy Dept
JOE HISENENT	CITY OF CRISTAL LAKE
Dean Cunniff	McHenry County Bd.
BILL BUSSE	CITY OF MCHENRY
DONALD BREWER	Village Association
Mark Peterson	Harland Bartholomew + Assoc.

MEETING MINTUES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
RANDALL ROAD/ILLINOIS 31 McHENRY COUNTY**

**4:00 P.M. - NOVEMBER 15, 1990
McHENRY COUNTY HIGHWAY DEPARTMENT
ROUTE 47 & COUNTRY CLUB ROAD
WOODSTOCK, IL**

The SRA Advisory Panel Meeting for Randall Road/Illinois 31 in McHenry County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 15, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Mark Peterson (HBA) provided a brief review of the SRA study process, discussed the physical relationship between Randall Road/Illinois 31 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Jim Rakow of the McHenry County Highway Department asked why 1986 aerials were being used for the study. Ans: At project start up, the 1986 aerials were the most recent available from NIPC. New 1990 aerials and field checks will be used to update the study.

County plans for Randall Road/Illinois 31 Connector call for only four lanes, who will buy the additional right-of-way for six through lanes? Ans: New funding legislation may provide the mechanism for protecting the right-of-way on county highways.



Feasibility of West McHenry Bypass alternatives may have changed since the 1982 Feasibility Study due to quarry activities west of McHenry.

McHenry Highway Department would welcome a visit by Harland Bartholomew & Associates for the purpose of providing the Consultant with further details and status of programmed improvements.

2. Bill Busse of the City of McHenry commented that the City would favor additional investigation of a western bypass.

McHenry would also appreciate a meeting with the consultant to discuss the City's development plans and access management issues.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in cursive script, reading 'George M. Brown', is positioned above the printed name.

George M. Brown

GMB:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: 1/31 / Randall / Orchard

Meeting Location: McHenry County Highway Dept.

Date: 11/15/90

Name	Representing
Mark Peterson	HB & A
Jim Rakow	McHenry Co. Hwy. Dept.
Eugene Ryan	Chicago Area Transportation Study
LINDA BOLTE	IDOT - OFFICE OF PLG & PROG
Nancy Baker	McHenry Co. Hwy. Dept.
MILT FAUROT	VILLAGE OF LAKE IN THE HILLS
BIL BUSSE	CITY OF McHENRY
JOE MISURELLI	CITY OF CRYSTAL LAKE
KEVIN BAYS	VILLAGE OF RICHMOND
DONALD BREWER	VILLAGE ALGONQUIN

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
RANDALL/IL 31, MC HENRY COUNTY**

**DECEMBER 5, 1991 - 4:00 PM
MC HENRY COUNTY HIGHWAY DEPARTMENT
P.O. BOX 389
WOODSTOCK, IL**

The third SRA Advisory Panel Meeting for Randall Road/IL 31 in McHenry County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Advisory Panel Members on December 5, 1991 at the McHenry County Highway Department. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Mark Peterson of HBA provided a review of the SRA study process and discussed the SRA project recommendations outlined in the draft SRA report for Randall Road/IL 31.
2. McHenry County advised that the Randall Road/IL 31 connector for through movement near Crystal Lake may not be feasible to implement due to recent development.
3. City of Crystal Lake indicated that signals will be installed in near future at Ackman Road and McHenry Boulevard and should be indicated on SRA route maps.
4. City of Crystal Lake requested that the proposed traffic signal shown at Roosevelt Street be deleted from the SRA recommendations. Crystal Lake has no plans to extend Roosevelt Street in the future.
5. McHenry County questioned the dedicated right-of-way shown for the bike path on the abandoned Chicago Northwestern Railroad.



Meeting Minutes
December 5, 1991
Page 2

6. McHenry County indicated that IDOT should pursue a West McHenry bypass study for the purpose of defining an exact alignment in order to begin protective right-of-way acquisition.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in black ink, which appears to read 'Robert F. Hull', is positioned below the company name.

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus w/attachment
Advisory Panel Members

SRA ADVISORY PANEL MEETING

Route: Randall Road / 12 31
McHenry County

Meeting Location: McHenry Co. Highway Dept.

Date: 12/5/91

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
ROB HULL	H B A
JOE MISURELLI	CITY OF CRYSTAL LAKE
FRANK CUDDA	SCHFFLOW ENGINEERS
Nancy Baker	McHenry County
Eugene Ryan	Chicago Area Transportation Study
RICH STARR	IDOT
MIKE MAGNUSON	McHENRY Co
Jim Bakow	McHenry Co

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
RANDALL ROAD/ORCHARD ROAD KANE COUNTY**

**4:00 PM - MARCH 22, 1990
KANE COUNTY DIVISION OF TRANSPORTATION
41W011 BURLINGTON ROAD
ST. CHARLES, IL**

The SRA Advisory Panel Meeting for Randall and Orchard Roads in Kane County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 22, 1990 at the Kane County Division of Transportation. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Roy Bell (IDOT) provided the Introduction to the SRA Study.
3. Mark Peterson (HBA) provided an Overview of the Study Process and Discussion of the SRA Concept Design Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

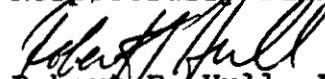
1. What do you mean by "controlling the number of access points", median barriers, right in/right out movements? Ans: Yes, plus we could try and consolidate access points.
2. What if the county doesn't want to spend the money to construct the roads to the study recommendations? Ans: Could possibly be special funding for entire system to build it to this standard. We are not trying to force anything on anybody.
3. Should we hold off on improvements presently planned? Ans: No, the consultant will incorporate these improvements in the base for the study.



4. What will happen to Randall Road access control as development continues, could curb cuts spring up?
Ans: Yes, if left unchecked.
5. Will consultant study include traffic study at Orchard Road/I-88 interchange. Ans: Projected traffic volumes will not supply sufficient detail to study each individual intersection along the route.
6. Kane County Division of Transportation will make copy of Randall Road Study available to consultant upon its completion.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,


Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: RANDALL ROAD

Meeting Location: KANE CO. HIGHWAY DEPT

Date: March 22, 1990

Name	Representing
BOB HULL	HARLAND BARTHOLOMEW ASSOC.
Mark Peterson	HBA
ROY BELL	IDOT
RON LAMMERS	VILLAGE OF GILBERTS
BERT BRAUN	Village of South Elgin
John Edlebeck	CITY OF GENEVA
Terry Heffron	Kane Urban Council of Mayors
THOMAS RICKERT	KANE CO. DIV. OF TRANS
Nabi R. Fakroddin	Kane Co. Div. of Transportation
JIM NANNINGA	CITY OF AURORA
MIKE DONAHUE	NIPCL

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
RANDALL/ORCHARD RDS./KANE COUNTY**

**2:00 P.M. - NOVEMBER 16, 1990
KANE COUNTY HIGHWAY DEPT.
41W011 BURLINGTON RD.
ST. CHARLES, IL**

The SRA Advisory Panel Meeting for Randall/Orchard Roads in Kane County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 16, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Mark Peterson (HBA) provided a brief review of the SRA study process, discussed the physical relationship between Randall/Orchard Roads and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Mayor Van de Voorde of Elgin asked whether the SRA Study was considering a fully directional interchange at the Northwest Tollway. The Toll Highway Authority has indicated that this may be undertaken in 3 to 4 years and the Authority may have acquired the additional R.O.W. necessary for the westbound ramps. Mayor Van de Voorde also indicated that a major shopping center was planned at the southwest quadrant of Randall and U.S. 20, and that the U.S. 20/Randall interchange needed further study.



2. The Village of Sleepy Hollow expressed concern about water pipes along the east side of Randall Road and also about the location of septic fields serving homes on the east side of Randall Road. Exploration of a westward alignment shift in the segment of Randall Road north of I-90 was suggested as a method to avoid the potential utility conflict.
3. The City of Geneva indicated that Kaneville Road had been closed west of Randall Road and that there was an agreement for a future signal at the first intersection south of Kaneville Road.
4. Terry Heffron of the Kane County Highway Department asked that the possibility of State funding be considered for improvements to SRA routes that are under local jurisdiction. He also inquired whether the next steps in the SRA route study process would include meetings with the individual communities along the route, and suggested that the process consider how additional lanes would be accommodated in the staging of improvements. Kane County is now planning on widening some roads from two to four lanes where the ultimate cross-section would indicate six lanes.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in black ink, which appears to read 'Robert A. Duchek', is written over a horizontal line.

Robert A. Duchek

RAD:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: 1L 31 / RANDALL / ORCHARD

Meeting Location: KANE COUNTY HIGHWAY DEPT.

Date: 11/16/90

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
Robert Ingle	Harland Bartholomew & Assoc.
Tom Willman	CATS
Eugene Ryan	CATS
Terry Heffron	Kane County
Stephen Schindel	IDOT
George Van D. Wende	Mayor, Elgin
Malcolm Dahl	Elgin
Tom Holdridge	Kane County
Roger Valente	IDOT
THOMAS RICKERT	KANE COUNTY
THOMAS TALSMAN	CITY OF GENEVA
Sam Santell	City of St. Charles
AL INGRUND	Village of North Aurora
Bar A Brown	Village of South Elgin
Joson Harvey	Village of Sleepy Hollow

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ORCHARD ROAD/RANDALL ROAD, KANE COUNTY**

**DECEMBER 17, 1991 - 9:30 PM
KANE COUNTY DIVISION OF TRANSPORTATION
41W011 BURLINGTON ROAD
ST. CHARLES, IL**

The third SRA Advisory Panel Meeting for Orchard Road/Randall Road in Kane County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Advisory Panel Members on December 17, 1991 at the Kane County Division of Transportation. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Mark Peterson of HBA provided a review of the SRA study objectives and study process and then discussed the SRA project recommendations outlined in the draft SRA report for Orchard Road/Randall Road.
2. City of Elgin requested cul-de-sac that was constructed at the west leg of Kaneville Road be indicated on the plan.
3. City of Elgin supported SRA recommendation to provide access to Randall Road to and from the west at I-90.
4. Kane County asked if proposed signals shown on SRA plan need to meet warrants.

Response: Yes, SRA planning process has proposed toughening of warrants to be met before signal can be implemented. Specifically, warrants 10 and 11 would be dropped.



Meeting Minutes
December 17, 1991
Page 2

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in black ink, which appears to read 'Robert F. Hull', is positioned above the printed name.

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus w/attachment
Advisory Panel Members

SRA ADVISORY PANEL MEETING

Route: Orchard Rd. / Randall Rd.
Kane County

Meeting Location: Kane Co. Division of Transportation

Date: December 17, 1991

Name	Representing
Rob Hull	Harland Bartholomew & Assoc.
Mark Peterson	HARLAND BARTHOLOMEW
R. E. Lenzini	Hampton, Lenzini and Renwick, Inc.
Terry Heffron	Kane County
Doug Knuth	CRSS
BEET BRAUER	Village of South Elgin.
TED BERGESON	CITY OF DATAVIA
TOM TALSMAN	CITY OF GENEVA
John Edlebeck	City of Geneva
George Newell	Elgin
Melford C. Bell	Elgin
Bob Hupp	St. Charles
Bob Walman	" "
James G. Palmatier	Village of No. Aurora
Eugene Ryan	CATS

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

A Public Hearing was held in each county to present recommended improvements to Orchard Road/Randall Road/Illinois Route 31 as part of the SRA system and to obtain public input. The Public Hearings were held in McHenry County on February 5, 1992 and in Kane County on February 11, 1992. The Public Hearings were conducted in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical roadway cross-sections. Also, a slide presentation was shown every half-hour during the hearings. These presentations included the scope and objectives of the SRA system; the relation of Orchard Road/Randall Road/Illinois Route 31 to the overall system; and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearings to discuss the project and answer questions. A court reporter also was present during the hearings to take oral comments, and written statements were accepted during the hearings. An additional period of 30 days following each of the hearings was provided for submission of written statements to the IDOT District One offices.

Included in this section are copies of the following:

- public hearing notice,
- public hearing handout,
- summary of public hearings,
- public hearing register (Attachment A),
- slide presentation narrative (Attachment B),
- recorded oral comments (Attachment C),
- written comments (Attachment D), and
- IDOT response letters (Attachment E).



**Illinois Department
of Transportation**

**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**ILLINOIS ROUTE 31/Randall Road
from McHENRY COUNTY -
WISCONSIN STATE LINE
to US 30
in McHENRY and KANE COUNTIES**

**Plan to attend one
of the following hearings:**

**WEDNESDAY, FEBRUARY 5, 1992
2 p.m.-8 p.m.**

**CRYSTAL LAKE HOLIDAY INN
800 S. ROUTE 31
CRYSTAL LAKE, IL 60014**

(or)

**TUESDAY, FEBRUARY 11, 1992
2 p.m.-8 p.m.**

**TRAVELODGE HOTEL
311 S. LINCOLNWAY
NORTH AURORA, IL 60542**

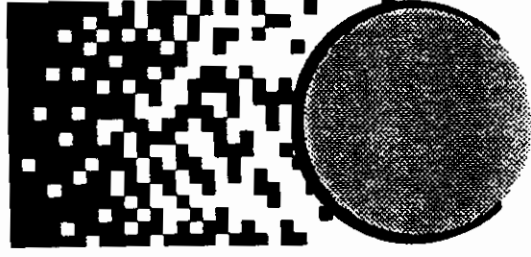
PURPOSE OF HEARING:

- To present recommended improvements for Illinois Route 31/ Randall Road as part of the Strategic Regional Arterial (SRA) system
- To obtain public input

A slide presentation will be shown every half hour with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions.

This hearing will be handicapped accessible. Those persons planning to attend and in need of special accommodations should contact Rich Starr (708) 705-4095 at the District Office.

Strategic Regional Arterial Operation GreenLight

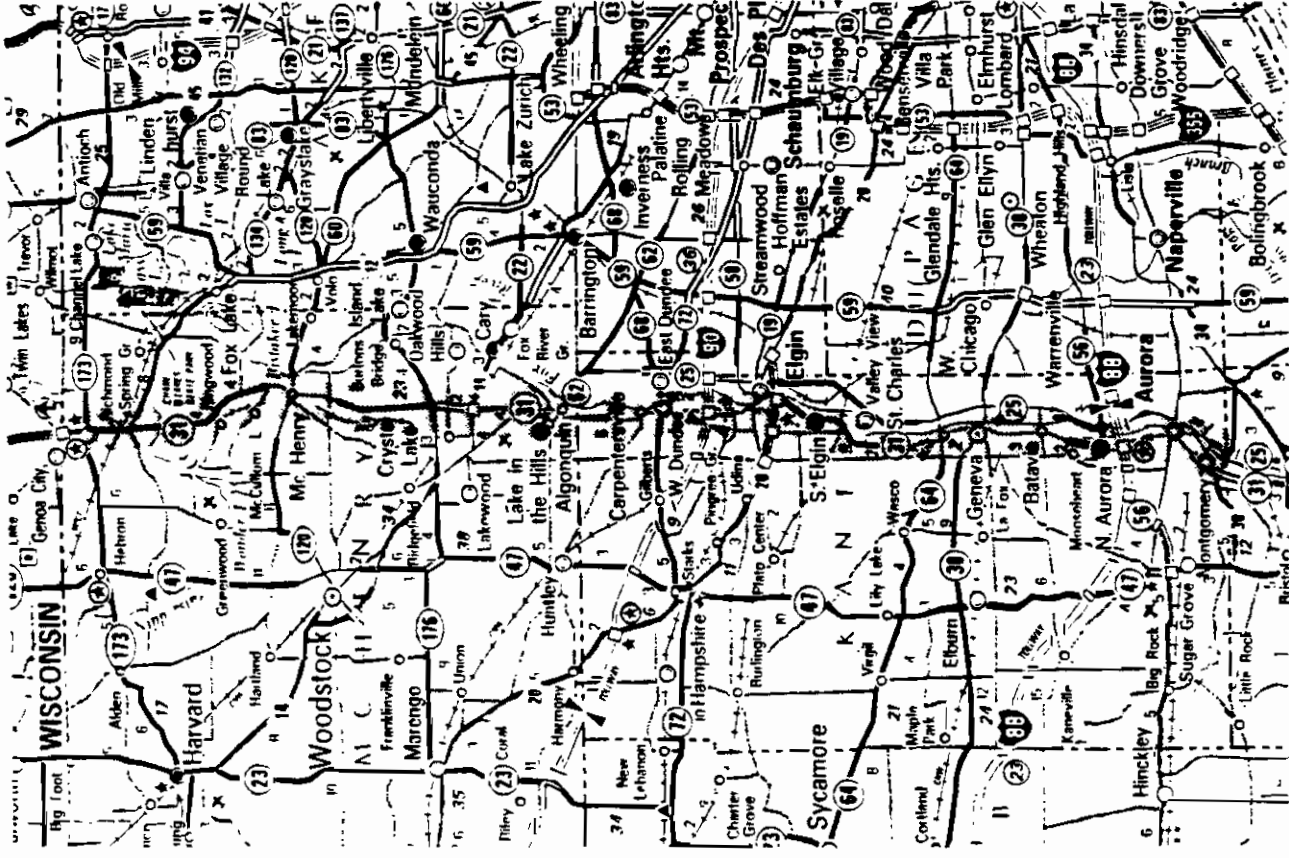


Illinois Route 31 (Randall Road) between the McHenry County, Illinois–Wisconsin State Line and U.S. Route 30 in McHenry and Kane counties



Regional Location Map

Illinois Route 31 (Randall Road) between the McHenry county, Illinois–Wisconsin State Line and U.S. Route 30



PURPOSE OF HEARING

- * To present the recommended improvements for Orchard/Randall/Illinois Route 31 between US Route 30 on the south and the Illinois-Wisconsin state line on the north, as part of the Strategic Regional Arterial system
- * To obtain public input

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

- * Includes 1,340 miles of existing roads in northeastern Illinois
- * Intended to supplement the expressway system and provide for long distance travel across the region

SUMMARY OF RECOMMENDED IMPROVEMENTS

- * Between US Route 30 and Sullivan Road - two through traffic lanes in each direction with continuous median, left turn lanes, and coordinated traffic signals
- * Between Sullivan Road and Illinois Route 72 - three through lanes in each direction with continuous median, left turn lanes, and coordinated traffic signals
- * Between Illinois Route 72 and the Illinois-Wisconsin state line in each direction with continuous median, left turn lanes, and coordinated traffic signals

PROJECT SCHEDULE

- * The Department will consider comments received from this public hearing in the refinement of the recommended improvements
- * A Final Report concerning the recommended improvements will be prepared. Scheduled completion of this report is winter 1992.

