Strategic Regional Arterial

ILLINOIS ROUTE 53
Wilmington - Peotone Road to Interstate 80

OPERATION GREENLIGHT

Illinois Department of Transportation

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Executive Summary

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

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

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

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 53 which extends between Wilmington-Peotone Road and Interstate 80. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land

use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 53 passes can the ultimate improvement plan be realized.

The IL Route 53 SRA corridor was divided into three segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: IL Route 53 - Wilmington-Peotone Road to Hoff Road

- Maintain existing two 12-foot through lanes in each direction separated by a grass median. Provide paved shoulders and an open-ditch drainage system.
- Acquire 15 feet of additional right-of-way along west side of IL Route 53 between Wilmington-Peotone Road and Doyle Road.
- Reduce the number of median openings but allow U-turns for cars only at those locations.

Segment 2: IL Route 53 - Hoff Road to Laraway Road

- Maintain existing two 12-foot through lanes in each direction separated by a grass median. Provide paved shoulders and an open-ditch drainage system.
- Realign Mississippi Road and Tehle Road at Illinois Route 53 to provide better angle of intersection. Acquire right-of-way as required for realignments.
- Acquire 7 foot strip of right-of-way along west side south of Manhattan Road.
- Consolidate access to designated channelized intersections/median openings and restrict driveways to right-in/right-out.

Segment 3: IL Route 53 - Laraway Road to Interstate 80

- Between Laraway Road and U.S. Route 52, provide two 12-foot lanes in each direction separated by an 18-foot center median. Provide curb and gutter and an enclosed drainage system.
- Between U.S. Route 52 and Patterson Road, provide two 11-foot lanes in each direction. Provide 11-foot left turn lane on Illinois Route 53 at U.S. Route 52. North of Patterson Road, the existing cross section will be maintained.
- Consolidate access to designated channelized intersections and restrict any future driveways to right-in/right-out.

I. Introduction

1.1 Transportation Perspectives

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

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

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

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

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these

predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

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

1.2 The Strategic Regional Arterial System

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

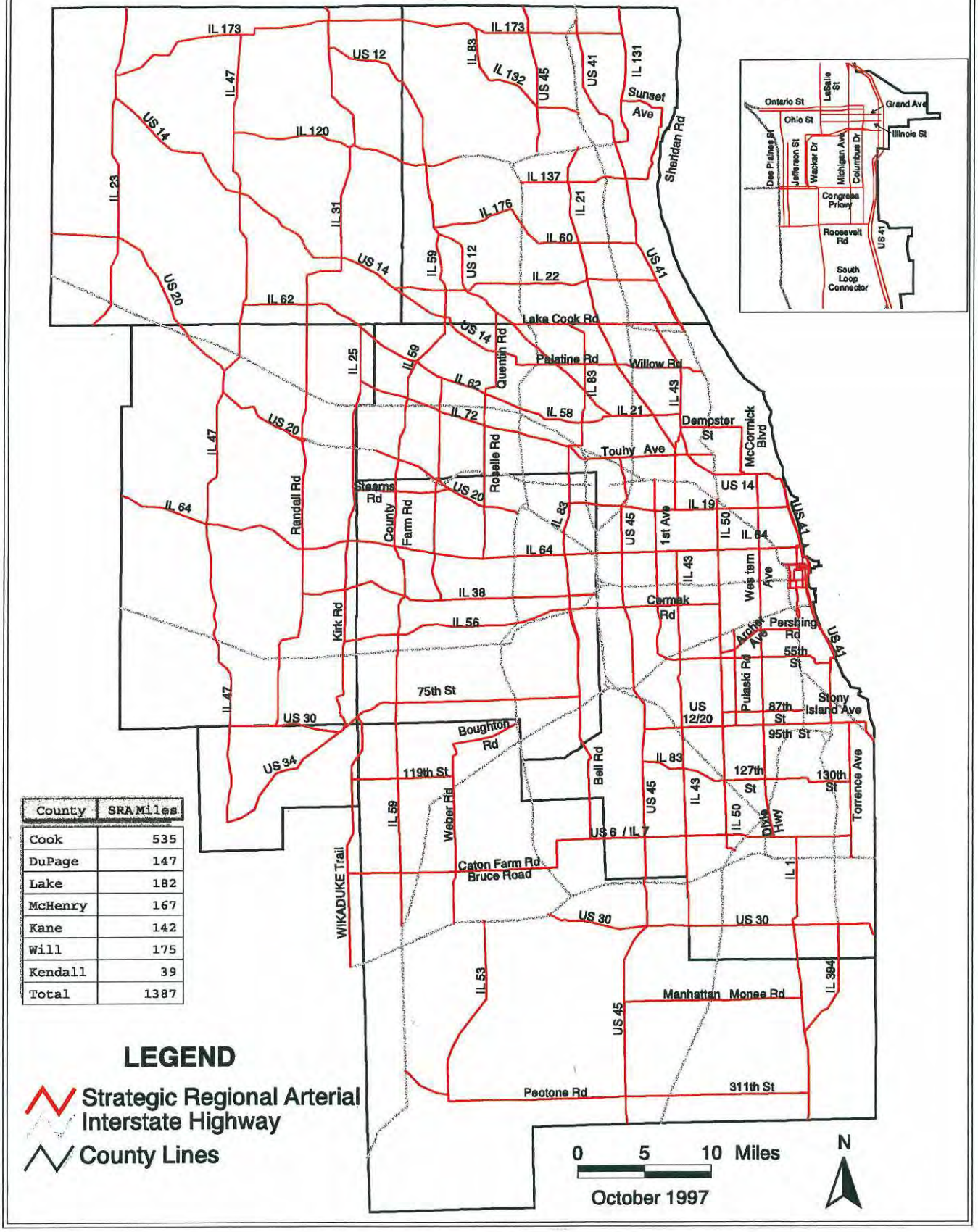
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand,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

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

2020 Strategic Regional Arterial System



County	SRA Miles
Cook	535
DuPage	147
Lake	182
McHenry	167
Kane	142
Will	175
Kendall	39
Total	1387

LEGEND

Strategic Regional Arterial
Interstate Highway
County Lines

The Strategic Regional Arterial System
Figure 1.1

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

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

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

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

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

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

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

The Illinois Route 53 corridor is classified as a rural SRA route south of the Joliet suburban limits and a suburban route north of those limits. Tables 2.1 and 2.2 indicates the desirable route characteristics for each of those SRA facilities, respectively. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, Illinois Route 53 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. Illinois Route 53 is included in the fifth subset of SRA routes.

The Illinois Route 53 SRA study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The Illinois Route 53 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

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

The completed study can be used by local and State agencies to help guide implementation of improvements on or along Illinois Route 53. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for

Table 1.1
2010 Desirable Route Characteristics
Rural Strategic Regional Arterials

Right-of-Way Width	188' - 284' (w/ frontage roads)
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction: 12' width; with provision for future expansion to 6 total lanes
Median Width	50' - 74'
Right Turns	Turn lanes at major cross-streets
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads.
Bicycle Accommodation	Paved Shoulder (minimum 6')
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at ½ mile spacing until frontage roads are constructed.
Curb Cut Access	Protect right-of-way for post-2020 construction of two-way frontage roads.* Right-in/right-out until frontage roads are constructed.
Transit	Bus pull-off and shelter. Express bus service and signal preemption potential
Number of Traffic Signals Per Mile	2, signals spaced ½ mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearance	New Structures: 16'-3" Existing Structures: 14'-6"
Railroads	Consider a grade separation at all railroads
Loading	Off-street loading

Table 1.2
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterial

Right-of-Way Width	120' - 150'
Level of Service (Peak Hour)/ Design Speed	C or D /45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 48', raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' paved width
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not Recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal preemption and HOV potential.
Number of Traffic Signals/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii	WB-55 typical/WB-60 Type II truck route
Vertical Clearances	New structures: 16'- 3" Existing Structures: 14'- 6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off street loading

SRA routes is encouraged. Only with the support of the communities through which Illinois Route 53 passes can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

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

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

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

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

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

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

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks,

pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

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

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

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

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

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

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

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

1.7 Organization of the Report

The SRA corridor report for Illinois Route 53 is divided into four sections:

I. Introduction - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.

II. Route Overview - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.

III. Route Analysis - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:

- Segment 1: Illinois Route 53 - Wilmington-Peotone Road to Hoff Road
- Segment 2: Illinois Route 53 - Hoff Road to Laraway Road
- Segment 3: Illinois Route 53 - Laraway Road to Interstate 80

For each route segment the following analyses are presented:

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

Land Use and Environmental Conditions - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and floodplains; historic properties and

districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

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

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

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

II. Route Overview

2.1 The Illinois Route 53 Study Area

The SRA corridor extends along Illinois Route 53 from Wilmington-Peotone Road in Wilmington and unincorporated Will County to Interstate 80 in Joliet. The corridor passes through the communities of Wilmington, Elwood and Joliet as well as unincorporated Will County. A location map is shown on Figure 2.1.

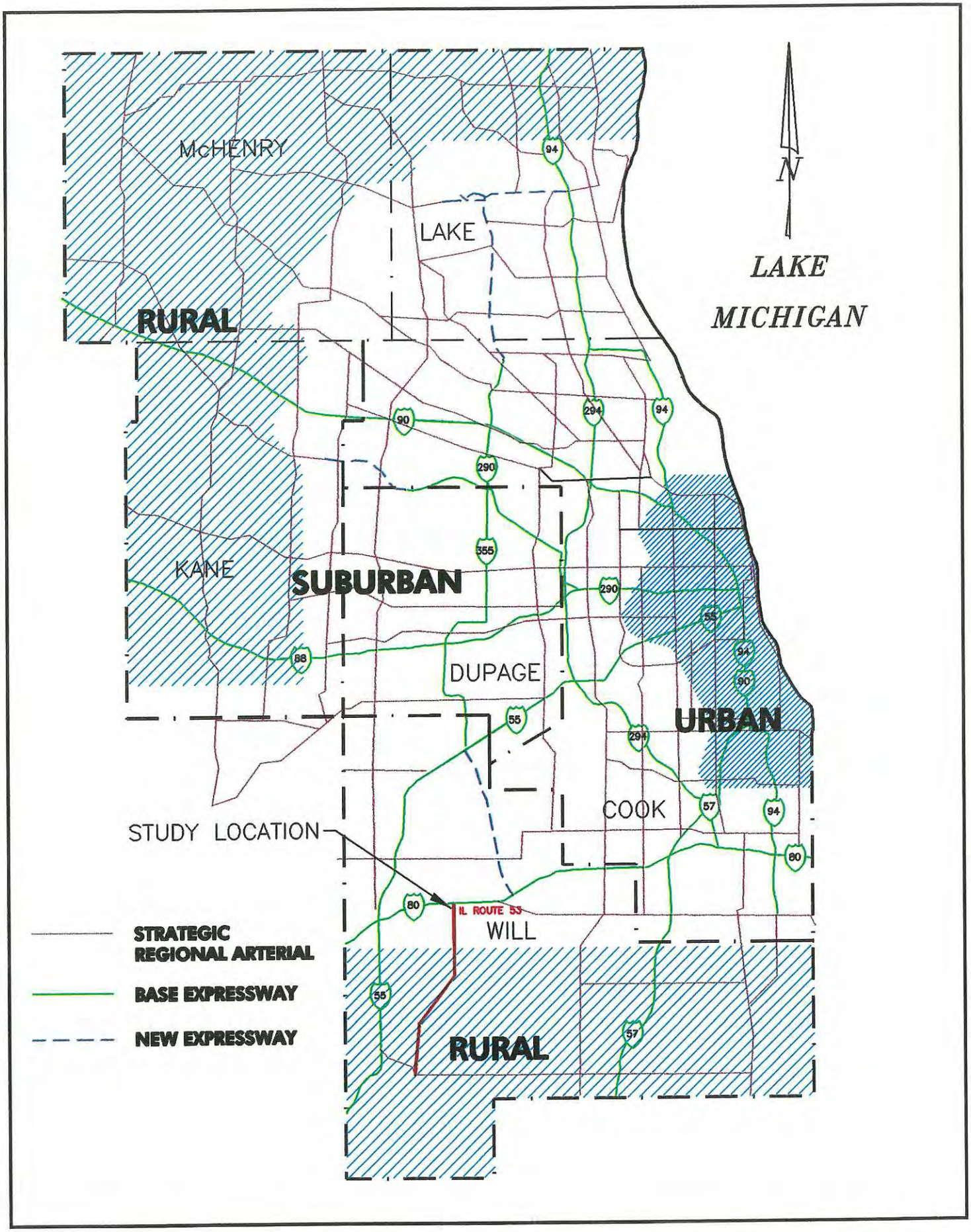
2.2 Land Use/Development Characteristics

The Illinois Route 53 SRA corridor includes a wide range of land use types. The south end of the route in the City of Wilmington and unincorporated Will County is primarily agricultural use with a small amount of commercial/industrial use mixed in. The Midewin National Tallgrass Prairie is also located in the southern section of the corridor. Within the Village of Elwood the land use is primarily residential with some commercial use. Further north, the use returns to primarily agricultural with intermittent residential use. The Route 66 Raceway is being developed immediately south of Schweizer Road. The north end of the corridor becomes mostly residential in use.

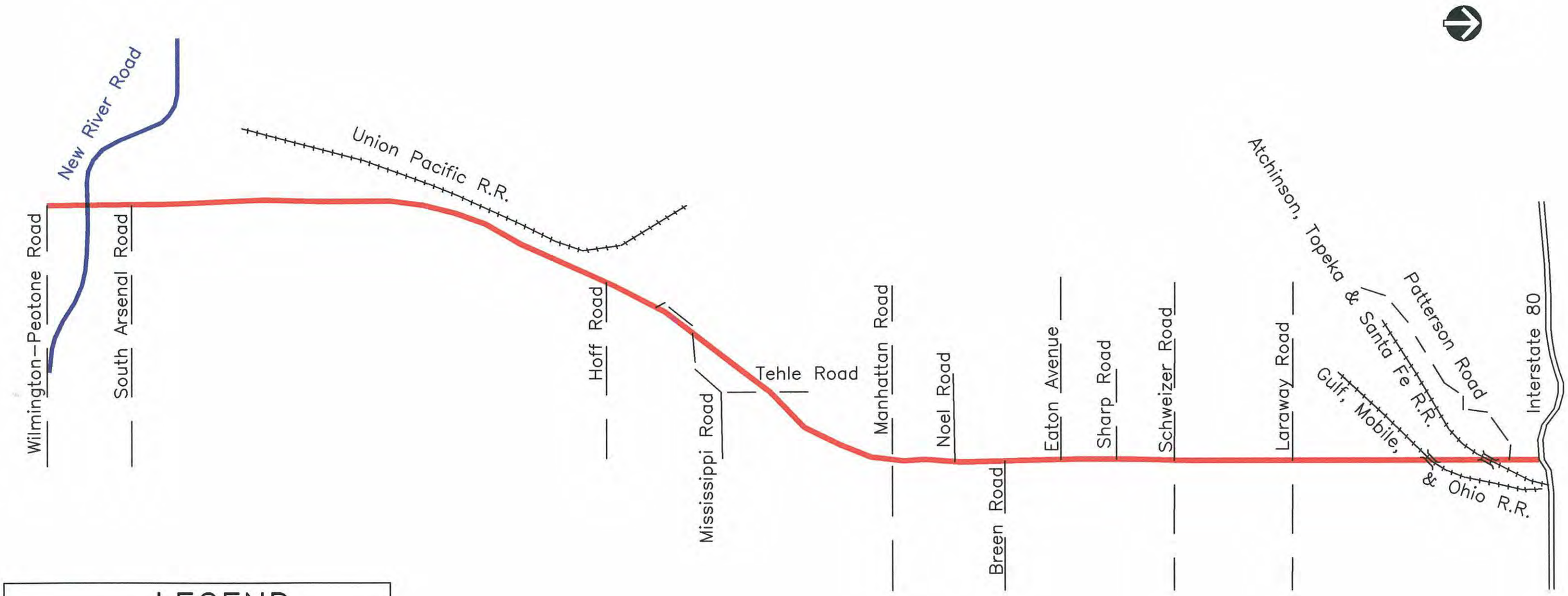
2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. Illinois Route 53 intersects one other designated SRA route which is Wilmington-Peotone Road/New River Road. Interstate 80 crosses Illinois Route 53 at the northern limit of the corridor where a full-access, partial cloverleaf interchange exists.

Illinois Route 53 crosses under two rail lines: the Gulf, Mobile and Ohio Railroad and the Atchison, Topeka and Santa Fe Railroad. It also is adjacent to the Union Pacific Railroad for a portion of the corridor.



IL ROUTE 53
LOCATION MAP
FIGURE 2.1



LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
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Shah Engineering, Inc. Planning Resources, Inc.

IL ROUTE 53
CORRIDOR MAP
FIGURE 2.2

2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the Illinois Route 53 corridor. At the extreme southern end up to South Arsenal Road, the roadway generally consists of one through lane in each direction with aggregate shoulders and open-ditch drainage. Continuing north, there are two through lanes in each direction separated by a grass median, aggregate shoulders and open-ditch drainage. Some left turn channelization is provided. At the northern end of the corridor, there are still two through lanes in each direction but they are separated by a mountable median. The shoulders are typically gravel and the drainage is open-ditch. The existing right-of-way varies from 150 feet to 300 feet wide for most of the corridor except at the north end where it is only 66 feet wide.

2.5 Transit

There are no existing mass transit facilities (bus service or commuter rail service) in the Illinois Route 53 corridor. Future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating Plan (COP).

According to NIPC 2020 forecasts, the general area in Will County is expected to have a 54% growth in households between 1990 and 2020. Growth in fixed route service in Will County is expected to increase by 240% by 2010 as specified in Pace's COP. Weekday buses would serve the far southwest portion of Will County, along the Illinois Central Rail Corridor, connecting the towns of Braidwood and Wilmington with Metra train service in Joliet. The southwest area of the county has long been under-served by public transportation so an initial express bus service will provide greatly improved travel opportunities for residents of these communities.

An extension of the Metra Heritage Corridor Line from Joliet south to Wilmington is currently planned. This rail line would utilized the Souther Pacific Springfield District/Union Pacific rack that parallels Illinois Route 53 south of Joliet. A station would be located in Wilmington, with Elwood serving as a potential intermediate station. Service to Wilmington and Elwood will initially be provided by "pre-rail" Pace bus service from Braidwood, southwest of Wilmington, to station-site park-and-ride facilities and will provide a connection to existing Metra rail service in Joliet. At Joliet Union Station, transfers to Metra Rock Island District Line trains will be possible.

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

III. Route Analysis

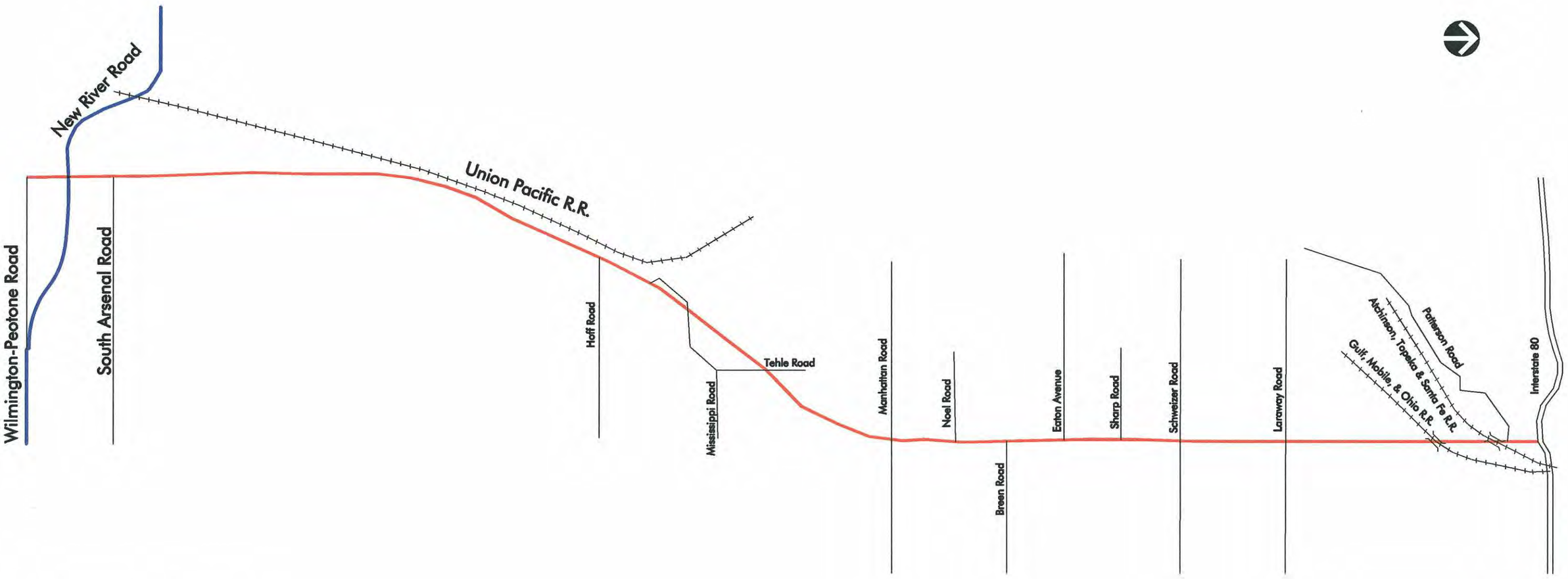
This section provides a detailed summary of existing conditions and recommended improvements along the Illinois Route 53 SRA corridor. The corridor has been divided into three separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and adjacent land use patterns. The three segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Illinois Route 53 - Wilmington-Peotone Road to Hoff Road
- Segment 2: Illinois Route 53 - Hoff Road to Laraway Road
- Segment 3: Illinois Route 53 - Laraway Road to Interstate 80

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

CORRIDOR SUMMARY: IL ROUTE 53

	SEGMENT 1	SEGMENT 2	SEGMENT 3
XISTING R.O.W.	160'–300'	150'–289'	66'–190'
PROPOSED R.O.W.	190'–300'	190'–289'	66'–190'
XISTING LANE ONFIGURATION	◄2 2►	◄2 2►	◄2 2►
PROPOSED LANE CONFIGURATION	◄2 2►	◄2 2►	◄2 2►



Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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IL ROUTE 53
CORRIDOR SUMMARY
FIGURE 3.1

Segment 1
Illinois Route 53 -
Wilmington-Peotone Road to Hoff Road

3.1 Segment 1: Illinois Route 53 - Wilmington-Peotone Road to Hoff Road

3.1.1 Location

Segment 1 extends along Illinois Route 53 from Wilmington-Peotone Road to Hoff Road and is approximately 5.3 miles in length (see Figure 3.1). It is located primarily in unincorporated Will County but will likely be annexed to Wilmington in the near future.

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-6.

Right-of-Way - The existing right-of-way in this segment varies between 160 and 300 feet in width, but is predominantly 200 feet wide.

Roadway Characteristics - Illinois Route 53 from Wilmington-Peotone Road to South Arsenal Road is 24 feet in width with one through lane in each direction, 8-foot aggregate shoulders and open-ditch drainage. From South Arsenal Road to Hoff Road, there are two 12-foot through lanes in each direction with a grass center median, variable width aggregate shoulders and open-ditch drainage.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1991 average annual daily traffic for this segment varies from 5,600 and 7,100 vehicles per day.

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

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

Traffic Control/Intersection Configuration - There is only one existing signalized intersection along this segment: Wilmington-Peotone Road. The existing lane configuration for that intersection is shown on Exhibit A-1.

Structures - There are three existing structures in this segment as indicated in Table 3.1.1.

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

Table 3.1.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
099-0242	IL 53 (SB)	Prairie Creek	42'	106'	41'	NA
099-0090	IL 53 (NB)	Prairie Creek	33'	109'	31'	NA
099-0088	Joliet Army Arsenal RR (Abandoned)	IL 53	N/A	226'	78' - E; 48' - W	13'07"

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-6.

Lakes/Streams/Wetlands/Floodplains - Prairie Creek and its associated wetlands and floodplain which are listed as an Illinois Natural Area Inventory site cross under Illinois Route 53 south of Doyle Road. Other floodplain systems cross at South Arsenal Road and north of Doyle Road. A riparian system with floodplain and wetlands crosses Illinois Route 53 south of Hoff Road and parallels the east side of Illinois Route 53.

Structures with Historical Significance - Two structures with historical significance are located within Segment 1. A residential building, listed in the U.S. Route 66 report as historically significant, is located on the east side of Illinois Route 53 north of South Arsenal Road. The northbound Illinois Route 53 bridge structure over Prairie Creek is listed on the Illinois Inventory of Historic Bridges and documented in the U.S. Route 66 report.

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

Threatened or Endangered Species - The Illinois Department of Natural Resources has identified the wetland and floodplain system, located approximately 3,500 feet south of Hoff Road, as habitat for the endangered plant species, weak-stemmed wood sedge.

Prime Farmland - Prime farmland abuts the right-of-way of Illinois Route 53 along non-developed portions of Segment 1.

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-1 through B-6.

Type and Intensity of Development - The primary land use along Segment 1 is agriculture (see Exhibits B-1 through B-6). Segment 1 bisects the former Joliet Arsenal site, with scattered administrative and armory buildings located significantly off the Illinois Route 53 corridor. A commercial agricultural use is located on the west side of Illinois Route 53 south of Doyle Road. The Union Pacific Railroad tracks run adjacent to the west side of the route between Doyle Road and the north end of Segment 1.

Planned Development - Both sides of Illinois Route 53 between Wilmington-Peotone Road and South Arsenal Road are planned as community growth areas by Will County. The Midewin National Tallgrass Prairie will be located on the former Arsenal property adjacent to the route. The Midewin Prairie is located on the east side of Illinois Route 53 from South Arsenal Road to Hoff Road and the on the west side from Doyle Road to Hoff Road. Within the Midewin Prairie, a proposed national cemetery would be located on the west side of Illinois Route 53 south of Hoff Road.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1through C-6.

Roadway - The recommended cross section for this segment consists of two 12-foot through lanes in each direction with a 24-foot and greater center grass median. The center median width will match the existing median width. Paved shoulders will be provided. The existing open-ditch drainage system will be maintained although ditch regrading will occur where necessary. The proposed typical section (Section A-A) is shown on Exhibits C-1 through C-6.

Traffic Control/Intersection Configuration - The existing traffic signal at Wilmington-Peotone Road will only be maintained if signal warrants are still met after Wilmington-Peotone Road is realigned to meet New River Road as part of the Wilmington-Peotone Road SRA improvements. A future potential traffic signal is shown at the realigned Wilmington-Peotone Road/New River Road intersection. An intersection detail for this is shown on Exhibit D-1.

The main entrance into the Midewin National Tallgrass Prairie Park will be on South Arsenal Road east of Illinois Route 53. That intersection is shown as a future potential traffic signal location. Left and right turn lanes on Illinois Route 53 are proposed as shown on Exhibit C-2. A future signal is also shown at Blodgett Road on Exhibit C-5. This may be used for southern access into the Deer Run Industrial Park. The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.

Access Management - Several of the existing median openings will be maintained as shown on Exhibits C-1 through C-6. Left turn lanes will be constructed at each of these openings and at all cross streets. U-turns will then be allowed at these locations for all vehicles except trucks. Existing driveways which do not align with median openings should conform to right-in, right-out access standards in the IDOT Policy on Permits for Access Driveways to State Highways. The width of all existing and future driveways should also conform to this policy.

Structures - The three existing structures in this segment will require modification as shown in Table 3.1.2.

Table 3.1.2
Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
099-0242	IL 53 (SB)	Prairie Creek	42'	Widen structure to provide standard shoulder width.
099-0090	IL 53 (NB)	Prairie Creek	33'	Widen structure to provide standard shoulder width.
099-0088	Joliet Army Arsenal RR (Abandoned)	IL 53	N/A	Use as pedestrian/bikeway overpass. Raise structure to provide 16'-3" vertical clearance.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Park-and-pool lot should be considered at the Wilmington-Peotone Road/New River Road intersection and at major traffic generators.

3.1.6 Right-of-Way Requirements

A 15-foot strip of additional right-of-way will be required along the west side between New River Road and Doyle Road in order to construct a paved shoulder and regrade the drainage ditch without extensive use of guardrail. Minor right-of-way acquisitions may also be necessary for intersection improvements and temporary grading easements may be required for ditch regrading.

3.1.7 Environmental Considerations

The fifteen feet of right-of-way acquisition along the west side of Illinois Route 53 between New River Road and Doyle Road would impact prime agricultural land within Segment 1. This right-of-way acquisition will also impact floodplain at the South Arsenal Road intersection. Right-of-way

acquisition on the west side of Illinois Route 53 at Prairie Creek may impact floodplain and wetlands associated with this Illinois Natural Area Inventory site. SRA improvements should not impact the potential historic building on the east side of Illinois Route 53 since there will not be right-of-way acquisition at this location. However, roadway or bridge structure improvements may impact the historic Illinois Route 53 northbound bridge.

3.1.8 Land Use Considerations

The additional right-of-way on the west side of Illinois Route 53 will reduce the front yards of two single-family residences located south of Doyle Road. Eighty-seven feet of additional right-of-way will be required for roadway improvements on the east side north of New River Road (see Exhibit C-1). This acquisition will substantially reduce the front yard of a single-family residence. No other significant impacts to land use are expected within this segment. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.3. This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

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

3.1.11 Ultimate (Post 2020) Improvements

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

3.1.12 Crossing SRA Routes

The recommended plan for the Wilmington-Peotone Road SRA Corridor calls for realignment of the segment of Wilmington-Peotone Road east of Illinois Route 53 so that it aligns with New River Road at Illinois Route 53. The proposed cross section calls for two through lanes in each direction in the vicinity of Illinois Route 53.

Table 3.1.3
Construction Cost Estimate
Segment 1 - Wilmington-Peotone Road to Hoff Road

Recommended Improvements	Estimated Cost
Roadway	$10,368,000
Intersection Improvements	$3,600,000
Structure Modifications	$1,135,000
Transit Improvements	$0
Right-of-Way Acquisition	$805,000
Total - Recommended Improvements	**$15,908,000**

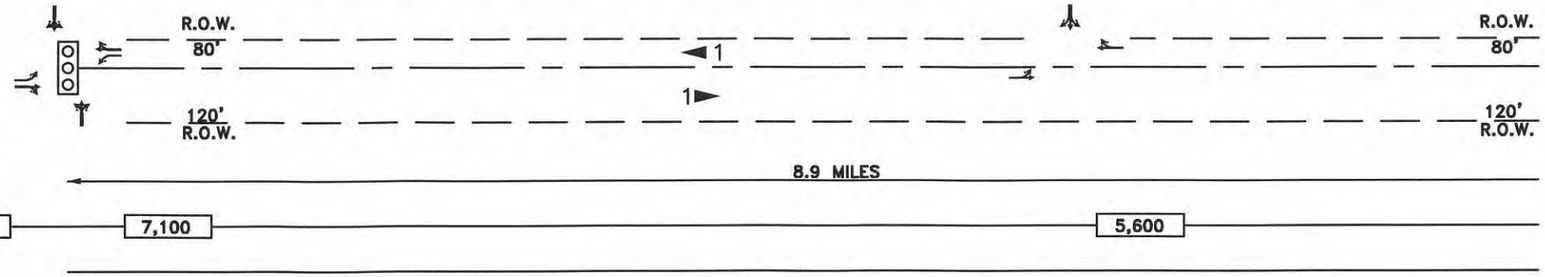
Note: This construction cost estimate is based on 1991 unit prices.

