

Strategic Regional Arterial

**Illinois Route 59 (Vol. II)
from Interstate 55 to
Illinois Route 72 (Higgins Road)**



**Operation
GreenLight**

**Illinois Department of Transportation
May, 1993**

FOREWORD

Illinois Route 59 is a Strategic Regional Arterial from Interstate 55 in Will County to Illinois Route 173 in Lake County. This study includes those portions between Interstate 55 and Illinois Route 72 (Higgins Road); the remaining portions of the route will be the subject of a later study. This Strategic Regional Arterial (SRA) report for Illinois Route 59 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Illinois Route 59 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

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

SECTION FOUR
PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process included three elements: six SRA Advisory Panel Meetings, three Public Hearings, and newsletters to the Panel members and coordinator. The Panel Meetings for Will County were held on March 7, 1990; November 26, 1990; and October 22, 1991. Combined Panel Meetings for Cook and DuPage Counties were held on March 9, 1990; November 9, 1990; and October 25, 1991. A Public Hearing was held in each county along the route beginning with DuPage County on November 19, 1991; Will County on November 21, 1991; and Cook County on November 25, 1991. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

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

4.2 ADVISORY PANEL MEETING MINUTES

Two separate advisory panels were created for Illinois Route 59. The Will County advisory panel met on March 7, 1990; November 26, 1990; and October 22, 1991. Meetings for the combined Cook County/DuPage County panel were held on March 9, 1990; November 9, 1990; and October 25, 1991. At the first Panel meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. At the November 1990 meetings, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Illinois Route 59. At the final Panel meeting, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. In addition to the officials from municipalities and counties along the route, panel members included representatives of other organizations interested in transportation within the Illinois Route 59 corridor.

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

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 59, WILL COUNTY

1:00 PM - MARCH 7, 1990
SHOREWOOD VILLAGE HALL
RT 52 & RAVEN ROAD
SHOREWOOD, IL

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The SRA Advisory Panel Meeting for IL 59 in Will County was held between representatives of the Illinois Department of Transportation (IDOT), the Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 7, 1990 at the Shorewood Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

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

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

1. Who will buy the R.O.W. once it has been delineated? Will it be left up to the local authorities? Ans: The consultant is only to define the R.O.W. limits.
2. When will the consultant study the intersection of I-55 and I-59? There is already a study going on there. Ans: The SRA Study will not effect the five year program of improvements for IDOT.



The following concerns were pointed out by the Village of Plainfield.

1. EJ & E Railroad Overpass
2. Traffic Signalization
3. Rt 50 & Rt 59 Intersection
4. Truck bypass of Plainfield perhaps Weber Rd.
5. Fox Valley Expressway

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

Respectfully Submitted,

A handwritten signature in cursive script that reads "Mark Peterson".

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL Route 59 Will County

Meeting Location: VILLAGE OF SHOREWOOD

Date: 3/7/90

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
Roy S Cousins	Will County
Edward M. Hays	Hwy Comm Tracy Twp
Scott B. Reynolds	Lowest Homeowners Assn.
GARY C. Holmes	VILLAGE OF SHOREWOOD
Don Bennett	VILLAGE OF PLAINFIELD
ROY BELL	IDOT
Eugene Ryan	CATS
Michael Brown	Will Co. Land Use Dept.
Bernie Albright	Village of Shorewood A.W.D
Ron Miller	Village of Plainfield
MARK PUSINELLI	" " "
PETE WALDOCK	" " "
CAROL VANDERVELDE	Joliet Urbanized Area Council of Mayors
John H Gaige	Northwestern IL Planning Commission
Kobal	Harland Bartholomew Assoc

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 59, DuPAGE COUNTY**

3:00 PM - MARCH 9, 1990
WARRENVILLE CITY HALL
28 W 630 STAFFORD PLACE
WARRENVILLE, IL

The SRA Advisory Panel Meeting for IL 59 in DuPage County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 9, 1990 at the Warrenville City Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

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

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

1. How was the composition of the Advisory Panel decided? Ans: Divided at the county lines.
2. Does the consultant consider the corridors of the future, e.g. Fox Valley Freeway? Ans: No, model does not take these corridors into account.
3. Is it possible that a Phase I Study will follow this project, or will it simply end after two year? Ans: Depends on funding, the presence of such a system may represent a funding priority.
4. How do present construction projects fit in? Ans: They will continue unabated.



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

Respectfully Submitted,

Mark Peterson

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 59 DuPage Co.