QUESTIONS, COMMENTS AND INFORMATION

Written comments and recommendations may be submitted during the public hearing or may be sent to:

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material from the public hearing, including any engineering data as well as written comments from interested individuals, may be reviewed and copied (at the requestor's expense) at the above address. Questions regarding the project should be directed to Rich Starr (708) 705-4095.

**Summary of Public Hearings
Orchard Road/Randall Road/Illinois Route 31 Strategic Regional Arterial**

Wednesday, February 5, 1992

2 pm to 8 pm

Crystal Lake Holiday Inn

800 South Route 31

Crystal Lake, Illinois

and

Tuesday, February 11, 1992

2 pm to 8 pm

Travelodge Hotel

311 South Lincolnway

North Aurora, Illinois

Three public hearings were held by the Illinois Department of Transportation to present recommendations for improvements to Orchard Road/Randall Road/Illinois Route 31 as part of the Strategic Regional Arterial System and to obtain public input. The recommended improvements include the following:

- **Orchard Road from U.S. Route 30 to New Indian Trail** - Two through lanes in each direction with a continuous 30-foot wide median, left turn lanes and coordinated traffic signals.
- **Orchard Road from New Indian Trail to Oak Street Road, Orchard Road Extension and Randall Road from Mooseheart Road to Illinois Route 72** - Three through lanes in each direction with a continuous 30-foot wide median, left turn lanes and coordinated traffic signals.
- **Randall Road from Illinois Route 72 to McHenry Avenue, Randall Road/Illinois Route 31 Connector and Illinois Route 31 from the Connector to U.S. Route 12** - Two through lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- A detailed study is recommended in the West McHenry Bypass Corridor to identify the future alignment for the SRA route west of the City of McHenry.
- The future alignment of U.S. Route 12 from Illinois Route 31 to the Illinois/Wisconsin State Line is presently under IDOT study. Sra recommendations are deferred until the study is completed.

Acquisition of additional right-of-way is recommended from:

- U.S. Route 30 to Jericho Road,
- Interstate 88 to Kaneville Road,
- Williamsburg Avenue to Algonquin Road,
- Pyott Road to Illinois Route 31, and
- Illinois Route 176 to U.S. Route 12.

The public hearings were conducted in an open house format. A copy of the attendance register for the hearings is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing and throughout the hearings, a narrated slide presentation was given every 30 minutes in an adjoining room. The slide presentations included general information about the Strategic Regional Arterial System and Operation GreenLight, as well as identifying the scope of improvements recommended for the Strategic Regional Arterial Route. A copy of the narrative for the slide presentations is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearings to answer questions and discuss the project recommendations. Also, a court reporter was present during the hearings to take oral comments, and provision was made for submission of written comments at the hearings and for a period of 30 days following the hearings. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of received written comments are provided as Attachment D. IDOT response letters to the municipalities and local officials, concerning additional final evaluation of SRA project recommendations, are provided in Attachment E. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearings:

- Concerns were expressed for preservation of historic structures along Randall Road.

RE: Historic structures have been identified on the route maps in order that they may be preserved. Identifying the structures at this stage will insure that all possible measures will be taken to preserve them.

- Questions were raised as to the timing of recommended improvements and right-of-way acquisition.

RE: Acquisition of right-of-way could proceed as soon as the SRA study is completed in order to protect right-of-way in developing areas. Roadway improvements would not be constructed until the projected increases in traffic volume are realized.

- Concerns were expressed as to the impact of right-of-way acquisition on the viability of businesses at the Illinois Route 64 intersection.

RE: It is possible that in order to achieve the recommended SRA right-of-way at some locations, businesses may have to be acquired, however, the right-of-way limit shown at this particular intersection is not intended to provide the detail which would be needed to determine the viability of these businesses.

- A concern was expressed that other north-south county routes between Randall Road and Illinois Route 47 should be improved/constructed rather than focusing only on Randall Road.

RE: Randall Road is the focus of this study because it provides the most viable existing route for long distance travel in this area of Kane County. Other north-south routes in the area are not as suitable for long distance high volume traffic.

- Many questions were raised about sources of funding for SRA improvements.

RE: Presently there are no funds identified for any of the SRA improvements. Identifying the SRA system and the necessary improvements will provide the mechanism for identifying a funding source.

- Many questions were raised about the necessity for a 30-foot wide median along the majority of the route.

RE: The 30-foot wide median is required along the route to facilitate dual left turn lanes wherever they may be warranted in the future. This width could be reduced in areas where access is controlled for long distances.

- Questions were raised as to the method of providing access where barrier median is recommended.

RE: Curb cut access would be right turn in/right turn out with the possibility of u-turn movements at the signalized intersections.

- Concerns were expressed about the necessity to construct berms and other noise barriers to protect residential areas from increased noise levels accompanying the additional lanes.

RE: A detailed study of vehicle noise levels would be required in order to determine the areas where sound barriers would be appropriate.

- Support was expressed for improvements to the SRA in lieu of the Fox Valley Expressway construction.

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ATTACHMENT A

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Project: Illinois Route 31

Date: Feb. 5, 1992

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Name	Address	Representing
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Jim Modesto	37 W 120 Arlington Heights	
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James J. Jellie	381 Hampshire Lane Crystal Lake, IL 60014	
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CHUCK MATERSIK	3703 N RICHMOND McHENRY, IL 60050	McHENRY TWP. ROAD DIST
Don Labormahl	Village of West Chicago 102 S. Second	Public Works
Chuck Hawn	"	"
DON JAKESCH	111 N. CANAL ST. CHICAGO, IL 60606	HOWARD, NEEDLES TAMMEN & BERENDOFF
Dean Gennat	3000 W. Tuske McHenry, IL 60050	McHenry Co Bd
Carrie Rile Andrews	18 N 501 Sleeping Hollow Rd W Dundee	
Jane Goss	633 S. BRENTWOOD DR CRYSTAL LAKE 60011	City of CL
Flaine Mulligan	18 Dartmouth Crystal Lake	C.L. South Haven Association
WALTER P. WEITH	811 MELROSE CT McHENRY IL 60050	ME
JEFF NOVOTNY	5005 NEWPORT DR Suite 217 Rolling Meadows, IL 60008	AMERICAN ENGINEERING Co
Doug Karsig	674 Noss Rd R23 Beloit WI 53511	
Judy Biaggi	4513 Ripon Rd Crystal Lake, IL	

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Ron Uher	2911 Skyline Crystal Lake 60014	11 SELF
Jim O'Brien	1805 1/2 8th St N. Dundee 60118	OBrien Sons Furs 1805 1/2 8th St.
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Sick Rick	735 MARTIN DR Sycamore	Village of Sycamore ELGIN
Steve Cohen	8600 Rt. 14 C.	STAR 105.5 W. IT
Judith Hollieth	44105 Rt. 31 Crystal Lake IL 60012	Homeowner
DERS ANDERSON	2712 SPRINGBROOK CRYSTAL LAKE 60012	" "
Niels Sorensen		
LISLIE HEYDEN	5006 MACWOOD RICHMOND, IL 60071	SELF
Clyde Wakefield	P.O. Box 597 Crystal Lake, IL.	CITY OF CRYSTAL LAKE

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Steve LANE	2 S. MAIN St Algonquin IL	Algonquin
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EUGEN PRINSKE	4506 DAVID LN CRYSTAL LAKE	
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S		

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Project: Orchard Rd/Randall Rd/ Illinois Route 31
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Steven Lord	101 S. River Aurora, IL 60508	The Beacon - News
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AMES K MICHAEL	109 N MAIN ELGIN, IL	ENGINEERING ENTERPRISES, INC

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Project: Orchard Rd / Randall Rd / Illinois Route 31
between I-55 - Wis state line and U.S. Route 30

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ED TELPHELY	7936 W BARKI EP	HERITAGE

Project: Orchard Rd / Randall Rd / Illinois Route 31
between ILL - Wis state line and U.S. Route 30

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Sheet 6 **of** 6

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

ORCHARD/RANDALL/ILLINOIS ROUTE 31 SRA
PUBLIC HEARING SLIDE PRESENTATION

- | | |
|--|---|
| 1 -- IDOT Logo | Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for Orchard/Randall/ |
| 2 -- Orchard/
Randall/IL 31
Location Map | Illinois Route 31 between U.S. Route 30 and the Illinois/Wisconsin State Line as part of the Strategic Regional Arterial System. |
| 3 -- SRA Logo | The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeast- |
| 4 -- SRA System
Map (CATS) | ern Illinois. |
| 5 -- Operation
GreenLight
Logo | The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few |
| 6 -- View of Expwy
Congestion | years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local |
| 7 -- View of Arterial
Congestion | streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system. |
| 8 -- View of Transit
Interface | As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips. |
| 9 -- 8-point pro-
gram list | However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system. |
| 10 -- SRA Route
Type Map | Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route |

types are designated as urban, suburban and rural.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs.

Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Design Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system.

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including Orchard/Randall/Illinois Route 31.

Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Identify and protect needed right-of-way.
- Examine ways to enhance public transportation.
- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.

- 11 – View of Ohio Street
- 12 – View of North Avenue
- 13 – View of Rural Route (Typical)
- 14 – SRA Design Concept Report Cover
- 15 – SRA Route Map w/Year 1 and Year 2 Routes
- 16 – SRA Objectives

- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

17 – SRA Work Program Chart

The Orchard/Randall/Illinois Route 31 studies have been carried out over the past eighteen months. The studies began with the collection and analysis of information about conditions along the route. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

18 –Orchard/ Randall/IL 31 Location Map

Four separate routes comprise Strategic Regional Arterial Orchard/Randall/Illinois Route 31:

- Orchard Road from U.S. Route 30 to Mooseheart Road,
- Randall Road from Mooseheart Road to the proposed Randall Road/Illinois Route 31 connector,
- Illinois Route 31 from the proposed connector to Tryon Grove Road, and
- U.S. Route 12 from Tryon Grove Road to the Wisconsin State Line

Together they provide a continuous 53-mile route from the Kane/Kendall County Line to the Illinois/Wisconsin State Line. The route passes through the incorporated areas of twenty communities including Aurora, St. Charles, Elgin, Crystal Lake, McHenry and Richmond. Between U.S. Route 30 and County Line Road, the route is in Kane County; and, between County Line Road and Wisconsin, the route is in McHenry County. Although a separate public hearing is being held in each county, this presentation includes information on the entire route to convey the continuity of the route as a Strategic Regional Arterial.

**19 – Regional
Facilities Map**

Orchard/Randall/Illinois Route 31 intersects nine other SRA routes: U.S. Route 30, Fabyan Parkway, Illinois Route 64, U.S. Route 20, Algonquin Road, U.S. Route 14, Illinois Route 120, U.S. Route 12 and Illinois Route 173. It interchanges with two expressways: Interstate 88 and Interstate 90.

**20 – Commuter Rail
Lines**

Four commuter rail lines operate between Chicago and the Orchard/Randall/Illinois Route 31 corridor:

- the Metra/Burlington Northern line operates a station at its western terminus in Aurora,
- the Metra/Chicago & North Western line operates a station at its western terminus in Geneva,
- the Metra/Milwaukee District West line operates a station at its western terminus at Big Timber Road, and
- the Metra/Chicago & North Western line operates stations in both Crystal Lake and McHenry.

**21 – Typical Subur-
ban Cross
Section**

**22 – Typical Rural
Cross Section**

**23 – View of IL 31
north of IL 176**

**24 – View of
Randall @
Fabyan Pkwy.**

Orchard/Randall/Illinois Route 31 is classified as a Suburban Strategic Regional Arterial from U.S. Route 30 to the City of McHenry for which a minimum of three through traffic lanes in each direction with at least a 120-foot wide right-of-way are desirable. From the City of McHenry to the Wisconsin State Line, the route is classified as a Rural Strategic Regional Arterial for which a minimum of two through traffic lanes in each direction with at least a 168-foot wide right-of-way are desirable. The existing road-way configuration is basically two through traffic lanes from U.S. Route 30 to Oak Street Road and from Interstate 90 to Wisconsin. Between Oak Street Road and Interstate 90 there are four through traffic lanes. The existing right-of-way varies from 140 feet wide on Randall Road to 66 feet wide on Illinois Route 31.

**25 – View of Rush
between IL 38
& IL 64**

**26 – View of Or-
chard Road**

The projected travel demand in the year 2010 for Orchard/Randall/ Illinois Route 31 ranges from less than 30,000 vehicles per day on Orchard Road to 40,000 vehicles per day on Randall Road. In comparison, the most recent recorded traffic volumes range from 12,000 vehicles per day on

Orchard Road to 34,000 vehicles per day on Randall Road.

- | | |
|-------------------------------|--|
| 27 – View of Roadway | Between U.S. Route 30 on the south and Sullivan Road on the north, the recommended roadway improvement provides for two through traffic lanes in each direction and a continuous 30-foot wide barrier median. |
| 28 – Cross Section 1 | From U.S. Route 30 to Jericho Road, 120 feet of right-of-way is required for the recommended roadway cross-section. North of Jericho Road the existing right-of-way is adequate for the four through lane 30-foot wide barrier median cross-section. |
| 29 – Cross Section 2 | |
| 30 – Cross Section 3 | Between Sullivan Road on the south and Oak Street Road on the north, the recommended roadway improvement for Orchard Road provides for three through lanes in each direction and a 30-foot wide barrier median with a desirable ultimate right-of-way width of 150 feet. It is recommended in this segment that the Interstate 88 interchange be modified to provide full directional access. |
| 31 – View of Interchange | |
| 32 – Cross Section 4 | The recommended roadway improvement for the proposed Orchard Road Extension from Oak Street Road to Randall Road provides for three through lanes in each direction and a continuous 30-foot wide barrier median with a desirable ultimate right-of-way width of 150 feet. |
| 33 – View of Roadway | From the Orchard Road Extension on the south to U.S. Route 20 on the north, the recommended roadway improvement for Randall Road provides for three through lanes in each direction with a desirable ultimate right-of-way width of 150 feet. A 30-foot wide barrier median is recommended throughout this segment to provide dual left turn lanes at major cross streets. It is recommended in this segment that right-of-way be protected between MacDonald and Hopps Roads for a potential grade separation at the Chicago, Central and Pacific Railroad. |
| 34 – Cross Section 5 | |
| 35 – View of Roadway | |
| 36 – View of Roadway | Between U.S. Route 20 on the south, and Illinois Route 72 (Higgins Road) on the north, the recommended roadway improvement for Randall Road provides for three through lanes in each direction and a 30-foot wide barrier median with a 150-foot wide right-of-way. It is recommended in this segment that the Interstate 90 interchange be modified to provide full directional access. |
| 37 – Cross Section 6 | |
| 38 – View of I-90 Interchange | |
| 39 – View of Roadway | Between Illinois Route 72 on the south and the Randall Road/Illinois Route 31 connector on the north, the recommended roadway improvement for Randall Road provides for two through lanes in each direction and a 30-foot wide barrier median. Between Illinois Route 72 and Algonquin Road 150 feet right-of-way is necessary for the recommended roadway cross section. North of Algonquin Road the existing right-of-way is adequate for recommended roadway cross-section. |
| 40 – Cross Section 7 | |
| 41 – Cross Section 8 | |