Segment 1
Illinois Route 53 -
Wilmington-Peotone Road to Hoff Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-1through A-6

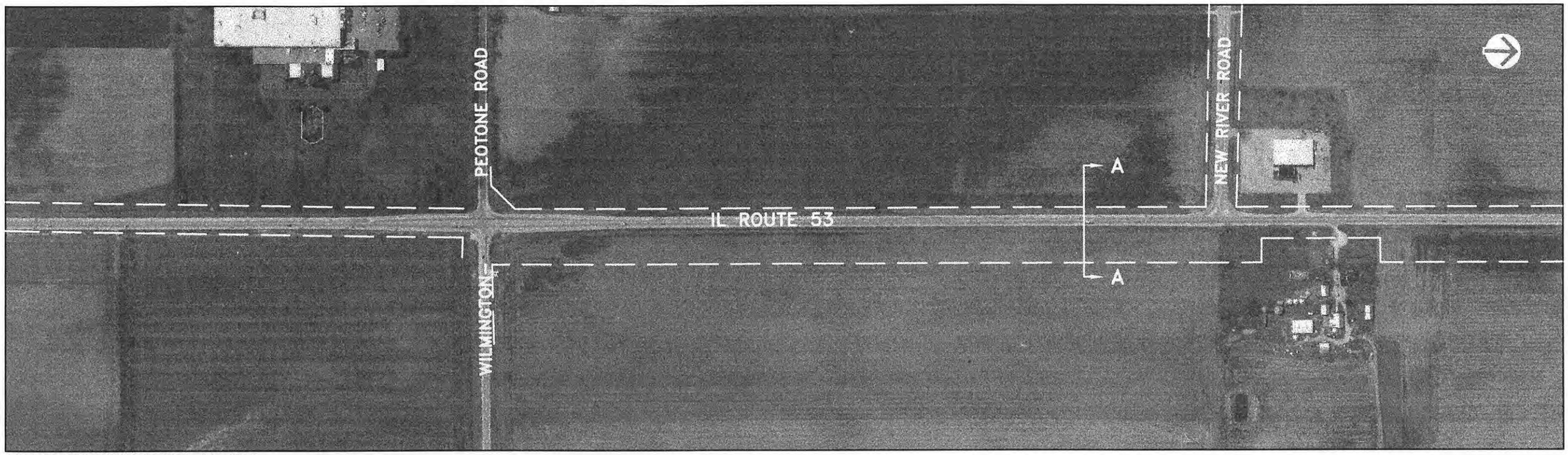
EXISTING LANE CONFIGURATION



SIGNAL SPACING

AVERAGE DAILY TRAFFIC

HIGH ACCIDENT LOCATIONS



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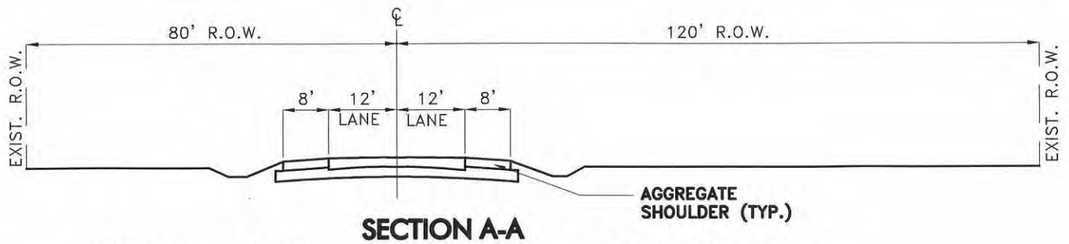


SECTION A-A
WILMINGTON-PEOTONE ROAD TO SOUTH ARSENAL ROAD

LEGEND

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

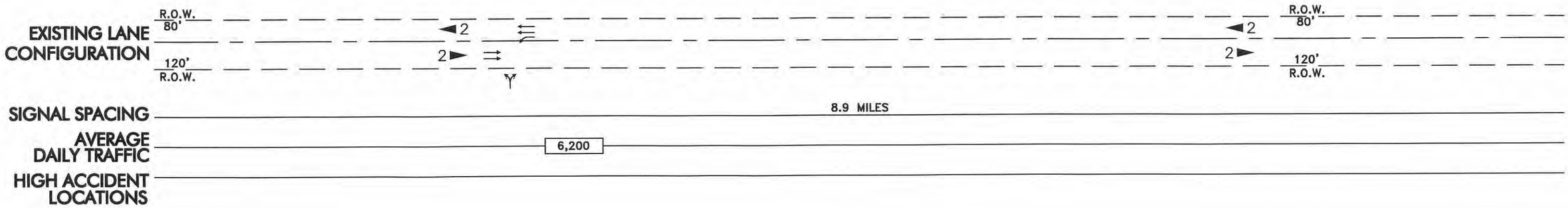
Illinois Department of Transportation

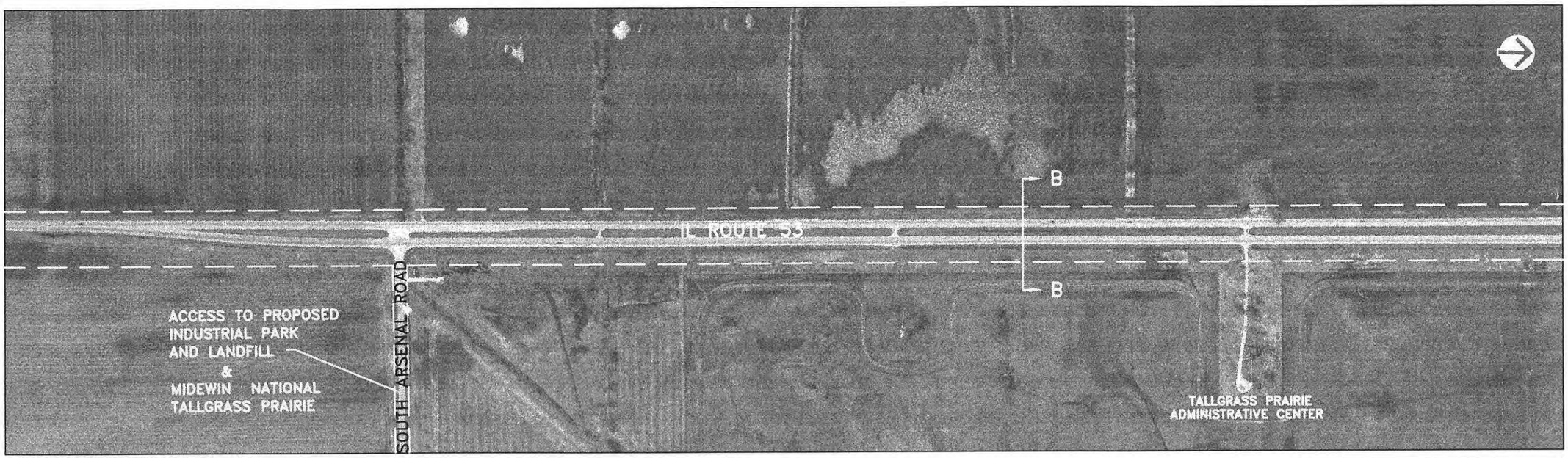
STRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-1





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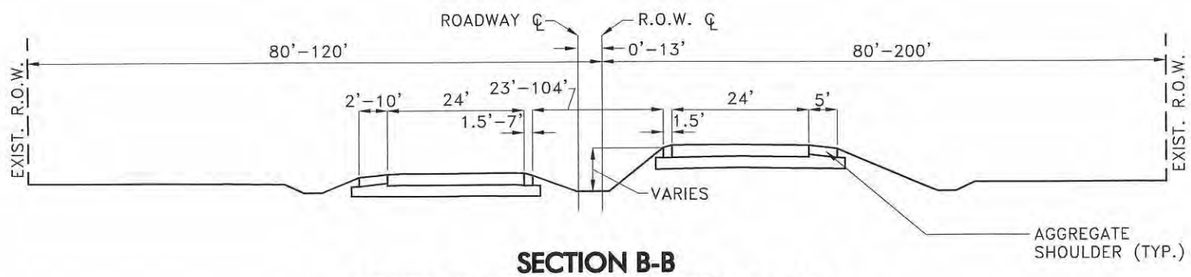

SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD

LEGEND

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

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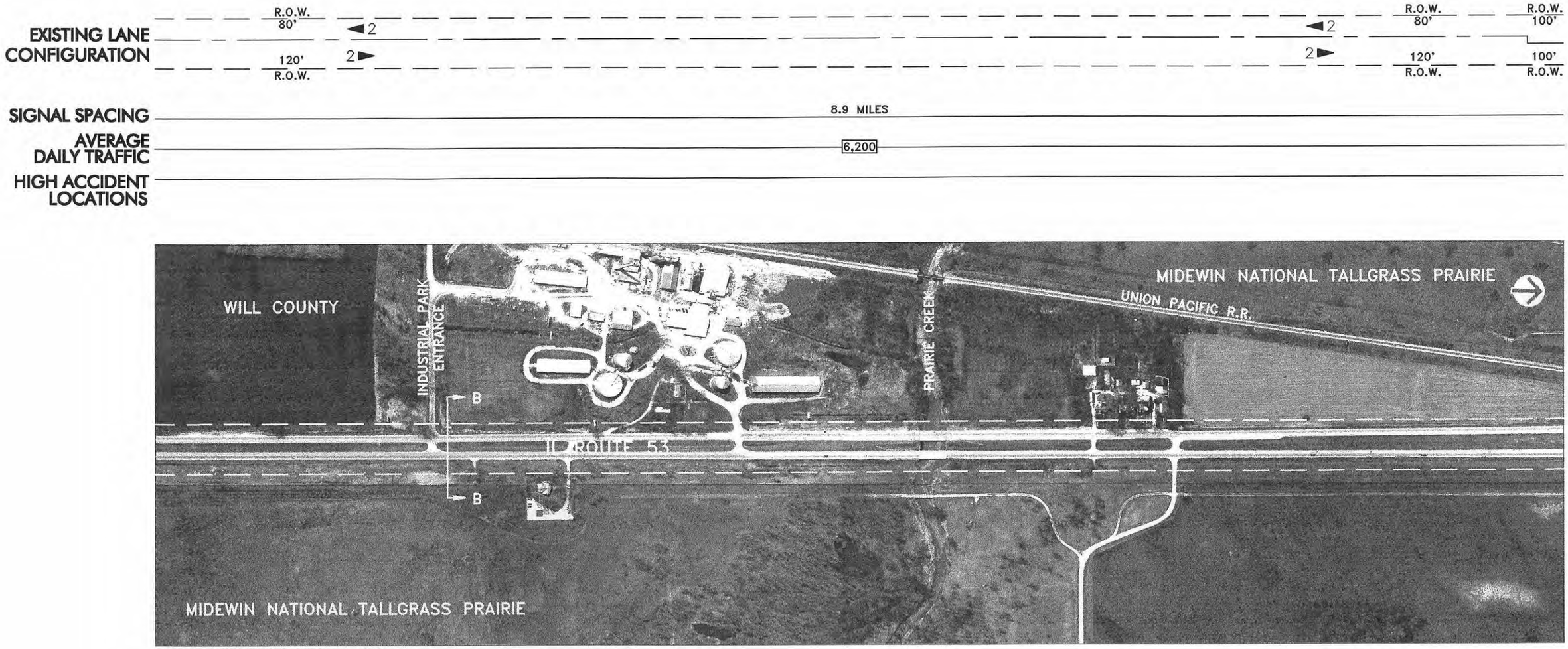
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-2



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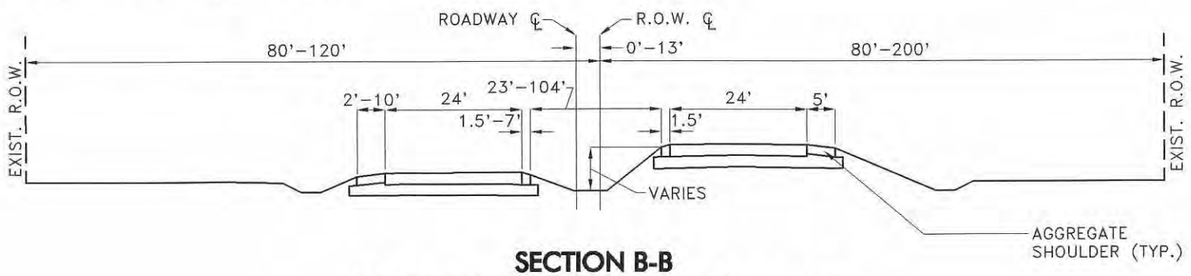

SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD

LEGEND

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

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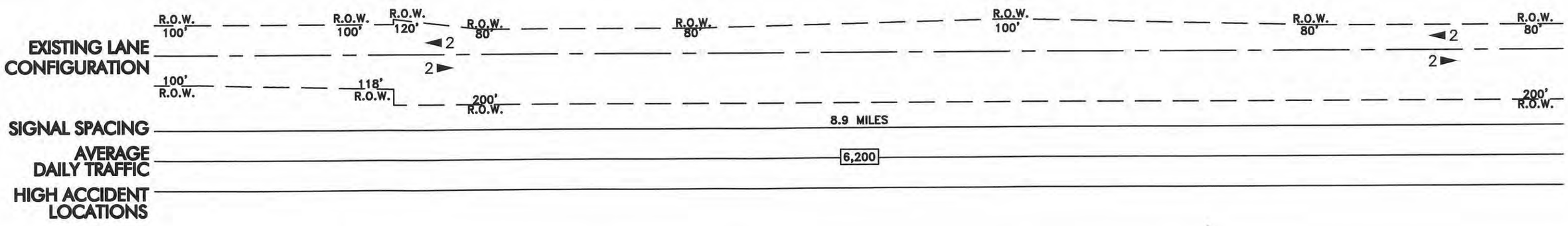
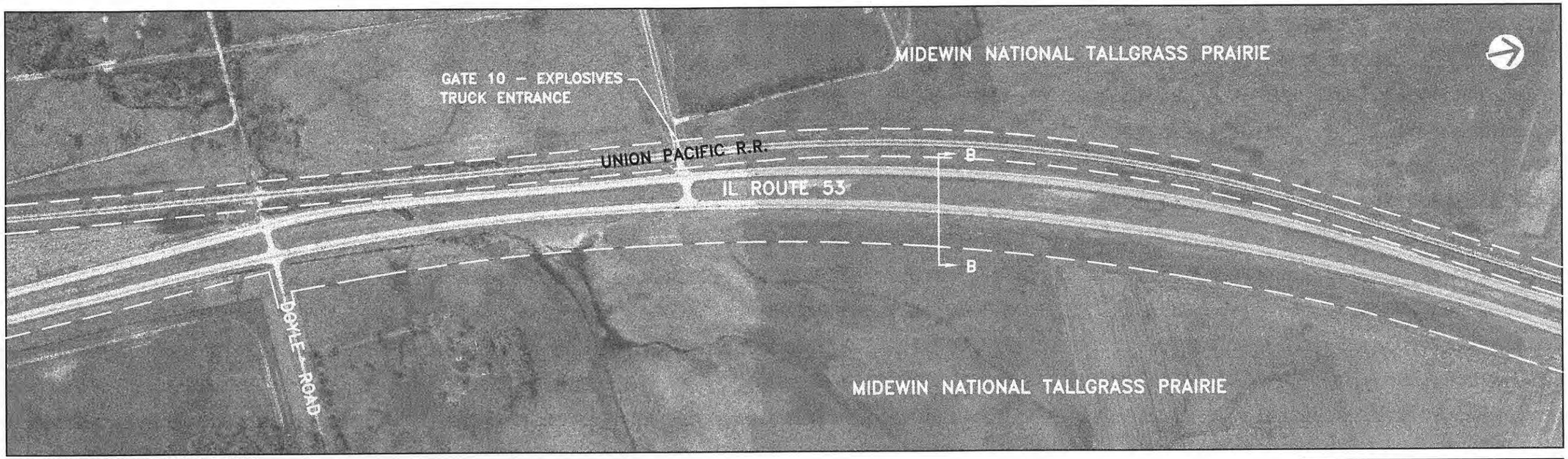
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-3





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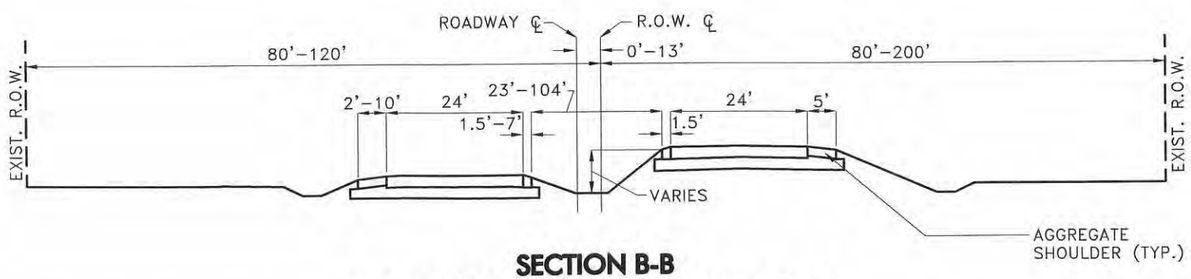

SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD

LEGEND

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

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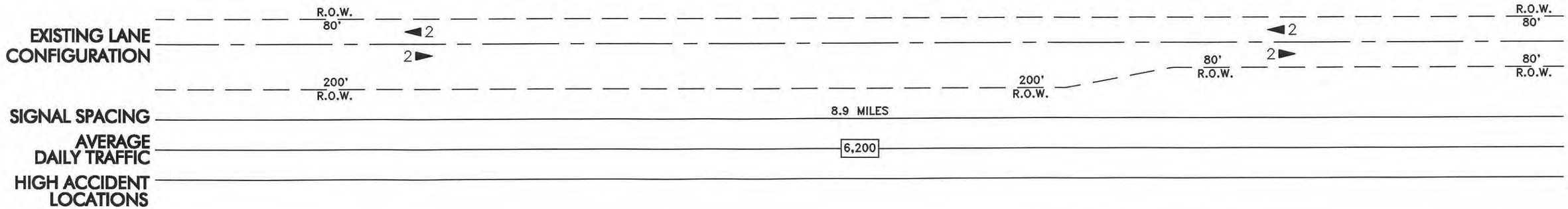
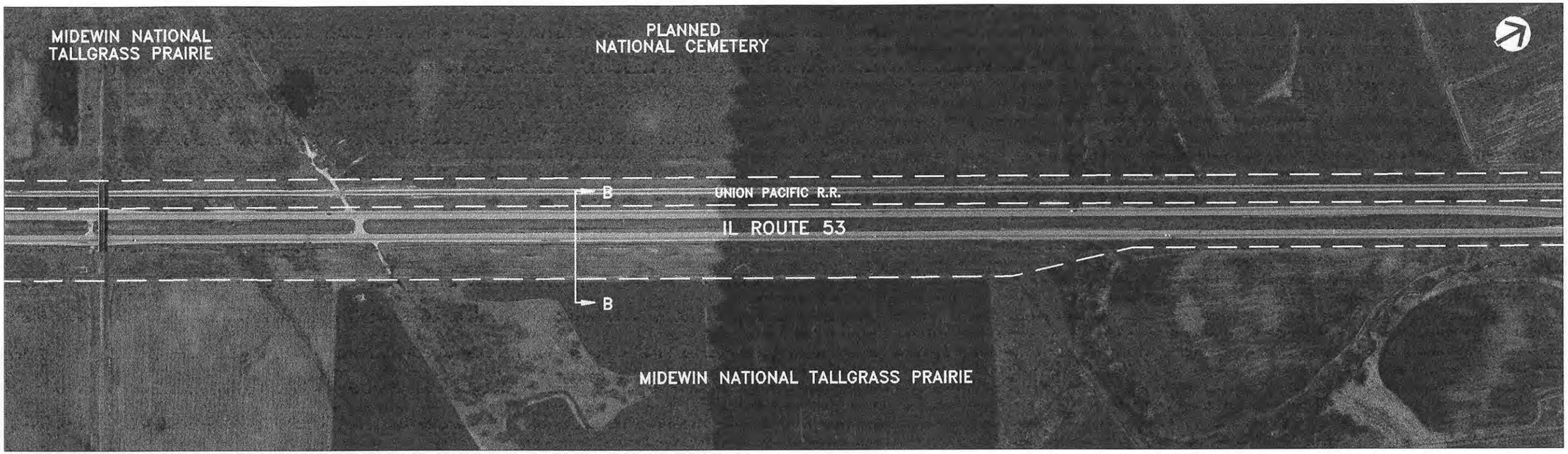
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-4





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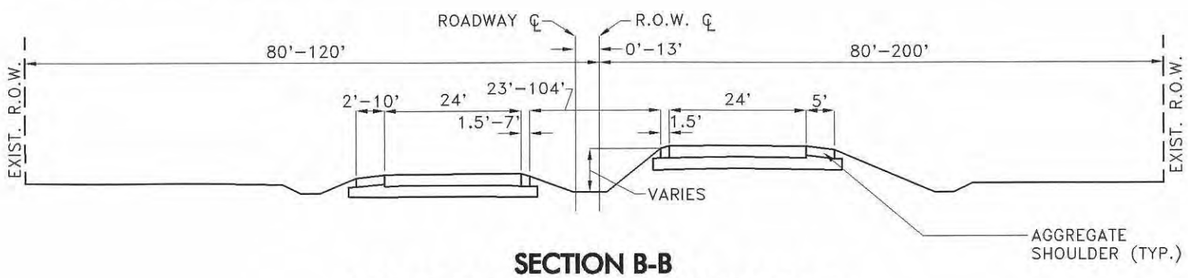

SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD

LEGEND

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

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0 200 400 800
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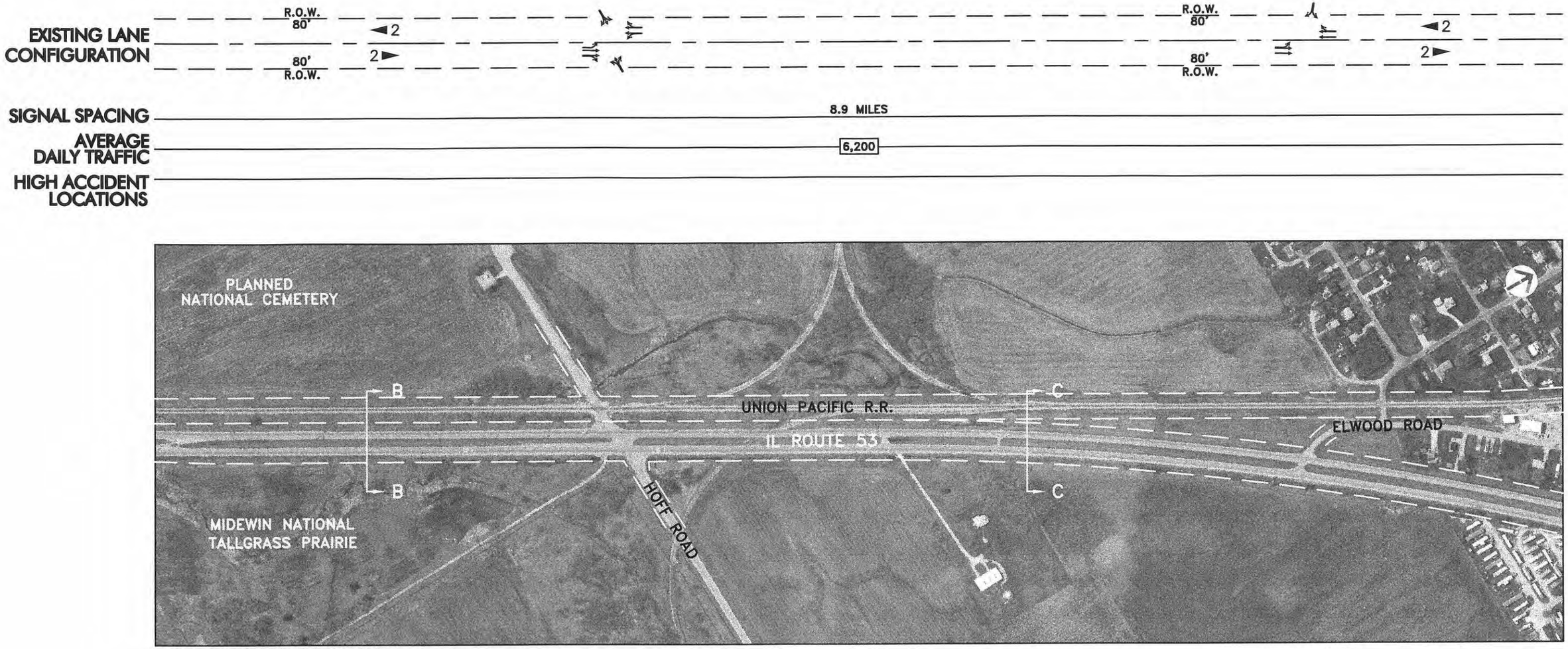
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-5



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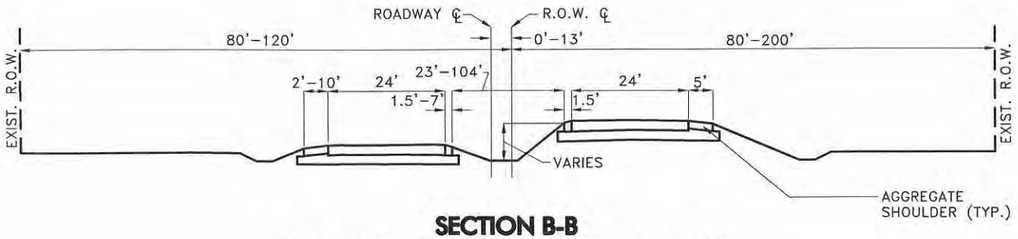
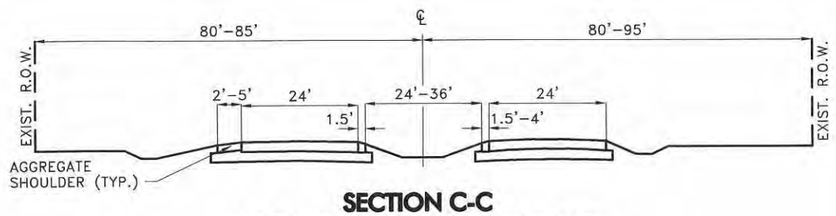


SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD



SECTION C-C
HOFF ROAD TO MISSISSIPPI ROAD

LEGEND

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

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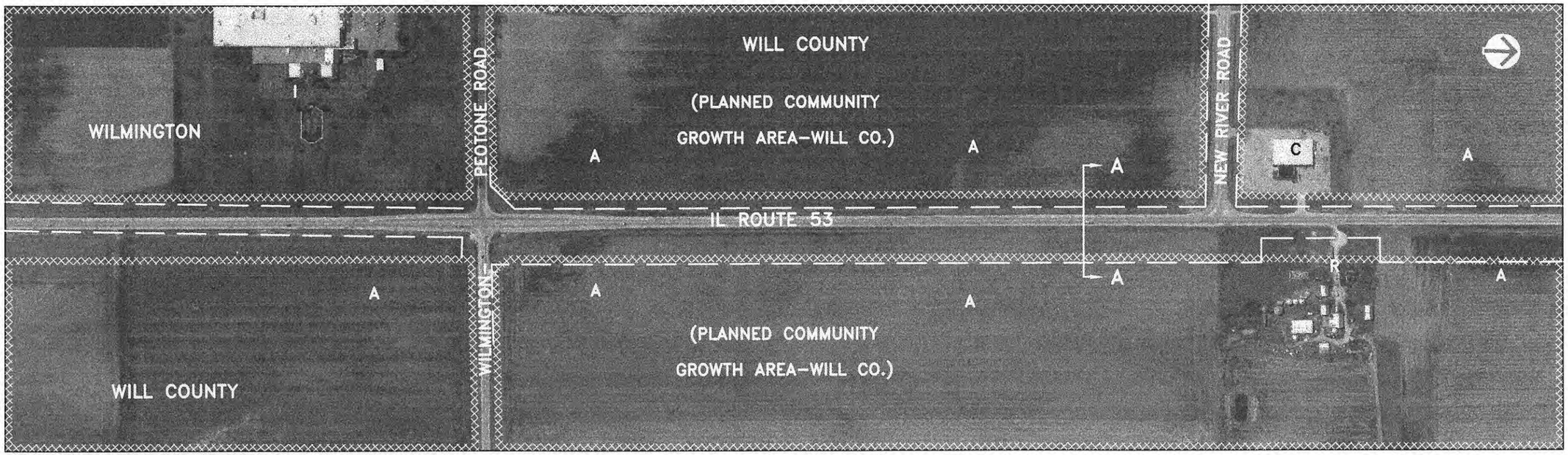
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-6

Segment 1
Illinois Route 53 -
Wilmington-Peotone Road to Hoff Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1 through B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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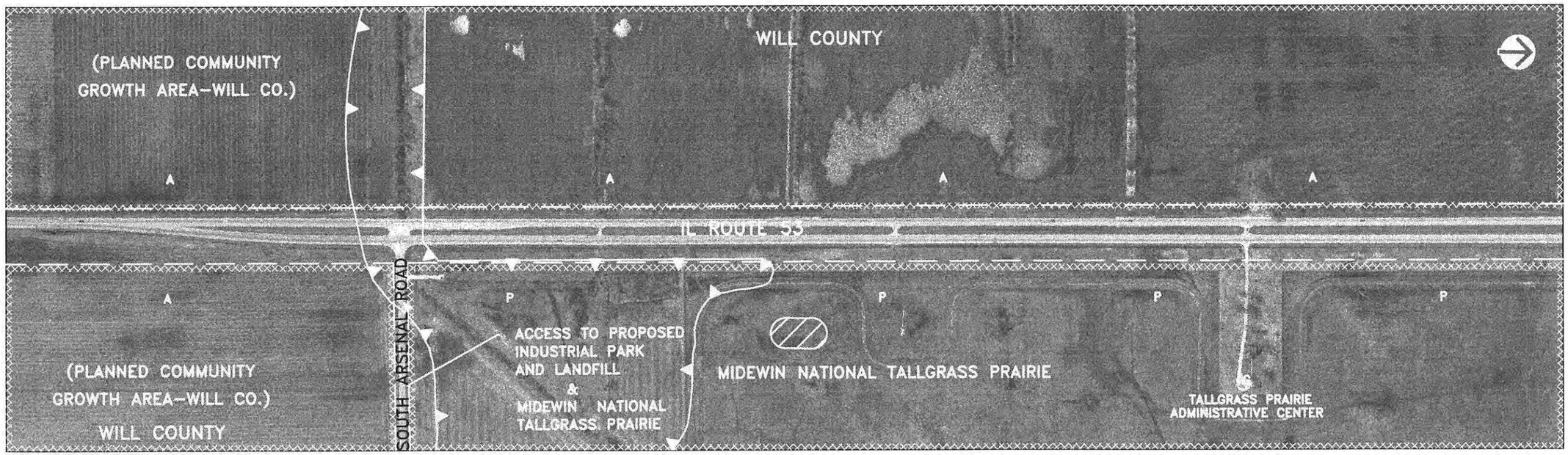
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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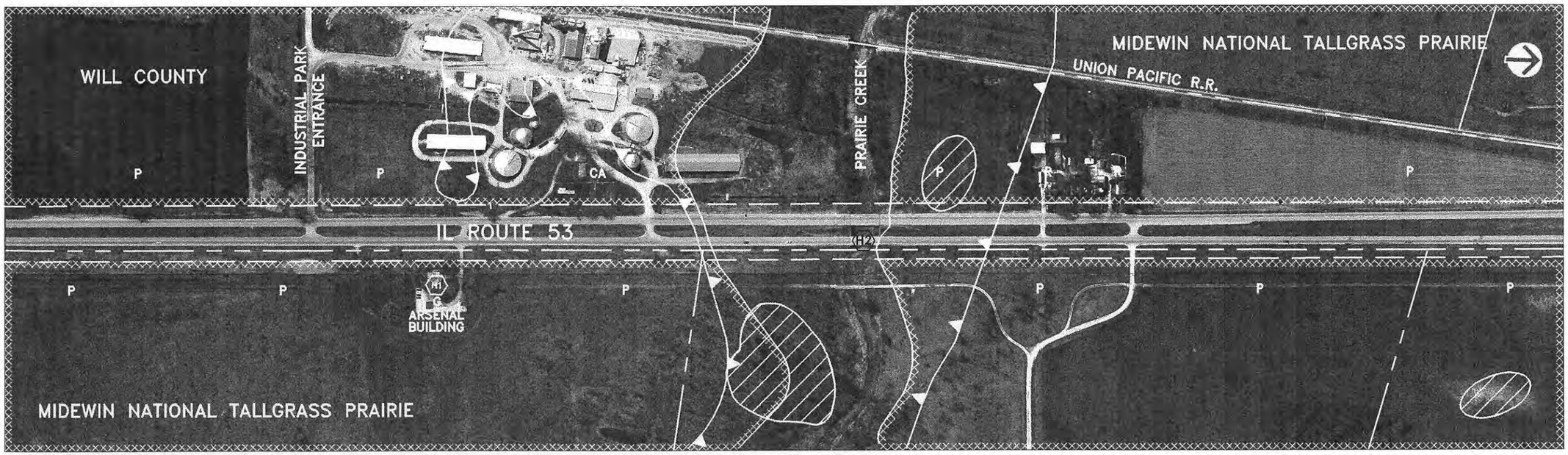
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

- (H1) RESIDENTIAL BUILDING
- (H2) BRIDGE OVER PRAIRIE CREEK

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

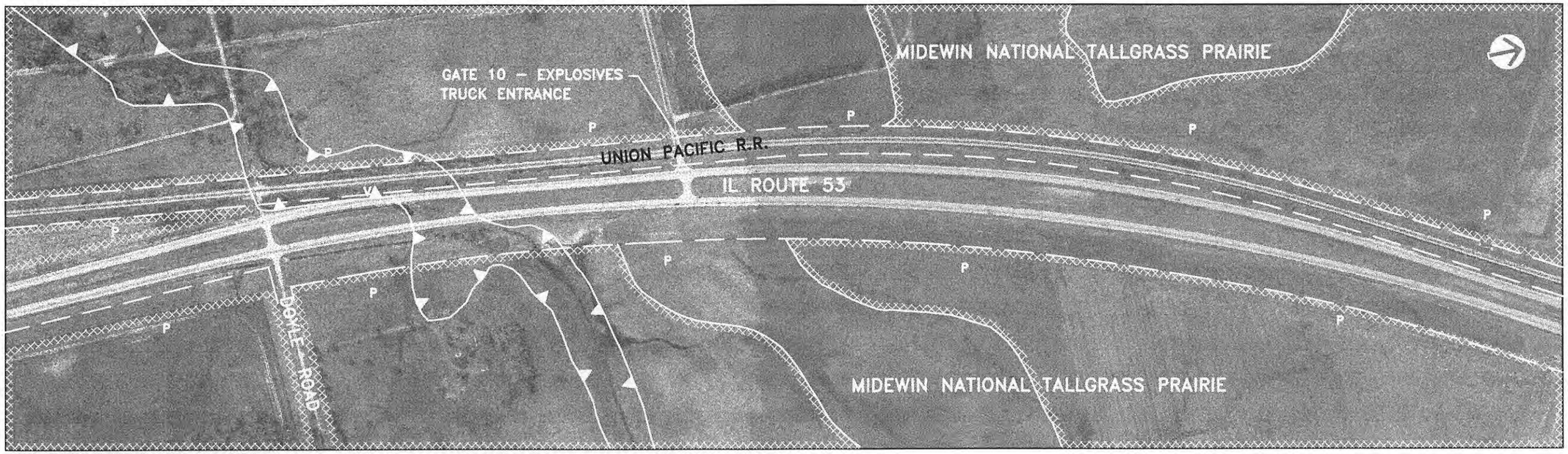
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