Meeting Location: Warrenville

Date: March 9, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc
Melissa Bolz	DuPage Mayors & Managers Conf.
Bob Hedrick	Cook County Hwy DEPT
Rob Hull	Harland Bartholomew & Assoc.
John Stark	VILLAGE OF BANTLETT
George Catalano	IDOT - Bureau of Programming
John Swanson	NIPC
Margaret Price	Naperville
Christin M Lund, Mayor	Warrenville
PETER J. HAUZYKIEWICZ	CITY OF AURORA

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
IL 59 --- WILL COUNTY**

1:00 PM - NOVEMBER 26, 1990
SHOREWOOD VILLAGE HALL
903 W. JEFFERSON
SHOREWOOD, IL

The SRA Advisory Panel Meeting for Illinois 59 in Will County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 26, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Ned Becker briefly reviewed the purpose of the meeting and introduced Mark Peterson of HBA.
2. Mark Peterson (HBA) provided a brief review of the SRA study process, discussed the physical relationship between IL 59 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route and reviewed strategies for bringing the existing roadway to the desired level of improvement to function in the SRA system.

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

1. City of Joliet commented that the IL 59 Route Location Map did not show extension of future Fox Valley Expressway to I-80 (as is now being studied).
2. The City of Joliet questioned why U.S. 30 was not selected as an SRA through Joliet and what impact, if any, that would have on funding of future roadway improvements to U.S. 30 through Joliet.



3. Concern about need of coordination between on-going IDOT Phase I Study and SRA Study was expressed. Concern was also expressed about potential confusion amongst the public at upcoming public hearings for both projects. Mr. Becker directed Ms. Vandervelde to write a letter from the SRA Advisory Panel to the IDOT District Engineer requesting coordination between these two on-going studies.
4. City of Joliet asked how desirable SRA route characteristics were derived. It was explained that the goal of the SRA is to achieve a consistent roadway cross section to be applied over the entire length of the SRA route which would satisfy the travel demands of the route at an appropriate level of service.
5. Village of Plainfield has drawn up conceptual truck bypass plans and would like to further discuss with HBA.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Robert F. Hull', is written above the typed name.

Robert F. Hull

RFH:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: IL-59 WILL COUNTY

Meeting Location: Shorewood Village Hall

Date: November 26, 1990

Name	Representing
ROB HULL	Harland Bartholomew & Assoc.
Mark Peterson	Harland Bartholomew & Assoc.
Eugene Ryan	CATS
Gary Holmes	VILLAGE OF SHOREWOOD
JOHN KOLODZIEJ	CITY OF JOLIET
TIM SHAFERD	CITY OF JOLIET
NED BECKER	CITY OF NAPERVILLE
ED ZAL	IDOT
John Barge	NIPPC
Elisa Hoekwater	NIPPC
JOY S. CARLINS	Will County
CAROL VANBERVELDE	IUA COUNCIL OF MAYORS

Harland Bartholomew & Associates, Inc.

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MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 59, COOK & DUPAGE COUNTIES**

**3:00 P.M. - NOVEMBER 9, 1990
WARRENVILLE CITY HALL
BUTTERFIELD & BATAVIA ROADS
WARRENVILLE, IL**

The **SRA Advisory Panel Meeting for Illinois 59** in Cook and DuPage Counties was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 9, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Mark Peterson (HBA) provided a brief review of the SRA study process, discussed the physical relationship between Illinois 59 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

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

1. Which streets would have the priority of through movements at interchange locations? Ans: Interchange through movements would be based mainly on traffic volumes and right-of-way availability and would therefore vary at each potential interchange location.
2. Ned Becker from the City of Naperville asked who is HBA's contact with the Tollway. Ans: At this stage of the study Harland Bartholomew & Associates has not had personal contact with the Tollway.



How has Harland Bartholomew & Associates been coordinating with the consultant presently studying the section of Illinois 59 between 75th Street and I-55? Ans: No current on-going coordination with the Phase I study. The results of that study will be incorporated into the SRA study of the route.

If there are existing signals along a segment of the route will signals still be recommended on the half mile? Ans: No, signals are recommended at 1/2 mile spacings for traffic progression. In undeveloped areas, the logical place for a potential future signal is at the half mile point from the existing arterials. In order to maintain the spacing in developed areas, however, the recommended locations for potential future signals must take into account the location of existing signals.

3. Are these recommendations made with or without the effect of the Fox Valley Expressway? Ans: The traffic model does not consider the potential effect of the Fox Valley Expressway since its construction is still uncertain. If construction does occur then the recommendations for Route 59 should be revisited.
4. Does traffic model take into account the Sears development? Ans: The new traffic volumes available in January take this development into account.
5. Is there any sort of time table for letting the communities know what right-of-way should be set aside? Ans: These right-of-way requirements are fairly indicative of the final recommendation values but more specific information will be available at the third advisory panel meeting.

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

Respectfully submitted,

A handwritten signature in cursive script that reads "George M. Brown".