42 – Cross Section 9	The recommended roadway improvement for the proposed Randall Road/Illinois Route 31 connector provides for two through lanes in each direction and a continuous 30-foot wide barrier median with a desirable ultimate right-of-way width of 120 feet.
43 – View of Roadway	Between the Randall Road/Illinois Route 31 connector and Gracy Road, the recommended roadway improvement on Illinois Route 31 provides two through lanes in each direction and a continuous 30-foot wide barrier median.
44 – Cross Section 10	From the connector to Illinois Route 176, the existing right-of-way is adequate for the recommended roadway cross-section.
45 – Cross Section 11	North of Illinois 176 to Gracy Road, a desirable ultimate right-of-way width of 120 feet is adequate for the four through lane 30-foot wide median cross-section
46 – View of Roadway	Between Gracy Road on the south and School Road on the north, it is recommended that the West McHenry Bypass be constructed.
47 – View of Roadway	Limited existing right-of-way and continuous commercial and residential development along Illinois Route 31 makes it infeasible to widen the roadway for additional lanes through McHenry.
48 – Cross Section 12	Additional study of the West McHenry Bypass is recommended in order to determine an alignment which will incorporate the recommended bypass cross-section of two through lanes in each direction and a 46-foot wide depressed median with a desirable ultimate right-of-way width of 170 feet.
49 – View of Roadway	Between School Road on the south and U.S. Route 12 on the north, the recommended roadway improvement on Illinois Route 31 provides two through lanes in each direction and a 46-foot wide depressed median with a desirable ultimate right-of-way width of 170 feet.
50 – Cross Section 13	
51 – View of Roadway	Between Illinois Route 31 and the Illinois/Wisconsin State Line, the SRA recommendations for U.S. Route 12 have been deferred.
52 – View of Roadway	Ongoing IDOT studies in the Richmond area must be completed before the SRA recommendations can be finalized.
53 – View of existing roadway	In addition to the recommended roadway improvements, other measures are recommended to improve the flow of traffic along the route.
54 – View of Consolidated Access	These measures are especially important where additional traffic lanes cannot be provided. Management and consolidation of access should be undertaken to limit the number of driveways along the SRA route so that access points in developing areas are at least 500 feet apart.
55 – View of Route Signals	Where possible in developed areas consolidation of existing access points is also encouraged. Interconnection and coordinated timing of traffic signals is recommended as a cost-effective means of improving traffic flow.
	Locations are also recommended for future traffic signals with spacing to maintain traffic flow and allow appropriate signal timings. Installation of signals at other

- 56 – View of Pace Shelter
- 57 – View of Park-n-Ride Lot
- 58 – SRA Logo
- 59 – Hearing List
- 60 – IDOT Logo
- than recommended locations would interfere with these objectives. Provision of facilities to support existing and future bus service on the route is also recommended. This would include shelters and walkways at bus stops, as well as bus turnouts where possible. Potential locations for future park-and-ride facilities are also identified along the route.
- Additional information concerning the Strategic Regional Arterial program, as well as the studies and recommended improvements from Orchard/Randall/Illinois Route 31 as part of the Strategic Regional Arterial system may be viewed in the adjoining room, and representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

RECORDED ORAL COMMENTS

ATTACHMENT C

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 31 (RANDALL)
ROAD) BETWEEN THE MCHENRY)
COUNTY, ILLINOIS-WISCONSIN)
STATE LINE AND U.S. ROUTE 30)
IN MCHENRY AND KANE COUNTIES.)

REPORT of comments made at the public
hearing of the above-captioned matter, taken before
Joan M. Kenny, C. S. R., a Notary Public in and for
the County of DuPage, State of Illinois at the
Holiday Inn, 800 South Route 31, Crystal Lake,
Illinois, on Wednesday, the 5th day of February,
A. D. 1992, during the hours of 2:00 P. M. and
8:00 P. M.

MR. CAL SKINNER, JR.: Cal Skinner, Jr., 275 Meridian Street, Crystal Lake, 60014.

I have one comment and that is with regard to the connector that is south of the Coventry Subdivision, running from Randall Road to Route 31.

The presentation indicated that the right-of-way was not wide enough at the present time. I hope that the additional right-of-way will be taken from the gravel pit side of the right-of-way rather than the residential side of the right-of-way, because the road is already too close to the subdivision.

On the connector south of Coventry, it seems to me there definitely ought to be a berm in front of it and, also, a sound barrier if there is going to be a four-lane highway there.

* * * * *

MR. JOHN F. O'BRIEN: John F. O'Brien, O'Brien & Sons Furs, 180 South A Street -- that is Route 31 -- West Dundee, Illinois.

I was wondering why with East Dundee and West Dundee and the Spring Hill shopping area that

they wouldn't have an interchange at Randall Road and Route 72; especially, when it is such an arterial road that goes at an angle that a lot of people take.

That cuts off a lot of traffic because of it being on an angled road like Algonquin's 72, or Chicago, Elston, Milwaukee, Clybourn, et cetera, et cetera, South Chicago Avenue.

I would think, geographically, because the road is there, they should take advantage of it.

* * * * *

MR. ROBERT W. GIBSON: Robert W. Gibson.

After viewing the proposed plan, it seems to me that that is a very good idea. It acknowledges already a traffic pattern that is in progress now; that is well used now.

And it would -- also, it should eliminate the further need of a Fox Valley Expressway. This should be more than adequate to supply the needs of the local population for the next twenty years.

Thank you. I guess that is it.

* * * * *

MS. DELORIS DOEDERLEIN: State

Representative DeLoris Doederlein, representing the 65th District. My home is in Dundee and my office is in Algonquin.

I am very concerned with Randall Road and Highway 31. I am glad that we have this opportunity to look at these planes and future plans.

And while we are looking at improving the roads that are existing roads that we already have, I would be very interested in looking at more details on it; especially, to save the historical sites.

And that is what I am planning to do now.

* * * * *

MR. M. WHITMAN: M. Whitman, 320 Arrow, Carpentersville.

I would suggest that you do all of this on Route 47 and not disrupt all the homes en route that this would do at this time.

* * * * *

MS. MYRTLE MILLER: Myrtle Miller, 11910 Randall Road, Algonquin.

I am concerned about the old large trees in front of the farmhouse on the east side of the road, the second farm from County Line Road, going north.

And they are old and they, I think, are rather unusual; and, if they get much closer, they are going to ruin the roots.

I think they are already on the road property, I am afraid; at least the hedge is and, perhaps, the trees if they go closer.

If they can take it from the other side, it would be better.

* * * * *

MR. FREDRICK C. BOGER: Fredrick C. Boger, 2121 Cherry Valley Road, Woodstock, 60098.

Now, I am a designer and architect and I can see the usefulness of it all. But what is going to happen with that 30-foot easement in the center?

Are you going to landscape it or are you just going to leave it, you know, collecting all kind of debris?

And I have been on commissions like this before for the State of Illinois and I would like to know why you can't reduce that 30 feet and put a concrete barrier in between and bring it all together better.

You are going to collect junk in there otherwise, see. Although, if it was nicely landscaped, it would be worthwhile, see.

But then you would have a problem with trees being mowed down by truck and cars on a slippery day; where the wall escapes this whole invasion. You stay on your side and I will stay on mine.

But it should be high enough to hide the lights so that you are not influenced by the lights on the oncoming traffic.

And they could reduce that roadway by at least 15 to 20 feet and wouldn't waste as much of the width of the roadway that is being shown here.

Let's see, what else impressed me here.

At one time I was on this commission with the State of Illinois, conservation. And what bothered me there mostly was all of this wasted land on either side.

A cloverleaf required roughly 64 acres of land wasted when it should have been landscaped. And my notion at that time was, okay, we got all these poor kids in Chicago and elsewhere and make like a C.C.C. camp and have them plant up these road with -- you can use evergreens.

I have used them on big jobs I have done down at Griffith Laboratories down in Alsip. They can see what I have done.

We can plant trees that are deciduous but not big-leafed trees. So that, if it blows across the road, it is a small item instead of big maple leaves and oak leaves that you can't get rid of, see.

And it could be very nicely landscaped on every one of these intersections.

And if they ever need someone to be on this committee, I am volunteering right now.

But we can have some handsome roads. I have traveled all over the country and states like Kentucky do a better job with their wide roads than we do here.

In fact, even Wisconsin has better people planning the roadways than our idiots here, as far as I am concerned.

But we got to take a look at all of these intersections that are wasted. And I am on the Forestation Act for the State of Illinois, which is trying to promote everybody into raising trees, because, you know, one-acre of trees will release, I think it is, twenty tons of dirt and pollutants from the air. So we need more trees.

These roads are creating more pollution with all of the oil and all of the gasoline that is being produced and tires, worn out tires, so we got to plant up the thing to somehow compensate for it.

I think that will end my epistle for this afternoon. Thank you.

But be sure that they invite me to be on this committee. I am old enough to know a lot of things, okay. Thank you.

* * * * *

MR. MICHAEL MARKOWITZ: Michael Markowitz,
P. O. Box 176, Algonquin, Illinois.

Road improvements are not coming soon enough. We need to really work on the bypass route around Algonquin that was proposed back in 1959.

It needs to come to a decision and be built as soon as possible.

* * * * *

MS. FLORENCE MERKLE: Florence Merkle,
215 South Northwest Highway.

I came up here primarily in regards to Highway 14 crossing 31.

Another traffic study that came through here said that at one time they were going to reduce that to an at grade crossing as opposed a cloverleaf as we have now.

The cloverleaf needs to be redesigned, but it would be a Clavey Road if they put it at grade. And this truly an objection.

Right now it is a very quiet objection. I certainly would do everything I could to bring attention to this at another meeting if I thought for one second they were going to reduce it from a cloverleaf to an at grade, because that is just an accident waiting to happen.

The other thing is, I notice that they are putting in a barrier median down what we consider

now country.

That would be a horrible thing. If you were pulling a horse trailer, going north or south, and wanted to cross that median and you can't cross a barrier median.

And what you think of as farmland, or just barns, are places where they hold horse shows on the weekends. They may not be the International Horse Show, but they are horse shows and horse trailers have got to cross that median.

And I doubt very much that if people along there -- I know some of the people that own property along there. If they knew about the median they would have come up here and fussed about it.

Because let a horse shift his wait, when you are trying to cross a barrier median, you have just tipped it over, you know.

It is the barrier median that is upsetting me. I know we have to have them. We have to have a median, you know.

Maybe -- going up to the corner and making a U-turn with a trailer isn't going to be a good deal either, you know.

I am very concerned about that situation,

also. I just -- I doubt, you know, that IDOT is completely aware of all of the people -- all of the tenants, I should say, you know.

But other than that, I think it is a wonderful presentation.

The slide show was great and so are the aerals. The guys have put a lot of work in. I am glad to see it out here.

And that is it.

* * * * *

MS. ELAINE MULLIGAN: My name is Elaine Mulligan. My address is 18 Dartmoor.

I live on Dartmoor, which is right -- the street that will abut the bypass. They have put in a berm, which we appreciate; however, it is not stopping any of the noise from the gravel pit.

I doubt if it will stop any noise from a Randall Road bypass. I would appreciate some type of noise barrier on the side -- on the other side -- of the bypass, away from the homes, on the side by the gravel pit.

* * * * *

MS. LILLIAN FORSBERG: My name is Lillian Forsberg. I live at Post Office Box 375, Wonder Lake, Illinois. Zip Code is 60097.

I find the exhibit very interesting, very enlightening. I do have a question and request.

I found out that I can borrow these two volumes, which explain the details, as well as tables and maps, and reference from one volume to the other; that I may borrow them to pore over or I may purchase them for my own library.

I am also interested in the environmental impact and an environmental impact statement, if possible for this segment.

I would like it in order to compare and to test the noise level and the pollution level by using the wind roses available either through airports or through the weather bureau along the route that this segment is exhibiting to date.

I have here a two-page brochure with an address to the Illinois Department of Transportation, regarding this matter.

They also refer me here to the IEPA and possibly I will get an Engineering Department address. And I would appreciate this information as

soon as possible. I will write as soon as I can get home tonight to them.

Thank you for taking the message and shortening the period of time when I will hear all the good returns.

* * * * *

MS. JUDY BRAJE: I live in the College Hill Subdivision, 4513 Ripon, R-i-p-o-n, Road. My name is Judy Braje.

The comment I have is the expansion to two lanes, which is now one lane in each direction -- when it goes to two lanes it is going to come even closer to our back door.

The noise level on 31 behind our property is at a large amount now, and I would like to see some type of berm or some type of trees or wooden fence put up for noise because we are on the slope that goes up 31.

And in consideration of pulling out of our subdivision, I would like a left-hand turn lane at the top of the hill. It is very treacherous.

I would also like to know how -- what effect this would have on property taxes; if they are taking part of our land, how would this effect --

Do you depreciate our property in any way?

* * * * *

MR. BILL KALASKE: My name is Bill Kalaske. My address is 36W338 McKay Drive, St. Charles, representing the Silver Ridge Estate Homeowners.

The reason I am here is to examine the future roadbed as Randall Road runs through Kane County and the effects that will have on the watershed area along Silver Glen Road, which is where our subdivision is.

The questions I have are the need for six lanes running through Kane County when there is talk of developing the scenic parkway one mile west of there, which will be four lanes, to move traffic north and south, and with the proposed Fox Valley Freeway going in five miles to the east, carrying traffic north and south.

Also, I would like to find out where and how the bridge network, crossing the Fox River, will tie in to this whole new expressway system and the impact that it will have on primarily the seven miles of residential area north of St. Charles and south of Elgin.

That is my concern.

* * * * *

MR. DERS ANDERSON: Ders Anderson, 2712 Springbrook, Crystal Lake, 60012.

I am the -- I guess I will be speaking, first of all, as a property owner in McHenry County and, second of all, as a planner for the Village of Bull Valley.

As a property owner, I generally am very supportive of the strategic regional arterial concept. I think that, if anything, the right-of-ways might be even wider than are recommended.

I think specifically on Route 31, north of Terra Cotta, the right-of-way should -- immediately north of their property line, the right-of-way should be 170 feet or more rather than 120.

I would like to see the process get a little bit more involved in terms of obtaining commitments from municipalities to end the county -- to preserve access controls to minimize curve cuts. I don't think enough work is being done on that yet.

And then representing Bull Valley, the village will vote on a resolution in response to these exhibits probably at their February meeting and not any later than their March meeting.

As a planner for the village, what I initially see is that the bypass on the west side of McHenry is being planned as a major arterial or, in effect, an extension of Route 31.

And the Bull Valley Comprehensive Plan recommends that there be a major collector bypass, or a collector bypass, on the west side of McHenry, but not an arterial bypass.

We appreciate McHenry's need for the handling of traffic on the west side, but the conversations that we have had with McHenry in the past seem to be more in reference to that bypass serving sub-regional traffic and not regional traffic, such as this arterial bypass would do.

That seemed to be in concert with some of

the recent development approvals, where they have not preserved right-of-way for this arterial bypass.

So it is somewhat of a surprise at this time to see that this would be an arterial bypass rather than the current road, for instance, being expanded to four lanes to serve neighborhood traffic and sub-regional traffic.

But that is purely my opinion as a planner for the village. I will have to wait to see what the Board's resolution and comment on the plan will be.

* * * * *

MS. BETTY STERLING: Betty Sterling, 8701 Riley, Wonder Lake, Illinois.

I find this plan much more acceptable than the proposed Fox Valley Freeway. This is the kind of thing I personally would like to see more of, widening and improving current existing roads, rather than building new roads.

My one question is, when you are going through a park or a natural area, which you would have to do to go through Glacier Park, why can't the

roadways be narrower than 170 to preserve as much of the park as possible.

I know that area. I know they would have to go through some wetlands, and I would like to see that corridor specifically made narrower.

Another comment is, we have lost a lot of native vegetation to roadway developments. Would the Department of Transportation consider planting this roadway with only prairie species and maintaining it not through extensive -- and maintaining it rather than mowing it?

* * * * *

MR. HOWARD ADAMS: Howard Adams, 2307 Crystal Way, Crystal Lake, Illinois.

I don't feel that this study has gone far enough. More of the problems that I see traveling within the area is that we don't have enough east/west access of four lanes.

Everything that they seem to be doing and the proposed Fox Valley Freeway is covering north/south access.

People going into Chicago, or towards Chicago, we don't have anything major other than from McHenry County's point of view I-90.

* * * * *

MR. FRED DOEDERLEIN: My name is Fred Doederlein. My mailing address is 110 Railroad Street, Dundee, Illinois, 60118.

I am a member of the Kane County Board. I would like to make the following statement.

Kane County has spent many millions of dollars and numerous years of planning and building, and countless hours of work, building up Randall Road to its present excellent shape.

To have the State take over Randall Road, as a state road, and possibly give us Route 31 in Kane County in its present deplorable condition, and with all the congestion, would be grossly unfair.

Perhaps the State could help Kane County with the huge land acquisition required and a major share of the construction costs involved. To do so would insure a much better maintenance program for Randall because the county has a more positive

maintenance program than the State; witness, the present condition of the majority of the State of Illinois roads and Kane County roads.

Thank you.

(WHICH were all of the comments
recorded 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 on the 5th day of February, A. D. 1992, 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 18th day of
February, A. D. 1992.