R	SINGLE–FAMILY RESIDENTIAL
RM	MULTI–FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
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– –	EXISTING RIGHT OF WAY

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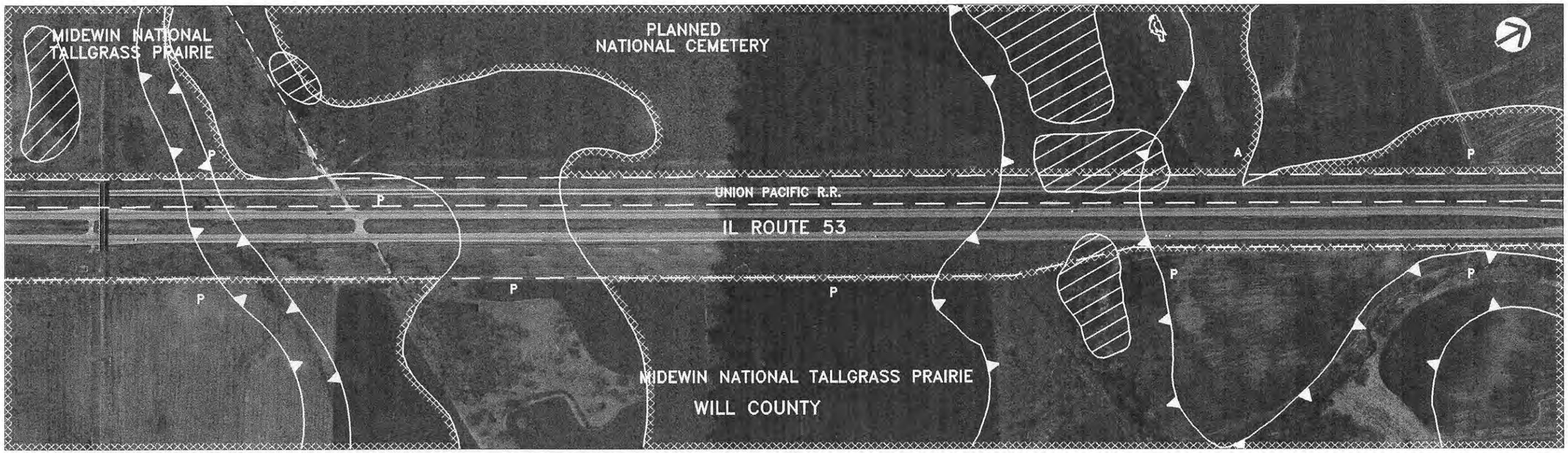
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
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E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
-·-·-	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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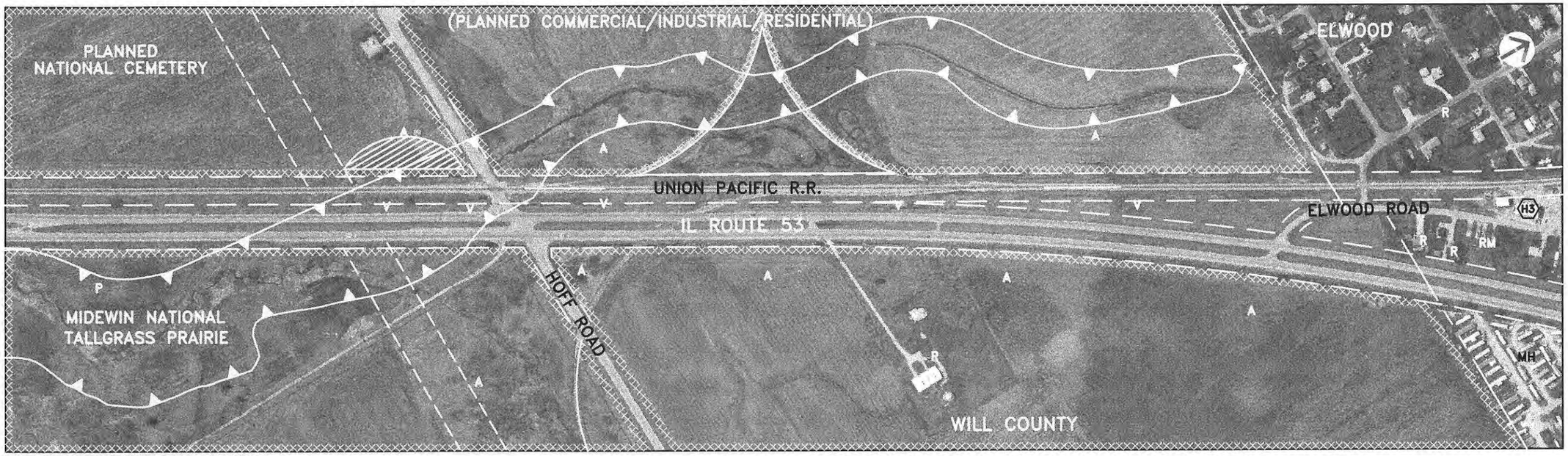
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

- H3 MOTEL

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-6

Segment 1
Illinois Route 53 -
Wilmington-Peotone Road to Hoff Road

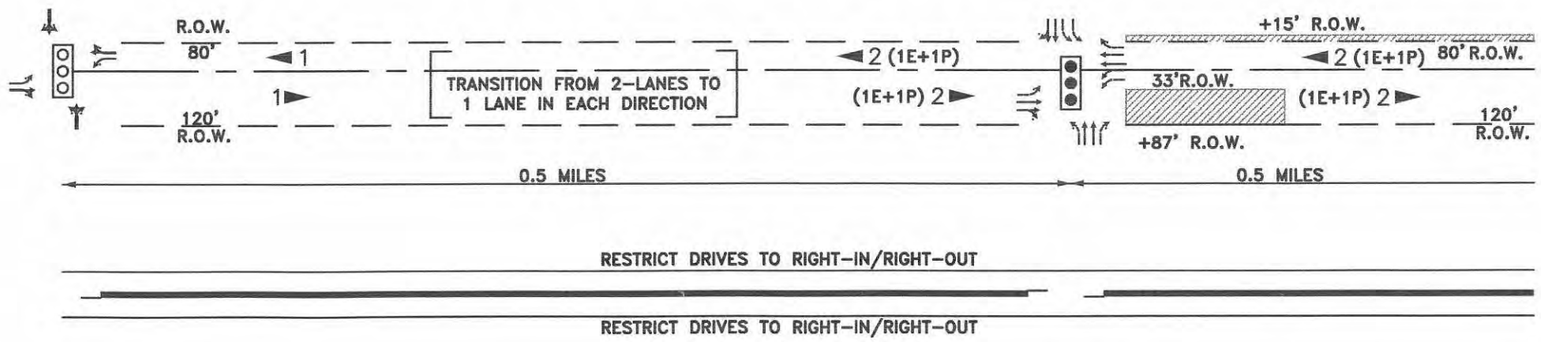
RECOMMENDED PLAN

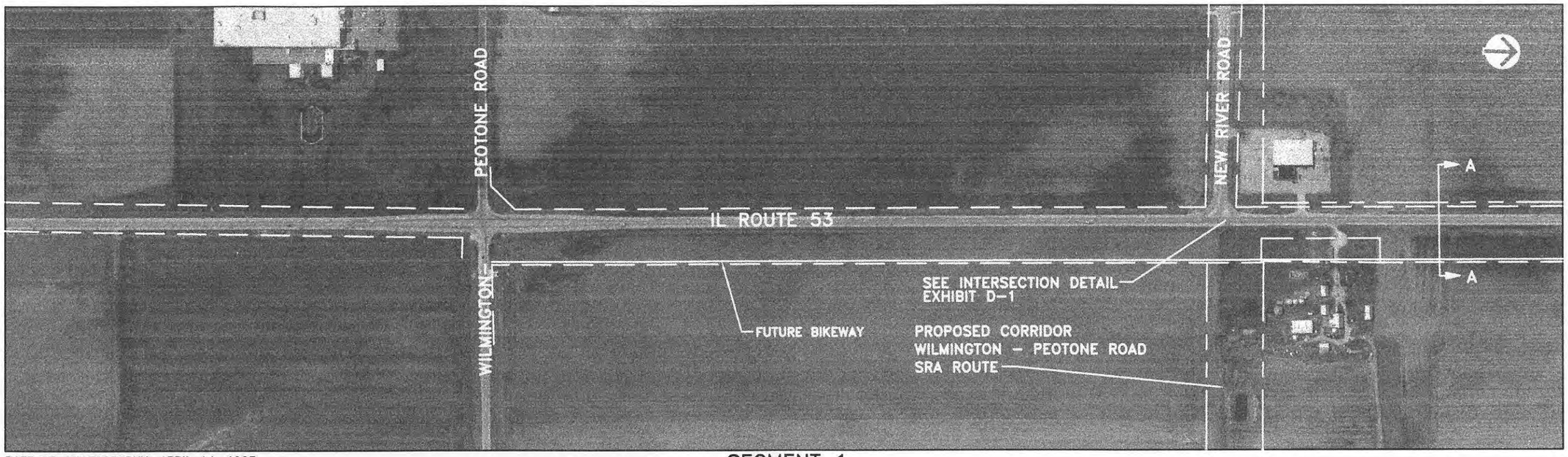
Exhibits C-1 through C-6

PROPOSED LANE CONFIGURATION

PROPOSED SIGNAL SPACING

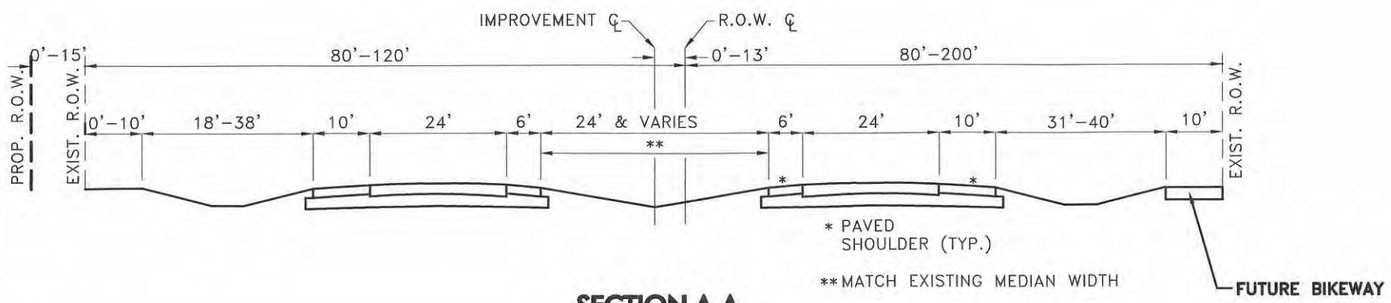
PROPOSED ACCESS CONTROL





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION A-A

LEGEND

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

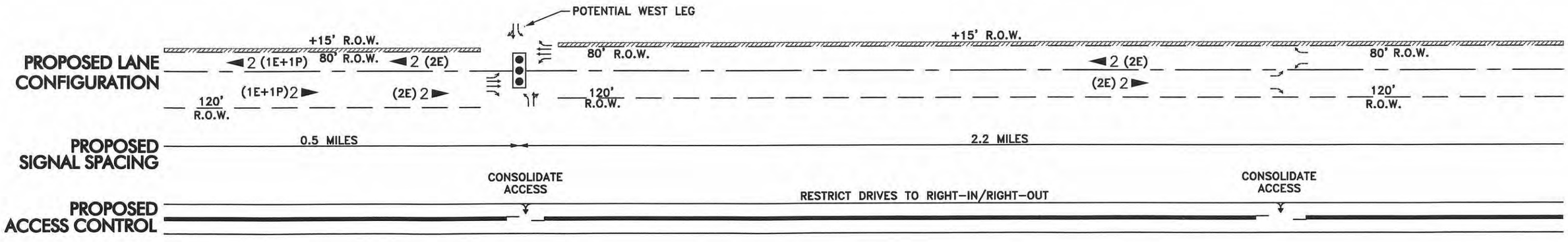
Illinois Department of Transportation

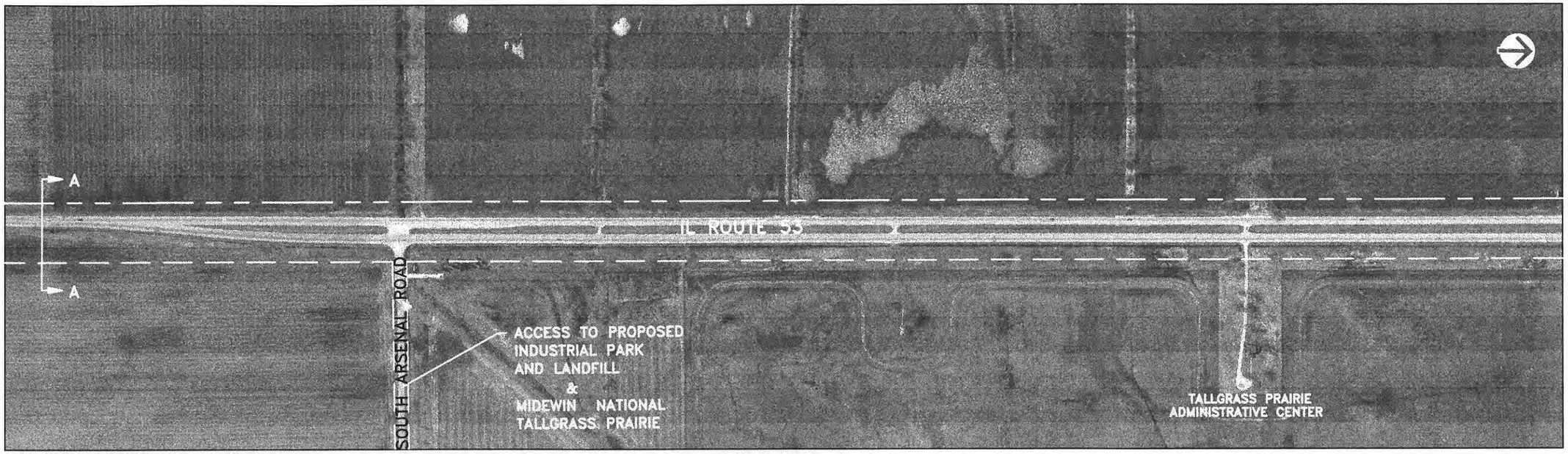
SRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-1





DATE OF PHOTOGRAPHY: APRIL 14, 1995

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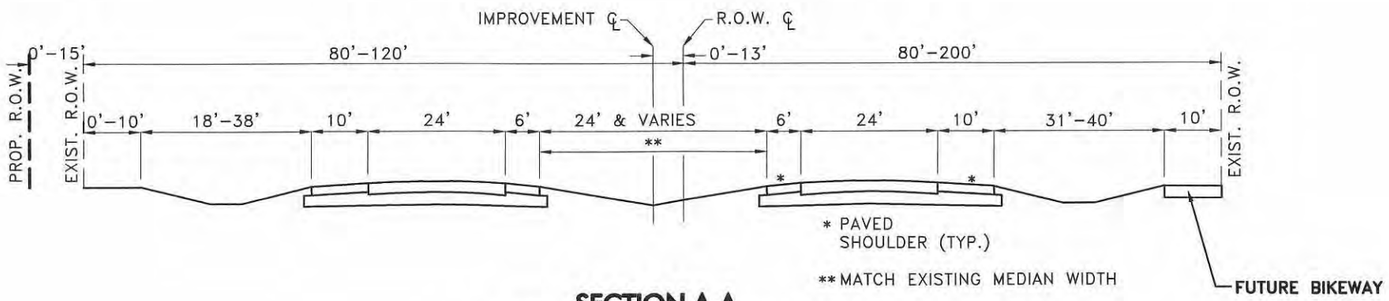

SECTION A-A
RECOMMENDED CROSS SECTION

LEGEND

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

Illinois Department of Transportation

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-2

PROPOSED LANE CONFIGURATION

+15' R.O.W. 80' R.O.W. ◄2 (2E) | 120' R.O.W. (2E) 2►

+15' R.O.W. 80' R.O.W. | 120' R.O.W.

◄2 (2E) +15' R.O.W. 80' R.O.W. 100' | (2E) 2► 120' R.O.W. 100'

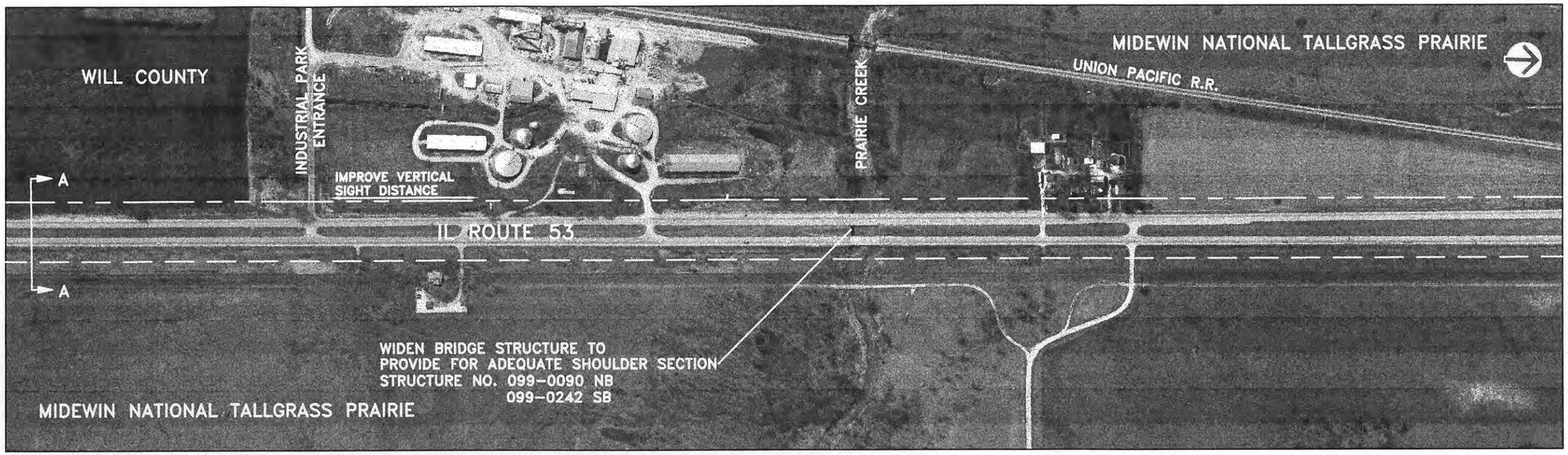
PROPOSED SIGNAL SPACING

2.2MILES

PROPOSED ACCESS CONTROL

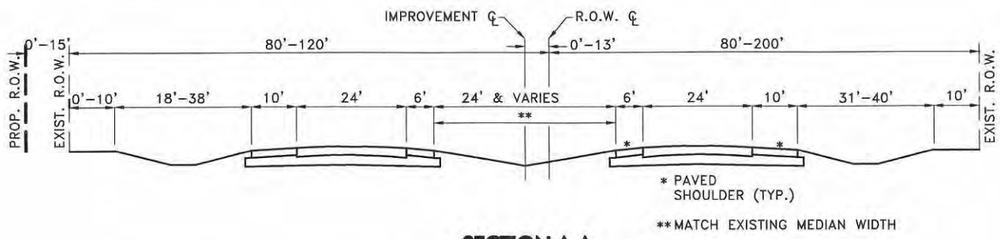
CONSOLIDATE ACCESS — RESTRICT DRIVES TO RIGHT-IN/RIGHT-OUT — CONSOLIDATE ACCESS

RESTRICT DRIVES TO RIGHT-IN/RIGHT-OUT



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION A-A

RECOMMENDED CROSS SECTION

LEGEND

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

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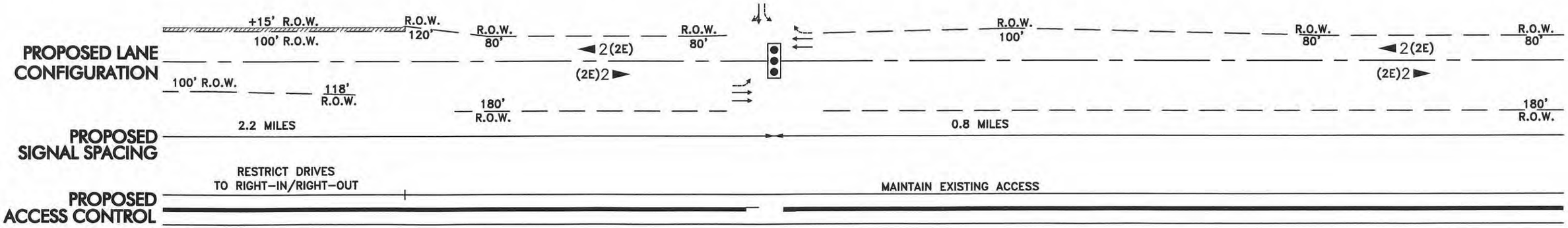
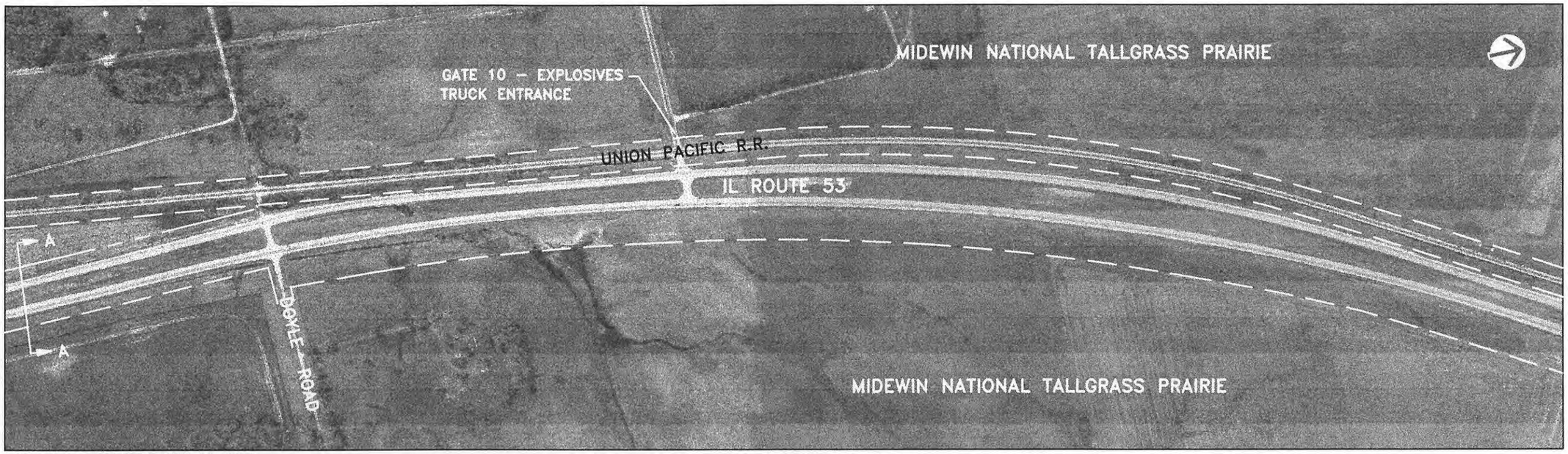
0 200 400 800

SCALE IN FEET

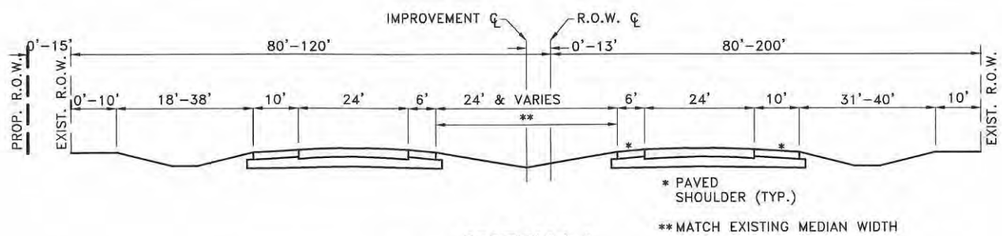
IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-3





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION A-A

RECOMMENDED CROSS SECTION

LEGEND

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

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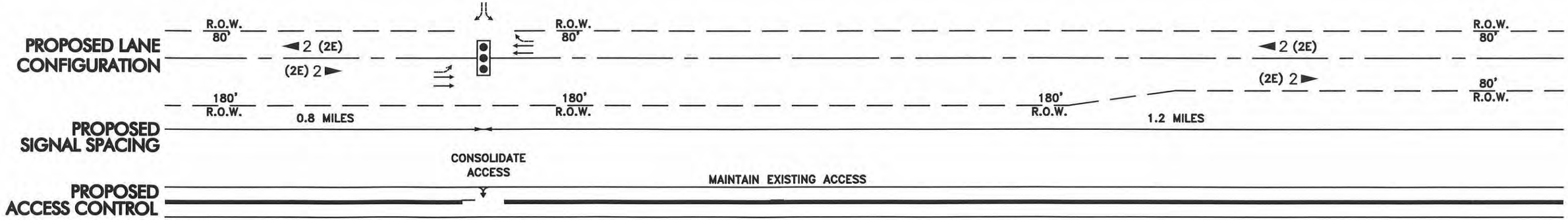
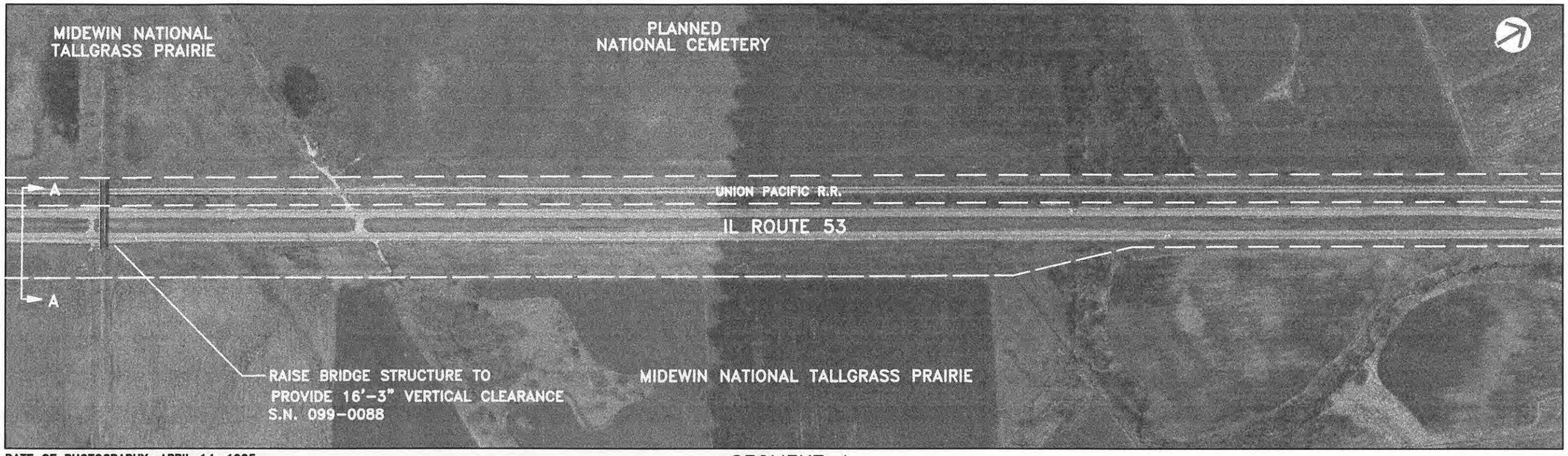
0 200 400 800

SCALE IN FEET

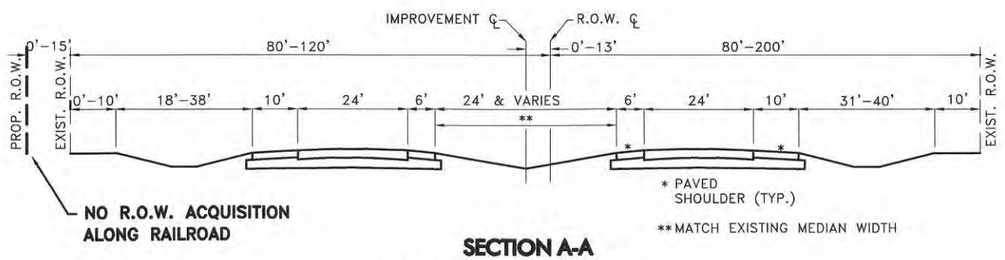
IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-4





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION A-A

RECOMMENDED CROSS SECTION

LEGEND

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

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SRA Strategic Regional Arterial Planning Study

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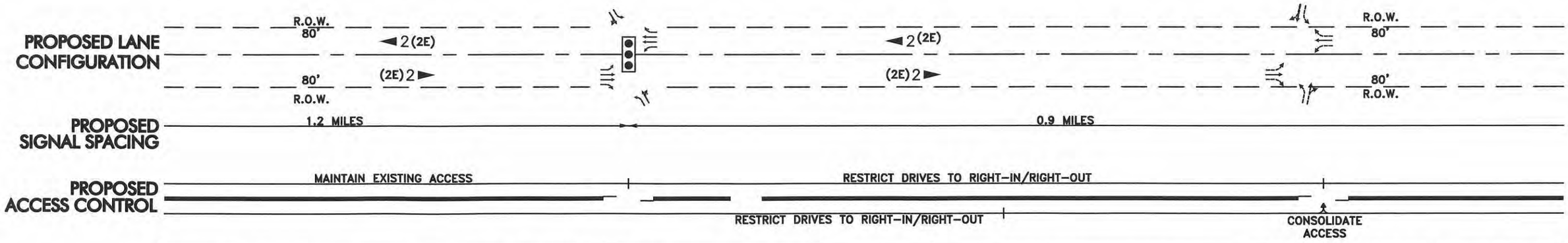
0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-5

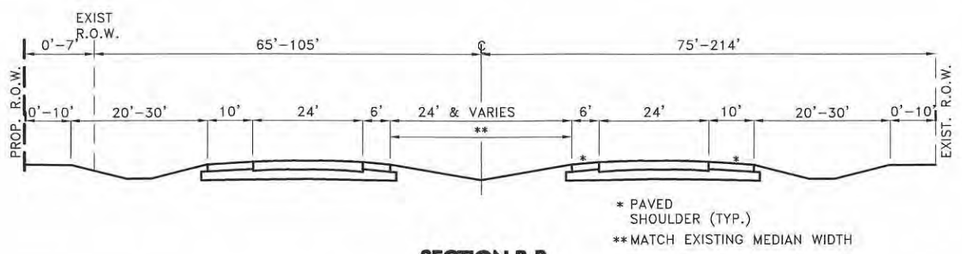


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

SEGMENT 2

FOR SECTION A-A, SEE EXHIBIT C-5



SECTION B-B

RECOMMENDED CROSS-SECTION

LEGEND

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

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Prepared by: CIVILTECH ENGINEERING, INC.
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Shah Engineering, Inc. Planning Resources Inc.