George M. Brown

GMB:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: 14-59 Cook/DuPAGE

Meeting Location: WARRENVILLE

Date: 11/9/90

Name	Representing
George M. Brown	HBA
Mark Peterson	Harland Bartholomew & Assoc.
PAUL NETZEL	CITY OF WEST CHICAGO
Melissa Boltz	DuPage Mayors & Mgrs. Conf.
MARK LADDIN	VILLAGE OF HOFFMAN ESTATES
BOB HEDRICK	COOK COUNTY HIGHWAY DEPT.
JOHN MOORE	CITY OF WEST CHICAGO
NED BECKER	CITY OF NAPERVILLE
Jim Connor	City of Warrenville
Rich Star	IDOT - Dist 1
John Barge	Northeastern IL. Plng Commission
Eugene Ryan	CATS
RON FORD	City of Aurora
Scott Stocking	DuPage Co. Development Dept.

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 59, WILL COUNTY**

**OCTOBER 22, 1991 - 2:00 P.M.
SHOREWOOD VILLAGE HALL
903 W. JEFFERSON
SHOREWOOD, IL**

The third Advisory Panel Meeting for Illinois 59 in Will County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Study Advisory Panel Members on October 22, 1991 at the Village of Shorewood Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Mark Peterson (HBA) provided a review of the SRA study process and discussed the SRA project recommendations outlined in the draft SRA report for Illinois 59.
2. City of Naperville requested clarification on discrepancy of right-of-way widths shown on IDOT Phase I study on Illinois 59 versus those right-of-way widths shown as SRA project recommendations in those areas of Illinois 59 not in Phase I.

Response: Phase I right-of-way widths have open ditch drainage and require more area. SRA suburban right-of-way standard width of 150 feet assumes closed drainage system. Scope of SRA studies does not include vertical (topo) analyses for additional right-of-way requirements.

3. Village of Plainfield expressed concern that SRA project recommendations do not satisfy future travel demand requirements through Plainfield. The Village requested specific improvements to other routes in the Plainfield area to facilitate the overall circulation of



Meeting Minutes
October 22, 1991
Page 2

traffic. It is acknowledged that six through lanes on Illinois 59 through the Village of Plainfield, which is required to satisfy travel demand, is not feasible due to inadequate right-of-way, minimal building setbacks and historic sites. It is very difficult to apply the full range of desirable suburban SFA standards in downtown areas such as Plainfield.

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

Respectfully Submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in cursive script that reads "Robert F. Hull".

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus with attachment
Attendees

SRA ADVISORY PANEL MEETING

Route: Illinois Route 59
Will County

Meeting Location: Village of Shorewood Office

Date: October 22, 1991

Name	Representing
Mark Larsson	HBA
CAROL VANDERVELDE	TVA COUNCIL OF MAYORS
ROY S COUSINS	Will County
Daniel Van Veen	Village of Plainfield
NED BECKER	NAPERVILLE
Jim Shepard	Joliet
GARY BLUMS	SHOREWOOD
Rob Hull	HBA

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 59, DUPAGE/COOK COUNTIES**

**OCTOBER 25, 1991 - 3:00 P.M.
WARRENVILLE CITY HALL
BUTTERFIELD & BATAVIA ROADS
WARRENVILLE, IL**

The third Advisory Panel Meeting for Illinois 59 in DuPage County and Cook County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Study Advisory Panel Members on October 25, 1991 at the Warrenville City Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Mark Peterson, of HBA, provided a review of the SRA study process and discussed the SRA project recommendations outlined in the draft SRA report for Illinois 59.
2. City of Naperville asked why eight through lanes roadway section was not recommended through Naperville.

Response: IDOT prefers not to construct eight through lanes on arterials due to operational problems experienced.

3. City of Naperville questioned SRA project recommendation at the Illinois 59/Interstate 88 diamond interchange of dual left turn lanes to increase capacity. Naperville has done analyses of interchange and feels a cloverleaf is required to handle projected traffic.

Response: Conversion of the interchange from diamond to cloverleaf configuration will be difficult to achieve, because cloverleaf configuration will require significant expansion of right-of-way and there are wetlands and major development on three of the four



quadrants of the interchange. It was agreed that the right-of-way protection aspect of the SRA planning process does extend to right-of-way necessary for reconfiguration of existing interchanges.

4. City of Aurora suggested that a new interchange be implemented at Eola Road and Interstate 88 as an effective method to relieve congestion at the existing interchanges along Interstate 88.
5. City of West Chicago requested clarification of need for six through lanes roadway section through West Chicago.

Response: Projected travel demand is reduced somewhat through West Chicago when compared to southernmost portions of DuPage County. SRA traffic projections assume that all SRA routes have been built out to the desirable SRA roadway standards (in suburban areas, the SRA standard is six through lanes), but do not account for major highway corridors of the future such as the Fox Valley Expressway. Six through lanes is recommended through West Chicago because of potential future travel demand and the establishment of a consistent roadway cross section on Illinois 59 throughout DuPage County to facilitate long distance travel.