Jean M. Benny
Notary Public

ILLINOIS DEPARTMENT OF TRANSPORTATION

Public Hearing

in the Matter of:

STRATEGIC REGIONAL ARTERIAL

OPERATION GREEN LIGHT

Orchard Road/Randall Road/
Illinois Route 31
between the Illinois-Wisconsin
State Line and U.S. Route 30 in
McHenry and Kane Counties

11 February, 1992

North Aurora Travel Lodge
311 South Lincolnway
Aurora, Illinois

LORA J. SVANIGA

Court Reporter - Joliet 815/723-9317-9318

MR. WILLIAM WALLEY

David S. Sher & Company
180 North La Salle Street
Chicago, Illinois 60601-2501

The comment is that, where the Randall Road connector meets Highway 31 at the southeast edge of Crystal Lake, it appears that traffic flow on the existing 31 North, south of that point, and proposed traffic flow from the Algonquin Road By-pass, hasn't been taken into account.

Secondly, it seems that planning for two lanes of traffic in each direction on Randall Road, north of the Interstate 90, is not adequate, given the growth that's already occurring in that corridor.

It just doesn't seem to make sense.

That's it.

* * * * *

MS. PAT SJURSETH

12 N 040 Randall Road
Elgin, Illinois 60123

I'm also the Kane County Board representative from the 16th District.

And my concern is mostly, living on Randall Road, I feel as though there should be other roads considered instead of concentrating all the traffic on Randall and Kirk Roads, the way it is now.

And, of course, my concern is the property owners that live along Randall Road and who would have to give up some of their property, which, for another lane -- another couple of lanes on Randall Road.

And I would like to -- I would appreciate it if they would consider concentrating the traffic on other roads rather than on Randall.

Thank you.

* * * * *

MR. JIM NANNINGA

44 East Downer Place
Aurora, Illinois 60507

Representing the City of Aurora.

I'd like to make a request that the six lane portion of the roadway be extended south to Indian Trail, because Indian Trail will be our major east/west arterial by-pass for the City, if you will.

It will make sense to carry the widening that one additional piece down to Indian Trail.

Very good.

Thank you.

* * * * *

MR. TOM S. ANDERSON

712 Horne Street
St. Charles, Illinois 60174

I'm commenting on the concern for the corner of Randall and Dean Street in St. Charles. I own the property on the southwest corner.

Our building currently sits forty feet setback from the current right-of-way.

And additional lanes will cause undue traffic noise, congestion for the offices that are in the building.

I would like the IDOT to consider the -- altering the plan that would limit the median strip for a single turn lane on to Dean, because Dean is a secondary activity and will not be necessary to have the wide median strip at that corner.

This would allow our building and the other corners that are already built to not have undue encroachment by the highway into our property areas.

The address of the building of my concern is 333 North Randall Road, St. Charles.

Thank you.

* * * * *

LORA J. SVANIGA

Court Reporter - Joliet 815/723-9317-9318

MR. STEVE SZABO

283 Berwick Street
Aurora, Illinois

Yes, I'm concerned about the -- the Orchard Road and the section between the Prairie and Galena because that's where my back yard is. It's setting probably in the middle of the road on the north -- on the east side of -- of Orchard Road -- well, in the -- in the middle of that section, that area.

And I'm just concerning the -- they try to make the four lane street -- highway through there.

There's already a lot of traffic and there's high noise -- noise level.

Plus, the -- the safety, because people not gonna ride thirty miles an hour. They always gonna speed.

And I'm afraid they gonna run into our back yards. We have little kids, you know, and we're concerned about their safety.

And, also, environmentally, you know, more gas, more fume, dust and everything else what's comes with it.

So, I'm just against it.

They should go in different routes and leave the neighbors in a quiet area, you know, in a quieter area.

I have recommended suggestion going out to 47, and they can do four-six lanes on 47, and they can go from 30 to Randall Road very easily by using that route to 47.

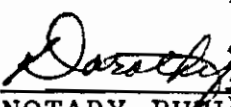
All right, that's all I have. Thank you.

* * * * *

STATE OF ILLINOIS)
) SS
COUNTY OF C O O K)

I, DOROTHY M. MAY, a notary public and court reporter doing business in and certified by the State of Illinois, under Certificate No. 084-000732, do hereby certify that I reported in shorthand the foregoing comments by interested persons attending said public hearing on the 11th day of February, A.D. 1992; and that the foregoing is a true and correct transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal this 12th day of February, A.D. 1992.


NOTARY PUBLIC
Cook County, Illinois

OFFICIAL SEAL
DOROTHY M. MAY
NOTARY PUBLIC STATE OF ILLINOIS
MY COMMISSION EXP. 2/28/96

WRITTEN COMMENTS

ATTACHMENT D

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mak
JNL

LAW OFFICES
ZUKOWSKI, ROGERS, FLOOD & McARDLE

50 VIRGINIA STREET
CRYSTAL LAKE, ILLINOIS 60014

(815) 459-2050
FAX (815) 459-9057

CHICAGO OFFICE
SUITE 1502
100 SOUTH WACKER DRIVE
CHICAGO, ILLINOIS 60606
(312) 407-7700
FAX: (312) 332-1901

RICHARD G. FLOOD

February 27, 1992

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

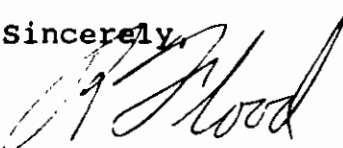
BUREAU OF PROGRAMMING

Gentlemen:

RE: Village of Bull Valley
Strategic Regional Arterial
Operation Green Light

Enclosed please find a resolution that was passed by the Village of Bull Valley Board of Trustees on February 24, 1992. The action came after being advised by the Village Planner, Ders Anderson, that the Route 31 City of McHenry bypass corridor went within the Village's 1½ mile planning jurisdiction. The Village was never notified directly of this proposed corridor or any hearings held on the matter.

Sincerely,


Richard G. Flood

RGF:PH
Enclosure

Copy to: Village of Bull Valley
President and Board of Trustees
Village Clerk, Village Planner

**A RESOLUTION REGARDING THE PROPOSED ROUTE 31
BYPASS WEST OF THE CITY OF MCHENRY**

WHEREAS, the Illinois Department of Transportation has proposed bypassing the City of McHenry via an Illinois Route 31 bypass; and

WHEREAS, said bypass is a segment of the Orchard/Randall/Route 31 Improvement Project, which is called the Strategic Regional Arterial Operation Green Light; and

WHEREAS, said bypass would be west of the existing Illinois Route 31 and south of Illinois Route 120, extending into the 1½ mile planning jurisdiction of the Village of Bull Valley; and

WHEREAS, said bypass will potentially create a new commercial area in total conflict with the Bull Valley Comprehensive Plan; and

WHEREAS, the Village of Bull Valley has recently revised its Comprehensive Plan, which was officially adopted with the passage of Ordinance 1991-92-9 on January 27, 1992; and

WHEREAS, the Bull Valley Comprehensive Plan calls for public and private open space and development having 3 to 4.9 acres per dwelling unit within and around the Illinois Route 31/McHenry Bypass corridor; and

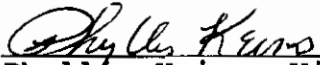
WHEREAS, the Village of Bull Valley was never contacted by the Illinois Department of Transportation, nor notified regarding any hearings pertaining to this proposed bypass.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Bull Valley, McHenry County, Illinois that said Village opposes a Route 31 bypass corridor as proposed by the Illinois Department of Transportation. The Village of Bull Valley would reconsider its opposition to the bypass as proposed by the Illinois Department of Transportation if land use policies and planning are established and adopted by the City of McHenry and Illinois Department of Transportation that are consistent with the Bull Valley Comprehensive Plan.

DATED this 24th day of February, 1992.


Ronald K. Parrish
Village President

ATTEST:

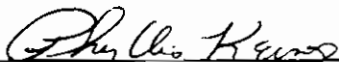

Phyllis Keinz, Village Clerk

CERTIFICATION

I, PHYLLIS KEINZ, do hereby certify that I am the duly appointed, acting and qualified Clerk of the Village of Bull Valley, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the President and Board of Trustees of said Village of Bull Valley.

I do hereby further certify that at a regular meeting of the President and Board of Trustees of the Village of Bull Valley, held on the 24th day of February, 1992, the attached resolution entitled "A RESOLUTION REGARDING THE PROPOSED ROUTE 31 BYPASS WEST OF THE CITY OF McHENRY" was passed by the Bull Valley President and Board of Trustees.

GIVEN under my hand and seal this 27 day of February, 1992.



Phyllis Keinz, Village Clerk
Village of Bull Valley,
McHenry County, Illinois

(SEAL)

RANDALL RD. ROUTE FROM
I-90 TO RT 72

DAVID WILLIAMS
TRUSTEE, VILLAGE OF SLEEPY HOLLOW

PROPOSED ROUTE WILL BE IN THE
BACK YARDS OF HOMES BORDERING
RANDALL RD. DEER CREEK ESTATES
AND SADDLE CLUB ESTATES HAVE HOMES
WITH SEPTIC FIELDS IN BACK YARDS.

SUGGEST THAT ADDITIONAL RIGHT-OF-
WAY BE TAKEN TO THE WEST OF
RANDALL RD WHICH ^{ENTIRELY} IS NOT YET
BUILT UPON. ALSO THAT BERMING
AND PLANTING BE USED TO PROTECT
THESE SUBDIVISIONS FROM ROAD NOISE.

DAVID WILLIAMS
729 JAMESTOWNE RD
SLEEPY HOLLOW, IL 60118

IDOT RESPONSE LETTERS

ATTACHMENT E

Summary of Response Letters

Orchard Road/Randall Road/Illinois Route 31 Strategic Regional Arterial

The following IDOT response letters to selected written statements reiterate the need for the recommended SRA improvements both now and in the future. As a result of the SRA public involvement process, these affected communities will be given additional consideration and input into the possible future implementation of the SRA improvements. As previously stated in the Summary of Recommendations, the recommended improvements on Illinois Route 59 are:

SRA Segment 1: Orchard Road from U.S. Route 30 to Oak Street Road

- U.S. Route 30 to Jericho Road, two through lanes in each direction with a 30-foot wide median within a desirable ultimate right-of-way 120 feet wide
- Jericho Road to New Indian Trail, two through lanes in each direction and a 30-foot wide median within the existing right-of-way
- New Indian Trail to Interstate 88 (East-West Tollway), three through lanes in each direction separated by a 30-foot wide median within the existing right-of-way
- Interstate 88 to Oak Street Road, three through lanes in each direction and a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- Interconnected signal systems from U.S. Route 30 to Aucutt Road and from Jericho Road to the end of the segment
- Grade separations at the Burlington Northern Railroad and the Virgil Gilman Nature Trail
- Modify Interstate 88 interchange to provide full directional movements

SRA Segment 2: Orchard Road Extension from Oak Street Road to Randall Road

- Three through lanes in each direction and a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- An interconnected signal system for all of the signals in the segment

SRA Segment 3: Randall Road from Orchard Road Extension to Illinois Route 38

- Orchard Road Extension to the Chicago and NorthWestern Railroad, three through lanes in each direction with a 30-foot wide median within a desirable ultimate right-of-way 150 feet wide
- Chicago & NorthWestern Railroad to Williamsburg Lane, three through lanes in each direction and a 30-foot wide median within the existing right-of-way

- Williamsburg Lane to Illinois Route 38, three through lanes in each direction and a 30-foot wide median within a desirable ultimate right-of-way 150 feet wide
- An interconnected signal system from Main Street in Batavia to Segment 4

SRA Segment 4: Randall Road from Illinois Route 38 to Dean Street

- Three through lanes in each direction with a 30-foot wide median within a 150-foot wide desirable ultimate right-of-way
- An interconnected signal system for the entire segment

SRA Segment 5: Randall Road from Dean Street to U.S. Route 20

- Three through lanes in each direction with a 30-foot wide median within a desirable ultimate right-of-way 150 feet wide
- Interconnected signal system from Segment 4 to Red Haw Lane; from Red Gate Road to Bolcum Road, from Bowes Road to Cottage Green Drive, and from South Street to Segment 6

SRA Segment 6: Randall Road from U.S. Route 20 to Big Timber Road

- Three through lanes in each direction separated by a 30-foot wide median within a desirable ultimate right-of-way 150 feet wide
- An interconnected signal system from South Street in Segment 5 to Royal Boulevard

SRA Segment 7: Randall Road from Big Timber Road to Randall Road/Illinois Route 31 Connector

- Big Timber Road to Illinois Route 72 (Higgins Road), three through lanes in each direction separated by a 30-foot wide median within a 150 foot wide desirable ultimate right-of-way
- Illinois Route 72 to Algonquin Road, two through lanes in each direction and a 30-foot wide median within a desirable ultimate right-of-way 150 feet wide
- Algonquin Road to Randall Road/Illinois 31 Connector, two through lanes in each direction with a 30-foot wide median within the existing right-of-way
- Interconnected signal systems from Big Timber Road to Miller Road and from Ackman Road to McHenry Avenue
- Modification of the Interstate 90 (Northwest Tollway) interchange to provide fully directional access

SRA Segment 8: Randall Road/Illinois Route 31 Connector from Randall Road to Illinois Route 31

- Randall Road to Pyott Road, two through lanes in each direction and a 30-foot wide median within the existing right-of-way
- Pyott Road to Illinois Route 31, two through lanes in each direction and a 30-foot wide median within a 120 foot wide desirable ultimate right-of-way
- Interconnected signal system from Pyott Road to Virginia Road and from Pingree Road to Three Oaks Road in Segment 9

SRA Segment 9: Illinois Route 31 from Randall Road/Illinois Route 31 Connector to Illinois Route 176

- Two through lanes in each direction and a 30-foot wide median within existing right-of-way
- Interconnected signal systems from Segment 8 to Three Oaks Road and from Crystal Lake Avenue to Segment 10
- Modification of U.S. Route 14 interchange under ongoing IDOT Phase I Study
- Realign the east leg of Illinois Route 176 to intersect Illinois Route 31 at 90 degrees

SRA Segment 10: Illinois Route 31 from Illinois Route 176 to Bull Valley Road

- Illinois Route 176 to Gracy Road, two through lanes in each direction and a 30-foot wide median within a 120-foot wide desirable ultimate right-of-way
- Gracy Road to Bull Valley Road, two through lanes in each direction and a 46-foot wide median within a 170-foot wide desirable ultimate right-of-way in the West McHenry Bypass Corridor
- Interconnected signal systems from Segment 9 to mid-mile collector and from Edgewood Road to Gracy Road
- Realign Ames Road to intersect Illinois Route 31 opposite Edgewood Road

SRA Segment 11: Illinois Route 31 from Bull Valley Road to McCullom Lake Road

- Two through lanes in each direction separated by a 46-foot wide median within a 170-foot wide desirable ultimate right-of-way in the West McHenry Bypass Corridor
- SRA designation follows West McHenry Bypass alignment within identified bypass corridor

SRA Segment 12: Illinois Route 31 from McCullom Lake Road to U.S. Route 12 (Tryon Grove Road)

- McCullom Lake Road to School Road, two through lanes in each direction and a 46-foot wide median within a 170-foot wide desirable ultimate right-of-way in the West McHenry Bypass Corridor
- School Road to U.S. Route 12, two through lanes in each direction and a 46-foot wide median within a 170-foot wide desirable ultimate right-of-way

SRA Segment 13: U.S. Route 12 from Illinois Route 31 to the Wisconsin State Line

- Route recommendations deferred pending ongoing IDOT study results

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Orchard Road/Randall Road/Illinois Route 31 SRA Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Orchard Road/Randall Road/Illinois Route 31 study. In addition, a Question and Answer section addressed specific concerns about Orchard Road/Randall Road/Illinois Route 31 in relation to the SRA study.

Copies of all seven issues of the **Spotlight**, prepared for the Orchard Road/Randall Road/Illinois Route 31 SRA Advisory Panel, are contained in the following pages.