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SCALE IN FEET

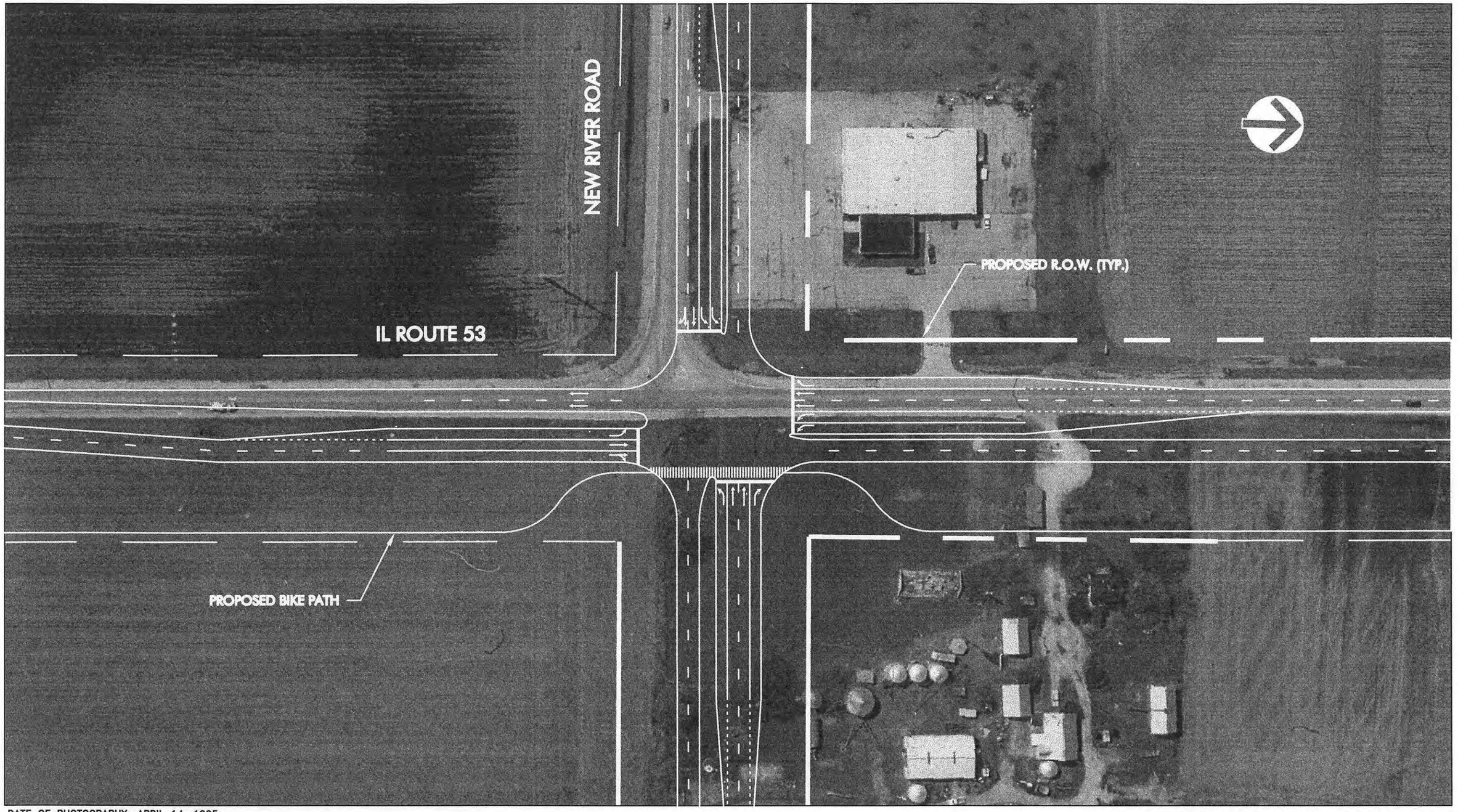
IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-6

Segment 1

INTERSECTION DETAILS

Illinois Route 53/New River Road

Exhibit D-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

INTERSECTION DETAIL

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

IL ROUTE 53 / NEW RIVER ROAD
EXHIBIT D-1

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

0 50 100 200
SCALE IN FEET

Segment 2
Illinois Route 53 -
Hoff Road to Laraway Road

3.2 Segment 2: Illinois Route 53 - Hoff Road to Laraway Road

3.2.1 Location

Segment 2 extends along Illinois Route 53 from Hoff Road to Laraway Road (see Figure 3.1). The segment is approximately 7 miles in length and is located in unincorporated Will County and the Village of Elwood.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-6 through A-12..

Right-of-Way - The right-of-way in this segment varies between 160 and 200 feet in width.

Roadway Characteristics - The existing pavement width in this segment consists of two 12-foot lanes in each direction separated by an 18 to 34 foot wide grass median. There are aggregate shoulders north of Mississippi Road and open-ditch drainage along the entire segment.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1991 average annual daily traffic for this segment varies from 6,200 vehicles per day near Hoff Road to 10,400 vehicles per day south of Laraway Road.

Accidents - There are no high accident locations in this area although the Illinois Route 53/Mississippi Road intersection was identified by the Village of Elwood as a location at which at least one fatality occurs per year.

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

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment at Manhattan Road and Laraway Road. The existing lane configuration for Manhattan Road is shown on Exhibit A-9 and for Laraway Road on Exhibit A-12.

Structures - There are two existing structures in this segment as indicated in Table 3.2.1.

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

Table 3.2.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
099-0086	IL 53 (SB)	Jackson Creek	43'	98'	40'	NA
099-0087	IL 53 (NB)	Jackson Creek	43'	98'	40'	NA

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-6 through B-12.

Lakes/Streams/Wetlands/Floodplains - Wetlands are located adjacent to the east side of Illinois Route 53 north of Mississippi Road. Manhattan/Jackson Creeks, and their associated wetlands and floodplain which are listed as an Illinois Natural Area Inventory site, cross Illinois Route 53 north of Manhattan Road. Floodplain systems cross south of Tehle Road, north of Breen Road and at the Schweitzer Road intersection. Two floodplain and wetland systems are located adjacent to Illinois Route 53 between Tehle and Manhattan Roads.

Structures with Historical Significance - Three structures with potential historical significance are located within Segment 2. An old motel currently used for multi-family residential housing is located on the west side of Elwood Road within the Village of Elwood. An old gas/service station located at Mississippi and Douglas Roads in Elwood is listed in the U.S. Route 66 report as historically significant. A unique structure, documented as the base of a windmill in the U.S. Route 66 report, is located on the west side of Illinois Route 53 between Millsdale and Breen Roads.

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

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

Prime Farmland - Prime farmland abuts the right-of-way of Illinois Route 53 along non-developed portions of Segment 2.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-6 through B-12.

Type and Intensity of Development - The southern portion of Segment 2 between Hoff Road and Elwood Road is agricultural in use. The Union Pacific Railroad tracks run adjacent to the west side of Illinois Route 53 in this portion of the segment. Single-family residential homes and mobile homes are located adjacent to Illinois Route 53 between Elwood and Mississippi Roads within the Village of Elwood. A cluster of commercial and industrial uses, in addition to the community post office, are located at the intersection of Mississippi Road and St. Louis Street west of Illinois Route 53. The primary land use north of the Village of Elwood between Mississippi and Manhattan Roads is agriculture (see Exhibits B-7 through B-9). The primary land use between Manhattan and Laraway Roads is agriculture with scattered single-family residences and commercial uses fronting Illinois Route 53 within this portion of Segment 2. A large commercial agricultural use is located at the northwest corner of Schweitzer Road and Illinois Route 53. The Route 66 Speedway in located at the southeast quadrant of the same intersection. A VFW building is located on the west side of Illinois Route 53 south of Laraway Road.

Planned Development - The west side of Illinois Route 53 between Hoff Road and the Village of Elwood is planned by Will County as a community growth area. Floodplain and wetlands crossing Illinois Route 53 between Manhattan and Noel Roads are planned as Protected Sensitive Land by Will County. The Route 66 Speedway, located at the southeast corner of Schweitzer Road and Illinois Route 53, has constructed an expansion that will include oval race tracks in addition to the existing dragstrip.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibits C-6 through C-12.

Roadway - The recommended roadway cross section for this segment includes two 12-foot through lanes in each direction separated by a grass center median. Paved shoulders are proposed along each edge of pavement and the existing open-ditch drainage system will be maintained. The proposed typical section (Section B-B) for this area is shown on Exhibits C-6 through C-12.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at Manhattan Road and Laraway Road. At Manhattan Road the geometry should be modified to include right turn lanes in both directions on Illinois Route 53 and an additional through lane and separate left turn lanes in each direction on Manhattan Road. This is shown on Exhibit C-9. At Laraway Road, left turn lanes should be provided on Laraway Road and right turn lanes on Illinois Route 53 (see Exhibit C-12).

Future potential signals have been identified at the Mississippi Road, Tehle Road and Schweitzer Road intersections with Illinois Route 53. These future signals should be installed only at the recommended locations and only when the signal warrants recommended for SRA routes are met. Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.

At the Mississippi Road intersection, it is recommended to realign the east and west legs as shown on Exhibit C-7 and Exhibits D-2A and D-2B. Left turn lanes will be added on all four legs of the intersection and right turn lanes will be added on Illinois Route 53. In conjunction with the realignment, it is proposed that a cul-de-sac be provided on St. Louis Street both east and west of Illinois Route 53. Access to the mobile home park located on the east side of Illinois Route 53 will be provided via a new roadway which will connect to Mississippi Road.

Realignment of Tehle Road at Illinois Route 53 is also recommended along with the addition of left turn lanes on all legs and right turn lanes on Illinois Route 53 as shown on Exhibit C-8.

At Schweitzer Road, northbound and southbound right turn lanes, a northbound left turn lane and an second southbound left turn lane should be added on Illinois Route 53 in addition to a left turn lane on the west leg of Schweitzer Road. This is shown on Exhibit C-12.

Access Management - Several of the existing median openings will be maintained as shown on Exhibits C-6 through C-12. Left turn lanes will be constructed at each of these openings and at all cross streets. U-turns will then be allowed at these locations for all vehicles except trucks. Existing driveways which do not align with median openings should conform to right-in, right-out access standards in the IDOT Policy on Permits for Access Driveways to State Highways. The width of all existing and future driveways should also conform to this policy.

Structures - The two existing structures in this segment will require no modification.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Park-and-pool lots should be considered at major traffic generators. In addition, a new Metra Station located in close proximity to Illinois Route 53 in the Village of Elwood is recommended. A park-and-ride should be constructed in conjunction with this.

3.2.6 Right-of-Way Requirements

Additional right-of-way will be required for the realignment of both Mississippi Road and Tehle Road. A 7-foot wide strip will also be required along the west side of Illinois Route 53 south of Manhattan Road. Minor right-of-way acquisitions may also be necessary for intersection improvements and temporary grading easements may be required for ditch regrading.

3.2.7 Environmental Considerations

Grading and roadway improvements within Segment 2 may impact a small wetland located on the east side of Illinois Route 53 between Mississippi and Tehle Roads and along both sides between Tehle and Manhattan Roads. Roadway improvements may also impact floodplain and wetlands associated with the Manhattan Creek Illinois Natural Area Inventory site. Wetland areas should be delineated to determine the potential extent of impact. SRA improvements should not impact the

three identified historic structures within this segment since there will not be right-of-way acquisition near their locations. The Will County Forest Preserve District has a proposed link to the Wauponsee Trail which would run along Laraway Road and cross Illinois Route 53.

3.2.8 Land Use Considerations

Segment 2 between Hoff Road and Laraway Road would only require additional right-of-way in isolated areas. Right-of-way acquisition at the realigned intersections of Illinois Route 53 with Mississippi and Tehle Roads would be required to accommodate the recommended roadway improvements. These intersection improvements will greatly improve the safety and convenience of local travelers. Adverse land use impacts from these improvements would be minimal. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.1. This construction cost estimate is based on 1991 unit prices.

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. The realignment of Mississippi Road at Illinois Route 53 is recommended for short term improvement to correct a safety and operational problem. The project should include signalization including providing pedestrian indications. These improvements should also include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.2.11 Ultimate (Post 2020) Improvements

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

3.1.12 Crossing SRA Routes

There are no crossing SRA routes in this segment.

Table 3.2.2
Construction Cost Estimate
Segment 2 - Hoff Road to Laraway Road

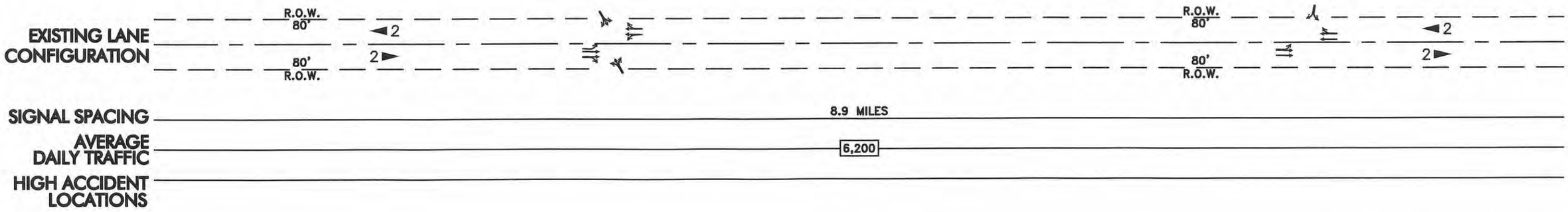
Recommended Improvements	Estimated Cost
Roadway	$13,632,000
Intersection Improvements	$8,330,000
Structure Modifications	$0
Transit Improvements	$0
Right-of-Way Acquisition	$354,000
Total - Recommended Improvements	**$22,316,000**

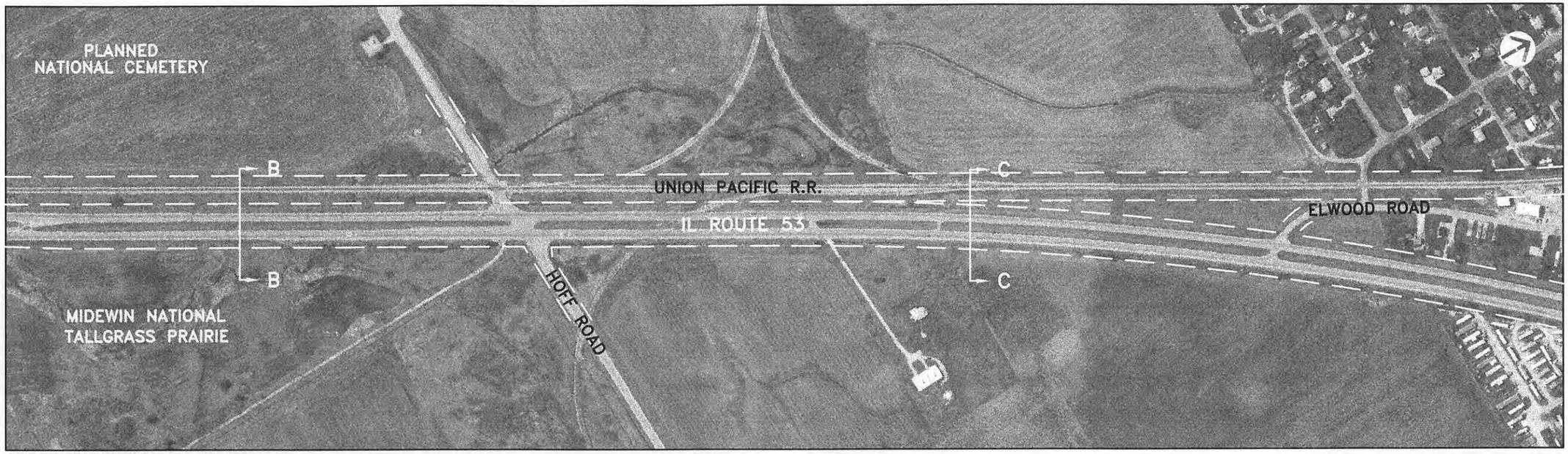
Note: This construction cost estimate is based on 1991 unit prices.

Segment 2
Illinois Route 53 -
Hoff Road to Laraway Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-6 through A-12





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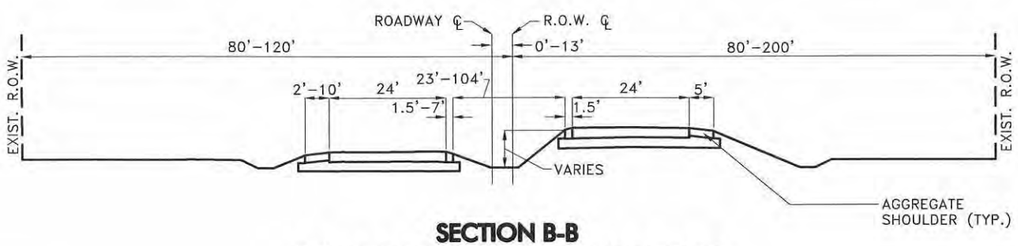
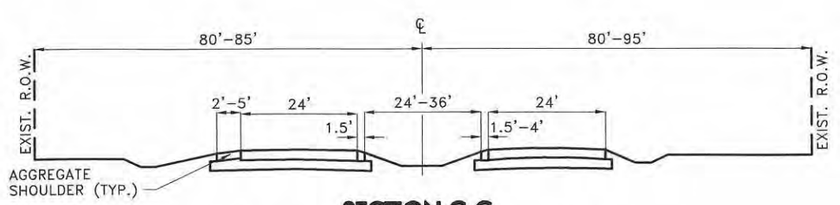


SECTION B-B
SOUTH ARSENAL ROAD TO HOFF ROAD



SECTION C-C
HOFF ROAD TO MISSISSIPPI ROAD

LEGEND

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

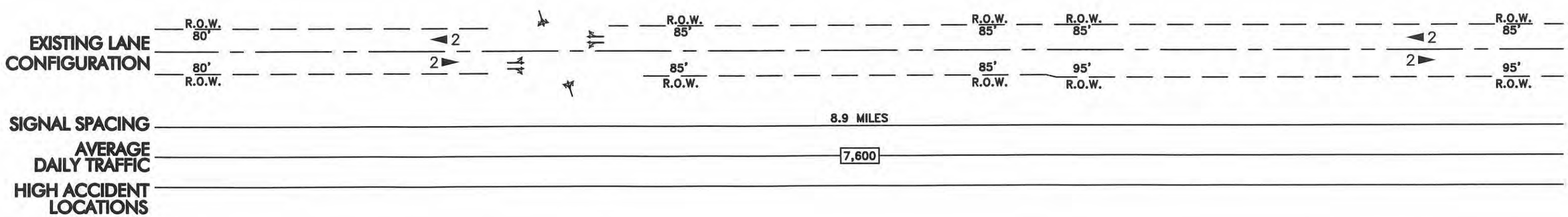
Illinois Department of Transportation

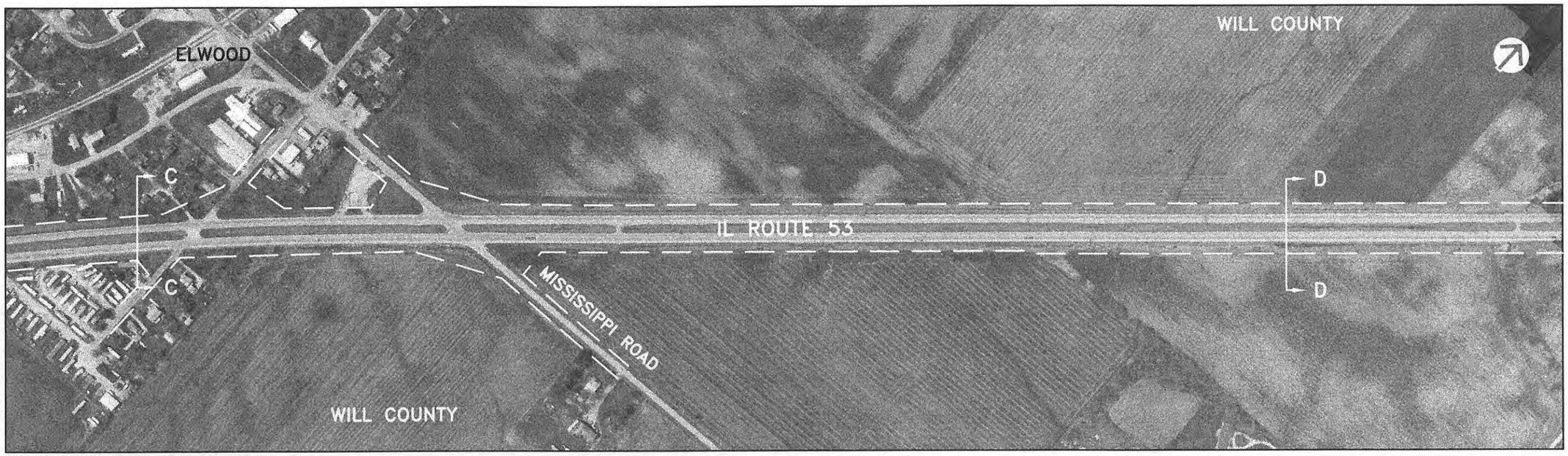
STRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-6





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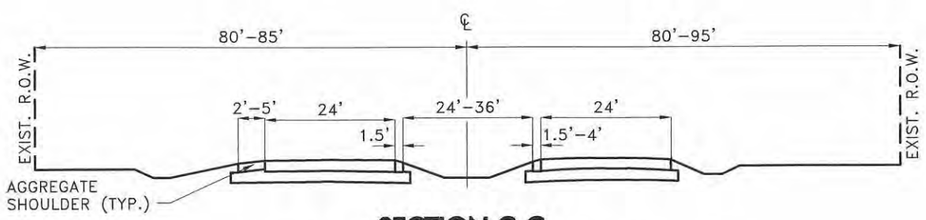
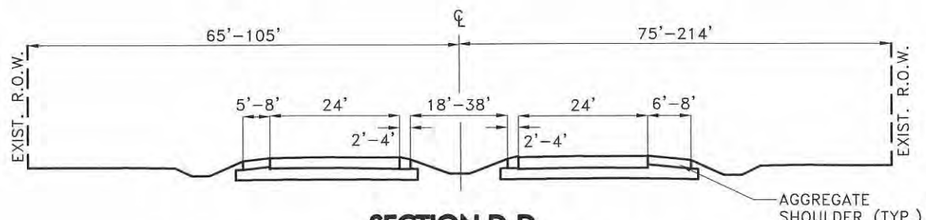


SECTION C-C
HOFF ROAD TO MISSISSIPPI ROAD



SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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

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IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-7

DATE OF PHOTOGRAPHY: APRIL 14, 1995

SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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

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SRA *Strategic Regional Arterial Planning Study*

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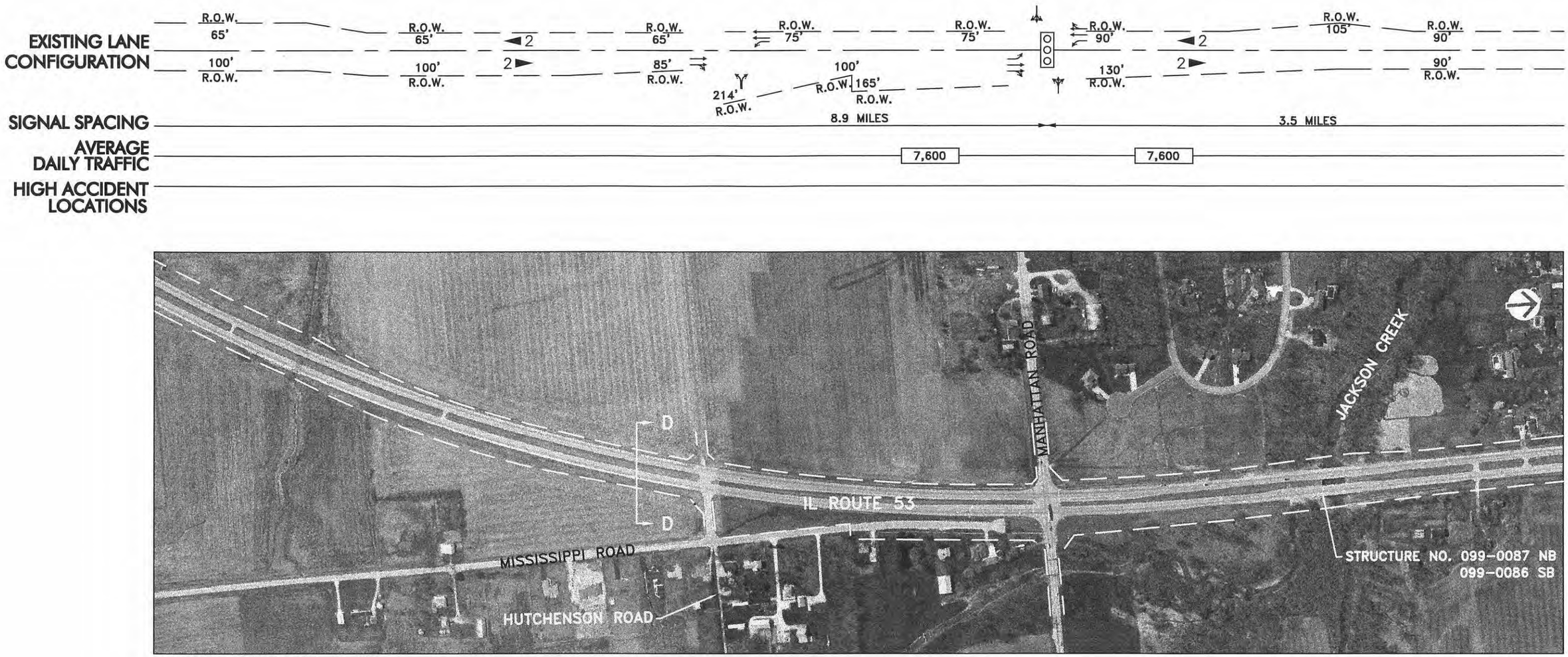
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-8



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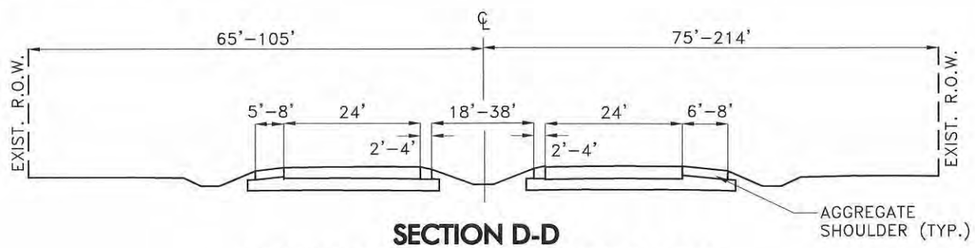

SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-9

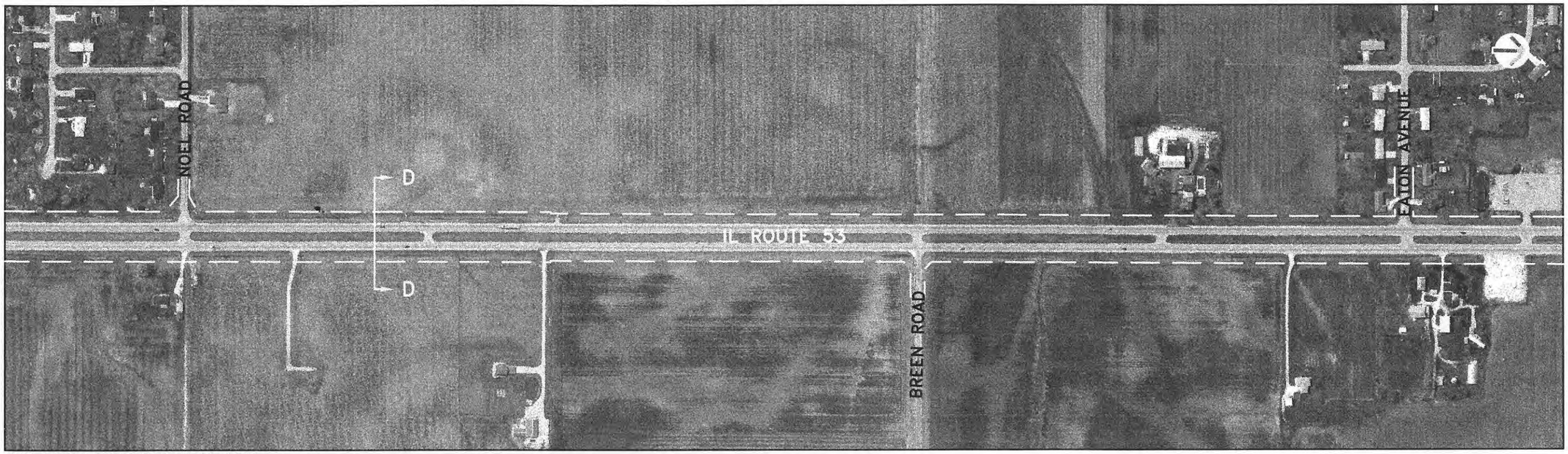
EXISTING LANE CONFIGURATION

R.O.W. 90' — ◄2 2► — 90' R.O.W. | R.O.W. 90' — ◄2 2► — 90' R.O.W. | R.O.W. 85' — 85' R.O.W. | ◄2 2► | R.O.W. 85' — 85' R.O.W.

SIGNAL SPACING — 3.5 MILES

AVERAGE DAILY TRAFFIC — 7,600

HIGH ACCIDENT LOCATIONS



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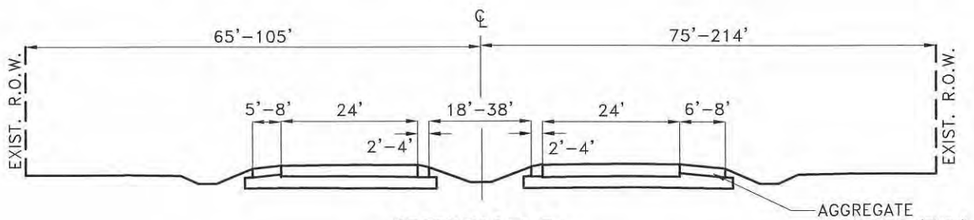

SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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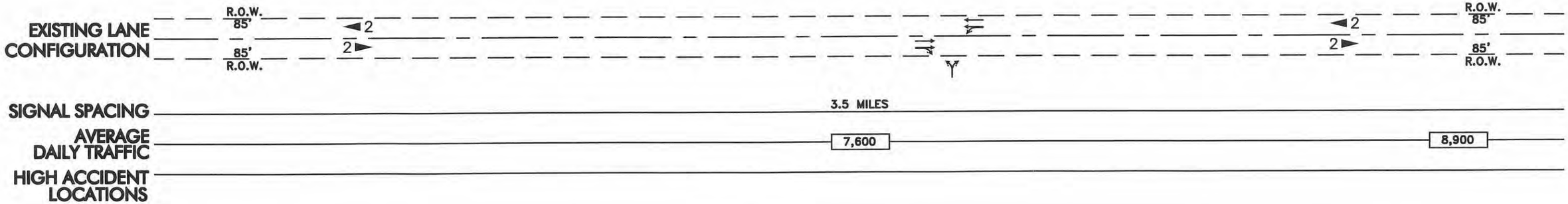
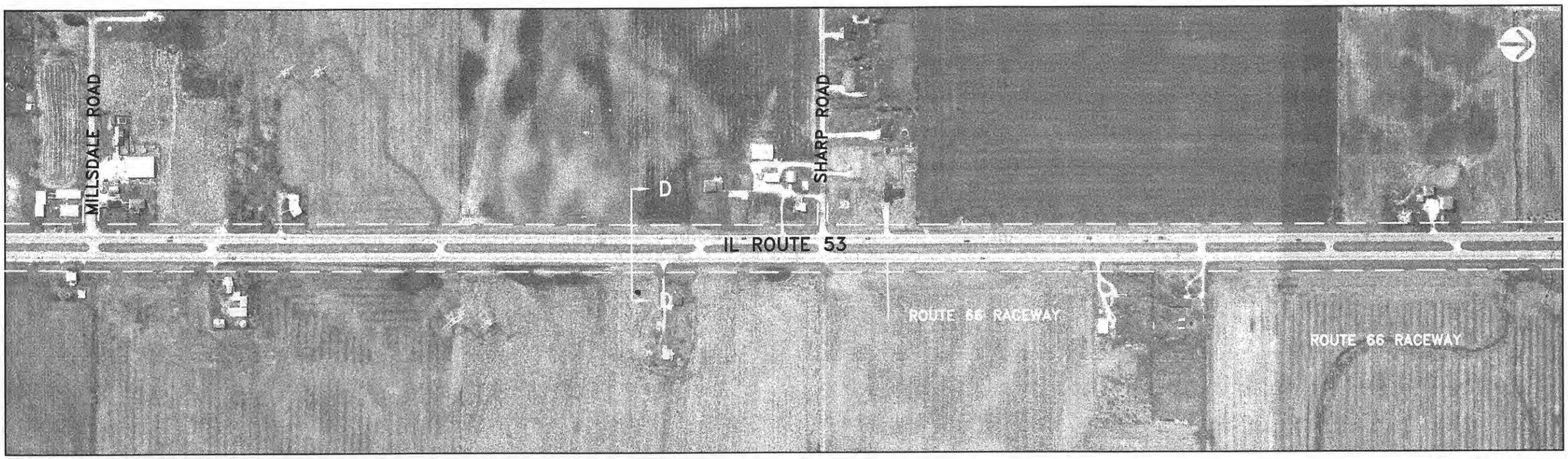
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-10





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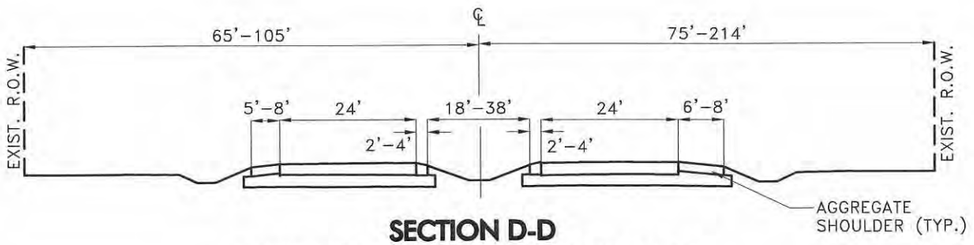

SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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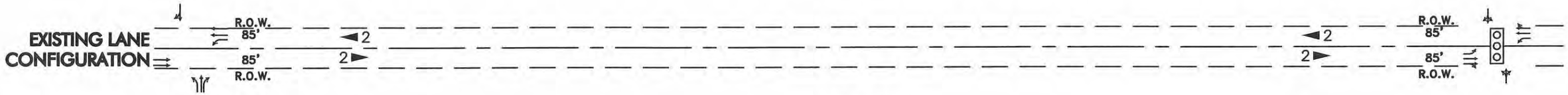
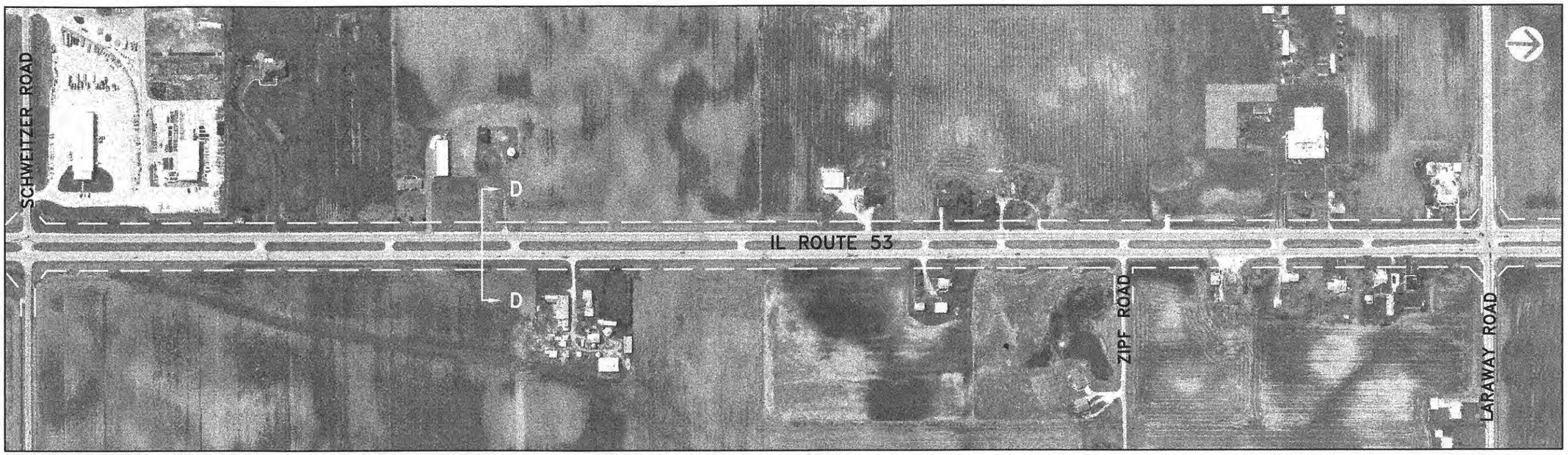
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-11





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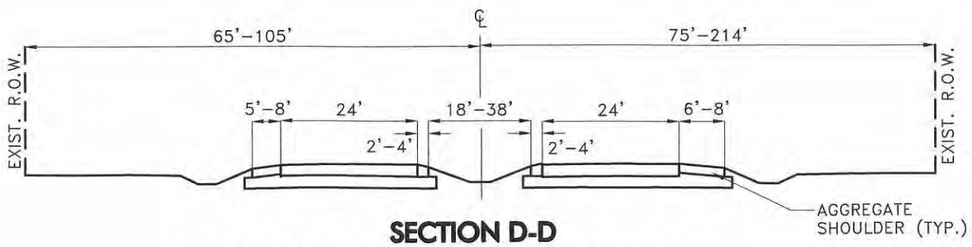

SECTION D-D
MISSISSIPPI ROAD TO LARAWAY ROAD

LEGEND

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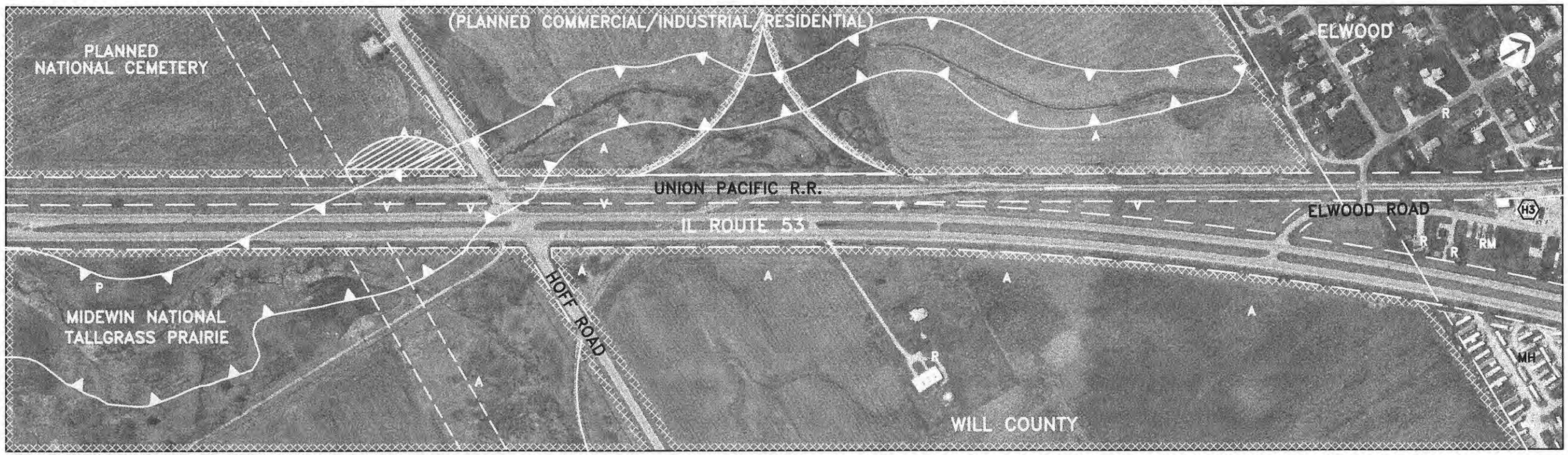
IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-12

Segment 2
Illinois Route 53 -
Hoff Road to Laraway Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-6 through B-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

- H3 MOTEL

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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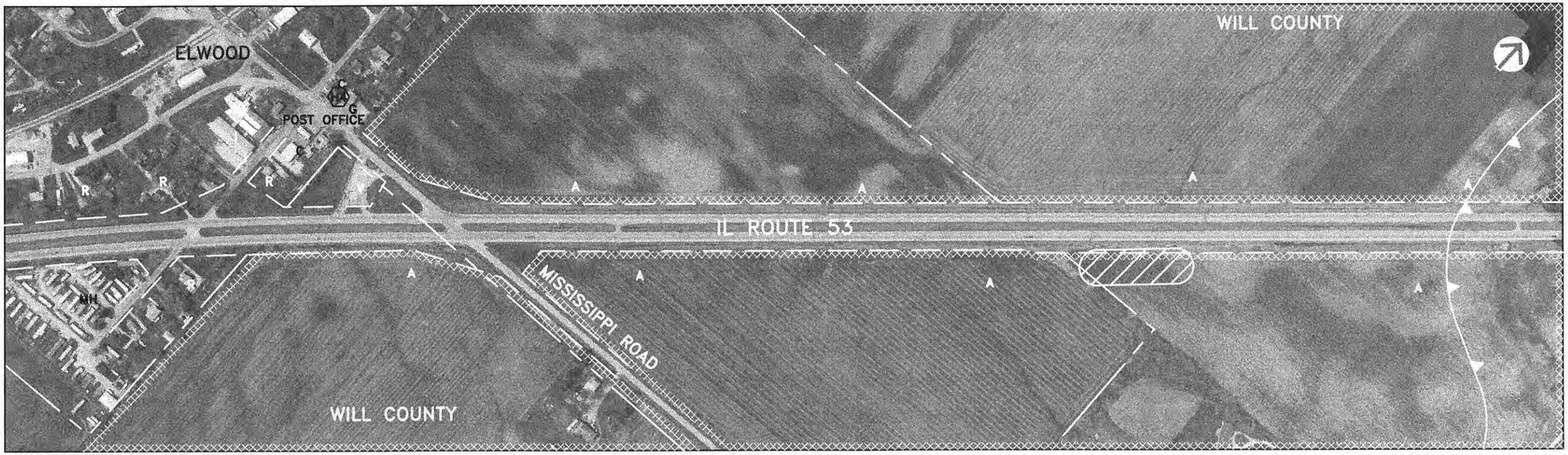
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-6



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ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

- H4 GAS/ SERVICE STATION

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
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*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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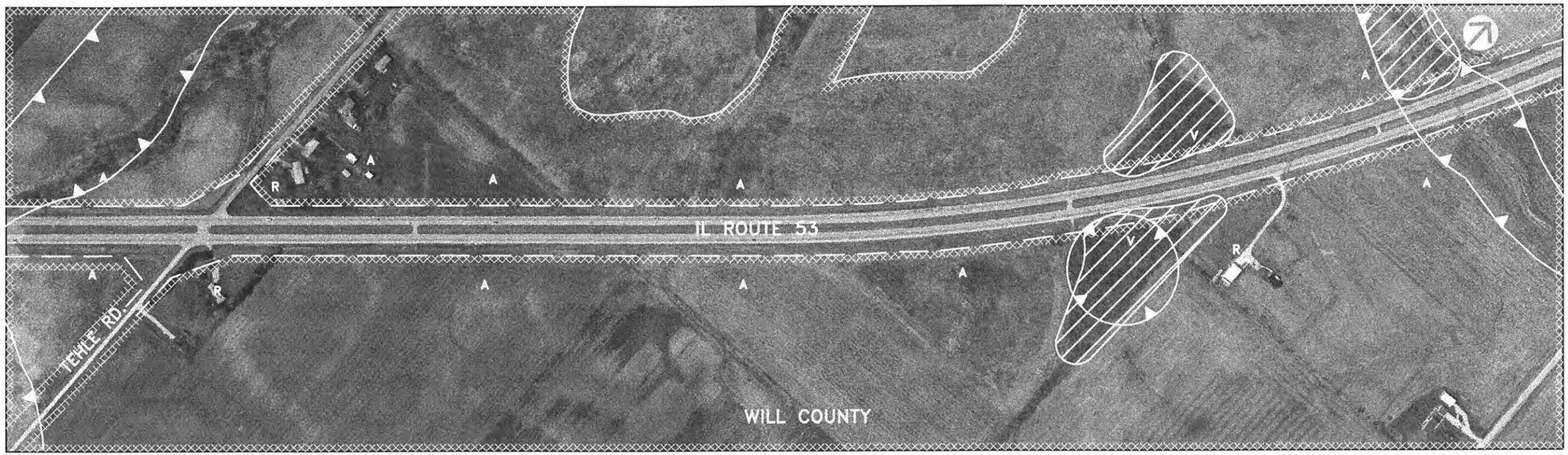
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-7



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ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
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----	PLANNED USE/JURISDICTION BOUNDARY
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NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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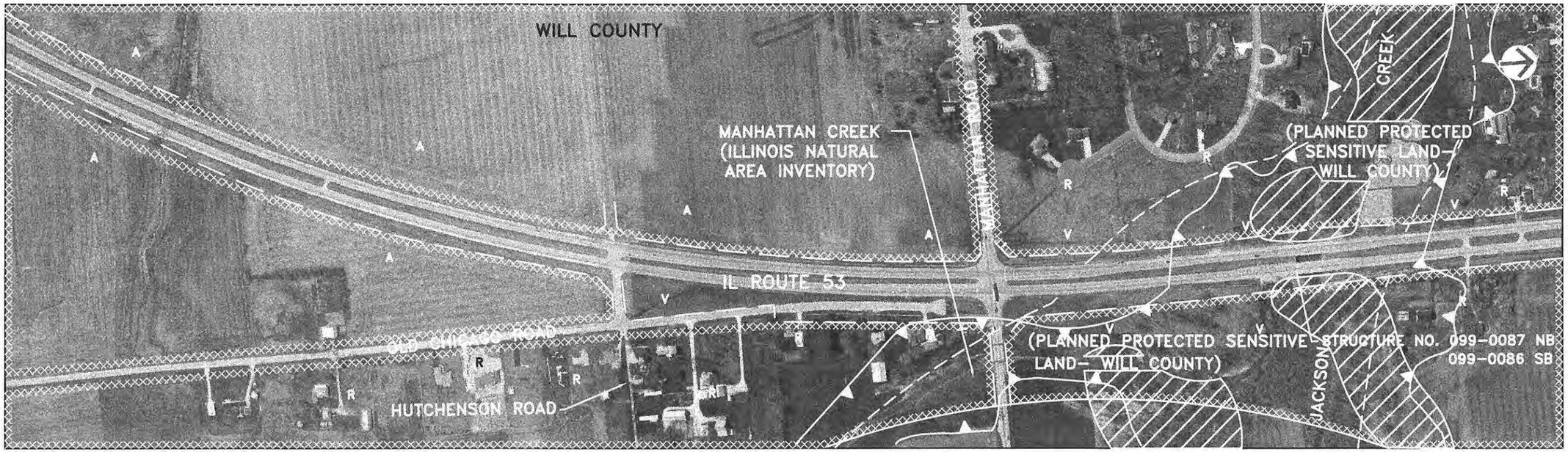
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

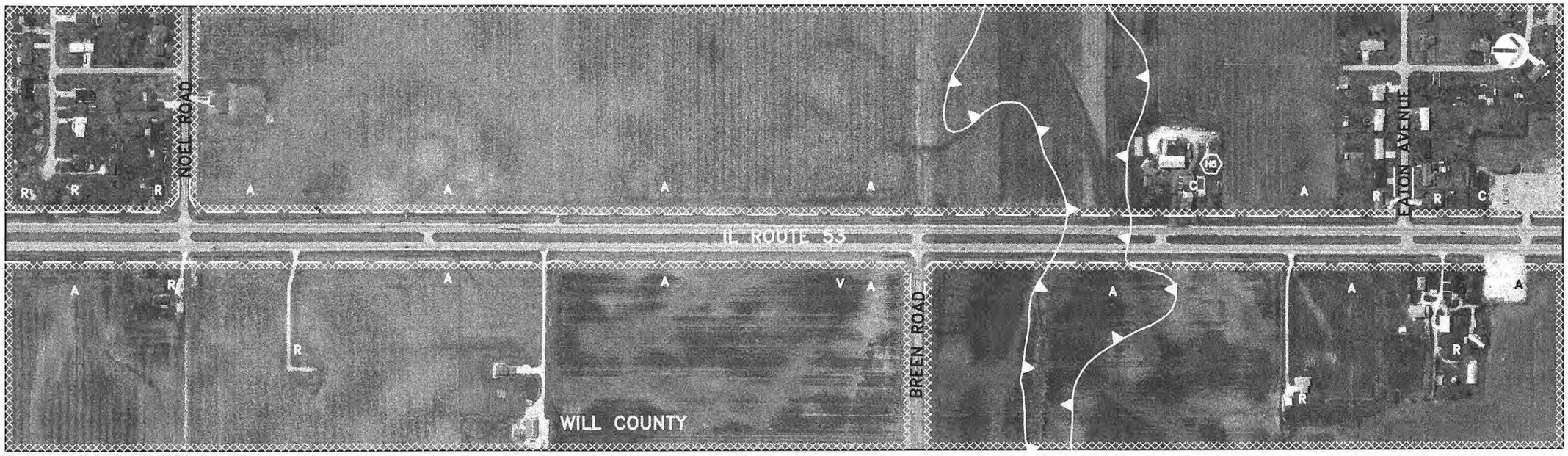
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
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- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

- H5 STRUCTURAL REMAINS

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
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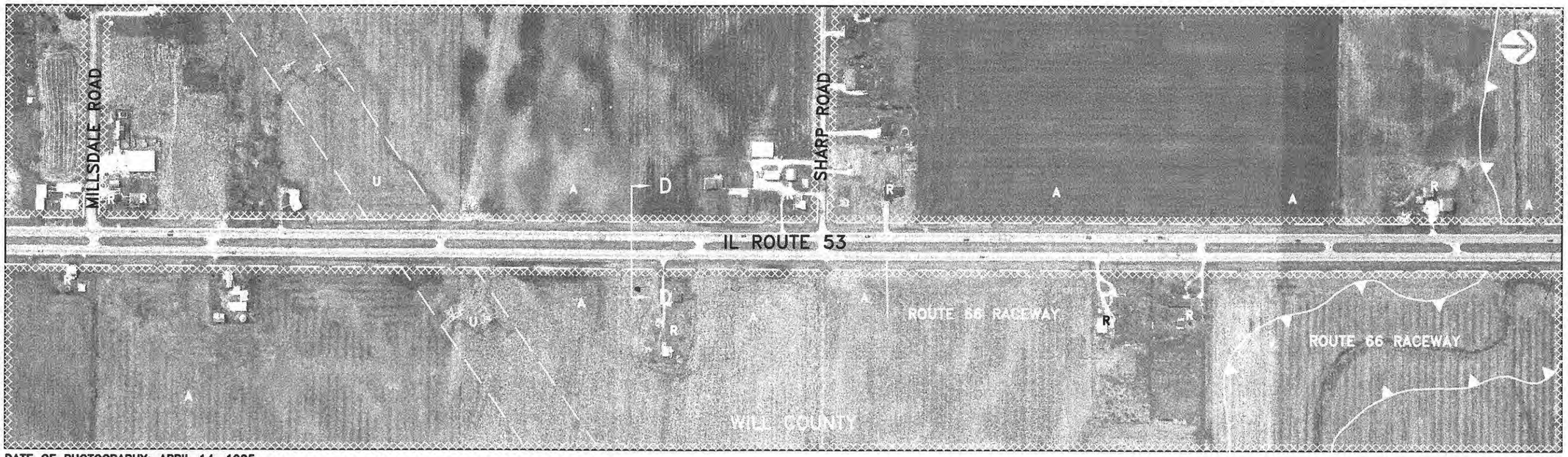
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
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— —	EXISTING RIGHT OF WAY

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Illinois Department of Transportation

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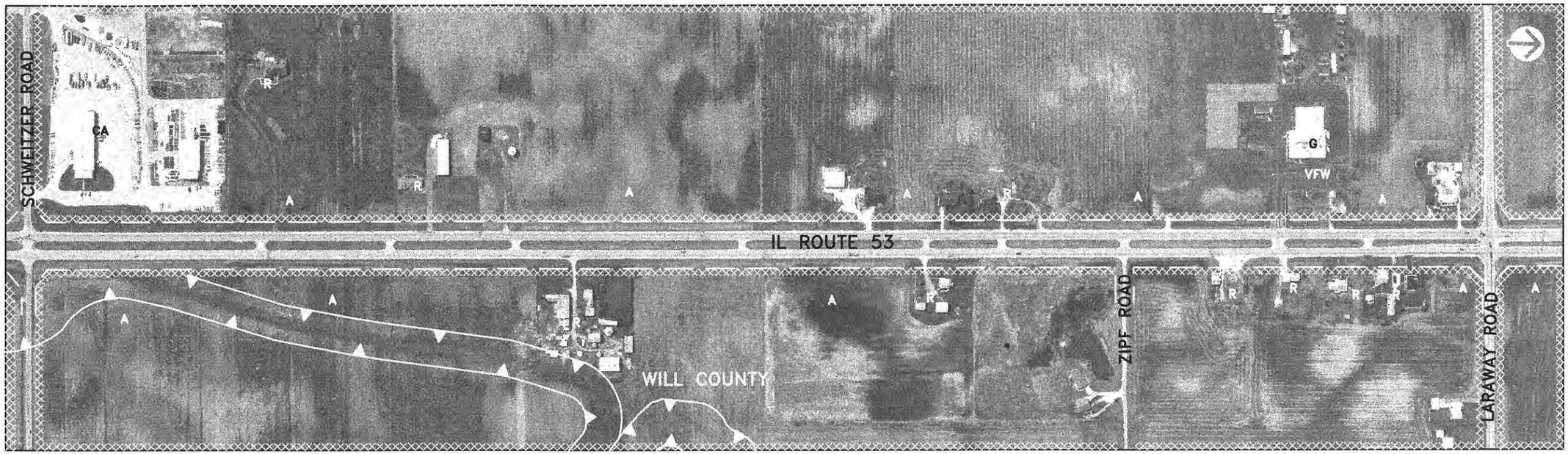
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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— —	EXISTING RIGHT OF WAY

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Shah Engineering, Inc. Planning Resources Inc.

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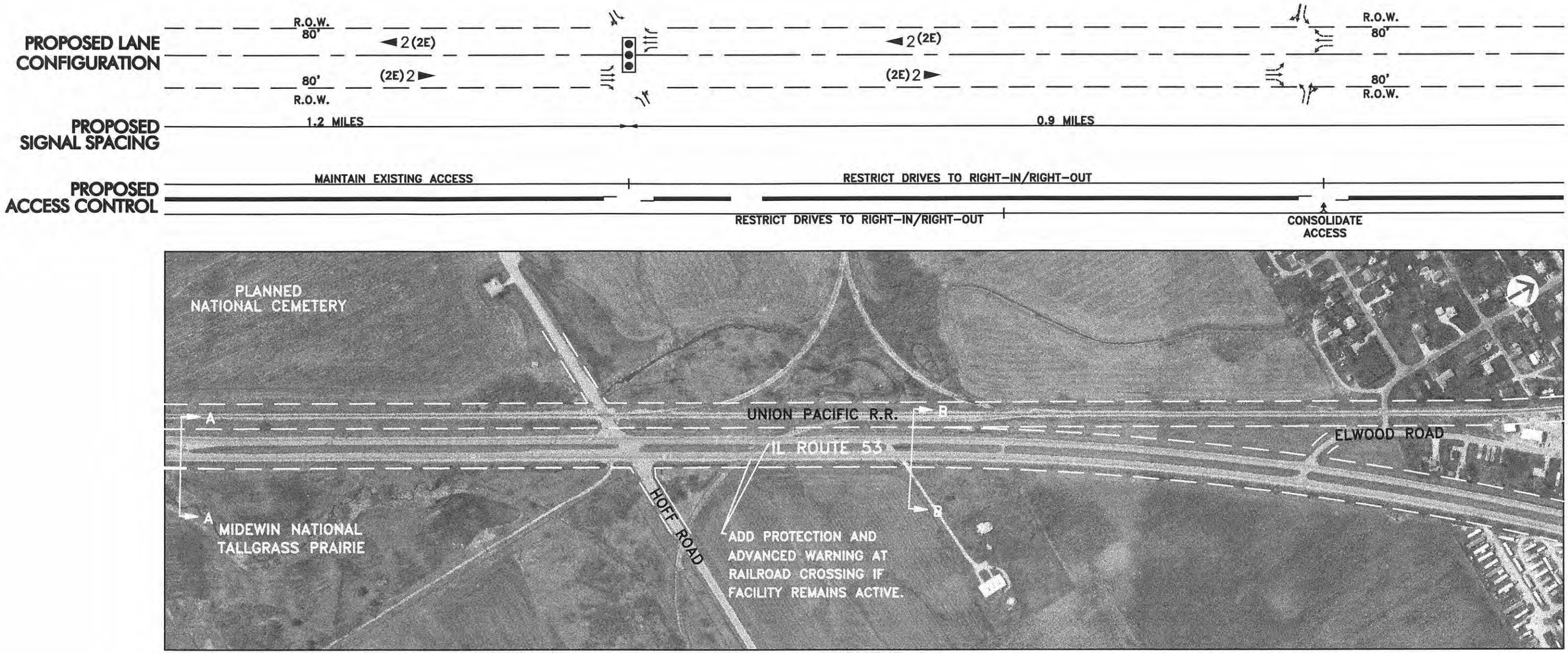
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-12

Segment 2
Illinois Route 53 -
Hoff Road to Laraway Road

RECOMMENDED PLAN

Exhibits C-6 through C-12

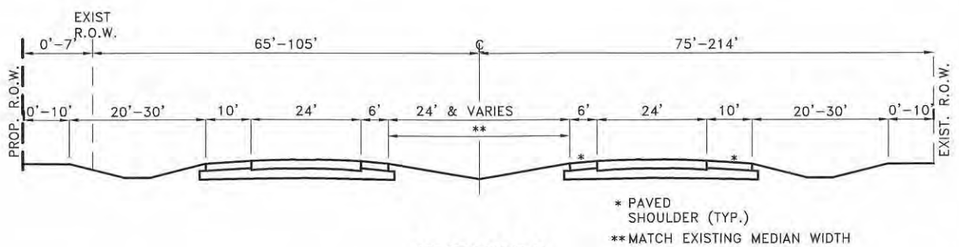


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

SEGMENT 2

FOR SECTION A-A, SEE EXHIBIT C-5



SECTION B-B

RECOMMENDED CROSS-SECTION

LEGEND

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

Illinois Department of Transportation

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Shah Engineering, Inc. Planning Resources Inc.

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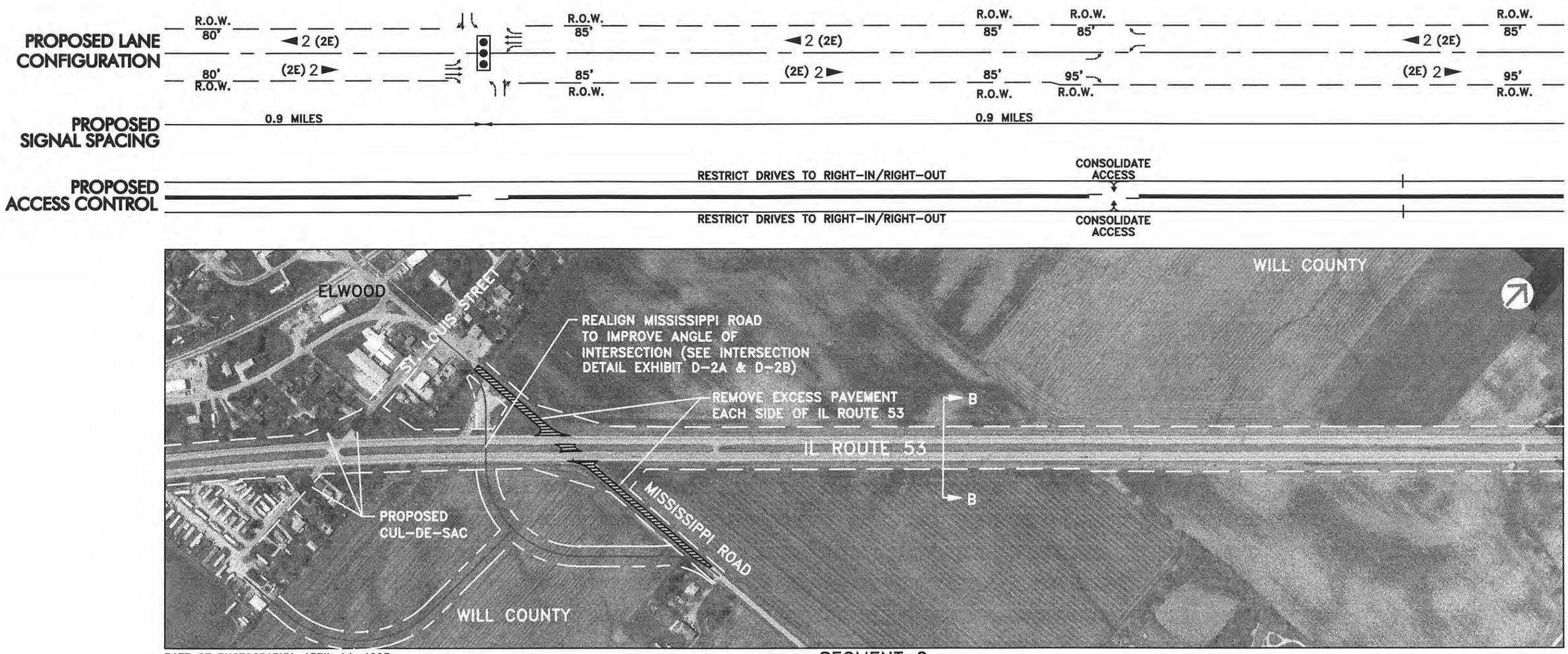
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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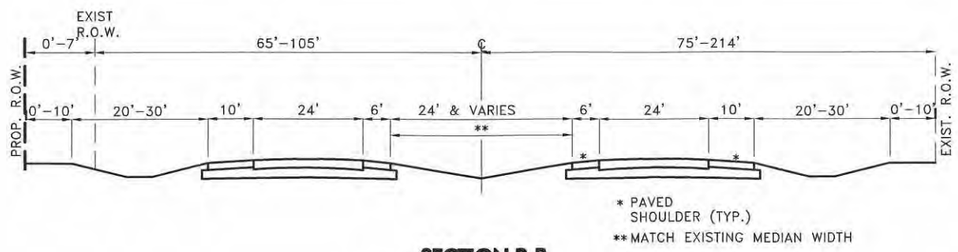

SECTION B-B

RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
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Illinois Department of Transportation

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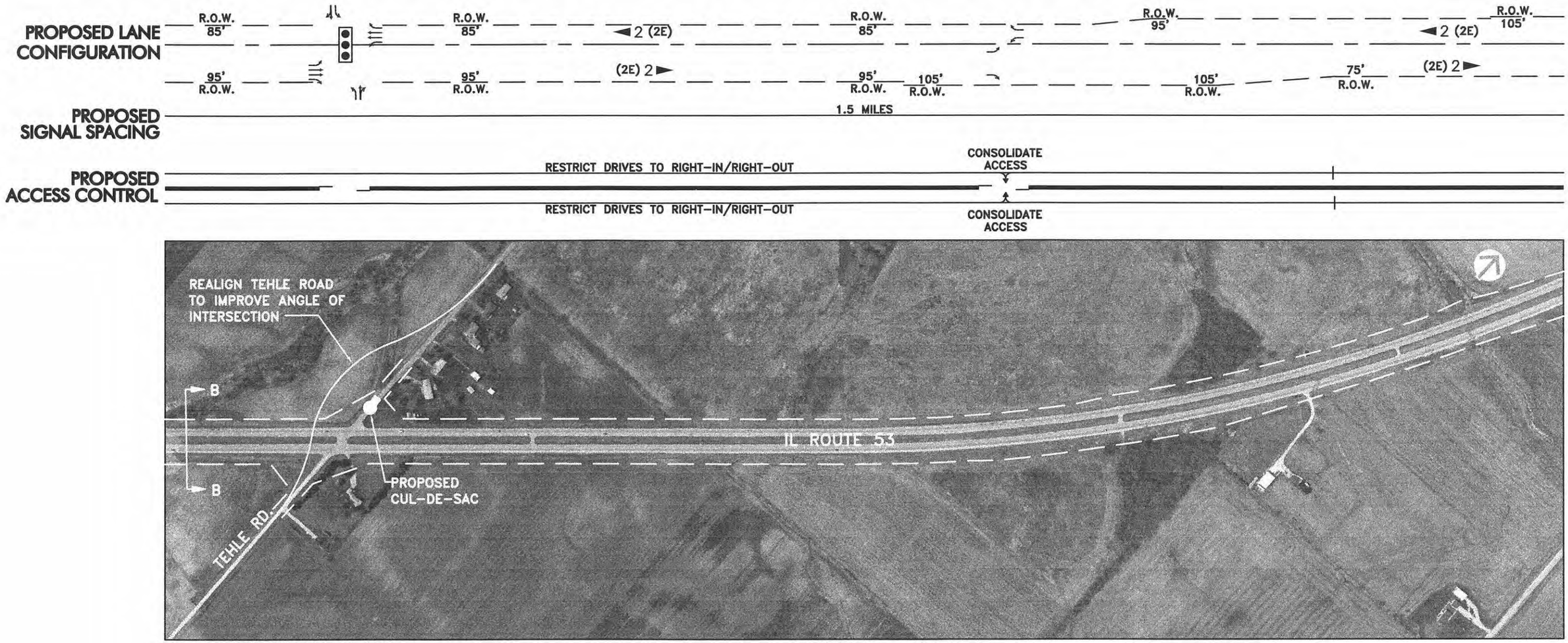
0 200 400 800

SCALE IN FEET

IL ROUTE 53 RECOMMENDED PLAN EXHIBIT C-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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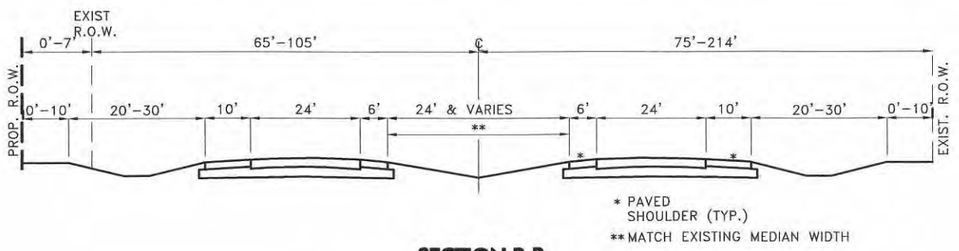