6. City of West Chicago expressed concern about the impact of six through lanes roadway section on existing residential areas.

Response: Specific details of how residential areas will be treated and investigation of possible right-of-way acquisition from the forest preserve would be addressed when Phase I preliminary engineering commences. At the present time, there are no SRA project recommendations programmed for Phase I studies in the IDOT Multi-Year Program.

7. City of West Chicago questioned whether vertical alignment deficiencies on Illinois 59 south of Illinois 64 could be corrected due to C&NW Railroad abandonment.

Response: Those are details which would be addressed in Phase I studies.



8. City of Warrenville indicated that there is an existing traffic signal on Illinois 59 at Mack Road.
9. Village of Hoffman Estates acknowledged the need for a Park-N-Ride facility near Illinois 72 but concluded the PACE transit station was not large enough to also serve this purpose.
10. City of Warrenville requested eight-foot wide sidewalks be constructed along Illinois 59 to accommodate pedestrians and bicycles.

Response: Presence of bicycles inside the SRA right-of-way is discouraged. It is felt that, for safety reasons, it is better to encourage bicycles on lesser type arterial facilities than the SRA routes.

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

Respectfully Submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Robert F. Hull'. The signature is fluid and cursive.

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus with attachment
Attendees

SRA ADVISORY PANEL MEETING

Route: IL-59 Cook / DuPage

Meeting Location: Warrenville City Hall

Date: October 25, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
Bob Hill	Harland Bartholomew & Associates
Melissa Bolz	DuPage Mayors & Managers Conf.
BOB HEDRICK	Cook County Highway Dept
JOHN SWANSON	NORTHEASTERN ILL. PL. Commission
Engel Ryan	CATS
Dow Foster	CITY OF WEST CHICAGO
John Moore	City of West Chicago
Dusty Erickson	City of Aurora
SCOTT VIGER	Village of BARTLETT
NED BECKER	CITY OF NAPERVILLE
John Lopez	DuPage County Division of Transportation
Mark Fisher	Village of Hoffman Estates
O'Connor	Warrenville
M. Vasandani	DuPage County Dept of Public Works
Jim WANNINGA	CITY OF AURORA

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

A Public Hearing was held in each county to present recommended improvements to Illinois Route 59 as part of the SRA system and to obtain public input. The Public Hearings were held in Will County on November 21, 1991; in DuPage County on November 19, 1991; and in Cook County on November 25, 1991. The Public Hearings were conducted in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical roadway cross-sections. Also, a slide presentation was shown every half-hour during the hearings. These presentations included the scope and objectives of the SRA system; the relation of Illinois Route 59 to the overall system; and the scope of recommended improvements for the entire SRA route.

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

Included in this section are copies of the following:

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



**Illinois Department
of Transportation**

INVITES YOU TO ATTEND A PUBLIC MEETING

CONCERNING:

ILLINOIS ROUTE 59

**between ILLINOIS ROUTE 72
and INTERSTATE ROUTE 55
in COOK, DUPAGE & WILL COUNTIES**

Please plan to attend one of
the following meetings:

TUESDAY, NOVEMBER 19, 1991

2 p.m. - 8 p.m.

**WEST CHICAGO CITY HALL
475 MAIN STREET
WEST CHICAGO, IL 60185**

(or)

THURSDAY, NOVEMBER 21, 1991

2 p.m. - 8 p.m.

**PLAINFIELD CONGREGATIONAL CHURCH
24020 FRASER ROAD at RT. 59
PLAINFIELD, IL**

(or)

MONDAY, NOVEMBER 25, 1991

2 p.m. - 8 p.m.

**STREAMWOOD PARK DISTRICT
777 BARTLETT ROAD
STREAMWOOD, IL**

PURPOSE OF MEETING:

- To present recommended improvements for IL Route 59 as part of the Strategic Regional Arterial (SRA) system
- To obtain public input

A slide presentation will be shown every half hour with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions. Reports concerning the recommended improvements will be available for inspection at the hearing and prior to the hearing at the District One office (address below).

Handicapped persons desiring to participate in this activity should telephone or write Rich Starr 708/705-4095 to make arrangements for their participation.