SRA SPOTLIGHT

RANDALL/ORCHARD ROAD ADVISORY PANEL

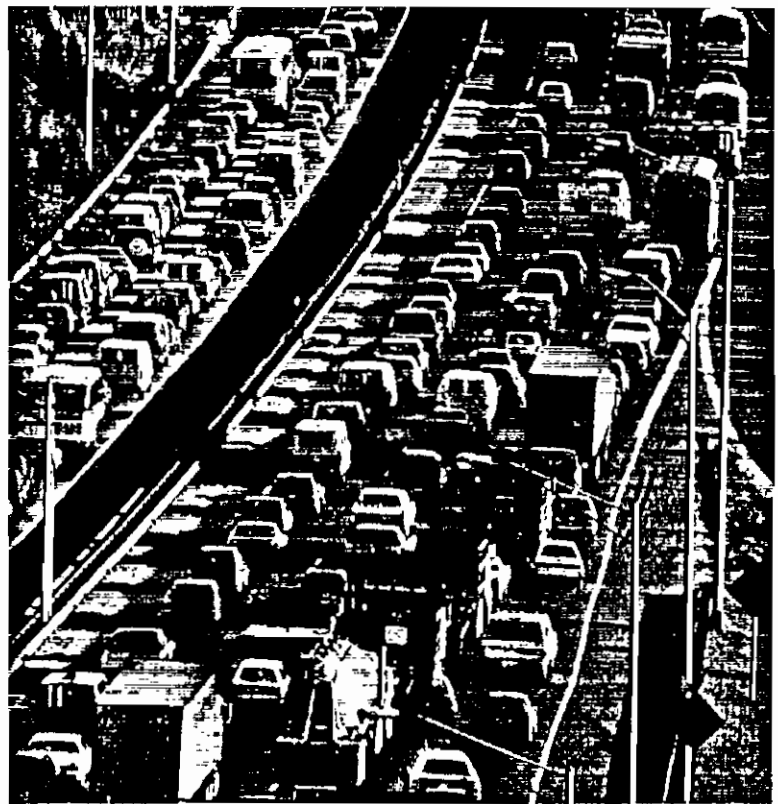
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

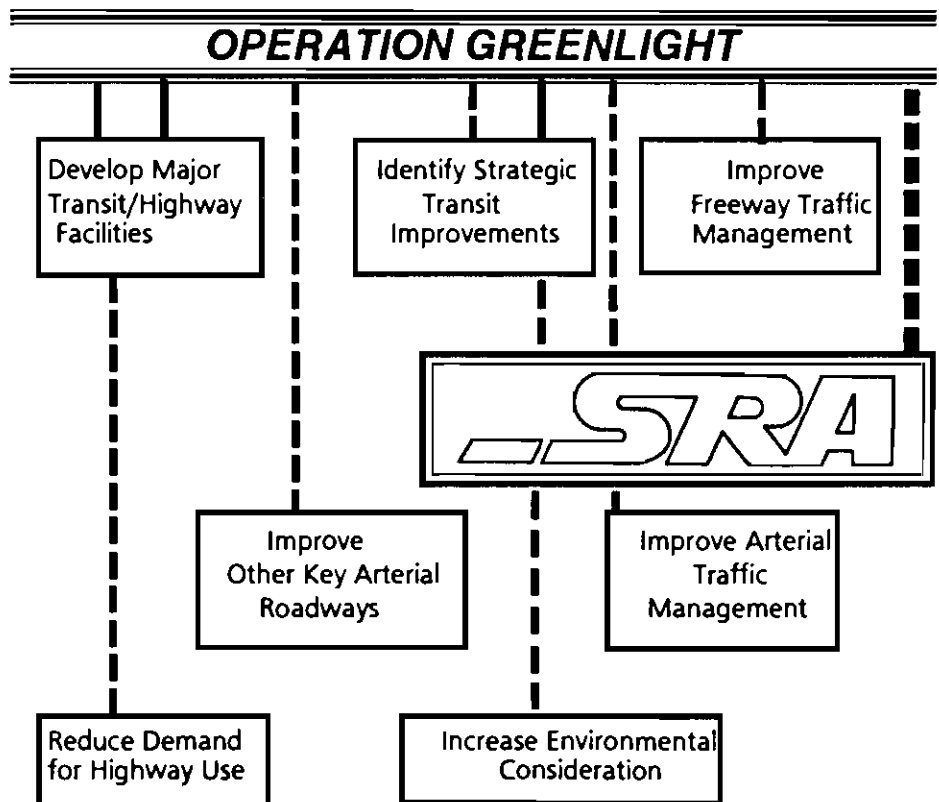
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

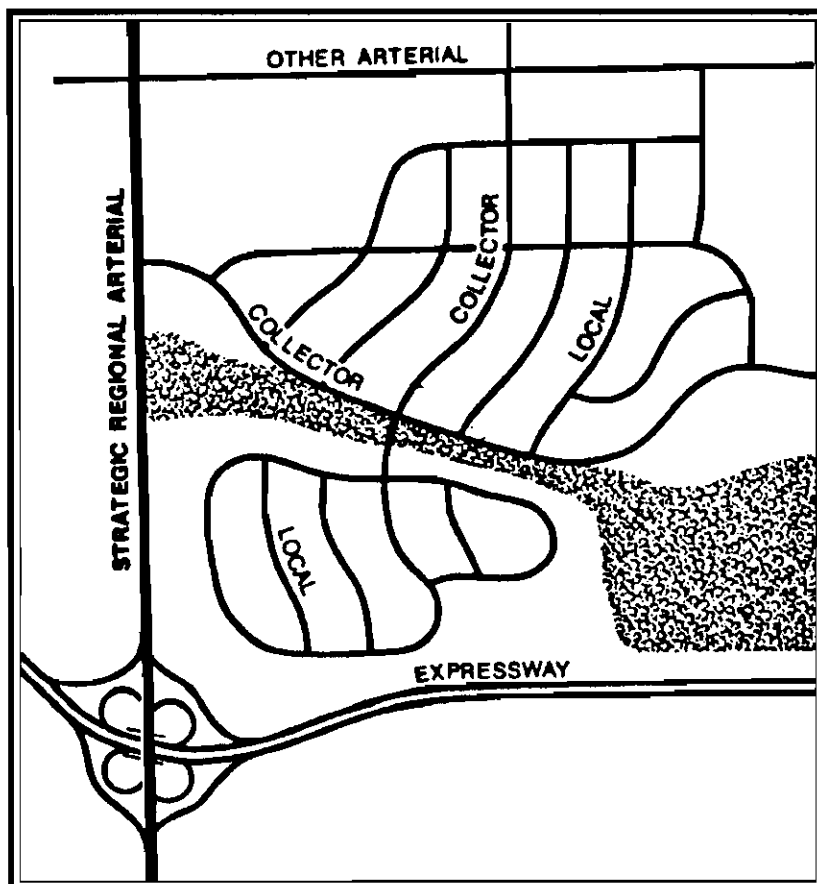
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Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

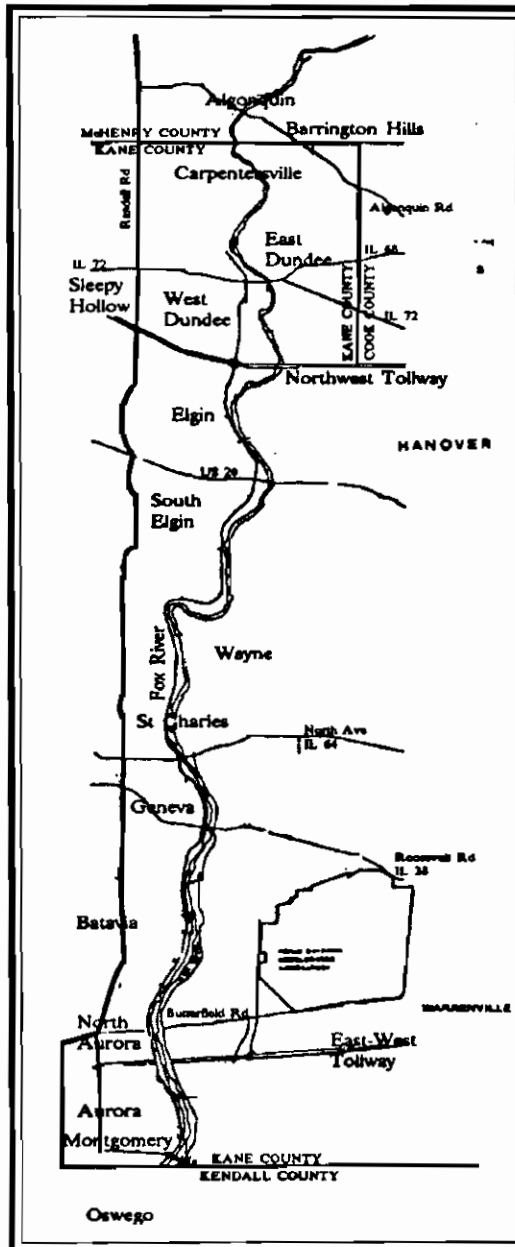
(CONTINUED FROM PAGE 1)

- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, drive-ways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards devel-

Randall/Orchard Road SRA Route



oped will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. HBA does plan to meet informally with community officials as needed to gather information and identify local concerns.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Will access be a major topic of planning for Randall and Orchard Roads in Kane County? Why is it important?

Yes. The number and design of access points – median barriers, right in/right out, turning lanes – are issues that will be included. Too many access points could seriously congest the area.

Will some specific intersections be studied?

Yes. It will be possible to study those intersections for which there are adequate traffic counts. This is not true for all intersections. Techniques and standards developed for improving these selected intersections may be applied to others along the route.

A

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include projects as soon as each phase of the study is complete.

What if the county does not want to spend the money to carry out study recommendations?

There could possibly be special funding for the entire system. This would include roads, like Randall and Orchard, which are not state highways. The State is not trying to force any local government to fund improvements.

How do other studies and improvements for this route, such as the Randall Road Corridor Study, relate to this study? Would it be better not to make planned improvements during the study?

This study will consider the conclusions and recommendations of other studies, such as the Randall Road Corridor study, to be existing conditions of the roadway. Recommendations of this study may include additional improvements. It will certainly include those planned or under construction. Waiting to make planned improvements would only postpone them.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 22, 1990
First Advisory
Panel Meeting*
- *April 16, 1990
Draft Part One
Design Concept
Report Submitted
for review*
- *October 1990
Final Part One
Design Concept
Report*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:

Terry Hoffron
Kane County Hwy. Dept.
41W011 Burlington Rd.
St. Charles, IL 60175
(708) 584-1170

SRA SPOTLIGHT

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Advisory Panel*

Chairman

George Van De Voorde
Mayor, Elgin

Members

David Pierce, Mayor, Aurora

Jeffery Schielke, Mayor, Batavia

John Skillman, Mayor, Carpentersville

Kenneth R. Swanson, President, East Dundee

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Calvin Grafelman, President, West Dundee

Frank Miller, Kane County

For more information,
please contact:

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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a
newsletter about the Strategic
Regional Arterial system study.

Each segment of the system has
its own edition published once every
other month. This first issue will go to
all members of the Advisory Panel and
any others who were on the mailing
list. Please use the form below to
change your address or add others to
the mailing list.

The purpose of the Spotlight is to in-
form Panel members about progress in
the study and to respond to their ques-
tions and comments. There will be
regular features including the **Mile-
stones** and **Arterial An-
swers**. **Arterial Answers**
will respond to Panel member ques-
tions. Please use the form at the end
of **Arterial Answers** to sub-
mit your questions and comments about
the SRA and the Spotlight.

Is your address wrong? Have you moved? Do you want to add
someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:

_____ Please add the following name and address to your
mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator
whose address is shown at the bottom of the box to your left.



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

RANDALL ROAD/ILLINOIS ROUTE 31 ADVISORY PANEL

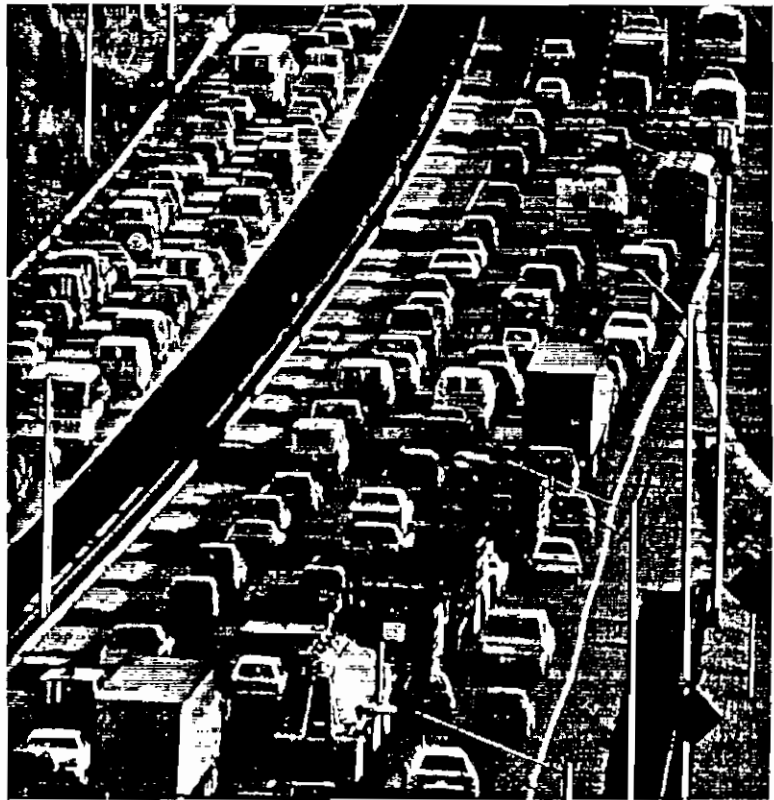
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(Continued on page 4)

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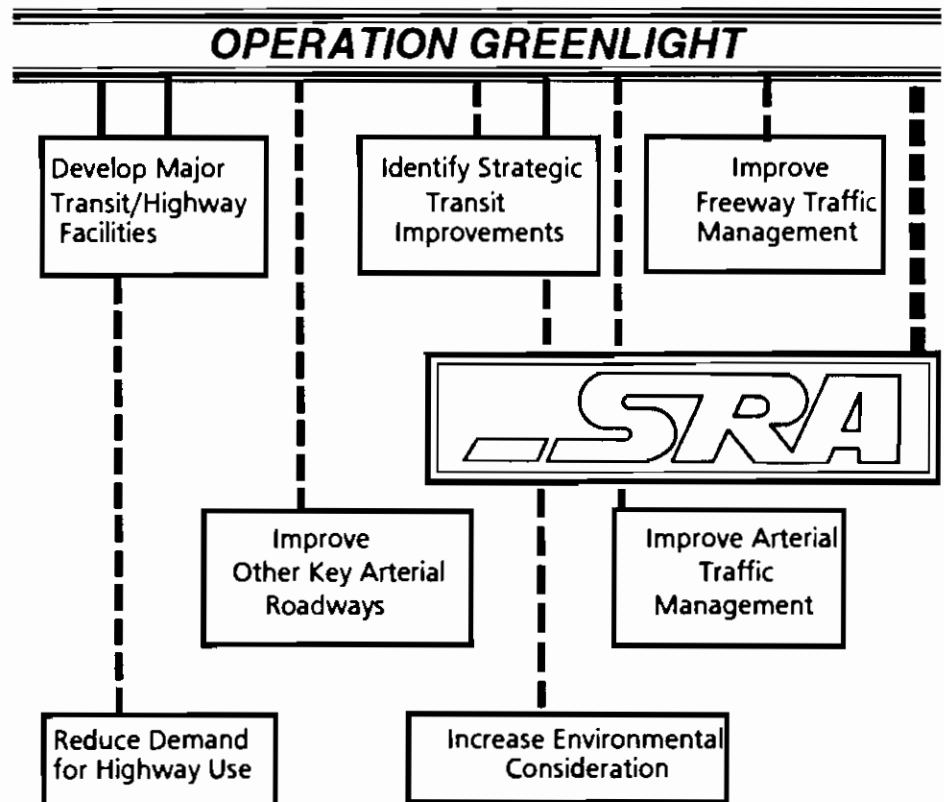
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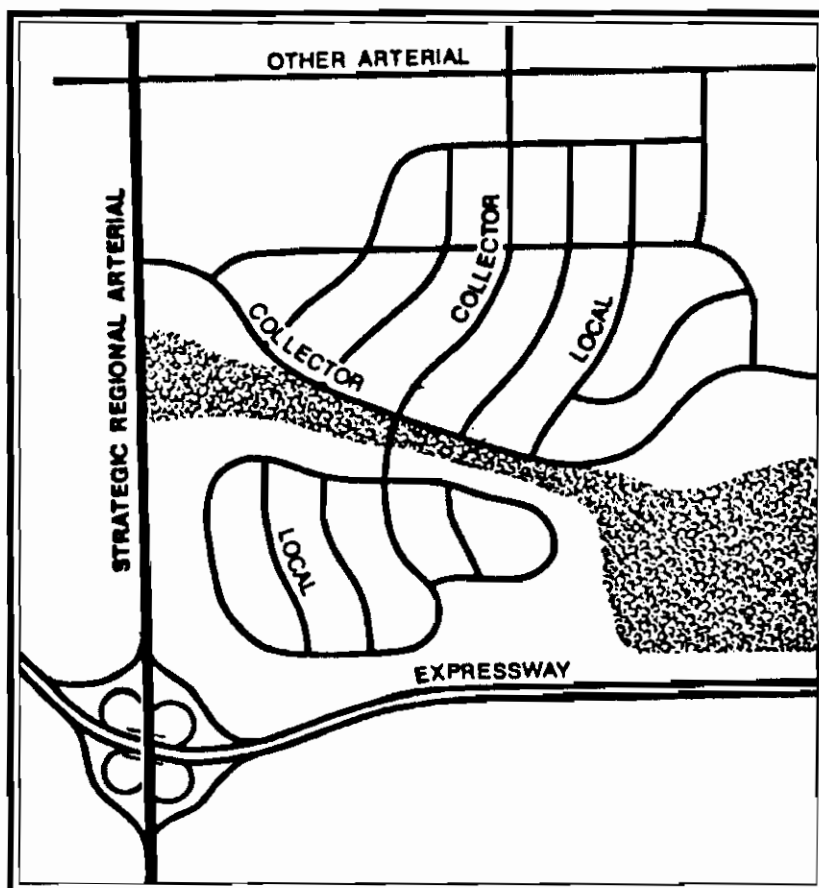
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THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Appropriate locations for road-way widening;
- Existing and needed right-of-way;
- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

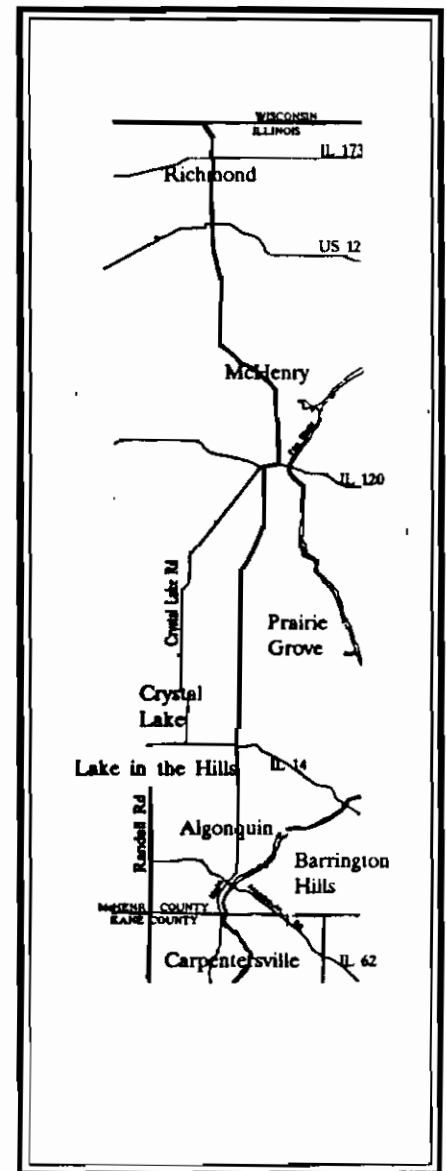
The study of all 1,340 miles of SRA routes is divided into five phases. The

concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

Randall Road/ Illinois 31 SRA Route



6A

ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Can the Advisory Panel meet at other times?