SECTION B-B

RECOMMENDED CROSS SECTION

LEGEND

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- B BUS STOP

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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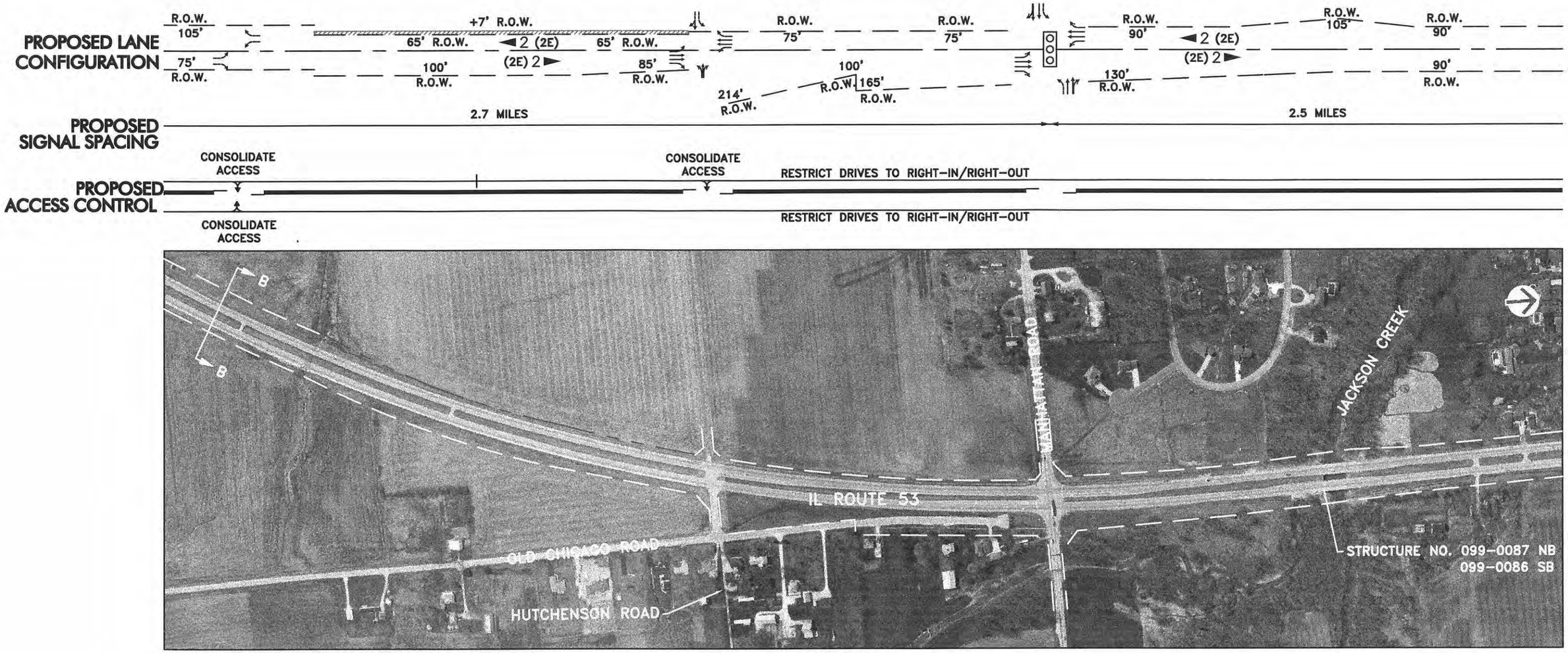
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800

SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-8



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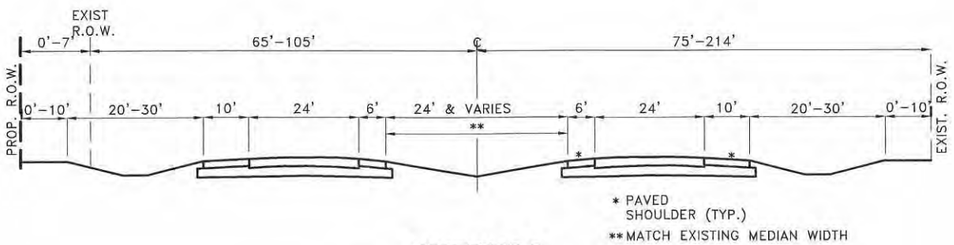

SECTION B-B

RECOMMENDED CROSS SECTION

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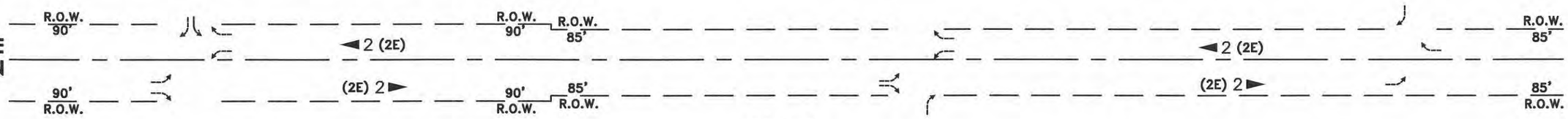
0 200 400 800

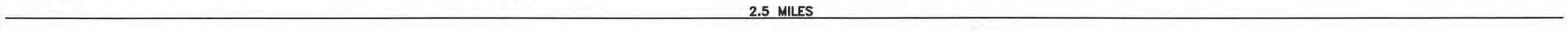
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-9

PROPOSED LANE CONFIGURATION



PROPOSED SIGNAL SPACING



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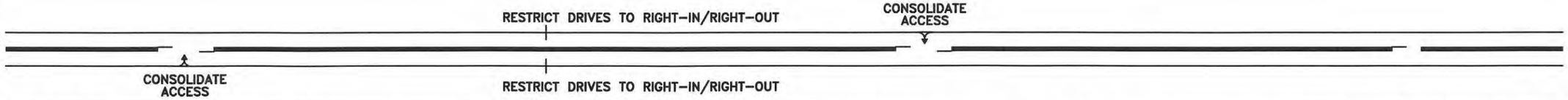

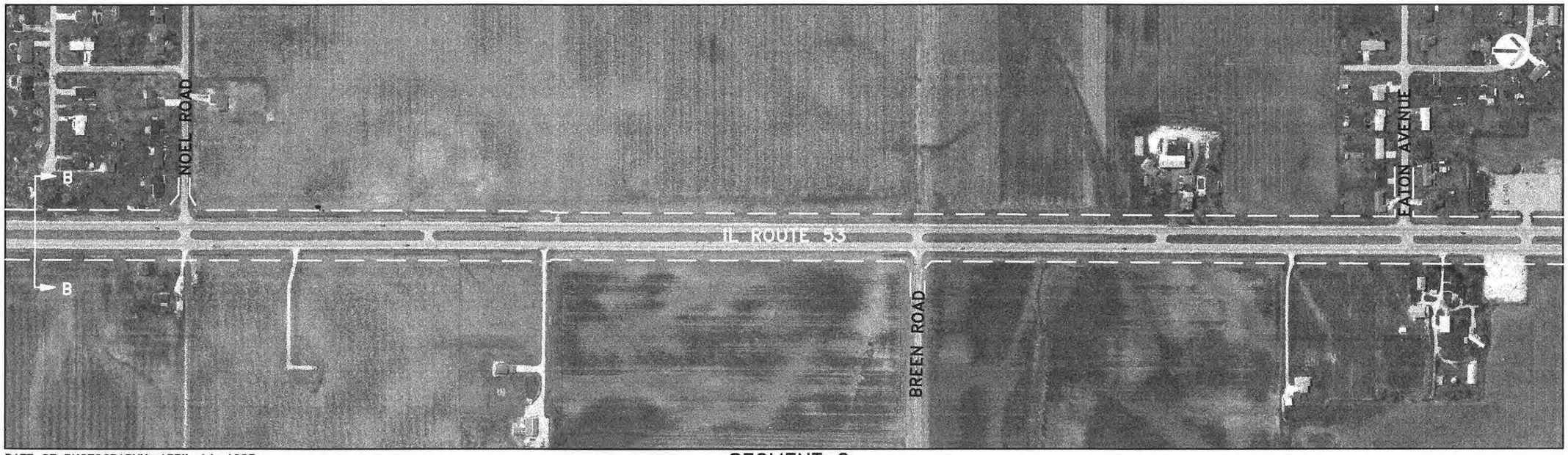

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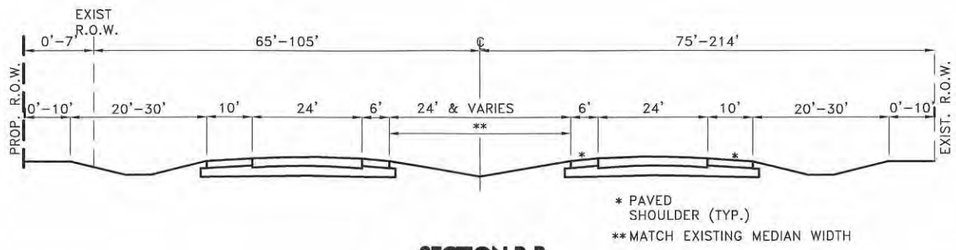

SECTION B-B

RECOMMENDED CROSS SECTION

LEGEND

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Illinois Department of Transportation

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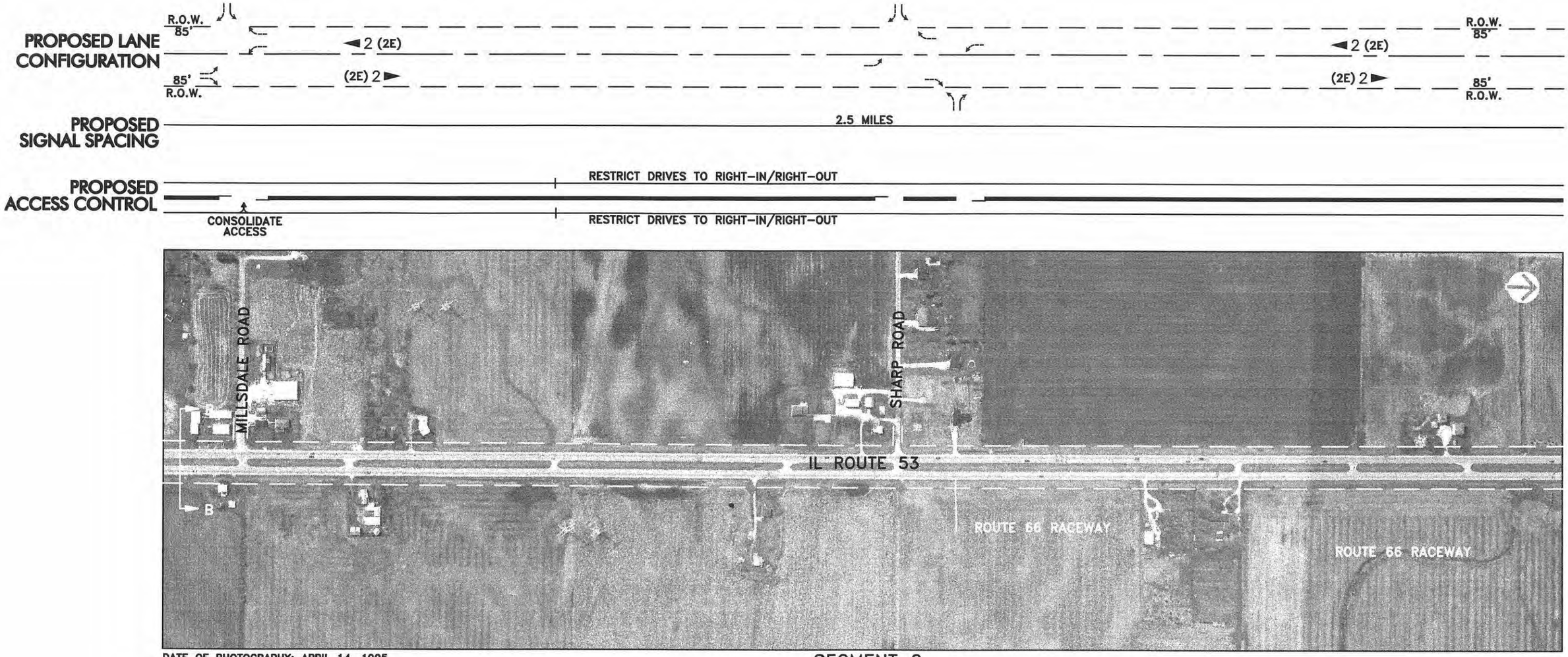
0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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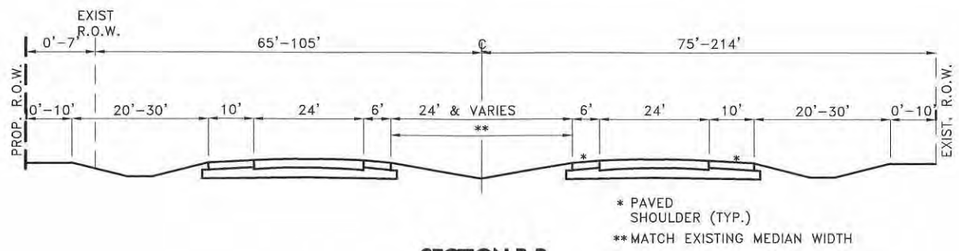

SECTION B-B

RECOMMENDED CROSS SECTION

LEGEND

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SCALE IN FEET

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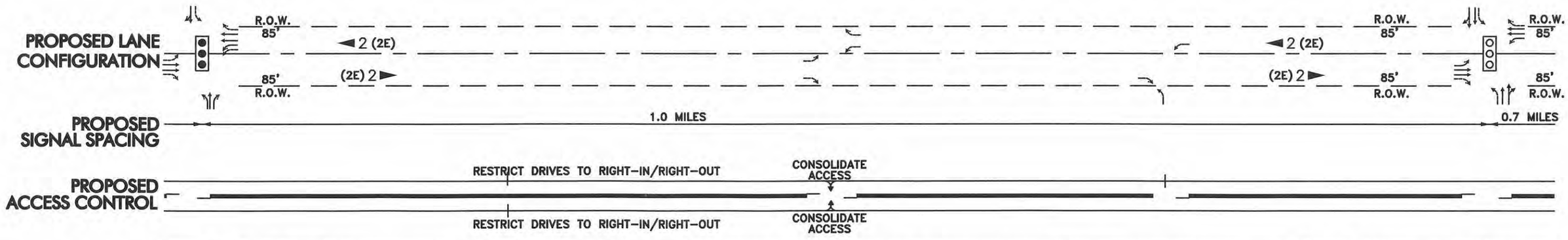
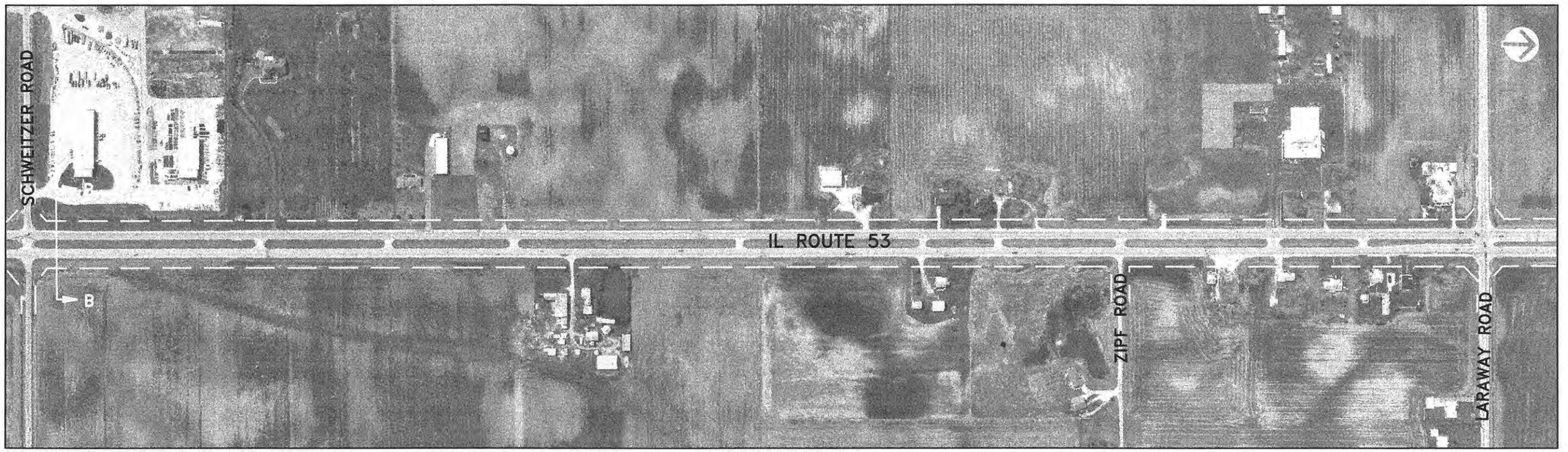
RECOMMENDED PLAN
EXHIBIT C-11





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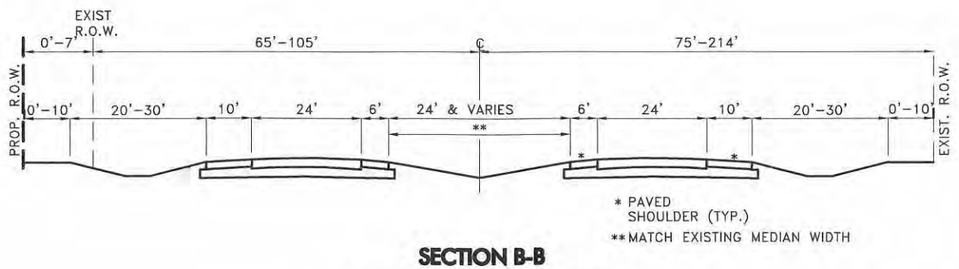

SECTION B-B

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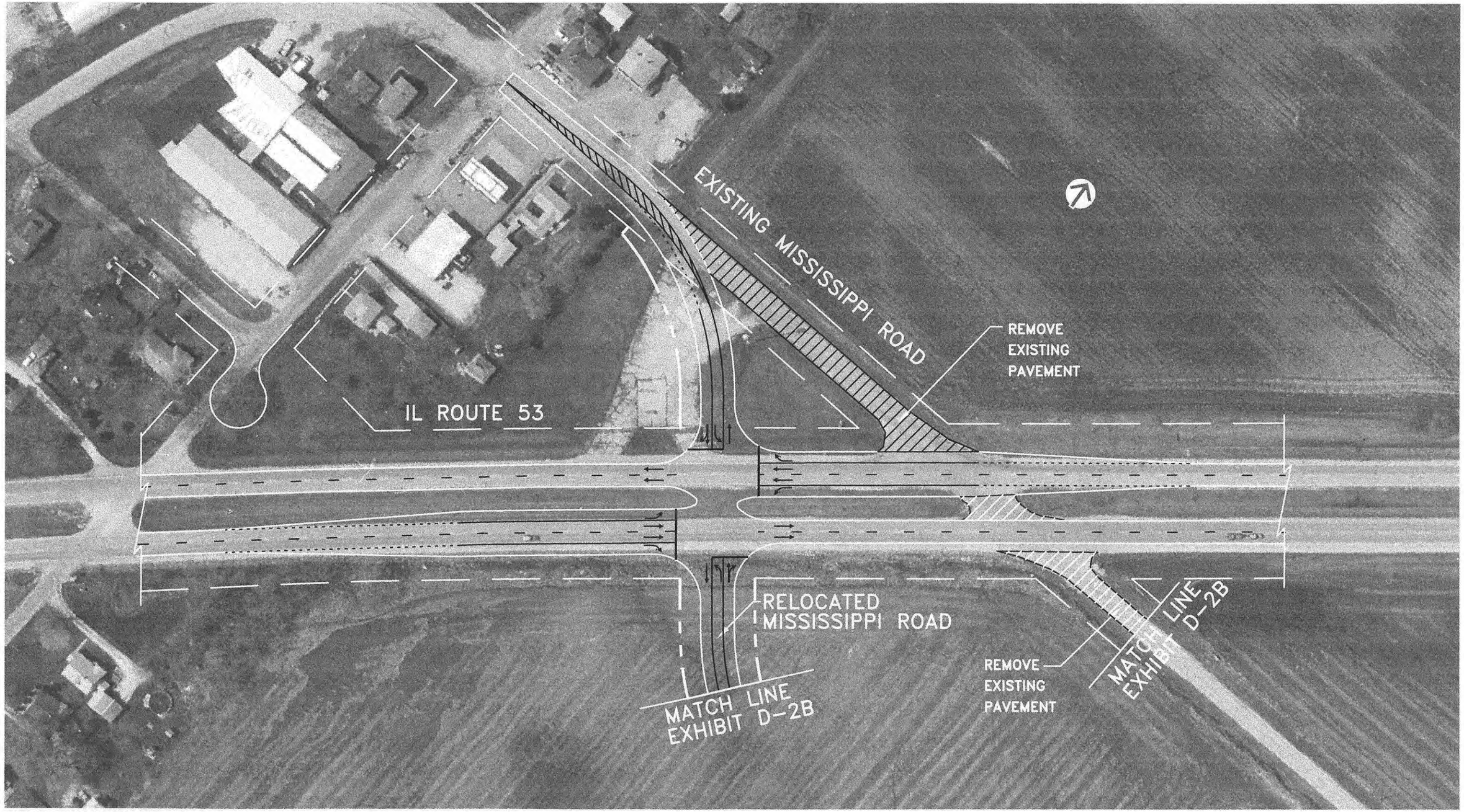
0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-12

Segment 2

INTERSECTION DETAILS
Illinois Route 53/Mississippi Road

Exhibits D-2A and D-2B



DATE OF PHOTOGRAPHY: APRIL 14, 1995

INTERSECTION DETAIL

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

IL ROUTE 53 & MISSISSIPPI ROAD
EXHIBIT D-2A

Prepared by: CIVILTECH ENGINEERING, INC.
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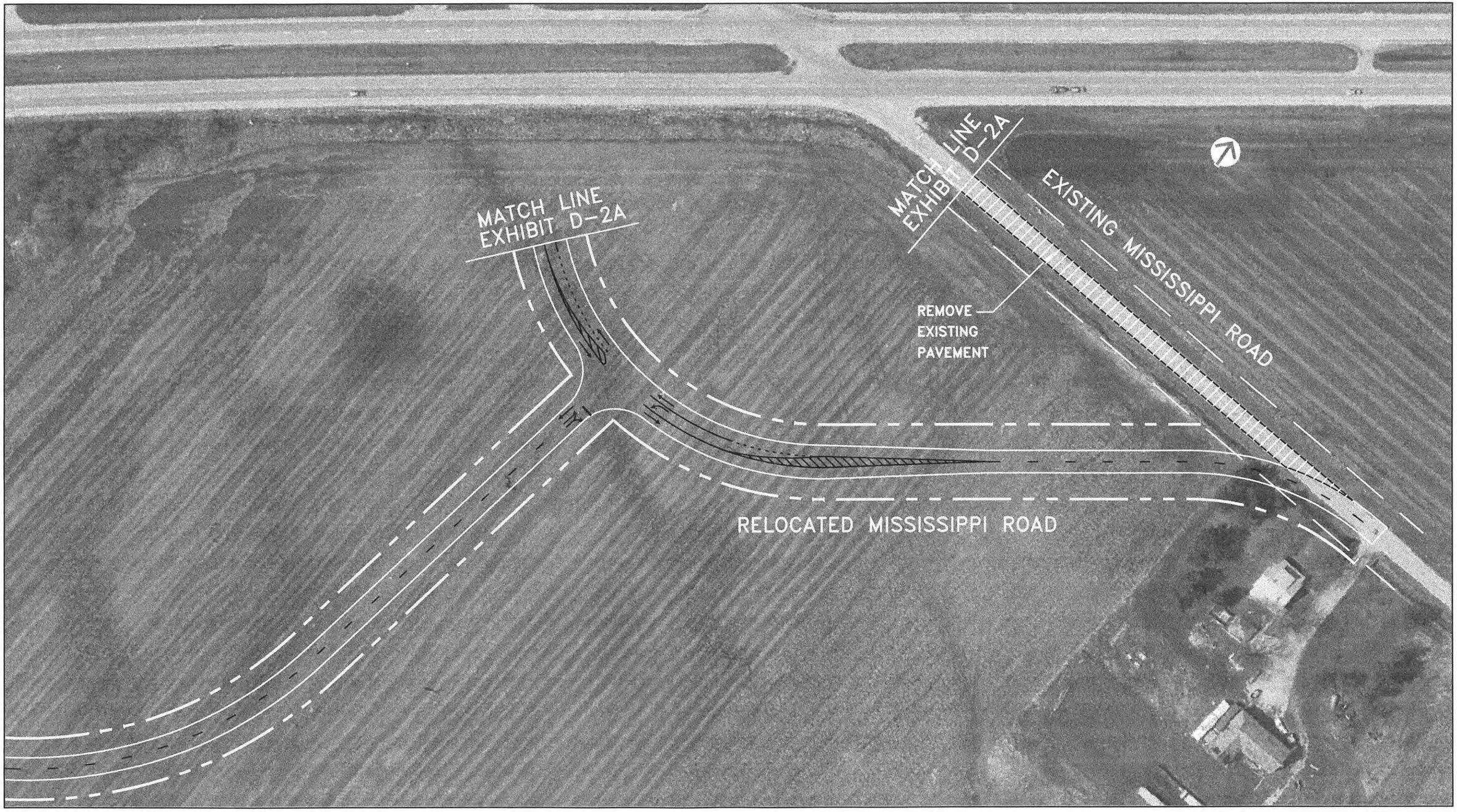
Shah Engineering, Inc. Planning Resources Inc.

0 50 100 200
SCALE IN FEET



DATE OF PHOTOGRAPHY: APRIL 14, 1995

INTERSECTION DETAIL

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

IL ROUTE 53 & MISSISSIPPI ROAD
EXHIBIT D-2B

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

0 50 100 200
SCALE IN FEET

Segment 3
Illinois Route 53 -
Laraway Road to Interstate 80

3.3 Segment 3: Illinois Route 53 - Laraway Road to Interstate 80

3.3.1 Location

Segment 3 extends along Illinois Route 53 from Laraway Road to the ramps at Interstate 80 (see Figure 3.1). The segment is approximately 1.9 miles in length and is located in unincorporated Will County and the City of Joliet.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-13 and A-14.

Right-of-Way - The existing right-of-way in this segment varies between 66 and 190 feet in width.

Roadway Characteristics - The existing cross section in this segment varies. There are two 12-foot through lanes in each direction south of Keuka Street and also north of Patterson Road. The median south of Keuka Street is grass whereas north of Patterson Road it is mountable. There are existing aggregate shoulders and open-ditch drainage along both of these sections. Between Keuka Street and Patterson Road, there are still two lanes in each direction but the widths are reduced to as little as 10-foot beneath the Gulf, Mobile and Ohio (GM & O) Railroad and the Atchison, Topeka and Santa Fe (AT & SF) Railroad structures. There is a mountable median in this section except on the approaches to and beneath the two railroad structures. Existing typical sections for this segment are included on Exhibits A-12 and A-14.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1991 average annual daily traffic for this segment varies from 8,600 to 10,400 vehicles per day.

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

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

Traffic Control/Intersection Configuration - There are three signalized intersection in this segment. They are located at Mills Road, U.S. Route 52 (Doris Avenue) and Patterson Road. Existing lane configurations for these intersections are shown on Exhibits A-13 and A-14.

Structures - There are four existing structures in this segment as indicated in Table 3.3.1.

Transit - At the present time, there is no mass transit service provided along Illinois Route 53 in Segment 3.

Table 3.3.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
099-0083	IL 53	Hickory Creek	62'	167'	65'	NA
099-0084	A,T & SF RR	IL 53	N/A	120'	54'	14'02"
099-0085	G,M & O RR	IL 53	N/A	60'	44'	14'01"
099-0295	IL 53	Sugar Creek	66'	47'	76'	NA

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-13 and B-14.

Lakes/Streams/Wetlands/Floodplains - Hickory Creek and its associated floodplain crosses Illinois Route 53 between Patterson Road and Interstate 80 at the north end of Segment 3.

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

Hazardous Waste/LUST Sites - There is one leaking underground storage tank (LUST) site identified by the Illinois Environmental Protection Agency located at the northeast corner of Illinois Route 53 and Zarley Road.

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

Prime Farmland - Prime farmland abuts the right-of-way of Illinois Route 53 along non-developed portions of Segment 3 south of Pheasant Run Road.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-13 and B-14.

Type and Intensity of Development - A variety of land uses occur in Segment 3 between Laraway Road and Interstate 80 (see Exhibits B-13 and B-14). Between Laraway Road and Pheasant Run

Road the predominant land uses are agriculture and single-family residential. The Wilhelmi Airport is located on the east side of Illinois Route 53 south of Pheasant Run Road. Between Pheasant Run Road and Mills Road the land use is a mixture of commercial, residential and institutional uses. The institutional uses include the Church of God, located at the northwest corner of Rachel Avenue and the SRA, and the East Joliet fire station, located east of Illinois Route 53 on the north side of Zarley Road. Between Mills Road and Interstate 80 is a mixture of industrial, extraction and transportation uses. Within this portion of Segment 3, Joliet's Nowell Park is located on the east side of Illinois Route 53 between Mills Road and Doris Avenue.

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

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-13 and C-14.

Roadway - There are three recommended cross sections for this segment. South of U.S. Route 52 (Doris Avenue), two 12-foot through lanes in each direction separated by an 18-foot barrier median is recommended. Curb and gutter and an enclosed drainage system would be provided. A typical section (Section C-C) is shown on Exhibit C-13. Between U.S. Route 52 and Patterson Road, the recommended cross section consists of two 11-foot through lanes in each direction with no center median. This section fits between the existing retaining walls under the B,M & O Railroad and A,T & SF Railroad structures. This typical section (Section D-D) is shown on Exhibit C-14. North of Patterson Road, the existing cross section will be maintained. This section consists of two 12-foot through lanes in each direction separated by a 2 to 18-foot wide mountable median (see Section E-E on Exhibit C-14).

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at Mills Road, U.S. Route 52 and Patterson Road. In addition, it is proposed to provide left turn channelization on Mills Road at Illinois Route 53 and on the Illinois Route 53 approaches at U.S. Route 52 and Patterson Road. Proposed lane configurations for these intersections are shown on Exhibit C-14. An intersection detail for the U.S. Route 52 intersection is shown on Exhibit D-4.

It should be noted that the City of Joliet has requested a redesignation of U.S. Route 52 from Doris Avenue to Mills Road, approximately 1,100 feet south of Doris Avenue. Should this redesignation be approved, it is recommended that the southbound to eastbound left turns at Doris Avenue be prohibited, thereby eliminating the need to construct the left turn lane on Illinois Route 53 as shown on Exhibit D-4.

Zurich Road and Girard Bluff Road are presently offset by about 100 feet at Illinois Route 53. It is recommended that they be realigned to form a cross intersection. In conjunction with the realignment, it is recommended that a traffic signal be installed if warrants are met. Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report. This realignment along with the proposed land configuration is shown on Exhibit D-3.

Realignment of Pheasant Run to align with Rachel Avenue is also recommended to correct the offset across Illinois Route 53. This is shown on Exhibit C-13.

Access Management - It is recommended that unsignalized, full-access intersections with left turn channelization on Illinois Route 53 be provided at major collector streets. All other driveways will be restricted to right-in, right-out access. A cul-de-sac is proposed on Louis Road at Illinois Route 53 to consolidate access from within the subdivision to the proposed signalized intersection at Girard Bluff Road.

Structures - The four existing structures in this segment will require modification as shown in Table 3.3.2.

Table 3.3.2
Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
099-0083	IL 53	Hickory Creek	62'	Widen as required for roadway improvement.
099-0084	A,T & SF RR	IL 53	N/A	Increase clearance by reconstructing roadway.
099-0085	G,M & O RR	IL 53	N/A	Increase clearance by reconstructing roadway.
099-0295	IL 53	Sugar Creek	66'	No improvement required.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Park-and-pool lot should be considered at the Interstate 80 interchange and at major traffic generators.

3.3.6 Right-of-Way Requirements

Right-of-way acquisition will be required at the two intersections which are being realigned (Girard Bluff Road/Zurich Road and Pheasant Run/Rachel Avenue) and at the U.S. Route 52 intersection. Minor amounts of right-of-way may also be required for other intersection improvements.

3.3.7 Environmental Considerations

The LUST site identified near the northeast corner of Zarley Road and Illinois Route 53 would not be impacted since there will not be right-of-way acquisition at this location. The Hickory Creek system will not be impacted since roadway and bridge improvements are not proposed at the crossing point with Illinois Route 53.

3.3.8 Land Use Considerations

Recommended roadway improvements within Segment 3 would require right-of-way acquisition for intersection improvements at Pheasant Run Road and Girard Bluff Road. Alignment improvements at Girard Bluff Road will require the partial acquisition of a commercial parking lot (see Exhibit D-2). Recommended roadway improvement plans throughout this segment include access consolidation and restriction of driveways to right-in and right-out. A proposed barrier median would prevent direct left turns into residential and commercial uses fronting onto Illinois Route 53 except at planned full movement intersections. There will be no anticipated impact to Nowell Park since additional right-of-way will not be required at this location.

3.3.9 Construction/Right-of-Way Cost Estimates

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

3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 3, as parcels are developed or redeveloped, it is recommended that future access be consolidated to the locations shown on Exhibits C-13 and C-14. The intersection channelization improvement at U.S. Route 52/Illinois Route 53 is recommended for short term improvement to address a safety and operational problem should the designation of U.S. Route 52 not be moved to Mills Road.

3.3.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. The widening of Illinois Route 53 under the railroad structures would coincide with future railroad bridge replacement. There are no ultimate (post 2020) improvements recommended in this segment.