DISTRICT ONE OFFICE

**Illinois Department of Transportation
District 1
Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096**

PURPOSE OF MEETING

- * To present the recommended improvements for Illinois Route 59 between Illinois Route 72 and Interstate 55 as part of the Strategic Regional Arterial System
- * To obtain public input from the communities in the study area

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

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

SUMMARY OF RECOMMENDED IMPROVEMENTS

- * Interstate 55 to Pilcher Road (north of Plainfield) - two through lanes in each direction, continuous median, left and right turn lanes at signalized intersections
- * Pilcher Road to Illinois Route 72 (Higgins Road) - three through lanes in each direction, continuous median, left and right turn lanes at signalized intersections

- * Diamond interchange at Illinois Route 59/Illinois Route 72 intersection

PROJECT SCHEDULE

- * The Department will consider comments received from this public hearing in the refinement of the recommended improvements
- * A final report concerning the recommended improvements will be prepared. Scheduled completion of this report is winter 1991

QUESTIONS, COMMENTS AND INFORMATION

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

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

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

**Summary of Public Hearings
Illinois Route 59 Strategic Regional Arterial**

Tuesday, November 19, 1991

2 pm to 8 pm

West Chicago City Hall

475 E. Main Street

West Chicago, Illinois

and

Thursday, November 21, 1991

2 pm to 8 pm

Plainfield Congregational Church

24020 Fraser Road

Plainfield, Illinois

and

Monday, November 25, 1991

2 pm to 8 pm

Streamwood Park District

777 Bartlett Road

Streamwood, Illinois

Three public hearings were held by the Illinois Department of Transportation to present recommendations for improvements to Illinois Route 59 as part of the Strategic Regional Arterial System and to obtain public input. The recommended improvements include the following:

- **Between Interstate 55 and Chapins Road (127th Street)** - Two through traffic lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- **Between Chapins Road and Illinois Route 72 (Higgins Road)** - Three through traffic lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.

Acquisition of additional right-of-way is recommended along the entire route except between Lincoln Highway and Lockport Street in Plainfield; Mack Road and Illinois Route 38 (Roosevelt Road) south of West Chicago; and between Shoe Factory Road and Illinois Route 72 (Higgins Road) in Hoffman Estates.

The public hearings were conducted in an open house format. A copy of the attendance register for the hearings is provided as Attachment A to this

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

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

- Many concerns were expressed about the impacts the 120-foot wide right-of-way will have on homes and businesses in West Chicago and the increased noise and pollution generated by six through lanes of traffic.

RE: The right-of-way would be minimized in future studies of the improvement to avoid impacting surrounding development. The amount of pollution generated by future traffic on Illinois Route 59 in West Chicago will be kept to a minimum by SRA recommendations designed to reduce vehicular delay.

- Many questions were raised as to the relationship between the Illinois Route 59 SRA recommendations and the timing of the Fox Valley Expressway.

RE: The recommended improvements for Illinois Route 59 SRA would need to be reevaluated if the Fox Valley Expressway is constructed.

- Concerns were expressed about the absence of a future signal recommendation at the Hawthorne Lane intersection.

RE: A future signal was not recommended at Hawthorne Lane due to the excessive skew angle of the intersection and inadequate sight distance on Illinois Route 59 approaching Hawthorne Lane.

- Many concerns were expressed about the impact that additional right-of-way acquisition will have on existing development in Plainfield.

RE: The phase I Study currently underway on Illinois Route 59 in Plainfield will provide a more detailed account of the right-of-way necessary for the improvement.

- Many supported the recommended future traffic signal at Renwick Road.

RE: A traffic signal will be installed at Renwick Road when the signal warrants for SRA routes are met.

- Concerns were expressed as to the method of providing access where barrier median is recommended.

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

- Questions were asked about the timing of recommended improvements and acquisition of right-of-way.

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

- Questions were raised about the possibility of noise barriers being constructed, in residential areas, along the route.

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

- Questions were raised about the possibility of right-of-way being acquired from the forest preserve, in West Chicago and Plainfield, instead of from private owners.

RE: Right-of-way can be purchased from the forest preserve district in some areas, however, it is unknown whether it would be feasible at these locations. The State cannot condemn forest preserve property.

- Support was expressed for the Fox Valley Expressway in lieu of additional lanes on Illinois Route 59.

PUBLIC HEARING REGISTER

ATTACHMENT A

PUBLIC HEARING REGISTER

Project: SRA - ILLINOIS ROUTE 59

Date: NOVEMBER 19, 1991

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Name	Address	Representing
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Margaret E. Casaccio	920 Wild Hawk Dr West Chicago	Forest Trails
Margaret Letteri	41130 2 nd St 59 West Chicago, Ill.	
Henry B. Selt	31457 Locust West Chicago	
Walter C. Lies	1213 S Oak West Chicago	
Dennis A. DePaul	2911502 Cape West Chicago, Ill.	
Paul Mink	2911797 Handoff Pl West Chicago 60185	Maye Township
John Neumann	13 Penned Lane Aurora 60506	
Linda M. O'Brien for Senator Fred E. Ekhardt	52 W Dawson Pl. Aurora 60505	21st District
Dwain M. Lund Mayor	Warrenville P.O. Box 430.	City
Marge Coffey	950 Aster Forest Trails	West Chgo -
Eugene M. Dind	522 Elite West Chicago	Alderman W. Chicago
Steven J. Lakis	461 Church St. West Chicago, Ill.	Alderman W. Chicago
Joseph A. Weber	301026 Redwood Ct. Warrenville, Ill.	