Yes. The Advisory Panel may meet as often as it wishes. Representatives of Harland Bartholomew and Associates (HBA), the Chicago Area Transportation Study (CATS), and the Illinois Department of Transportation (IDOT) can only attend at the three scheduled times, however. It would be the responsibility of the Coordinator of the Panel to inform members of topics and to arrange for speakers.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. HBA does plan to meet informally with community officials as needed to gather information and identify local concerns.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

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(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include projects as soon as each phase of the study is complete.

How do other studies for this route, including those now underway, relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- January 29, 1990
SRA Project Began
- March 16, 1990
First Advisory Panel Meeting
- April 16, 1990
Draft Part One Design Concept Report Submitted for review
- October 1990
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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Please send to:

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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

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SRA SPOTLIGHT

RANDALL ROAD/ILLINOIS ROUTE 31 ADVISORY PANEL

ROUTE TYPES DESIGNATED

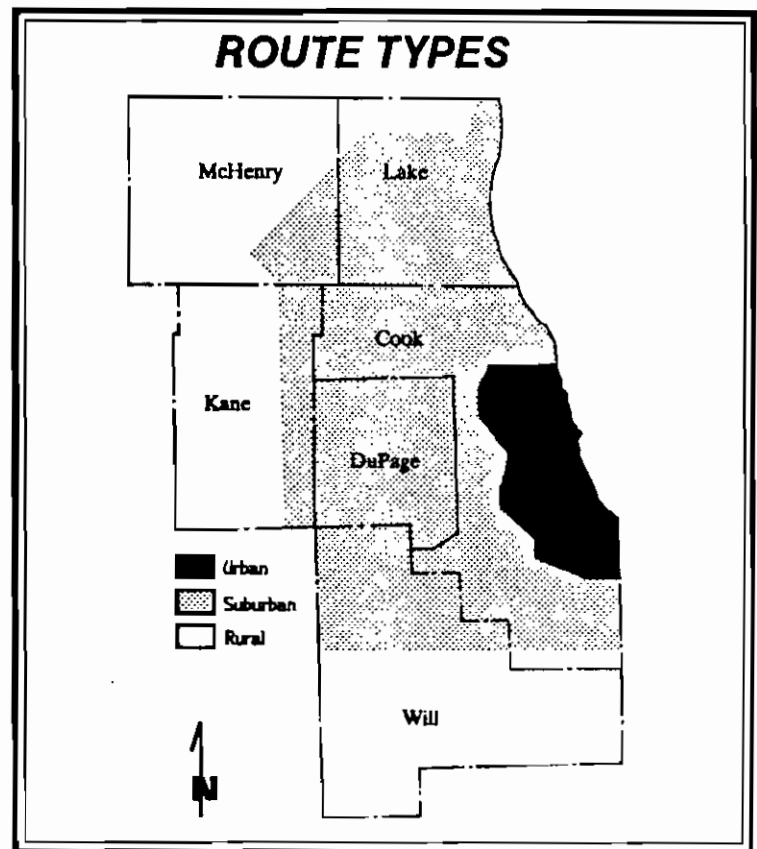
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five

households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



IL 31 in McHenry County has two designations. IL 31 north of McHenry to the Wisconsin state line has been designated as Rural. The ultimate 2010 desirable characteristics for a Rural route could include:

- A 210 foot right-of-way width,

ARTERIAL ANSWERS

Please use the form on page 4 to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as sidewalks, parkways, intersections, turn bays, and on-off-ramps.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on IL31 in McHenry County?

Most ROW's are about 80 feet wide even through major intersections.

Are there many segments where the ROW is not 80 feet wide?

No.

Are these segments wider or narrower than 80 feet?

Narrower. There are three communities in which the ROW narrows to 66 feet. These segments are in or near the central business districts of Crystal Lake, McHenry, and Richmond.

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and

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SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

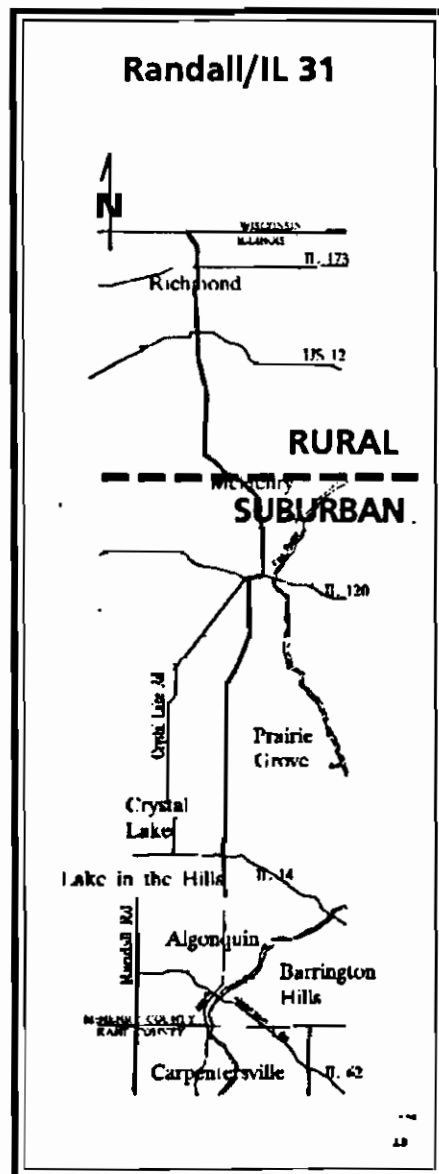
Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

(Continued on page 3)

ROUTE DESIGNATIONS



(Continued from page 1)

- Two lanes for through traffic in each direction with provision for one more lane in each direction,
- A wide median,
- Potential for frontage roads, and
- Shoulders.

The remainder of IL 31 in McHenry County has been designated as Suburban. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 foot right-of-way width,
- Three lanes for through traffic in each direction,
- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

(Continued on Page 5)

Milestones

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *August, 1990*
Final Draft Part One
Design Concept
Report
- *October 1990*
Pre-Final Part One
Design Concept
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Design Concept
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ROUTES

(Cont from page 3)

Segments which are considered to offer special circumstances include the segment through the McHenry central business district. This segment is relatively narrow and expected to convey traffic from both IL 31 and IL 120. Building setbacks are very small which prevents construction of additional lanes to handle the congestion. The segment through the Richmond central business district is very similar. It carries traffic from US12 as well as IL 31. This right-of-way and its building setback are also quite narrow.

Alternatives for these segments will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements

**Happy
Halloween**

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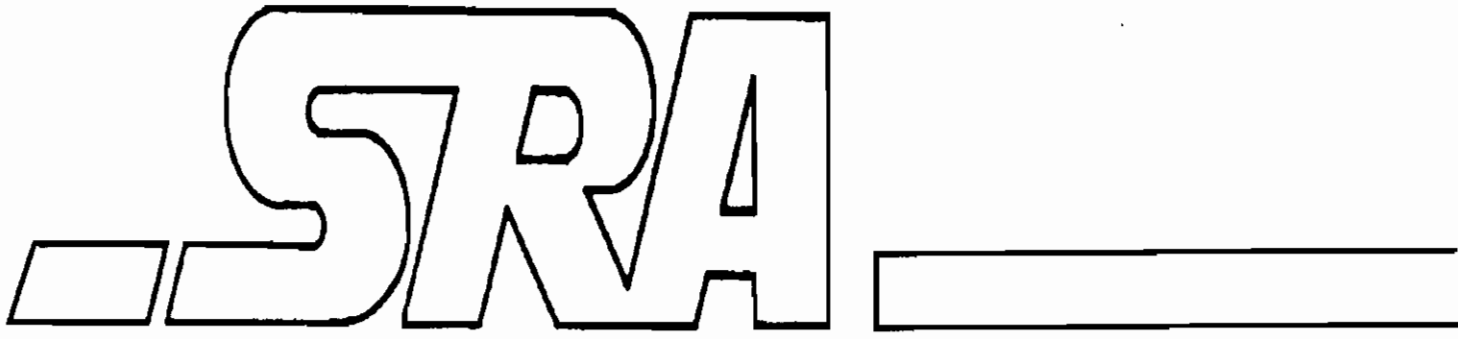
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SIGNALS

(Cont from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.



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RANDALL/ORCHARD ROAD ADVISORY PANEL

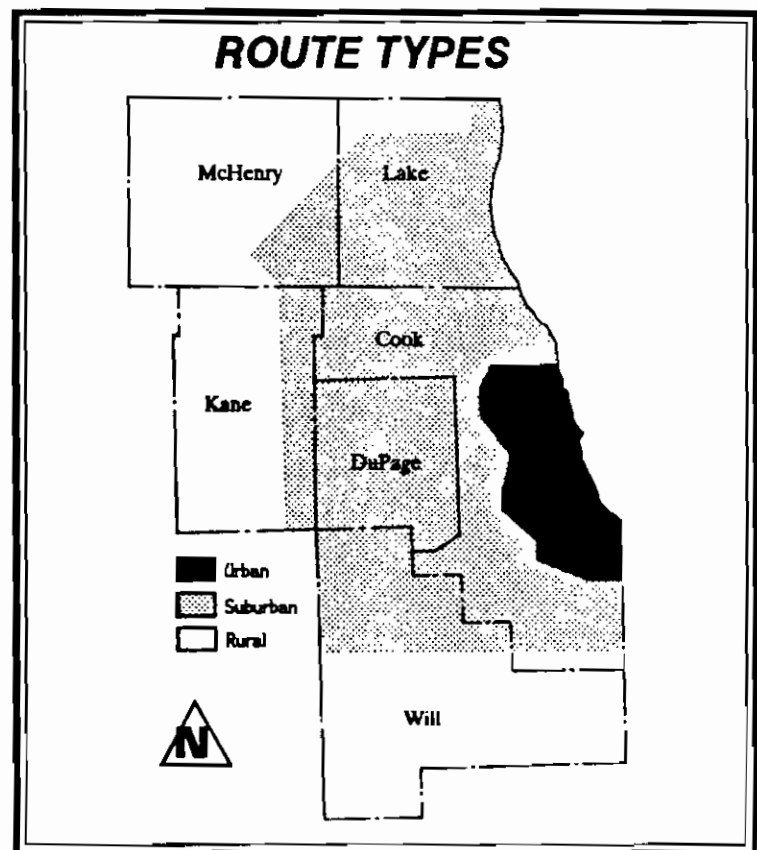
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Randall/Orchard in Kane County has been designated as a Suburban route. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way width,
- Three lanes for through traffic in each direction,

ARTERIAL ANSWERS

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Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on Randall Road and Orchard Road?

Most ROW's are between 80 and 100 feet wide even through major intersections.

Are there many segments where the ROW is not wider than 80 feet or less than 100 feet?

No.

Are these segments wider or narrower than most?

Both. Randall Road improvements planned by Kane County could alter the present ROW along Randall Road.

SIGNAL TIMING AND COORDINATION

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When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

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Richard Lightfine, Mayor, Wayne

Calvin Grafelman, President, West Dundee

Frank Miller, Kane County

For more information,
please contact:

Terry Heffron
Kane County Hwy. Dept.
41W011 Burlington Rd.
St. Charles, IL 60175
(708) 584-1170

ROUTES

(Con't from page 1)

- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

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RANDALL/ORCHARD ROAD ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 16, 1990 at the Kane County Highway Department. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Randall/Orchard. Preliminary analysis included applying the desirable suburban SRA route characteristics to Randall/Orchard, and identifying both the impacts and some alternatives to those impacts.

Randall/Orchard in Kane County is designated as a suburban route. The desirable configuration for a suburban SRA route includes a 120 to 150 foot right-of-way which accommodates three to four through traffic lanes in each direction, a median that can be widened to allow dual left turns at major intersections, signals where warranted, and appurtenances such as curbs, sidewalks, and gutters. (Please see the October **Spotlight** for a more complete explanation of the three route types.)

Alternatives to achieve this configuration include the following:

- Protection of right-of-way between Base Line Road and Jericho Road, and Galena Boulevard and New Indian Trail to allow 120 foot right-

of-way for potential improvement to six through lanes of traffic;

- Protection of right-of-way between Mooseheart Road and County Line Road to allow 150 foot right-of-way for potential improvement to eight through lanes of traffic;
- Construction of a connector route between Randall Road and Orchard Road (Kane County is now planning the project);
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Interconnection of signal systems to improve traffic flow;
- Improvement of intersections including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials; and
- Modification of interchanges with freeways.

Specific signal and intersection improvements may include:

- Modification of intersections to allow right and dual left turn bays at Base Line, Jericho, Prairie, Galena,

New Indian, Oak, Mooseheart, Main in Batavia, Fabyan, Keslinger, State, Main in St. Charles, Crane, Red Gate, Silver Glen, McDonald, Hopps, Bowes, Highland, Big Timber, Higgins, Binnie, Huntley, and County Line;

- Potential future signals, if now unsignalized, and additional collector street access at Aucutt, Illinois, New Indian, Sullivan, Williamsburg, Oak, Middlecreek, Bolcum, Royal, Holmes, and Joy intersections and at one half mile spacing between I-88 (the East West Tollway) and Oak, Mooseheart and Main in Batavia, Fabyan and Keslinger, Bolcum and McDonald, Hopps and South, I-90 and Binnie, and Huntley and County Line;
- Provision, as warranted, of signals at McKee, Keslinger, Bricher, Dean, Red Haw, and South;
- Modification of the interchanges with I-88, US 20, I-90; and
- Modification of the Randall Road alignment between McDonald and Hopps.

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Are these detailed recommendations?

No. These are preliminary design concepts for the routes. Detailed recommendations will be made after further route study and will be presented at the next Advisory Panel Meeting.

Is the SRA study considering a fully directional interchange at the Northwest Tollway? Will it examine the interchange with US-20?

A

Yes. The intersection with the Northwest Tollway is undergoing extensive change as a result of new development and it is likely that improvements will occur sooner than expected.

Could the alignment of Randall Road through the Village of Sleepy Hollow be shifted to the west to avoid conflict with water pipes and septic fields?

It is desirable to maintain the existing alignment and to avoid unnecessary shifts in the centerline. Where conflicts do arise, relocation of existing utilities can be addressed as part of the design of specific projects.

Will Harland Hartholomew & Associates (HBA) be available to meet separately with representatives of all the communities along the route?

The Advisory Panels are the only formal community contact included within the contract for the consultant

Q

services. HBA does plan to meet informally with community officials as needed to gather information and to integrate local development efforts into the study.

Will there be funding for improvements on SRAs that are not state routes?

Several of the existing SRA routes are not State routes e.g., Lake-Cook Road. Connectors and bypasses are being considered on others. Improvements and acquisitions will first be prioritized by when they will be needed. As appropriate, they will be included in the State's normal five year capital improvements planning process. It is also possible that SRA projects could receive a special designation and funding category with a higher priority than for similar projects on other routes.

(Continued on page 3)

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Q & A

(Con't from page 2)

Would all improvements to a particular route be completed at the same time?