Table 3.3.3
Construction Cost Estimate
Segment 3 - Laraway Road to Interstate 80

Recommended Improvements	Estimated Cost
Roadway	$5,113,000
Intersection Improvements	$2,025,000
Structure Modifications	$90,000
Transit Improvements	$0
Right-of-Way Acquisition	$75,000
Total - Recommended Improvements	**$7,303,000**

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

Segment 3
Illinois Route 53 -
Laraway Road to Interstate 80

EXISTING FACILITY CHARACTERISTICS

Exhibits A-13 and A-14

DATE OF PHOTOGRAPHY: APRIL 14, 1995

SECTION E-E
LARAWAY ROAD TO KEUKA STREET

SECTION F-F
KEUKA STREET TO US ROUTE 52

LEGEND

🚦	SIGNALIZED INTERSECTION
↰↑↱	LANE ARRANGEMENTS AT KEY INTERSECTIONS
Ⓟ	PARKING ALLOWED
Ⓟ̸	NO PARKING
Ⓢ	PARKING AT SPECIFIED TIMES
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION
STOP	4-WAY STOP SIGN
▨	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
◄#	EXISTING NUMBER OF LANES

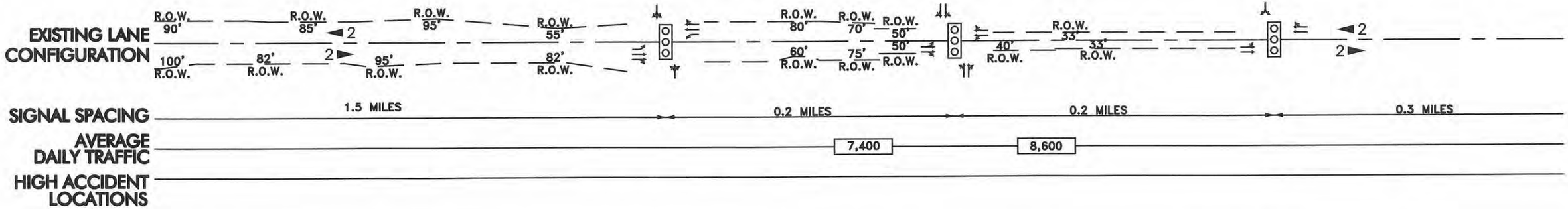
Illinois Department of Transportation

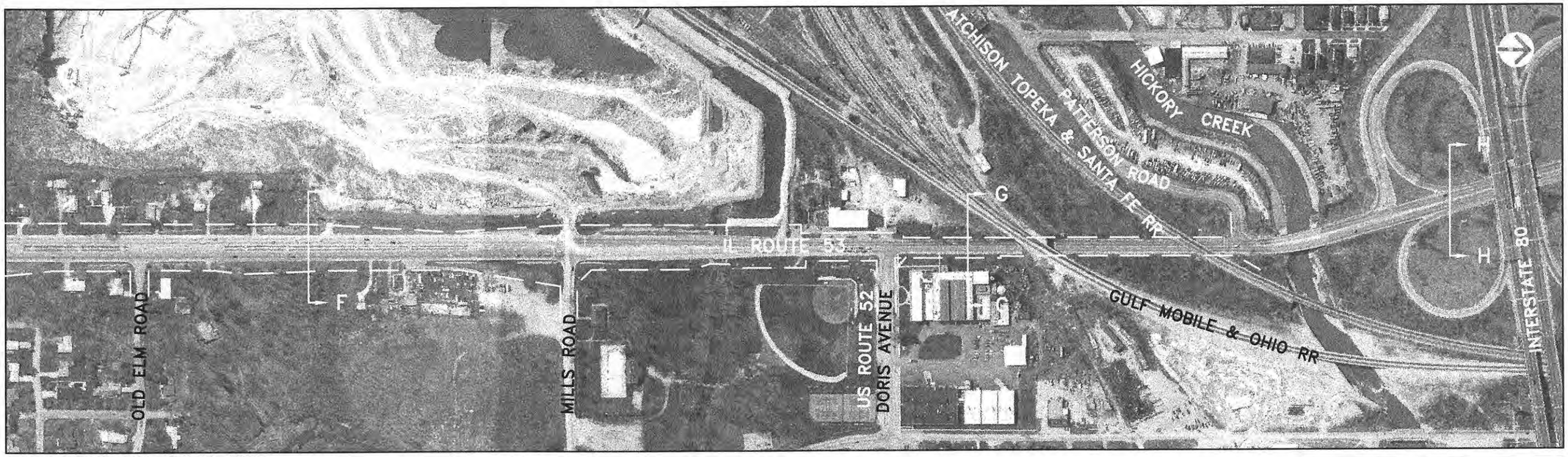
STRA *Strategic Regional Arterial Planning Study*

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

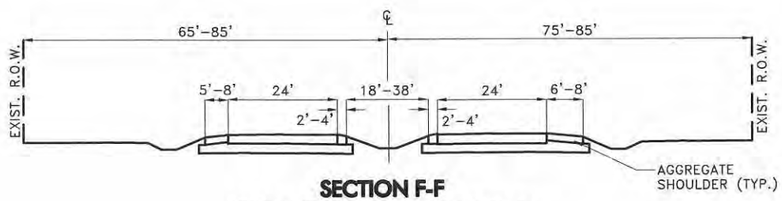
0 200 400 800
SCALE IN FEET

IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-13

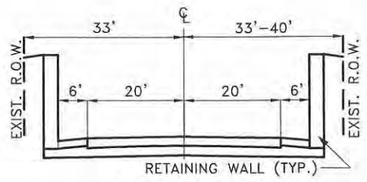




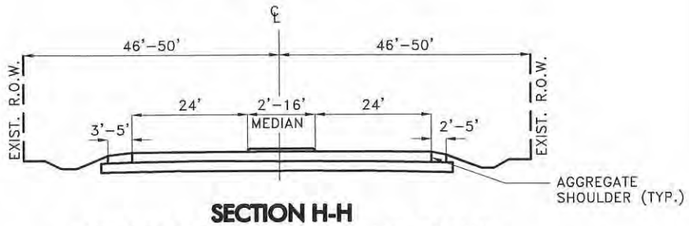
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION F-F
KEUKA STREET TO US ROUTE 52



SECTION G-G
US ROUTE 52 TO PATTERSON ROAD



SECTION H-H
PATTERSON ROAD TO I-80 EB OFF RAMP

LEGEND

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

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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

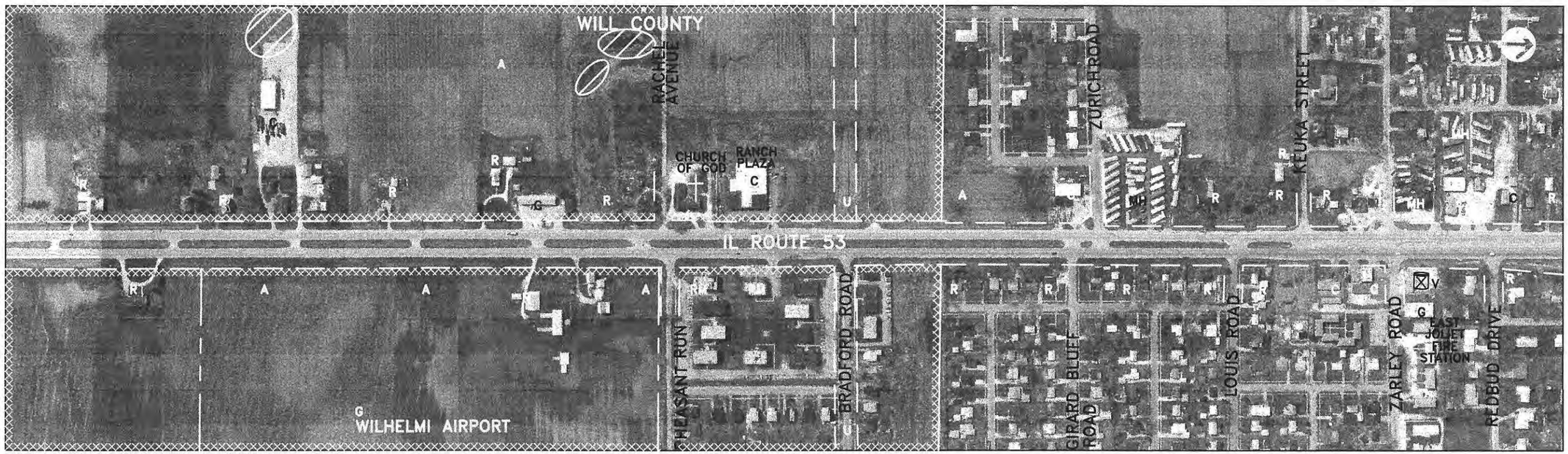
0 200 400 800
SCALE IN FEET

IL ROUTE 53
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-14

Segment 3
Illinois Route 53 -
Laraway Road to Interstate 80

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-13 and B-14



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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

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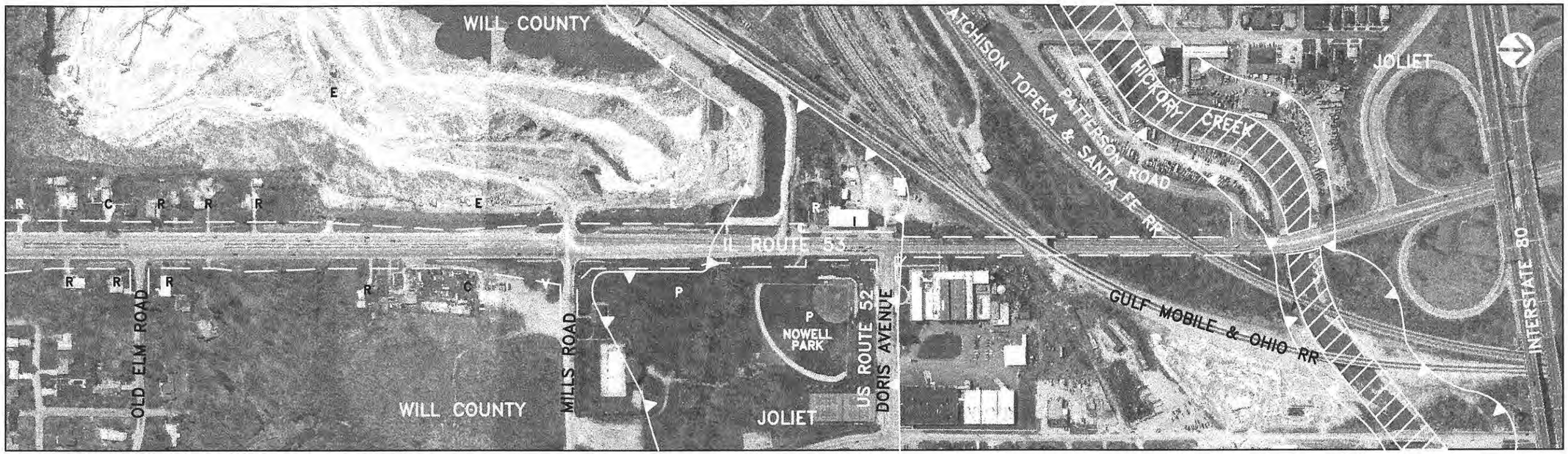
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
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Shah Engineering, Inc. Planning Resources Inc.

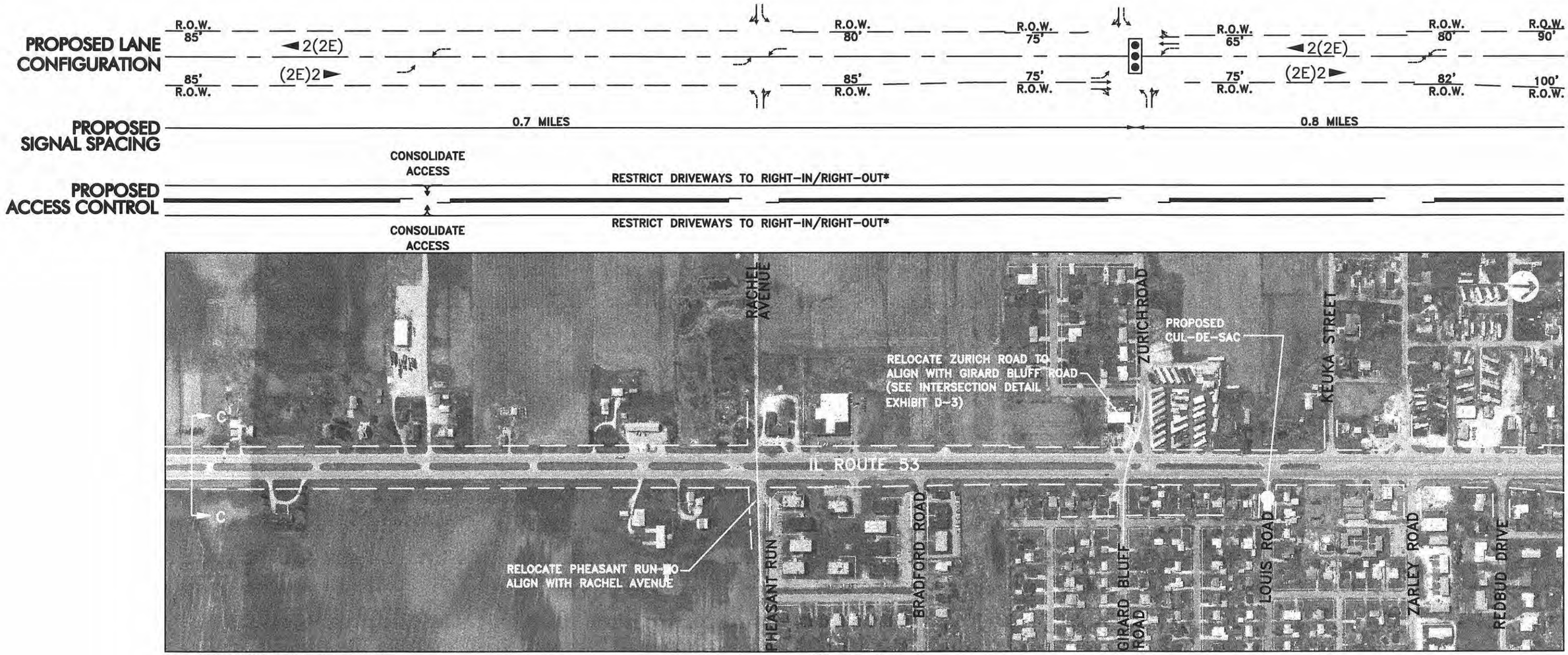
0 200 400 800
SCALE IN FEET

IL ROUTE 53
ENVIRONMENTAL CONDITIONS
EXHIBIT B-14

Segment 3
Illinois Route 53 -
Laraway Road to Interstate 80

RECOMMENDED PLAN

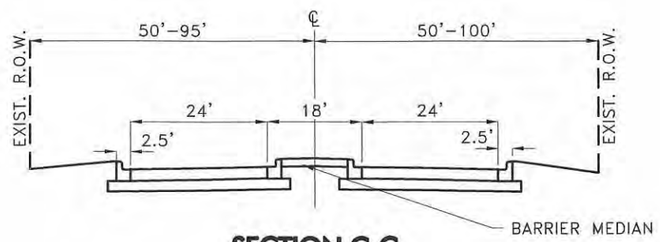
Exhibits C-13 and C-14



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS.



SECTION C-C

RECOMMENDED CROSS SECTION

LEGEND

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

Illinois Department of Transportation

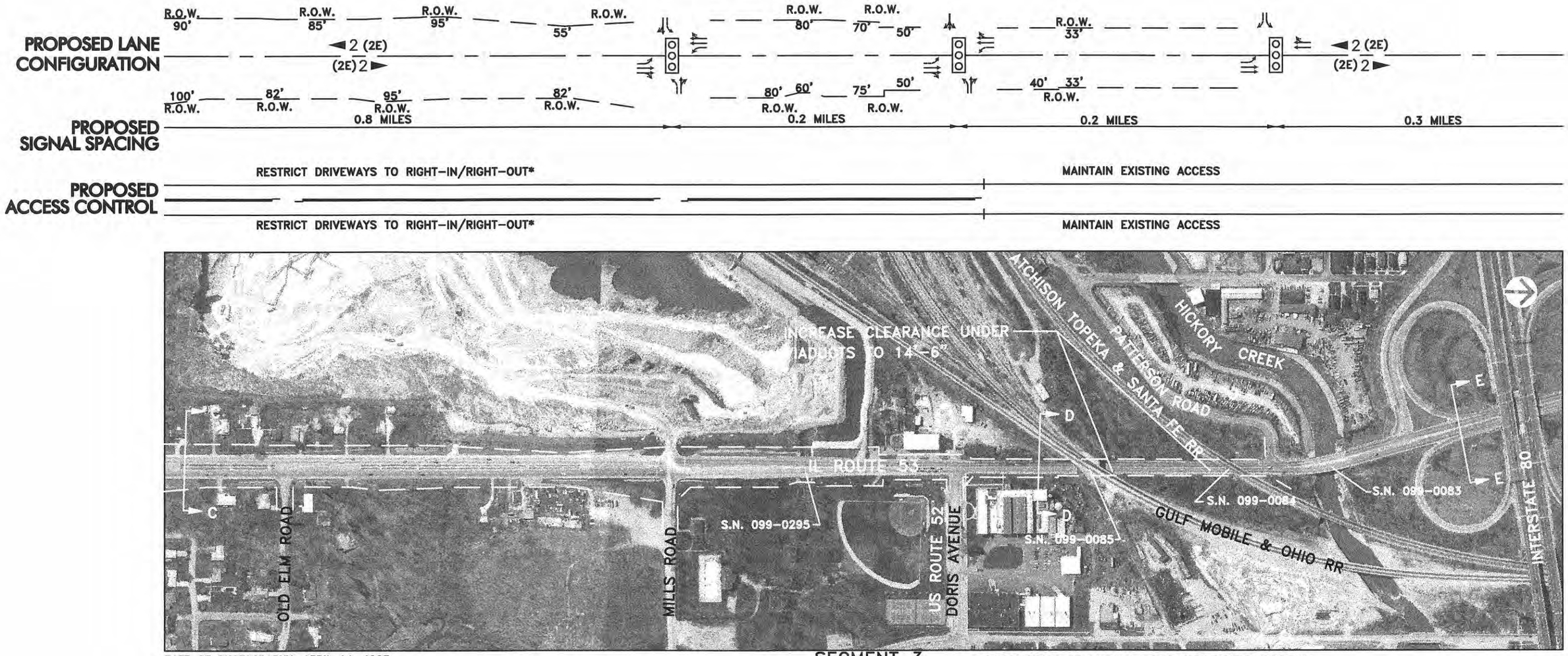
STRA Strategic Regional Arterial Planning Study

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

0 200 400 800

SCALE IN FEET

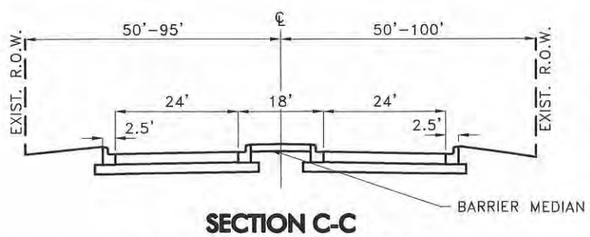
IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

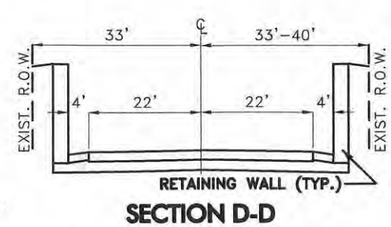
SEGMENT 3

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS.



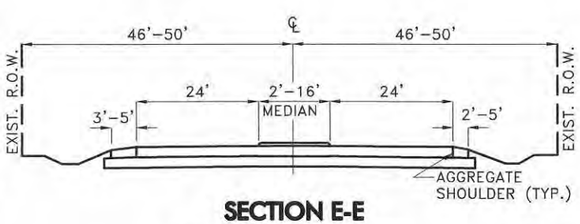
SECTION C-C

RECOMMENDED CROSS SECTION
SOUTH OF US ROUTE 52



SECTION D-D

RECOMMENDED CROSS SECTION
NORTH OF US ROUTE 52 TO PATTERSON ROAD



SECTION E-E

RECOMMENDED CROSS SECTION
NORTH OF PATTERSON ROAD TO I-80 EB OFF RAMPS

LEGEND

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

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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

0 200 400 800
SCALE IN FEET

IL ROUTE 53
RECOMMENDED PLAN
EXHIBIT C-14

Segment 3

INTERSECTION DETAILS

Illinois Route 53/Girard Bluff Road/Zurich Road
Illinois Route 53/U.S. Route 52 (Doris Avenue)

Exhibits D-3 and D-4

DATE OF PHOTOGRAPHY: APRIL 14, 1995

INTERSECTION DETAIL

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

IL ROUTE 53 & GIRARD BLUFF ROAD/ZURICH ROAD
EXHIBIT D-3

Prepared by: CIVILTECH ENGINEERING, INC.
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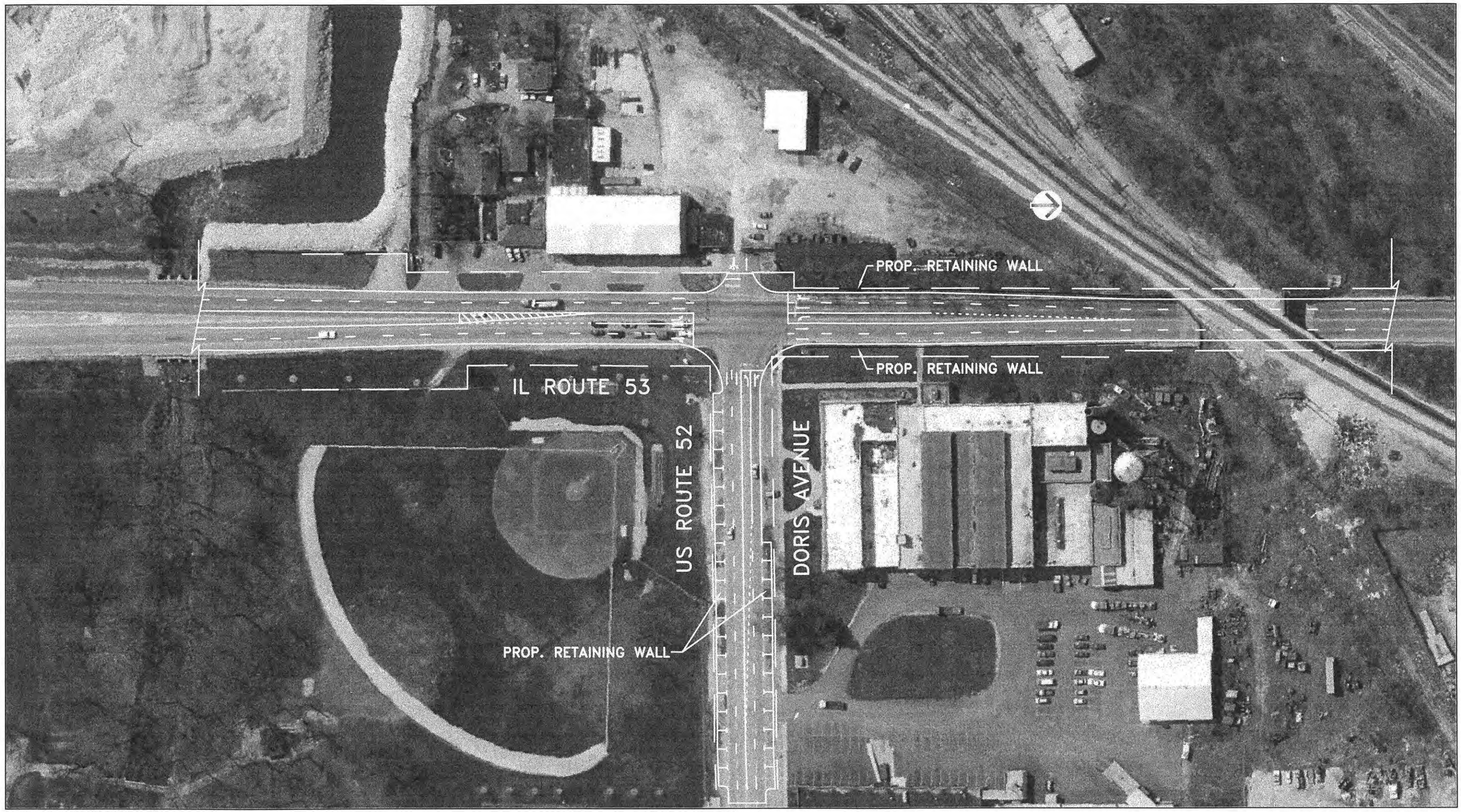
Shah Engineering, Inc. Planning Resources Inc.

0 50 100 200
SCALE IN FEET



DATE OF PHOTOGRAPHY: APRIL 14, 1995

INTERSECTION DETAIL

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

IL ROUTE 53 & US ROUTE 52/DORIS AVENUE
EXHIBIT D-4

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

0 50 100 200
SCALE IN FEET

IV. Public Involvement

4.1 The Public Involvement Process

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

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

Individual Community Interviews were conducted during October and November of 1996. The first Advisory Panel meeting was held on March 4, 1998. The second Advisory Panel meeting was held May 20, 1998 followed by the public hearing on May 21, 1998.

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

4.2 Individual Community Interviews

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

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

- Wilmington
  - Favorable attitude towards an improvement along Illinois Route 53.
  - Mayor Hill believes Peotone Road should be improved before Illinois Route 53, with grade separation at the Union Pacific Railroad tracks and at Illinois Route 53.
  - An improved Peotone Road would alleviate traffic congestion between I-55 and I-57, going to I-80.
  - Need to consider high speed rail placement and proposed Metra station.

- Joliet
  - Favorable attitude towards an improvement along Illinois Route 53.
  - Widening is restricted due to overpass structures of both the railroads and I-80.
  - Improvements including signalization and channelization are needed at the Doris Avenue, Zurich Road and Schweitzer Road intersections.
  - Rural cross section should be changed to a suburban cross section with curb and gutter and an enclosed drainage system.
  - Bike path should be considered for access to the Tallgrass Prairie.

- Elwood
  - Alignment change is needed for Mississippi Road at Illinois Route 53 due to a high accident rate. The intersection is skewed and there have been accident fatalities.
  - Location of trailer park along the east right-of-way line could restrict widening.
  - Some type of improvement is needed to help children cross Illinois Route 53 at Mississippi Road.
  - A future intersection is being planned for the area between Mississippi and Manhattan Roads.

- Midewin National Tallgrass Prairie
  - Favorable attitude towards improved mobility.
  - Four new entrances will be placed along the east side of Illinois Route 53 into the park.
  - The only entrance from the west side of Illinois Route 53 will be from the Gate 10 - Explosives Truck Entrance.
  - Improvement should include wide shoulders, pull-off areas or frontage roads to allow cars to pull off and view the park.

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

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on March 4, 1998. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for Illinois Route 53 were presented. At the second Panel

Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

4.4 Public Hearing

A public hearing was held on May 21, 1998 to present recommended improvements to Illinois Route 53 as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of Illinois Route 53 to the overall system and the scope of recommended improvements for the entire SRA route.

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

APPENDIX A

Public Involvement

Individual Community Interview Meeting Minutes

CIVILTECH
ENGINEERING, INC.

1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(630) 773-3900 • FAX (630) 773-3975

City of Wilmington Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 8 - Illinois Route 53

Date: October 16, 1996

Time: 9:00 a.m.

Place: City of Wilmington
City Hall

In Attendance: Mayor Jerry Hill, City of Wilmington
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Franz Golbeck opened the meeting by introducing Dawn Marincic and by explaining the purpose and limits of the project. An outline for the meeting was also distributed.

Mayor Hill thanked Civiltech for coming and gave a brief history of the City's growth and plans for the future. Notable comments were that Peotone Road should become an overpass at both IL Route 53 and the railroad tracks. A full interchange would then be constructed at the intersection with IL Route 53. Construction has started on a subdivision and ski-lake area on the northeast corner of IL Route 53 and Peotone Road that may limit realignment. Mayor Hill also said that the alignment of Peotone Road should be shifted north so that it intersects New River Road. The relocated and improved alignment would help alleviate a lot of traffic congestion between IL Routes 55 and 57 going to IL Route 80, and would provide better access to the third airport. He also thought that the Peotone/New River Road improvement should be implemented before any work is done along IL Route 53.

Mayor Hill then explained that as part of the National Tall Grass Prairie (The Park), both Wilmington and Elwood would be getting property for industrial parks; 1,100 acres and 1,900 acres, respectively. Based on that, Wilmington will be extending their City limits north to a point almost adjacent to The Park and 6 miles from the National Cemetery.

The possibility of the proposed High Speed Rail coming to Wilmington as well as a Metra station was also discussed. Mayor Hill was studying the possibility of placing both rail systems at New River Road because it would provide close access to the Park. He also explained that the Park will have

a National Cemetery, and that the Park is expected to receive 260,000 visitors per year. If we wanted more information on Park uses and potential entrances, we should contact Larry Stritch.

Mayor Hill also explained that their City was in the process of completing their Comprehensive Plan. Originally, they had planned a bypass route to the east of the City (an extension of 53 south and then southwest to Coal City Road). That alignment was subsequently dropped due to local opposition. He then explained that the Illinois Route 53 and 102 intersection was currently overloaded. They have initiated a partial improvement, however, the historic building on the corner has prevented a full scale intersection improvement. He was also disappointed that when the Illinois Route 53 bridge was reconstructed across the river that it wasn't widened to a four lane bridge.

Other items discussed included a need to conduct a special census; a need to prepare a 2010 plan and a 2020 plan for the City for submittal to NIPC and CATS; and a need to look to the future now, to build roadway improvements while land values are not as expensive or developed.

The meeting was adjourned at 10:10 a.m.

By: Terry J Dolleck

Date: 10-22-96

CIVILTECH
ENGINEERING, INC.

1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
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City of Joliet Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 8 - Illinois Route 53

Date: October 16, 1996

Time: 10:30 a.m.

Place: City of Joliet
City Hall

In Attendance: Mr. John Mezera, City Manager, City of Joliet
Mr. James Trizna, Public Works Director, City of Joliet
Mr. James Haller, Director Community & Economic Development Dept., City of Joliet
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Franz Golbeck opened the meeting by introducing Dawn Marincic and by explaining the purpose and limits of the project. An outline for the meeting was also distributed.

John Mezera said he was not aware of the study but was happy to see IL Route 53 included in the SRA process. John Mezera then described the general limits of the City (south of Mills Road at the south limits of the quarry), and also summarized what intersections could warrant improvements. Those intersections are as follows:

1. U.S. 52 (Doris): Needs channelization and signal modernization.
2. Zurich: Zurich is being improved and extended to Brandon. Since Brandon is the only place to cross the river in that area, Zurich will become a major collector for truck traffic. It will also become a bus route. Therefore the intersection of Zurich and Illinois Route 53 will probably warrant traffic signals.
3. Schweitzer: A large commercial development is being studied near Schweitzer, therefore improvements to the Schweitzer and IL Route 53 intersection could be justified, including signalization. The City will have more information on the potential for development within the next three months.

John Mezera then explained that IDOT and the City have been discussing the possibility of constructing a 42" water line to the National Tall Grass Prairie (The Park). As part of any potential

improvement along IL Route 53, John asked that the existing rural cross section be converted to an urban section.

James Trizna mentioned that a bike path should be considered which could link the City to the Park. He also said that the street lighting should be extended along IL Route 53. He also asked if he could get a copy of the aerials. Franz said yes. They would be sent with the meeting minutes.

John Mezera asked if providing an enclosed drainage system was part of the SRA study. Dawn didn't think it was but said she would look into it.

The possibility of another Metra rail stop at Manhattan was discussed as well as the location of the high speed rail line approximately 1/2 mile west of IL Route 53.

James Haller indicated that the predominant lane use within the limits of the SRA project was industrial west of IL Route 53, and residential east of IL Route 53.

Pace currently provides bus service to the apartment complex.

Dawn said that a preliminary improvement plan would be developed based on this meeting and the it would be presented to the City as part of the Advisory Panel meeting in the spring of 1997.

The meeting was adjourned at 11:45 a.m.

By: Franz J. Dollack

Date: 10-22-96

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Village of Elwood Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 8 - Illinois Route 53

Date: October 18, 1996

Time: 10:00 a.m.

Place: Village of Elwood
Village Hall

In Attendance: President James Clementi, Village of Elwood
Ms. Darci Gabrisko, Strand & Associates (Village Engineer)
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Franz Golbeck opened the meeting by introducing Dawn Marincic and by explaining the purpose and limits of the project. An outline for the meeting was also distributed which explained the SRA process. Dawn explained that the project was a long range study which is scheduled to take two years to complete, and that the purpose for the meeting was to ask if the Village had any future development plans for the land along the SRA corridor.

President Clementi said the Village didn't have much planned for their section of IL. Route 53 and asked what types of improvements the study would consider. Franz said that during Civiltech's meeting with Joliet, the City requested additional street lighting, a bike path, traffic signal improvements, and possible intersection improvements. Franz then said that intersections such as Mississippi, could be looked at for possible realignment because it meets IL. Route 53 at a skewed rather than a 90 degree angle. President Clementi said the potential to realign the Mississippi Road intersection would be a good idea because there is at least one fatal accident there per year. He also said that there are drainage problems along that section of IL. Route 53 because the drainage ditches are not maintained properly. The Village experiences flooding because the land in the Village is lower than the adjacent land.

President Clementi said some type of improvement is needed to help the children living on the east side of IL. Route 53 cross to the west side because the intersection of IL. Route 53 and Mississippi is not signalized. Although there is only a 20 mph speed limit during school days, children run across IL. Route 53, which is not safe. He also said that consideration of a bike path would be a good idea,

and that there is a need to correct the erosion problem along the trailer park, south of the Mississippi Road intersection.

President Clementi then explained that the main entrance to the National Cemetery was initially going to be at the Hoff Street intersection. However, since the Government would like to control the type of traffic using the entrance going to the cemetery, a new intersection may be built south of Hoff Street. Franz said Civiltech was setting a meeting with Mr. Stritch of the National Tall Grass Prairie. At that meeting the location of a possible new entrance would be discussed. President Clementi then asked that if a new intersection is constructed just one mile south of Mississippi, the Mississippi intersection could be improved at the same time.