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Project: SRA-ILLINOIS ROUTE 59

Date: NOVEMBER 19, 1991

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John E. Lopez	1816 MICHIGAN AVE., 208 NAPERVILLE, IL 60563	DuPage Co. DOT.
Susan Jeffries	60655 OLD KIRK RD W. Chi 60185	Homeowner
Chuck Tokarski	130. N. County Farm Rd. Wheaton, IL	DuPage County DOT
Don Foster	475 MAIN ST. WEST CHICAGO	CITY of WEST CHICAGO
Lauren Jankowski	502 S. Neltnor Blvd, West Chicago IL 60185	
MICHAEL R FORTNER	212 FULTON ST WEST CHICAGO IL 60185	
NANCY M. SMITH	308 E. GRAND LAKE WEST CHICAGO IL 60185	
Donald Smith	308 E Grand Lake Blvd West Chicago, IL 60185	
Theodore Wald Johnson	421 Spring Creek Ln West Chicago, IL 60185	Forest Trails Home Owners Ass
Edna M. Burt	3 N 410 FLEM CT WEST CHICAGO	
E. H. Kelly	35270 Birchwood Waukegan, IL	Waukegan
Greg Santuzzi	160 Amber Court West Chicago, IL	

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F. Paul Mooring	295 Abbotsford Court Dlen Ellyn IL 60137	Illinois Prairie Path
Vict Paul Simon	421 Spring Crossw NEST CHICAGO IL 60185	FOREST TRAILS HOMEOWNERS ASSOC.
Dave Swann	243 KING ARTHUR CT ELGIN, IL 60120	SHEPHERD OAKS HOMEOWNERS ASSOC
Bob Siebert	29W 501 ALBERTA CH Waukeville IL.	
David Adelle	3 N 554 Locust West Chicago	
JIM HALLA	960 RIDGEWOOD W. CHICAGO	FOREST TRAILS HOMEOWNERS ASSOC.
Ken Richardt	442 Arbor Ave West Chicago	
DEAN CACCAGHER	900 Wild Ginger Tr W. CHICAGO	FOREST TRAILS
Robert & Katherine Senesca	605 Plum Grove Rd Roselle IL 60172	
CHARLES PICTON	05508 NELTNR WEST CHICAGO, IL 60185	CONCERNED TAX PAYER
Christine & Robert Cernik	528 E Blair West Chgo IL.	

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Paul Doskey	13251 Cathy Ln Plainfield, IL 60654	
Geoff & Janice ^{Scholz}	210 W. Ottawa Plainfield IL	Self
John Andermann II	12415 S. 248 th Plainfield IL	Self
MRS MRS JOHN TRAYLER	PLAINFIELD IL	SELF
David A. Amato	24133 W. 103 rd St Marexville, Ill 60564	Self
JOE SIERACKI	1421 W. Rowan PLAINFIELD, IL	SELF
TOM PEARSON	2410 MAUARD PLAINFIELD, IL	"
Neil Jansse	717 S. Cottage St Shorewood IL	SELF

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Vicki Eggerstedt	25054 W Paulene Plainfield	
CAROL VANDERVELDE	921 E. WASHINGTON JOLIET IL 60431	TWA COUNCIL OF MAYORS
McKen	Shorewood Ill.	
Shoresetter	Shorewood Ill	
RICHARD KRUIS	1117 SHOREWOOD SHOREWOOD	
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DAVE Blish	109 COTTAGE SHOREWOOD	
BANDY MAZIN	632 Quail Run Drive Plainfield Il.	
James Rowley	2050 W. Lockport Rd. Plainfield, Ill.	
Richard Volkmann	1466 Garden Drive Plainfield, Ill 60544	
Keith Comay	116 N. Chicago St Joliet 60431	C.E.D.