Not necessarily. This is a twenty year plan. It is expected that not all improvements would be needed at the completion of the study, but could be carried out over the 20 year period in response to growing population and employment.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and question to your Panel Coordinator at the address on the bottom of the masthead. Also you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

SRA

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- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 16, 1990
Second Advisory
Panel Meeting*
- *January 1991
Final SRA Design
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(708) 584-1170

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STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
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Schaumburg, Illinois 60196-1096

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SRA **SPOTLIGHT**

RANDALL ROAD/ILLINOIS 31 ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Randall Road/Illinois 31 Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 15, 1990 at the McHenry County Highway Department. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Illinois 31 in McHenry County. Preliminary analysis included applying the desirable suburban SRA route characteristics to Illinois 31, and identifying both the impacts and some alternatives to those impacts.

Illinois 31 in McHenry County is a suburban route south of the unincorporated community of Ringwood and a rural route north of Ringwood. The desirable configuration for a suburban SRA includes right-of-way which accommodates three lanes for through traffic in each direction, a raised median that can be widened to allow dual left turns at major intersections, signals where warranted, and appurtenances such as curbs and gutters. The desirable configuration for a rural SRA includes a 186 to 210 foot right-of-way, two through lanes of traffic in each direction served by frontage roads, and such appurtenances as shoulders. (Please see the October **Spotlight**

for a more complete explanation of the route types.)

Alternatives to achieve this configuration include the following:

- Protection of right-of-way between County Line Road and unincorporated Ringwood, to allow a 120 foot right-of-way.
- Protection of right-of-way between unincorporated Ringwood and Tryon Grove Road to allow a 186 foot right-of-way;
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Interconnection of signal systems to improve traffic flow;
- Intersection improvements including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials;
- Construction of an interchange at Algonquin Road;

- Modification of the interchange with US-14 (Northwest Hwy.);
- Construction of a connector route between the intersection of Randall Road with Achman Road and of IL-31 south of Three Oaks Road;
- Construction of bypass routes around the City of McHenry and the Village of Richmond;
- If bypass around the Village of Richmond cannot be achieved, relocate parking in the central business district and expand through lanes from one in each direction to two; and
- Reduce minimum desirable right-of-way to between 72 and 84 feet with four through lanes between Tryon Grove and the north end of the route.

Specific signal and intersection improvements may include:

- Modification of intersections to allow exclusive right and dual left turn lanes, and, if now unsignalized, potential future signals at County Line, Miller, Crystal Lake

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Q

Why are aerial photos that are over four years old being used for the SRA study?

New 1990 aerials are not yet available. Until then 1986 are the newest available from the Northeastern Illinois Planning Commission.

Will there be funding for improvements on SRAs that are not state routes?

Several of the existing SRA routes are not State routes e.g., Lake-Cook Road. Connectors and bypasses are being considered on others. Improvements and acquisitions will first be prioritized by when they will be needed. As appropriate, they will be included in

the State's normal five year capital improvements planning process. It is also possible that SRA projects could receive a special designation and funding category with a higher priority than for similar projects on other routes.

Will representatives from Harland Bartholomew (HBA) be available to meet with McHenry Highway Department and City of McHenry staff? Department staffs would like to provide HBA with further details and status of programmed improvements.

Yes. HBA is most interested in gathering all available information about the existing conditions and adopted plans for the route. Please contact your Advisory Panel Coordinator to arrange a meeting.

In how much detail has Harland Bartholomew & Associates investigated the West McHenry bypass? There has been quarrying activity in the area which may effect the feasibility of the bypass alternatives.

At this time, a West McHenry bypass has been identified only as a potential. Continued evaluation of this alternative will determine whether or not it is a feasible and desirable alternative.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

A

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

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P.O. Box 389
Woodstock, IL 60098
(815) 338-2040 ext. 485
(815) 338-3630

ROUTE CONCEPTS

(Cont from page 1)

Road, Three Oaks, Crystal Lake Avenue, Squaw Creek, Ames, Edgewood, Gracy, Bull Valley, Waukegan, IL-120, McCullom Lake, Johnsburg, Barnard Mill, and Tryon Grove;

- Potential future signals and additional collector access at Roosevelt, Ackman, the connector route south of Three Oaks, Ames, Edgewood, Gracy, Westerly, Pioneer, Barnard Mill, and West Solon intersections and at half mile spacings between County Line and Miller,

Gracy and Bull Valley, at McHenry Hospital, and between School and Harts;

- Provision, as warranted, of signals at Drake, Harts, and Burlington;
- Modification of the angles of intersection of IL-31, IL-176, and Terra Cotta;

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

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RANDALL / ORCHARD ROAD ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development.

(Continued on page 2)

...TO IMPROVE RANDALL/ ORCHARD IN KANE COUNTY

Each of the local jurisdictions along the Randall/Orchard SRA can act to improve traffic conditions on the route. The majority of the route is currently less than the 120 foot right-of-way which is desirable for this type of route. While the entire SRA right-of-way may not be brought to the desirable standard by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

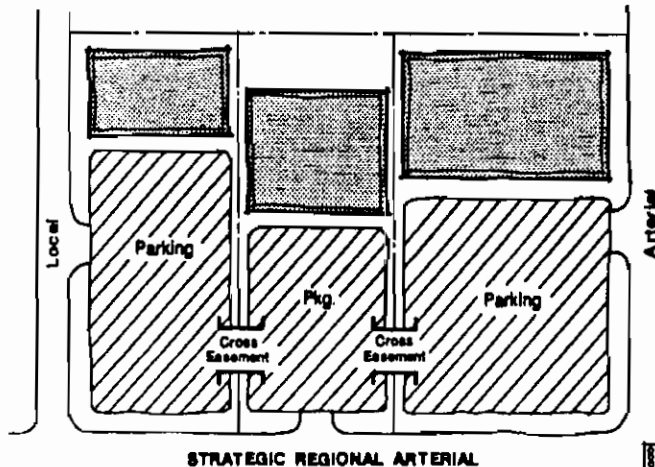
- All local planning and zoning agencies along the route should require dedications or setbacks adequate for the desirable cross section each time a parcel is annexed, subdivided or redeveloped.
- Comprehensive and specific plans should include designation of the full desirable right-of-way for the Randall/Orchard corridor.

Saving right-of-way as it becomes available will insure that

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA

from non-SRA routes; insure loading and unloading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transportation Management Associations

...TO IMPROVE

(Continued from page 1)

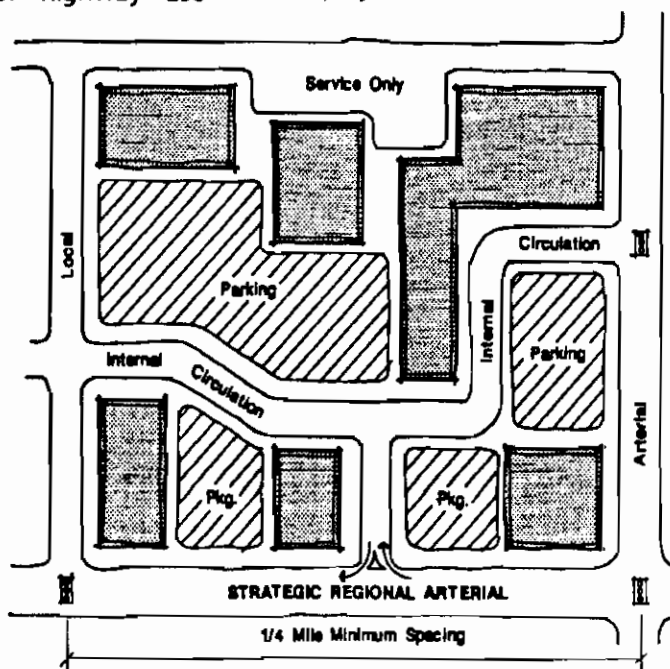
as the roadway must be widened there is right-of-way available.

County, village and city governments can effectively create additional roadway capacity by making operational changes. The City of St. Charles has a particularly narrow segment of right-of-way and could benefit most from the following:

- Access management,
- Signal networks,
- Intersection redesign to accommodate freight vehicle turns,

(Continued on page 3)

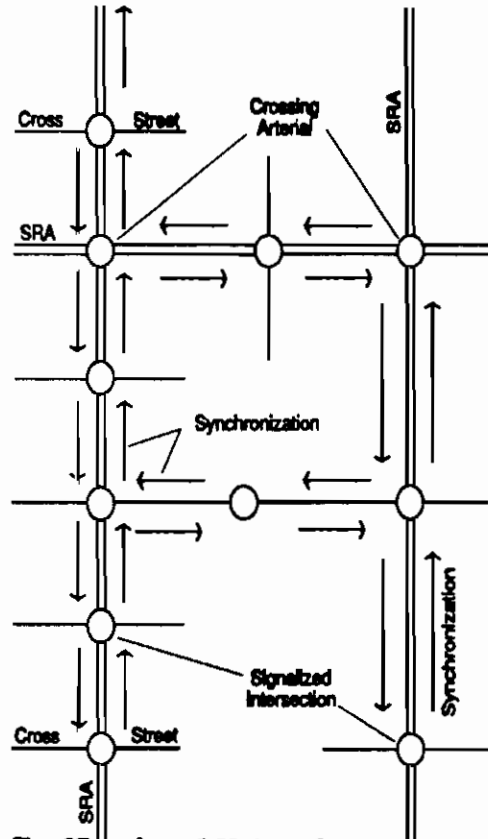
(TMAs) include employers as well as transit and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and employers to form TMAs.



Internal Circulation

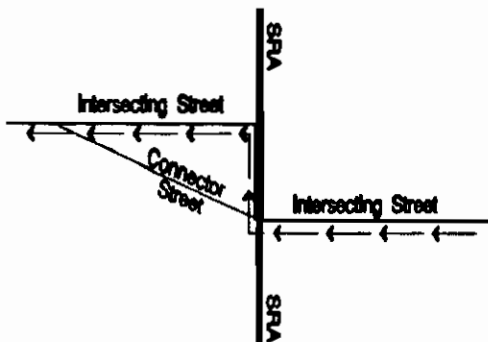
WORKING WITH LOCAL GOVERNMENTS

Continued from page 2)



Traffic Signal Network

- **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will



Connector Route Improvement

involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

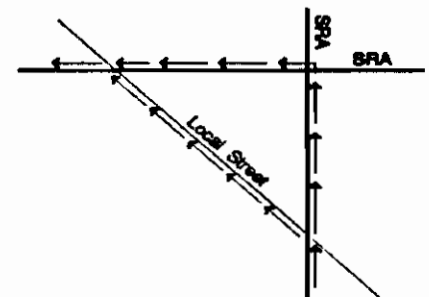
- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing

...TO IMPROVE

(Continued from page 2)

- Improvement of local streets to accommodate local traffic now using this corridor,
- Addition of turn bays at intersections, and
- Enforcement of parking, turning and loading restrictions.



Local Reliever Route

traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more di-

(Continued on Page 5)

ARTERIAL ANSWERS

QA

What does the desirable roadway for an SRA in a suburban area include?

It is desirable that the roadway include three through lanes in each direction, a sidewalk and landscape strip, and a median 18 to 46 feet wide.

How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?

Assuming the traffic signals are coordinated access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic, this roadway could accommodate 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

Is it necessary that all segments of the Randall/Orchard corridor have the same number of lanes in order to provide a comparable level of service?

The goal of the SRA program is to provide acceptable levels of service throughout the system. Roadway engineers use a Level of Service (LOS) as a guide to measure how well traffic is moving. LOS ranges from LOS A — free flowing — to LOS F — gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operat-

ing speeds, but with much stop and go and little maneuverability. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. In a rural area, the acceptable peak hour LOS is C.

The Florida Department of Transportation (FDOT) published a series of tables detailing the maximum daily volumes that could be handled by various types of roadways. This 1988 guide provides an objective comparison of the impact of narrowing rights of way.

FDOT estimates that routes designed with three through lanes in each direc-

tion can carry as many as 45,000 vehicles per day at an average daily LOS C. If the number of through lanes is reduced to two in each direction, the route can accommodate less than 30,000 vehicles per day at LOS C. The level of service deteriorates rapidly with increases in the numbers of vehicles: 32,000 vehicles per day reduce the LOS to D and 33,500 vehicles per day reduce the LOS to E.

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CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENTS

(Cont'd from page 3)

rectly. Still another example is the improvement of collector routes to accommodate local traffic.

- Accommodation of Selected Uses in Parallel Rights-of-Way -

Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to the Randall/Orchard corridor.

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(Continued on page 2)

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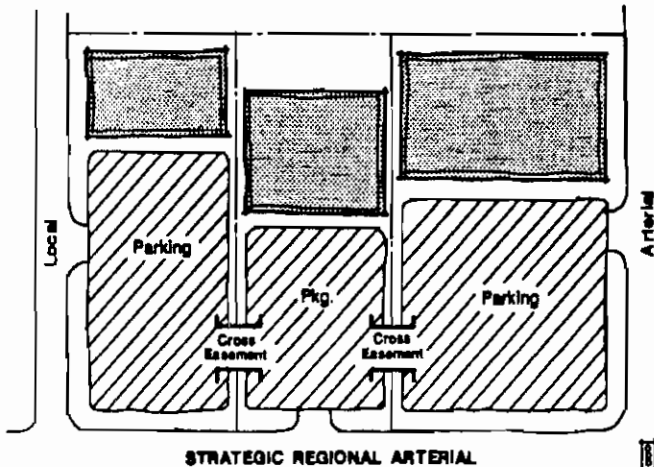
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McHenry County is currently working to acquire right-of-way for a connector route between Ran-

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

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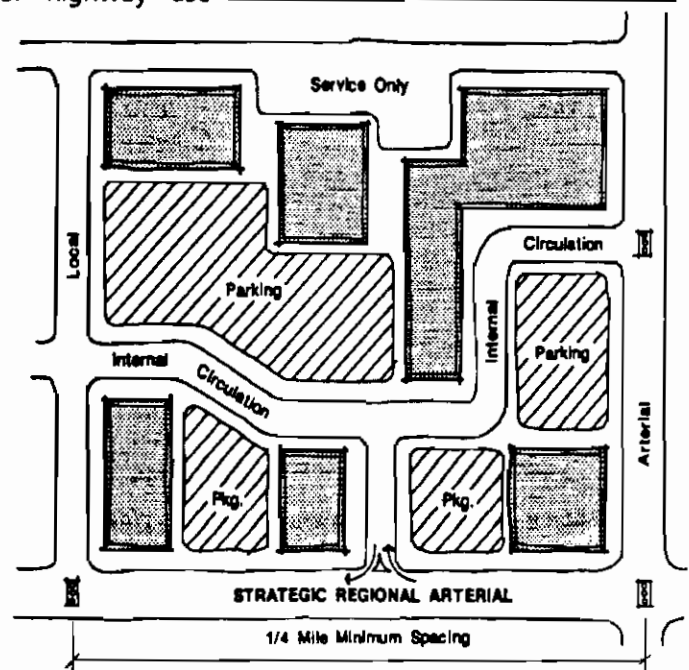
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- Access management,
- Accommodation of selected uses in parallel rights-of-way,
- Redesign of intersections with more than four legs (e.g. Terra Cotta Avenue/IL 176/IL 31 in Crystal Lake),
- Signal networks,

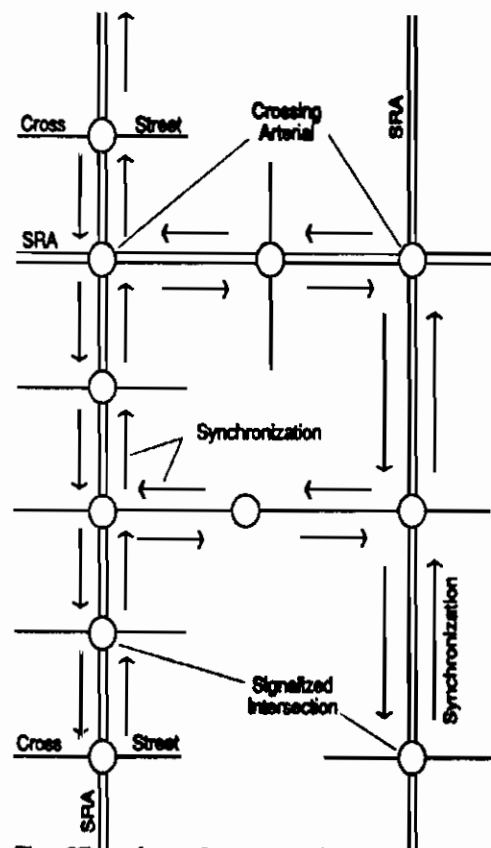
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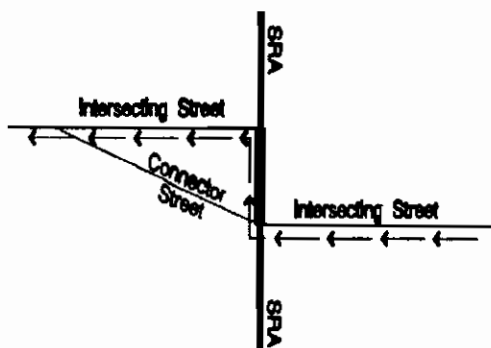
WORKING WITH LOCAL GOVERNMENTS

Continued from page 2)



Traffic Signal Network

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Connector Route Improvement

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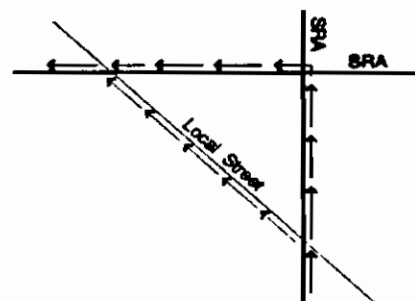
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...TO IMPROVE

(Continued from page 2)

- Addition of turn bays to intersections,
- During peak periods, prohibition of left turns in congested areas where a series of right turns could accomplish the same maneuver,
- Improvement of local streets to accommodate local traffic now using this corridor,
- Intersection redesign to accommodate freight vehicle turns, and
- Enforcement of loading, parking and turning regulations.