Darci indicated that the high speed rail line would use the track just west and parallel to IL. Route 53, and because of that there may be restrictions on additional at-grade crossings. She also added that based on future development of the Village, another major intersection could be planned for the section between Mississippi and Manhattan Roads.

The meeting was adjourned at 10:30 a.m.

By: Franz J Dollesch

Date: 10-22-96

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Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 8: Illinois Route 53

Date: November 4, 1996

Time: 8:30 a.m.

Place: Midewin National Tallgrass Prairie Office
Wilmington, IL

In Attendance: Mr. Lawrence Stritch, Midewin Tall Grass Prairie
Mr. Kent Austin, Midewin Tall Gas Prairie
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.
Ms. Hope Irwin, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process and the limits of the Illinois Route 53 study. This meeting was held to inform Midewin Tall Grass Prairie of the project and to incorporate any information they have of development along IL Route 53. Mr. Stritch said he was aware of the SRA process through the SRA study of Peotone Road.

Mr. Stritch stated that the Midewin National Tallgrass Prairie, once developed, would expect about five million visitors annually. They will require a visitors' entrance to the park on the east side of IL Route 53 or the south side of Hoff Road since that is where the majority of the visitors' activities will be. The park will also require two or three other entrances on the east side of IL Route 53. It is anticipated that the only entrance on the west side of IL Route 53 will be at Explosives Gate Road. The Main office will remain in the same location, but will be enlarged. There are plans for 35-50 people to work in this building daily.

Mr. Stritch and Mr. Austin also stated a number of safety concerns. The largest concern was with the lack of right and left turn lanes, combined with the high speeds on IL Route 53. Another concern was the lack of visibility at night. They would like to see lighting at all park entrances. Also, in the future they are planning to have bison, elk and other large animals on the property. They would like to see some development of large shoulders, pull-off viewing areas, or frontage roads where tourists could view the animals without causing a safety hazard to other vehicles.

Mr. Austin stated that he would like to see a bicycle trail incorporated into any improvements on IL Route 53. Plans are being made to connect the I&M Canal bicycle trail to trails in Midewin. Channahon is trying to coordinate this. The person in Channahon to talk to is Chuck Sozoke.

The current railroad bridge over IL Route 53 will remain and will be converted to pedestrian and bicycle use. Another pedestrian bridge is anticipated near Hoff Road to facilitate foot traffic from the proposed Metra station.

Mr. Stritch stated that there will be many other developments in the area. On the southwest corner of Hoff Road and IL Route 53 there will be a National Cemetery, including an Avenue of Flags off IL Route 53. This cemetery anticipates 30 burials a day. The cemetery is being planned by the Veterans Administration at Hines Hospital in Chicago. Mr. Stritch stated that Congressman Jerry Weller's office could give us the name of the design firm completing access plans for the cemetery. The opening date is scheduled for May 1999. Planning is being completed and 18.5 million dollars have been set aside for design plans this year.

A Landfill is also planned on the south side of the property. It is estimated that there will be garbage trucks entering the site every ten minutes. There are also numerous industrial and housing developments which have plans to build in the area. Another development might be a high speed rail line with a station near the area.

Mr. Stritch stated that the Prairie would like a traffic control device at Hoff Road and IL Route 53. Another device may possibly be needed for the landfill traffic and possibly connecting the access to IL Route 53 to the Main Office. Also, the Wilmington Exit off Interstate 55 and IL Route 53 from Interstate 80 are currently the most likely access points to the area.

The meeting was adjourned at 9:15 a.m.

By: Hope E. L. Irwin
Hope E. L. Irwin

Date: 11-14-96

First Advisory Panel Meeting Minutes

CIVILTECH
ENGINEERING, INC.

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(630) 773-3900 • FAX (630) 773-3975

Meeting Minutes

Subject: Strategic Regional Arterial
U.S. Route 53 - Wilmington-Peotone Road to Interstate 80
First Advisory Panel Meeting

Date: March 10, 1998

Time: 2:00 PM

Place: Elwood Village Hall
Elwood, Illinois

In Attendance: See attached roster.

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

Mr. Golbeck noted that the exhibits have been arranged into three groups: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan.

Because the existing route has two through lanes in each direction and the projected volumes are relatively low, the proposed SRA cross section is recommended to remain the same as the existing except for modifications to the shoulders and ditches. The actual depth and slopes of the ditches will be analyzed if and when the design phase of improvements is completed. In general, it is recommended that the existing pavement be repaired and resurfaced and that paved shoulders be installed on each side of the roadway.

Mr. Golbeck then reviewed the Recommended Plan exhibits. He noted that in Segment 1, the Alternate A typical section reflects the desirable SRA cross section which features a wider median

than presently exists. This alternate would require complete reconstruction of the pavement and the acquisition of additional right-of-way along both sides of the roadway. Alternate B maintains the existing median width and constructs paved shoulders along the existing pavement edges. Because the existing roadway is offset in the existing right-of-way at the south end of Segment 1, Alternate B would require some additional right-of-way along the west side of the roadway to construct desirable ditch slopes and avoid the need for extensive use of guardrail. Mayor Weidling stated that the right-of-way acquisition should not affect the building on the northwest corner of the IL Route 53/New River Road intersection.

Mayor Weidling asked why the IL Route 53 roadway centerline is not the same as the right-of-way centerline. Mr. Golbeck explained the original 2-lane roadway was centered within a 60-foot right-of-way. When the route was widened to 4 lanes, a new 2-lane pavement was constructed west of the original roadway and the right-of-way was expanded to 200 feet. However, the centerline of the new facility was offset as much as 13 feet from the centerline of the right-of-way at the south end of the study area.

Mr. Weidling asked why the southern limit of the SRA route ends at Wilmington-Peotone Road and does not extend south into Wilmington. Mr. Andres explained that most SRA routes either end or begin at other SRA routes or interstates. Since this route extends to the far southern edge of the 6-county region, it begins at the southernmost east-west SRA route which is Wilmington-Peotone Road.

Mr. Weidling asked if the County has had any input into the SRA study. The County is negotiating with Midewin National Tallgrass Prairie regarding plans for a land fill on a portion of the Joliet Arsenal site. Mr. Starr stated that Will County is being kept abreast of the SRA studies that are underway in the County.

Mr. Golbeck noted that a bikepath is proposed to cross IL Route 53 using the abandoned railroad bridge to connect the east and west sides of the Park. The clearance under that bridge is less than the desirable standard; thus, it is proposed that the bridge would be raised to provide a 16'-3" clearance over IL Route 53.

It was pointed out that several potential traffic signal locations were identified along the route. Mr. Golbeck noted that these were locations where signals would meet SRA spacing criteria, but they would only be installed if and when traffic signal warrants were satisfied.

A potential traffic signal is located at Hoff Road. Mayor Weidling stated that Metra is studying a potential commuter rail station on the southeast side of this intersection which would be located on the Union Pacific Railroad line.

President Clementi noted that from Hoff Road to Mississippi Road, the Village of Elwood is in the process of acquiring a 25-foot drainage easement to re-grade the ditches and improve surface drainage. Several mobile homes adjacent to IL Route 53 will be relocated to accommodate the ditch regrading. The easement will be approved by the end of the month and the work will be done this summer.

President Clementi stated that he believes the National Cemetery will locate their primary access off of Hoff Road west of IL Route 53.

Mr. Golbeck went on to say it is recommended to realign Mississippi Road at its intersection with IL Route 53 to correct the substandard angle of intersection. The roads leading to the trailer park would be cul-de-saced and access would be provided to realigned Mississippi Road via a new connector roadway. When signalized, the new Mississippi Road intersection would provide a safe pedestrian crossing location across IL Route 53.

President Clementi stated the Mississippi Road intersection is extremely hazardous and needs improvement well in advance of when the remaining SRA improvements may be constructed. He noted the vacant parcel in the southwest intersection parcel may redevelop soon which is located in the path of the proposed realignment. He asked how the improvement would take place. Mr. Andres noted the realignment of Mississippi Road would require the joint effort of the Village, IDOT and the adjacent property owners. He suggested the Village contact IDOT for guidance on how to proceed.

Mr. Golbeck said Tehle Road is also recommended to be realigned and signalized when warranted.

President Clementi asked about a possible signal at the Breen Road intersection. Mr. Andres explained the intersection would meet the SRA signal spacing requirements but has limited continuity to the east which would probably limit its ability to meet traffic signal warrants.

The main entrance to the Route 66 Raceway will be located on Schweitzer Road with a second entrance located on IL Route 53 across from Sharp Road. The traffic study for the speedway recommended a traffic signal at the main entrance. Left turn lanes have been built at the two entrances on southbound Route 53. The racetrack is scheduled to open on Memorial Day.

Discussion was held whether to extend the suburban roadway cross section with curb & gutter and an enclosed drainage system further south. Mr. Mayer from Joliet recommended that the suburban cross section be extended as far south as Manhattan Road. Mr. Andres questioned the cost effectiveness of extending the curb & gutter section, noting that such a move would require complete pavement reconstruction. He said the raised barrier median proposed for the suburban cross section would provide the same level of traffic safety and operation as the wider grass median. The only benefit to a closed drainage section would be the ability to fit future sidewalks and/or a bikeway

within the existing right-of-way. He noted the adjacent land between Laraway Road and Manhattan Road primarily consists of large agricultural tracts which could be developed to be compatible with a wide median/open ditch roadway design. When developed, these parcels could provide easements for pedestrian facilities outside the right-of-way, thereby leaving room for drainage ditches.

In Segment 3, a barrier median is recommended to limit access at minor streets and drives to right-in/right-out movements. There is insufficient room to provide a frontage road along this section.

At the Doris Road/ IL Route 53 intersection, larger turning radii may be needed to accommodate turning trucks. Left turn lanes are recommended on Route 53.

Under the Golf, Mobile and Ohio Railroad, IL Route 53 could be widened slightly by removing the sidewalk on one side of the road. The vertical clearance could be increased by lowering the roadway. The roadway currently has no drainage problems.

Bike paths were discussed. Mayor Wiedling would like a path to connect to the proposed bikepaths within the Prairie. Mr. Starr stated recommended that any bike path paralleling IL Route 53 be located on Park property outside of the roadway right-of-way. Joliet would also like a bikepath to connect to the National Park. Joliet would prefer a bikepath on the east side of the roadway.

Mr. Starr noted that, at this time, there is no funding available for any of the improvements discussed at this meeting. The next step in the study is to develop a draft report that will be presented to the communities at a Second Advisory Panel meeting in the next few months. A Public Hearing will be held shortly after that.

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

By: Robert J. Andres
Robert J. Andres, P.E.

Date: 4-30-98

ATTENDANCE ROSTER

PROJECT DESCRIPTION: TL Route 53

MEETING LOCATION: Village of Elwood

DATE: 3/10/98 TIME: 2:00 PM

NAME	REPRESENTING	TELEPHONE NO.
Dawn Marincic	Civiltech Engineering	630-773-3900
Bob Andres	Civiltech Engineering	4
Franz Golbeck	Civiltech Engineering	630-773-3900
Bill Weidling	Mayor of Wilmington	815-476-[redacted]3100
Alan Anderson	Will County Governmental League	815-727-7280
Jim Clementi	MAYOR OF ELWOOD	(815) 423 5543
~~Rich Starr~~	IDOT	(847) 705-4095
Lisa Heaven-Baum	IDOT	(847) 705-4567
John Mayer	CITY OF JOLIET	(815) 740-2355

PAGE ____ OF ____

Second Advisory Panel Meeting Minutes

CIVILTECH
ENGINEERING, INC.

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(630) 773-3900 • FAX (630) 773-3975

Meeting Minutes

Subject: Strategic Regional Arterial
U.S. Route 53 - Wilmington-Peotone Road to Interstate 80
Second Advisory Panel Meeting

Date: May 20, 1998

Time: 3:00 PM

Place: Elwood Village Hall
Elwood, Illinois

In Attendance: See attached roster.

Mr. Andres began the meeting by indicating that the Draft report was mailed to everyone and that the purpose of the meeting was to receive comments on the Draft report. Mayor Weidling began by asking that a bike trail be shown along the east side of Illinois Route 53 beginning at the south limits of the corridor and extending north to South Arsenal Road. Bob Andres said the path could be shown, however it would be preferable to show it on private property. Mayor Weidling questioned why it had to be shown on private property since the recommended cross section for this segment shows a 10' wide level area adjacent to the ditch and Illinois Route 53 is offset to the west within this section. After additional discussion it was agreed the bicycle path could be shown within the roadway right-of-way.

Mayor Weidling then asked that the limits of the SRA corridor be extended south to and through Wilmington to Gardner. Rich Starr indicated that the City would need to write a letter to CATS formally petitioning the route be extended. He also said if the City could get additional cities to sign the petition it would be helpful. Rich Starr said the CATS letter should be sent to Linda Bolte.

The South Arsenal Road intersection was discussed next. It was indicated that South Arsenal Road will be used as the main access road to the Midewin Tallgrass Prairie and as the access road to the proposed landfill. Rick Kwasneski also indicated that South Arsenal Road may extend west and intersect New River Road. Based on those uses, the intersection will need improvements before the SRA improvements are implemented. Rich Starr said a letter can be written to Ed Zak at IDOT to discuss potential improvement projects. Ed Zak would be at the public hearing on 5-21-98.

Kris Smith of the Midewin National Tallgrass Prairie said the exhibits needed to be corrected to delete the potential access points along Illinois Route 53 and that the Visitor Center is actually the Administrative Center. She noted the current planning calls for all access to occur off of Old Chicago Road which intersects South Arsenal Road on the south and Hoff Road on the north.

Rick Kwasneski then explained that Hoff Road, west of Illinois Route 53, may become a private road into the cemetery and that access to a proposed 350 acre industrial park would be cut off. He noted

that JADA is negotiating with the Veterans Administration to secure joint access rights to what is now the west leg of Hoff Road. Bob Andres suggested if the negotiations are unsuccessful, that Hoff Road could be relocated by the developer to shift it north so it intersects Illinois Route 53 closer to 90 degrees. The existing at-grade railroad crossing would be relocated to the new intersection and access to both the cemetery and the industrial park would be from the realigned roadway. President Clementi gave Civiltech the contract plans for the cemetery to see if Hoff Road could be relocated without significantly impacting the cemetery property. Rick Kwasneski indicated he would call Civiltech with the name and phone number the contact person responsible for the cemetery access road design (Michael Elliott, Chief of Architectural & Engineering Division of the Veterans Administration - 202/565-5892).

The Mississippi Road and Illinois Route 53 intersection detail was discussed next. President Clementi indicated that the property needed to realign Mississippi Road was sold to a bank which is planning to construct a building on the site. Mr. Andres requested that the Village meet with the bank, explain the proposed intersection improvement and ask them to plan their site so the property could be acquired in the future. President Clementi also indicated that the owner of the property on the east side of Illinois Route 53 was not too happy with the proposed intersection modification, however, after explaining that he would have increased frontage along Illinois Route 53 he was more receptive to the proposed improvement.

George Catalano requested that a future 5-lane section be shown for Laraway Road and that the exhibit showing the historic hotel in Segment 1 shift to Segment 2. It was decided to keep the exhibit in Segment 1 and repeat it in Segment 2.

Darci Gabrisko said that there was a drainage problem near Hoff Road; the culvert backs up and has caused flooding on Illinois Route 53. Bob Andres explained that the purpose of the SRA report was to provide a long range planning tool and not to be used for specific improvement needs.

Rich Starr indicated that there will be a 30 day comment period following the public hearing tomorrow. Mayor Weidling indicated that representatives from Metra were planing on coming to the public hearing. He also said the Village officials south of Wilmington were also planning on attending.

The meeting was adjourned at 4:15 P.M.

By: Franz J. Golbeck

Franz J. Golbeck

Date: 5/27/98

ATTENDANCE ROSTER

Project Description: ILLINOIS ROUTE 53 SRA ADVISORY PANEL MEETING

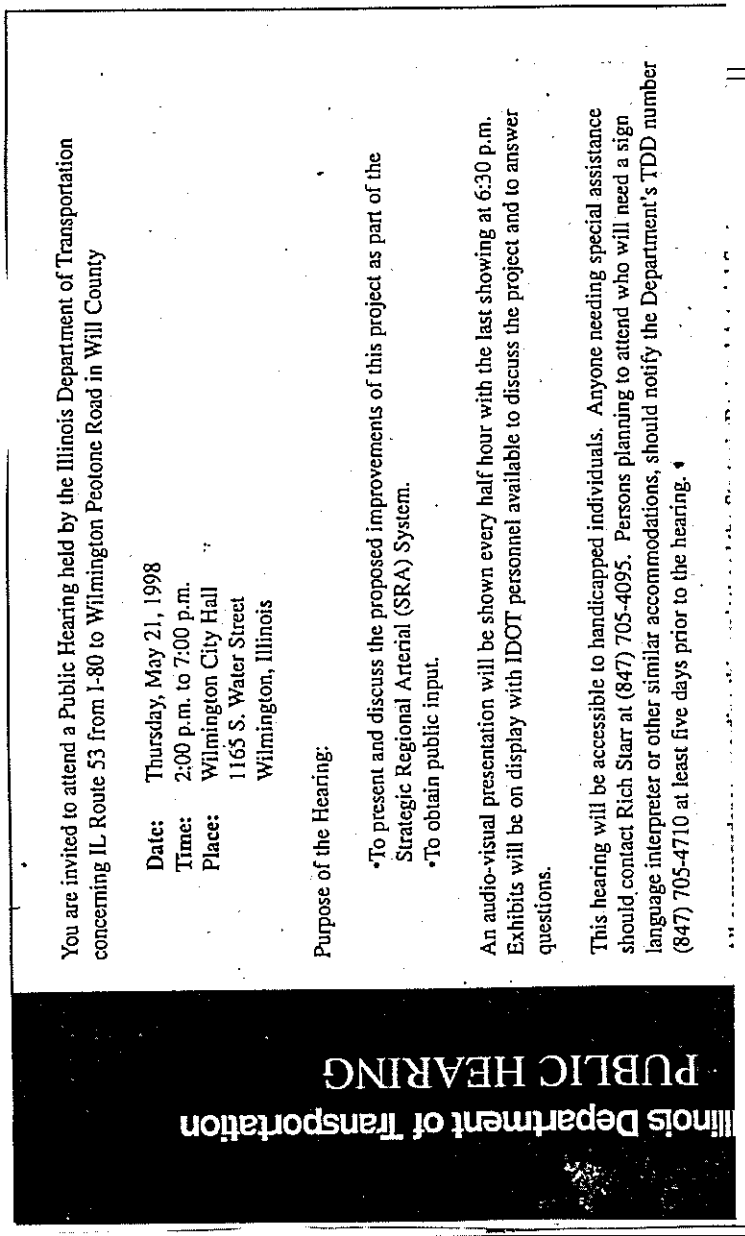
Meeting Location : ELWOOD

Date : 5-20-98 **Time:** 3:00 AM ☐ PM ☒

NAME : (Please Print)	REPRESENTING:	PHONE :
Franz J. Golbeck	Civiltech Engineering	630-773-3900
RICH STARR	IDOT	847-705-4095
Kathy Meyerkord	Civiltech Engineering	630/773-3900
George Castalano	WCHD	815-727-8476
William Weidling	Mayor of Wilmington	815-476-3100
[illegible] Krnonowski	JADA EXEC DIRECTOR	815 476 5100
KRIS SMITH	MIDEWIN NTP	815-476-3130
Alan Anderson	Will County Gov't League	815-722-7280
Jim CLEMENTI	ELWOOD PRESIDENT	423 5011
DARCIE GABRISKO	VILLAGE ENGINEER - ELWOOD	815/744-4200
Bob Andres	Civiltech Engineering	630/773-3900

Sheet __Of__

Public Hearing Record



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COUNTY OF WILL } s.s.

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That it is a corporation duly organized and existing under the laws of the State of Illinois;

That it is the publisher of the Herald-News, a secular daily newspaper printed and published in the city of Joliet, in Will County, Illinois, and of general circulation in said City, County and State; and in Kendall, Grundy, DuPage, Kankakee Counties, and in other Cities in Will County; and that it is a newspaper as defined in "An Act to Revise the Law in Relation to Notices"--Ill. Revised Statutes, Chap. 100, Sections 1,5 and 10.

That a notice of which the annexed is a true copy has been regularly published in said newspaper One time each Day for One ~~successive~~ Day; that the first publication of said notice was on the 7th day of May, 1998, and the last publication thereof was on the .....day of....., 19....., that the face of type in which each publication of said notice was printed was the same as the body of type used in the classified advertising in the newspaper in which said publication was made;

That said the Herald-News has been regularly published in said City, County and State for at least one year prior to the first publication of said notice.

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Illinois Department of Transportation

PUBLIC HEARING

You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning IL Route 53 from I-80 to Wilmington Peotone Road in Will County

Date: Thursday, May 21, 1998
Time: 2:00 p.m. to 7:00 p.m.
Place: Wilmington City Hall
1165 S. Water Street
Wilmington, Illinois

Purpose of the Hearing:

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

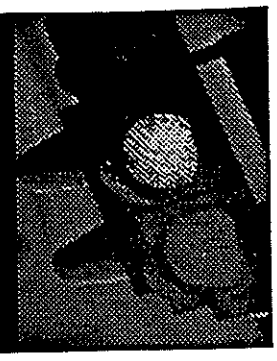
An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

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

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

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

SRA



STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

Illinois Route 53 from I-80 to Wilmington Peotone Road in Will County
Thursday, May 21, 1998
Wilmington City Hall
1165 S. Water Street Wilmington, Illinois

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

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

Illinois Department of Transportation

Executive Summary

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

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

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,380 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 53 which extends between Wilmington-Peotone Road and Interstate 80. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land

use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 53 passes can the ultimate improvement plan be realized.

The IL Route 53 SRA corridor was divided into three segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: IL Route 53 - Wilmington-Peotone Road to Hoff Road

- Maintain existing two 12-foot through lanes in each direction separated by a grass median. Provide paved shoulders and an open-ditch drainage system.
- Acquire 15 feet of additional right-of-way along west side of IL Route 53 between Wilmington-Peotone Road and Doyle Road.
- Reduce the number of median openings but allow U-turns for cars only at those locations.

Segment 2: IL Route 53 - Hoff Road to Laraway Road

- Maintain existing two 12-foot through lanes in each direction separated by a grass median. Provide paved shoulders and an open-ditch drainage system.
- Realign Mississippi Road and Tehle Road at Illinois Route 53 to provide better angle of intersection. Acquire right-of-way as required for realignments.
- Acquire 7 foot strip of right-of-way along west side south of Manhattan Road.
- Consolidate access to designated channelized intersections/median openings and restrict driveways to right-in/right-out.

Segment 3: IL Route 53 - Laraway Road to Interstate 80

- Between Laraway Road and U.S. Route 52, provide two 12-foot lanes in each direction separated by an 18-foot center median. Provide curb and gutter and an enclosed drainage system.
- Between U.S. Route 52 and Patterson Road, provide two 11-foot lanes in each direction. Provide 11-foot left turn lane on Illinois Route 53 at U.S. Route 52. North of Patterson Road, the existing cross section will be maintained.
- Consolidate access to designated channelized intersections and restrict any future driveways to right-in/right-out.

PUBLIC HEARING REGISTER

Project: IL RTE. 53 FROM I-80 TO WILMINGTON PEOTONE RD. IN WILL COUNTY

Location: Wilmington City Hall **Date:** 5/21/98 **Time:** 2-7 PM

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

PLEASE PRINT

	Name	Address	Representing
1	Beverly Edman for Senator Larry Walsh	1100 Plainfield Rd. Joliet Zip 60435	Self ____ Senate district #43 Other
2	Alan Anderson	302 N. Chicago St. Joliet IL Zip 60432	Self ____ Other Will County Governmental League
3	Pam Monson	111 S Water St Wilmington Zip 60481	Self ____ Other The Free Press Advocate
4	Ty WARNER	501 ELLA AVE JOLIET IL Zip 60433	Self ____ Other Will County Land Use
5	JOHN MAYER	150 W. JEFFERSON ST JOLIET IL Zip 60432	Self ____ Other CITY OF JOLIET
6	Bill Weidling	Wilmington 60481 Zip	Self ____ Mayor Other
7		Zip	Self ____ Other
8		Zip	Self ____ Other
9		Zip	Self ____ Other
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 53 FROM I-80)
TO WILMINGTON/PEOTONE ROAD)
IN WILL COUNTY

WILMINGTON, WILL COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Wilmington City Hall, 1165 South Water Street, Wilmington, Illinois, on the 21st day of May, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

MR. JOHN MAYER: My name is John Mayer. I am representing the City of Joliet. The address is 150 West Jefferson Street, Joliet, 60432.

My comment is in regards to the intersection of Illinois Route 53 and Mills Road. Consideration should be made for the relocation of U.S. Route 52 from Doris Street onto Mills Road at Illinois Route 53.

This transfer would significantly improve the safety of the present intersection of U.S. Route 52 and Mills Road, which is presently on a sharp skew. Additionally, there would be more right-of-way to create the appropriate improvements on Illinois 53 to accommodate the intersection of U.S. Route 52.

Likewise, Doris could then be down-scaled to a two-way -- I should say a two-lane -- roadway, which would service the adjacent Park District ball diamonds better.

Additional comments relate to the proposed cross-section south of Laraway. Due to the expansion that the city has recently experienced with regard to the Route 66 Raceway, the City would anticipate a significant amount of commercial growth along this corridor. Consequently, a suburban cross-

section would appear to be more appropriate and better service the adjacent sites.

Therefore, the City would like to consider a suburban cross-section rather than a rural cross-section through this area.

* * * * *

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

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

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 21st day of May, A. D. 1998, at the Wilmington City Hall, 1165 S. Water Street, Wilmington, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 28th day of May, A. D. 1998.

Joan M. Kenny
Notary Public

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/09/01

Joliet Arsenal Development Authority

Mattie Becker, Chairman
Richard Kwasneski, Executive Director

500 South Water Street Wilmington, Illinois 60481
tel: 815-476-5100 fax: 815-476-5120

May 26, 1998

"Adding to Will County's growth and prosperity."

Deer Run Industrial Park
Island City Industrial Park

Robert J. Andres, P.E.
Civil Tech Engineering, Inc.
500 Park Boulevard
Suite 250
Itasca, IL 60143-1297

RE: SRA-Illinois Route 53 from Wilmington-Peotone Road
To Interstate 80

Dear Mr. Andres:

I have enclosed JADA's comments as a follow up to our meeting on May 20, 1998. After reviewing the draft report for Illinois Route 53, JADA feels that the enclosed information should be taken into account for the design of Route 53. These comments take into consideration the impact from the developments of the JADA industrial parks, Veterans National Cemetery, the Will County landfill and the Midewin Tallgrass Prairie.

JADA believes that there will be significant traffic utilizing Route 53 in the future and the enclosed comments should allow for easier access to the above mentioned developments.

If you have any questions regarding these comments, please contact me.

Sincerely,

Richard Kwasneski,
Executive Director

RK:rln

Enclosure

cc: JADA Board
Mayor William Weidling
Mayor Jim Clementi

JOLIET ARSENAL DEVELOPMENT AUTHORITY'S COMMENTS REGARDING THE SRA – ILLINOIS ROUTE 53 FROM WILMINGTON-PEOTONE ROAD TO INTERSTATE 80

Segment 1 – Wilmington Peotone Road to Hoff Road

Exhibit C-2

South Arsenal Road going east will be the main entrance for the Island City Industrial Park to be developed by the Joliet Arsenal Development Authority. This will also be the main entrance for the Will County Landfill. One of the main gates of the Midewin Tallgrass Prairie will be located at South Arsenal Road and Chicago Road. These impacts should be taken into consideration for this intersection. The potential west leg of South Arsenal Road could be an access for future development to link New River Road to South Arsenal Road. This should be taken into consideration when the redesign of River Road is being considered. This could allow for a better flow of traffic to the Island City Industrial Park, the Will County Landfill and the Midewin Tallgrass Prairie. Our preliminary plan suggests that there is a remote possibility of a rail connection to the Union Pacific line that would cross Route 53 and enter the Island City Industrial Park just north of South Arsenal Road. One of the other options for access to the Will County Landfill that is being considered by Will County is direct access from the Will County Landfill to Route 53 just north of the Tallgrass Prairie administration center. This may be an item that may need to be addressed with Will County.

Exhibit C-5

There are negotiations going on between JADA and the Veterans Administration in regard to access to the southern part of the Deer Run Industrial Park via Blodgett Road which is located just north of the railroad bridge in Segment 1 on Exhibit C-5. This could be a possible access point to serve the south portion of the Deer Run Industrial Park.

Exhibit C-6

JADA has concerns with access to the Hoff Road intersection. The Veterans Administration currently has plans to close Hoff Road to public traffic. JADA has a concern that there is an existing railroad crossing at Hoff Road west of Route 53. JADA is in the process of negotiating with the Veterans Administration access to Hoff Road, which would allow access to the property just north of the National Cemetery. This would allow for access to that property and also future access to the Deer Run Industrial Park. Consideration should be given to this corner for the amount of potential traffic that would be using this intersection for access to these properties. Consideration should be

given to the railroad tracks that cross Route 53 in Segment 2 on Exhibit C-6. These tracks are currently abandoned, however, with the possibility of an inter-modal facility being developed at the Deer Run Industrial Park the feasibility of the Norfolk Southern Railroad extending the line to the Deer Run Industrial Park should be considered. Also, Metra is in the process of evaluating the upgrading of the Southwest Service from Orland Park to Manhattan. Metra's long term plans include an extension of this line from Manhattan to the Joliet Arsenal property at Route 53 and Hoff Road. Refer to Metra Final 1998 Program and Budget. Should JADA be unsuccessful in negotiations with the Veterans Administration for access onto Hoff Road, the development of the 350 acres adjacent to the Deer Run Industrial Park may have to request access from that property onto Route 53 and also an additional rail crossing perhaps at Elwood Road. Segment 2, Exhibit C-6. JADA believes that the best alternative would be via Hoff Road to allow safe and easy access to the Veterans National Cemetery, Deer Run Industrial Park and any other property adjacent to these developments.

Segment 2 – Hoff Road to Laraway Road

Exhibit C-9

There should be consideration with westbound Manhattan Road. The main entrance for the Deer Run Industrial Park will be at Baseline Road and Manhattan/Arsenal Road. Manhattan Road west of Route 53 is obviously not capable of handling industrial traffic, however, consideration should be made in the future for any traffic that would be handling the Deer Run Industrial Park traffic from Baseline Road to Manhattan/Arsenal Road.

BUREAU OF PROGRAMMING

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HEAVEN LEH ✓

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* I = Information
A = Action

Illinois Department of Transport

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

Program Development
Illinois Route 53: Wilmington-Peotone Road to I-80
Strategic Regional Arterial Study

September 3, 1998

Mr. John Mayer
City of Joliet
150 West Jefferson Street
Joliet, IL 60432

Dear Mr. Mayer:

This letter responds to comments made at the Public Hearing held on May 21, 1998 regarding the Illinois Route 53 Strategic Regional Arterial (SRA) study. Following is our response to your comments:

- **Designation of U.S. Route 52:** This request will be forwarded to the Department's Route Marking Committee for their review and response.

- **Proposed Cross Section - Schweitzer Road to Laraway Road:** The cross section as shown in the draft report provides limited access to the properties fronting this section of Illinois Route 53 while maintaining the existing open-ditch drainage system. To provide curb and gutter with an enclosed drainage system would be considerably more costly with no additional benefits (access, safety, etc.). Should the City desire sidewalks, bikeways or landscaping along the frontage of these properties, they could require that the developers provide these within their property rather than on State right-of-way. As a result, the recommended cross section will not be revised.

If you have any questions or need additional information, please contact me or Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

John P. Kos, P.E.
District Engineer

By: PP
Patrick J. Pechnick, P.E.
Bureau Chief of Programming

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

Program Development
Illinois Route 53: Wilmington-Peotone Road to I-80
Strategic Regional Arterial Study

September 3, 1998

Mr. Richard Kwasneski
Executive Director
Joliet Arsenal Development Authority
500 South Water Street
Wilmington, IL 60481

Dear Mr. Kwasneski:

This letter responds to comments made in your letter dated May 26, 1998 regarding the Illinois Route 53 Strategic Regional Arterial (SRA) study. Following is our response to your comments:

Segment 1

- **Exhibit C-2**: Your comments have been taken into consideration. Both a potential west leg at Arsenal Road and an access point on the west side of Illinois Route 53 north of the Tallgrass Prairie Administration Center have been shown.

- **Exhibit C-5**: A potential future access point (signalized, if warranted) has been shown on the location where Blodgett Road would intersect Illinois Route 53.

- **Exhibit C-6**: Your comments on access and on future use of the rail lines in the vicinity have been taken into consideration. We have continued to shown an access point at Hoff Road on the west side of Illinois Route 53 for use by both the National Cemetery and the Deer Run Industrial Park.

Segment 2

- **Exhibit C-9**: Manhattan Road has been shown with two through lanes in each direction and separate left turn lanes at Illinois Route 53. Proposed right turn lanes have also been shown on Illinois Route 53 at this intersection.

If you have any questions or need additional information, please contact me or Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

John P. Kos, P.E.
District Engineer

By:
Patrick J. Pechnick, P.E.
Bureau Chief of Programming

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