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Project: SRA - ILLINOIS ROUTE 59

Date: NOVEMBER 21, 1991

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EDWARD E. SCHRADER P	913 PENN ROAD PLAINFIELD IL 60544	PLFD FIRE DISTRICT
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C. J. Vetter	206 Arrowhead Dr. Shorewood, IL 60435	Plainfield Cong. Church
Sue Vetter	Ditto	Ditto
David Fudacz	203 N. Poppy LN PLAINFIELD IL.	
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Norma L. Waite	19833 County Line Rd. Joliet, Ill. 60435	"
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Kay Bowen	White Heron Party	
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Kay Jania	2480 Mallard Dr. N. Plainfield, Ill	Village of Kefauver
Wm. R. HAZLETT	1540 N. GOLDEN LANE PLAINFIELD, IL	HOMEOWNER
KAY REED HAZLETT	1540 N. GOLDEN LN PLAINFIELD, IL	HOMEOWNER

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Project: SRA - ILLINOIS ROUTE 59

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Roy P. [unclear]	325 Willow Dr E Plainfield	Self
Lathys Reed	9529 S. Carls Dr. Plainfield	Self
Joe Hilburger	1709 W. Willow Dr. E. Plainfield	Self
Pete Holman	431 [unclear] Rd Plainfield, IL	Self
Dana Nolan	309 W. Norman Plainfield	THE ENTERPRISE
[unclear] [unclear]	711 W. LOCKPORT Plainfield	WSM Bus Line
Wesley [unclear]	16950 S. [unclear] Plainfield	Self
Marlyn Hebra	16457 S. [unclear] Plainfield	Self
Allan McCauley	24443 W. Peacedale Plainfield	Self
William Lacey	502 Cottage St. Shorewood	SELF

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Project: SRA-ILLINOIS ROUTE 59

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McDain	23321 Link Pld	CBI NA-Con
Bill Michas	520 Terry Dr	Joliet IL
Bruce J. Hofer	903 West Jefferson	Village of Shorewood
John A. Lohmer	2521 Glenn Joliet	Self.
John A. Lohmer	501 W. Highview Ct	Self
Ann Lohmer	501 W. Highview Ct	Plf.
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Ronald Bartholme	1457 N. Garden Pld.	Self
Michael A. Lambert	601 N Des Plaines Plainfield	VILLAGE OF PLAINFIELD
Nancy L. Gebrecht	300 Hyde Park Ave Joliet, Il	Joliet, IL

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Sharon Hart	112 Pratt Plainfield	Village of Plainfield
Shirley Lintzsch	711 W. Renwick Rd Plainfield, Ill	Self
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Thomas Seneca	306 S. Joliet Rd Joliet, Ill	
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Luis Kalantzis	115 SUNSHINE Plainfield	
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James Benbow	601 N Division Plainfield	NLSB - Plainfield Ben

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Harry Cunningham		Plainfield
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Phyllis & Herschel Peterson	13262 S. Rt 59 Plainfield, IL	Self
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DAVE VANVOOREN	1400 DIVISION PLAINFIELD	✓
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Mark Schmidt	18600 RT 59	SELF

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Project: SRA - ILLINOIS ROUTE 59

Date: NOVEMBER 25, 1991

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JAN VAN DELFT	3965 LUDINGTON CT HANOVER PARK	
GEORGE BREDEHORN	1325 ROBINHOOD DR ELGIN, ILL. SHERWOOD OAKS	
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SCOTT R. VIGER	228 S. MAIN ST. BARTLETT ILL. 60125	VILLAGE OF BARTLETT
ROBERT KOSY	112 ALGONQUIN R BAR. HILLS, ILL 60010	Village of Barrington Hills
Lorelei Peterson	501 S PARK Streamwood	Village of Barrington Hills
George Karwala	2071 IRVING HAN Pk.	Health & Home RENTALS

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Project: SRA-ILLINOIS ROUTE 59

Date: NOVEMBER 25, 1991

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Bob Furlan	1409 Longford Circle Elgin	" "
Gene Halterman	292 Ascot Ln Streamwood	Counors of Surrey Wood (President)
Jim Smart	213 Adams Cy. Streamwood	me
MARK THOMAS	8700 W BRYN MAWR	CRSS
SCOTT CHRISTENSEN	1023 ASCOT STREAMWOOD	Myself
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Trudy Zaja	2A Chaucer Ln Streamwood	Self
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Project: SRA-ILLINOIS ROUTE 59

Date: NOVEMBER 25, 1991

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MIKE NAGY	6016 MARINE DR. ELGIN IL	
J. J. MITCHELL	7N311 SAYER RD BARTLETT, IL 60103	=
Shirley Halterman	292 ASCOT STREAMWOOD IL 60107	COMMONS OF SURRY WOODS
Robert Busch	1217 Robinhood ELGIN, IL	=
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Miles Stejskal	R.R. #4 Box 133 A Elgin Ill. 60120	
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BARBARA BURROWS	30W121, RT. 19 ELGIN, IL	SELF

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

ILLINOIS ROUTE 59 SRA
PUBLIC HEARING SLIDE PRESENTATION

- | | |
|---------------------------------|---|
| 1 – IDOT Logo | Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for Illinois Route 59 between Interstate Route 55 and Illinois Route 72 (Higgins Road) as part of the Strategic Regional Arterial System. |
| 2 – IL Route 59 Location Map | |
| 3 – SRA Logo | The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois. |
| 4 – SRA System Map (CATS) | |
| 5 – Operation GreenLight Logo | The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system. |
| 6 – View of Expwy Congestion | |
| 7 – View of Arterial Congestion | |
| 8 – View of Transit Interface | As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips. |
| 9 – 8-point program list | However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system. |
| 10 – SRA Route Type Map | Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

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

types are designated as rural, suburban and urban.