Local Reliever Route

- Improvement of Auxiliary Routes-** Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA.

(Continued on Page 5)

ARTERIAL ANSWERS

QA

What is the desirable right-of-way width for an SRA in a suburban area?

It is desirable that the right-of-way be at least 120 feet to 150 feet wide and include three through lanes in each direction, a sidewalk and landscape strip, and a median 18 to 46 feet wide.

What is the desirable right-of-way width for an SRA in a rural area?

It is desirable that the right-of-way be at least 186 feet to 210 feet wide and include a two-way frontage road on each side, a shoulder and separator, and a median 46 to 70 feet wide.

How many cars per day would the desirable roadways accommodate at an acceptable level of service?

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic, the suburban roadway could accommodate as many as 40,000 vehicles per day. The roadway would still be congested during the peak period, but much improved over the typical suburban route. Under optimal conditions the rural roadway could accommodate about as many as 30,000 vehicles per day and the median and frontage roads are sized and available for conversion to additional through lanes as the region grows.

Why is it disruptive to the flow of traffic if small segments of the roadway are narrower than the rest of the route?

Traffic flows along a road in much the same way that water flows through a pipe. When the pipe is clogged water backs up against the flow and less water comes out the end of the pipe. Congested traffic will use local streets in the same way the backed-up water will be pushed out the manholes — the street and the pipe are full. The slowing of the flow means that the road and the pipe can accommodate fewer cars and less water. The capacity of both is reduced.

There are many buildings that are or could be historically sig-

nificant near the route, particularly in McHenry and Richmond. Will the SRA study address mitigating the impact of roadway improvements on these resources?

No, the SRA study will not address specific mitigation measures, except to the extent that concentrations such as those found in McHenry and Richmond have encouraged alternatives to the desirable roadway configuration. It is understood that these concentrations may make right-of-way acquisition in these communities infeasible within the Year 2010 time frame of the study. The study has completed gathering data on historic and potentially historic structures, so that future design studies may more easily assess specific impacts on future projects.

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENTS

(Cont. from page 3)

Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more directly. Still another example is the improvement of collector routes to accommodate local traffic.

- **Accommodation of Selected Uses in Parallel Rights-of-Way** - Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to the Randall Road/Illinois Route 31 corridor.

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Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

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(815) 338-2040 ext. 485 or (815) 338-3630

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RANDALL/ORCHARD ROAD ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and

The Year 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socioeconomic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the trip purpose (there are

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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ARTERIAL ANSWERS

Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Was the Sears development included in the Year 2010 SRA system travel demand projections ?

Yes, it was.

Are there other factors that travel demand projections that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is using the design concepts developed in the initial phase of the SRA study and is conducting roadway capacity analyses.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

A

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended, if projected Year 2010 travel demand did not warrant it?

Where right-of-way is available, it may be protected in amounts in excess of what is projected to be needed for the 2010 improvements, but not more than is consistent with the desirable improvements for the route type. The strategy will insure the feasibility of desirable improvements regardless of when they may be needed.

Q

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designated federal aid system and about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

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ARTERIAL ANSWERS

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Was the Sears development included in the Year 2010 SRA system travel demand projections?

Yes, it was.

Are there other factors than travel demand projections that will go into the SRA system improvement plans?

Travel demand projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is using the design concepts developed in the initial phase of the SRA study and is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable minimum right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended, if projected travel demand did not warrant it?

A

Where right-of-way is available, it may be protected in amounts in excess of what is projected to be needed for the 2010 improvements, but not more than is consistent with the desirable improvements for the route type. The strategy will insure the feasibility of desirable improvements regardless of when they may be needed.

Will improvements necessary to meet these criteria always be recommended?

No. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However there are segments in older communities as narrow as 60 feet with buildings bordering the sidewalk. Recommendations for these communities will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

Q

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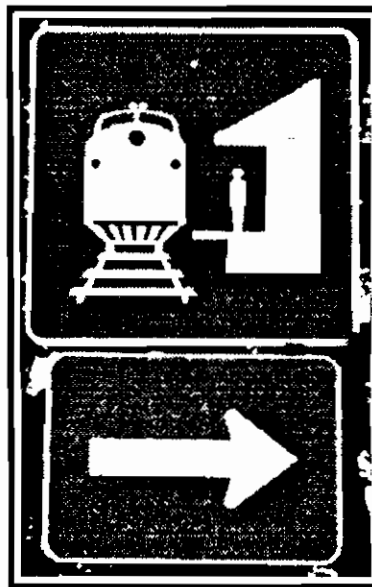
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Randall/Orchard as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Randall/Orchard - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

*For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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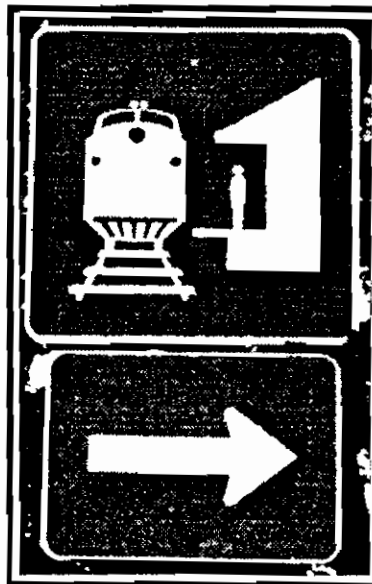
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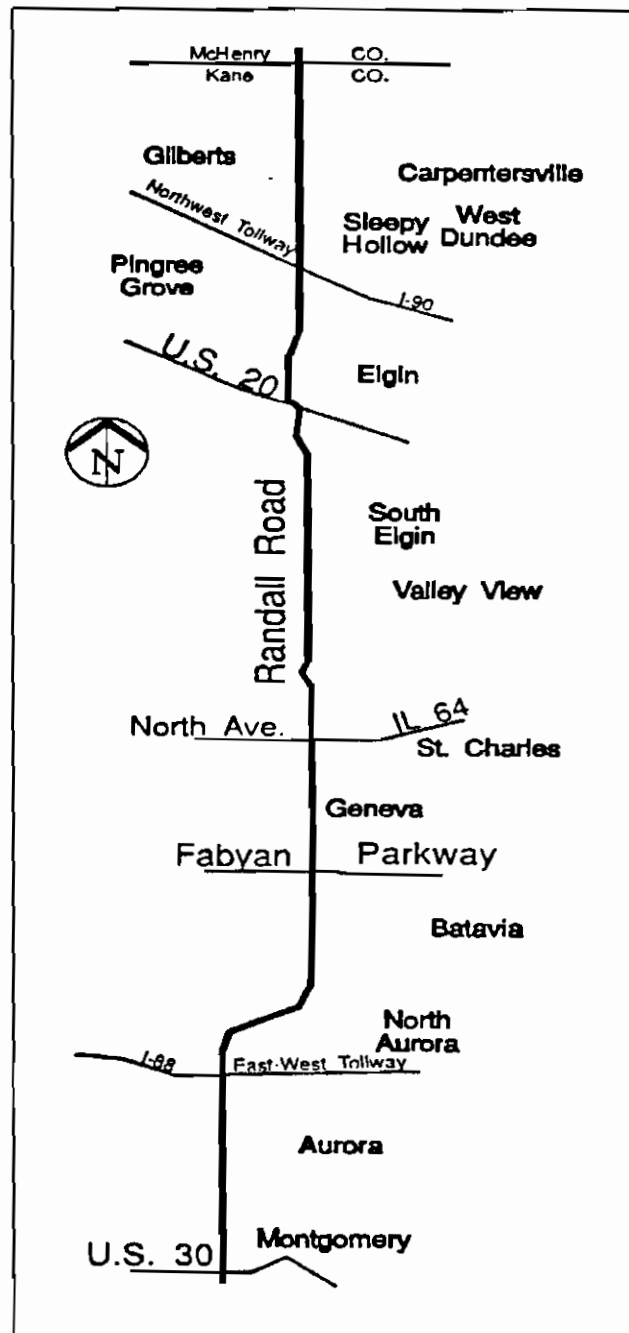
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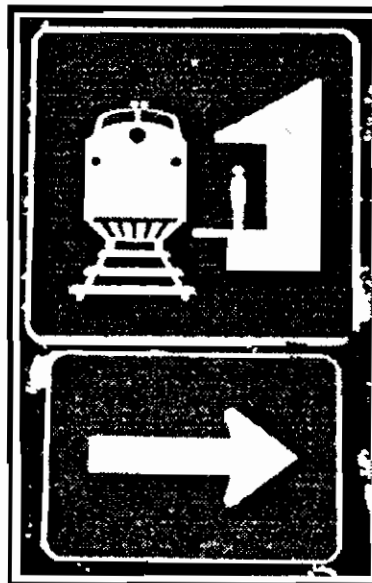
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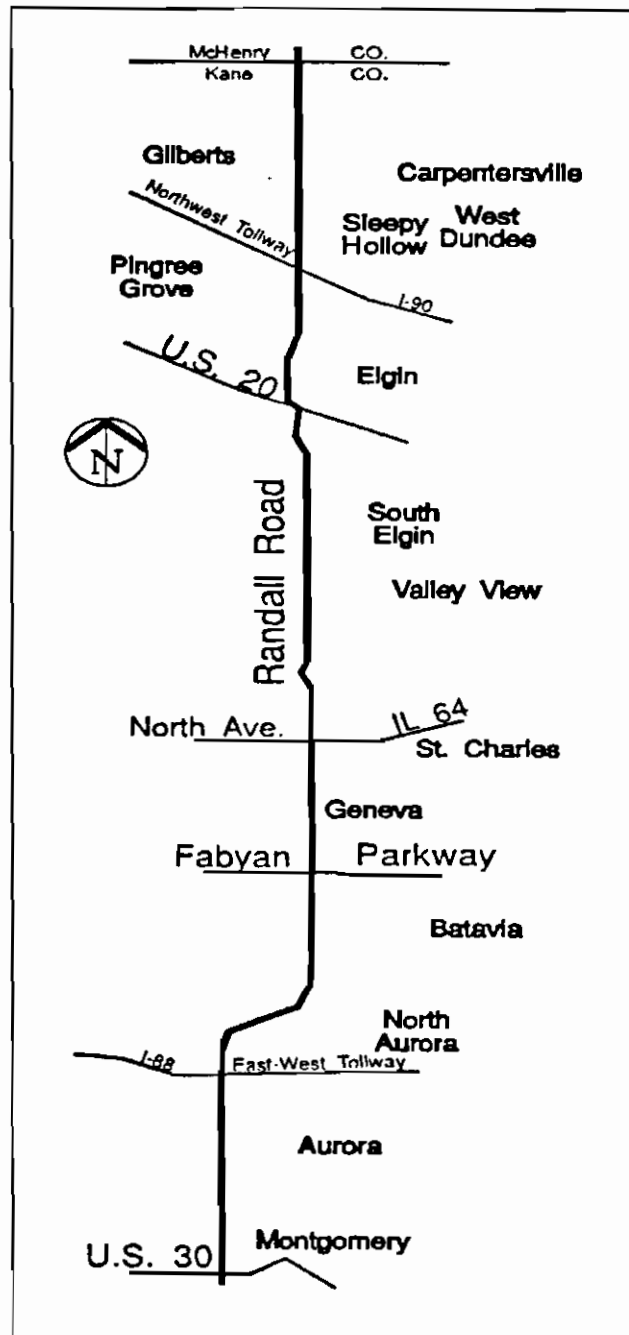
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The SRA study has recognized suburban town centers as urban-like areas and is applying urban design criteria to them. The major differences between urban and suburban route characteristics are right-of-way width, 72 to 86 feet

where bus/HOV lanes are not provided versus 120 to 150 feet; median width, 12 feet versus 18 to 30 feet; and a lower design speed for urban routes than for suburban.

Since it is desirable that through traffic lanes be 12 feet wide, 60 feet will accommodate five lanes but no sidewalks. In some centers, 60 to 66 feet of right-of-way has been developed into four 11-foot-wide through lanes and parking. The sidewalks, and even some of the parking, may be partially or wholly on private property.



Because there is less right-of-way to accommodate traffic and it is difficult to add right-of-way, improvements to the way the route operates are most important. Such improvements can be more significant than in newer suburban commercial areas, because the right-of-way is more intensely used.

Parking is important, because it can take up as much space as two through lanes of traffic. Optimally, parking can be relocated to scattered lots throughout the district or, where relocation of parking is not feasible, prohibited during rush hours. Where there are alleys, loading areas can be moved to the rear.

(Continued on Page 3)

MILESTONES

- January 29, 1990
SRA Project Began
- March 9, 1990
First Advisory
Panel Meeting
- November 15, 1990
Second Advisory
Panel Meeting
- February 1991
Design Concept
Report Published
- Late Summer 1991
Third Advisory
Panel Meeting
- Fall 1991
Public Hearing
- Winter 1992
Final Route
Report Due

ARTERIAL ANSWERS

Are there suburban town centers on Illinois 31?

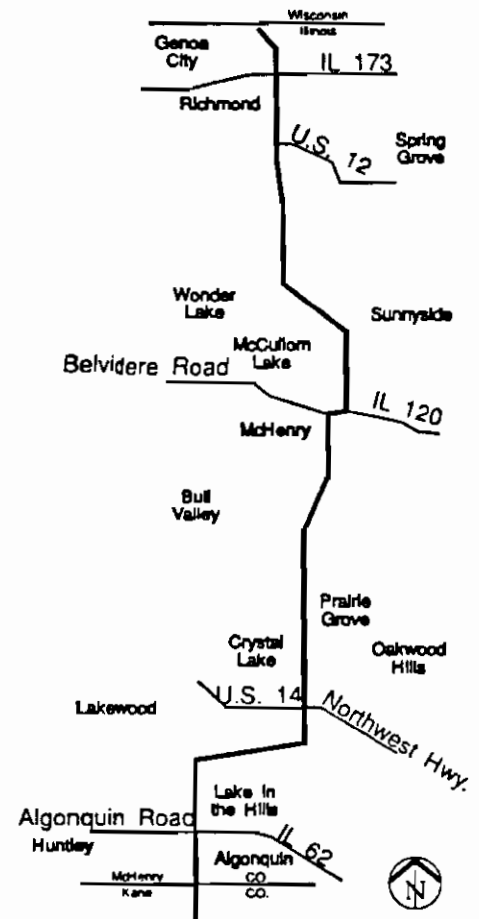
Yes, McHenry and Richmond both have commercial areas in which the roadway is very narrow and buildings abut the sidewalk.

In McHenry and Richmond, would three through lanes in each direction accommodate the traffic expected to use the roadway by the year 2010?

Yes, but three through lanes in each direction is not recommended.

Why is the desirable suburban cross section not being recommended for downtown McHenry or Richmond?

The land surrounding both communities is largely undeveloped. Construction of a bypass route is likely to accommodate regional traffic in a way that is less costly and more satisfactory in the long run than using all of the right-of-way available for lanes of traffic. Results of studies thus far are included in the SRA recommendations.



Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

SUBURBAN TOWN CENTERS

(Continued From Page 1)

Where there are no turning lanes, turning vehicles, especially left turning vehicles, can substantially reduce the amount of traffic that can be accommodated. There are at least two approaches to reducing delays caused by vehicles waiting to turn left: provide left-turn lanes and prohibit left turns during the peak periods.

Both alternatives work best when parking that is near the corners is relocated. The right-of-way used by parking is usually needed to provide left turn bays. When left turns are prohibited, vehicles which would otherwise turn left can circle the block past a signalized intersection and cross the arterial via the cross street at the signalized intersection. A right-turn bay at this first intersection past the signal allows some space for vehicles to slow before their turn.

Relocating transit stops to the far sides of intersections in areas currently used for parking can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right and, where no stopping area is pro-

vided, prevents a current practice of stopping in the through lane.

Occasionally, a suburban town center is undergoing a redevelopment phase. This is a particularly opportune time for right-of-way protection.

When these improvements cannot provide the SRA with capacity adequate to meet the projected Year 2010 demand, a bypass or reliever route may be considered. A bypass completely eliminates the need for the SRA designation through the suburban town center. Whether a new or existing road, the SRA designation would be transferred from the existing route to the bypass.

A reliever route is designed to accommodate some, but not all, of the SRA traffic. Relievers are particularly useful where a significant portion of the traffic through a suburban town center has an off-the-route destination. Where this traffic can be provided with a more direct route, the SRA is likely to experience a lessening of congestion.

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SRA SPOTLIGHT

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