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

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

- 11 – View of Ohio Street
- 12 – View of North Avenue
- 13 – View of Rural Route (Typical)

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

- 14 – SRA Design Concept Report Cover
- 15 – SRA Route Map w/Year 1 and Year 2 Routes
- 16 – SRA Objectives

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including Illinois Route 59.

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

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

- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

17 – SRA Work Program Chart

The Illinois Route 59 studies have been carried out over the past twelve months. The studies began with the collection and analysis of information about conditions along the route. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

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

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

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

18 – IL Route 59 Location Map

Illinois Route 59 is designated as a Strategic Regional Arterial over its entire length from Interstate 55 in Will County to Illinois Route 173 in Lake County. This study, however, includes only the portions of the route from Interstate 55 to Illinois Route 72 (Higgins Road), a distance of 40 miles. The route passes through the communities of Shorewood, Joliet, Plainfield, Aurora, Naperville, Warrenville, West Chicago, Wayne, Bartlett, Streamwood and Hoffman Estates. Between Interstate 55 and 91st Street, the route is in Will County; between 91st Street and Stearns Road, the route is in DuPage County; and between Stearns Road and Illinois Route 72 the route is in Cook County. Although a separate public hearing is being held in each county, this presentation includes information on the

entire route to convey the continuity of the route as a Strategic Regional Arterial.

**19 – Regional
Facilities Map**

Illinois Route 59 intersects eight other SRA routes: Renwick Road; 75th Street; Illinois Route 56; Illinois Route 38; Illinois Route 64; Stearns Road; U.S. Route 20; and Illinois Route 72. It has interchanges with three expressways: Interstate 55; Interstate 88 and Interstate 90.

**20 – View of Route
59 Station**

Three commuter rail lines presently cross Illinois Route 59. The Metra/Burlington Northern line operating between Aurora and Union Station in Chicago has a station just south of North Aurora Road. The Metra/Chicago and Northwestern West line operating between Geneva and Northwestern Station in Chicago, has a station at Main Street in West Chicago. The Metra/Milwaukee District West Line operation between the Big Timber Road Station and Chicago Union Station operates one mile east of the route in Bartlett.

**21 – View of West
Chicago Sta-
tion**

**22 – View of Bartlett
Station**

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

Illinois Route 59 is classified as a Suburban Strategic Regional Arterial Route, for which a minimum of three through traffic lanes in each direction with at least a 120-foot wide right-of-way are desirable. The existing roadway configuration is one through traffic lane in each direction from Interstate 55 to 75th Street and from Illinois Route 64 to Interstate 90. Between 75th Street and Illinois Route 64, there are two through traffic lanes in each direction. The existing right-of-way is generally 80-100 feet wide.

**24 – View of rush
on IL 59 at
I-88**

**25 – View of Traffic
in Plainfield**

The projected travel demand in the year 2010 for Illinois Route 59 ranges from less than 30,000 vehicles per day south of Renwick Road to 50,000 vehicles per day between U.S. Route 34 and Illinois Route 56. In comparison, the most recent recorded traffic volumes range from 12,000 vehicles per day at Renwick Road to 42,500 vehicles per day at North Aurora Road.

**26 – View of exist-
ing roadway**

**27 – Cross Section
1**

28 – View of I-55 I/C

Between Interstate 55 on the south and Pilcher Road on the north, the recommended roadway improvement provides for two through traffic lanes in each direction. In Shorewood, a four through lane cross section with a 12-foot wide flush median is recommended south of U.S. Route 52 with a desirable ultimate right-of-way width of 120 feet. It is also recommended in this segment that the southbound Interstate 55 entrance ramp be lengthened by relocating the existing frontage road intersection to the north. North of U.S. Route 52 to Meadow Drive the 120 foot wide desirable ultimate right-of-way provides four through traffic lanes and an 18-foot wide barrier median for left turn channelization. From Meadow Drive in Shorewood to Robert Avenue in Plainfield, a four through lane cross-section with a 30-foot wide barrier median is recommended with a desirable ultimate right-of-way width of 150 feet. The 30-foot wide barrier

**29 – Cross Section
2**

**30 – View of exist-
ing roadway**

**31 – Cross Section
3**

- 32 – Cross Section 4**
- 33 – View of existing roadway (at Lockport St.)**
- 34 – Cross Section 5**
- 35 – View of EJ & E Structure**
- 36 – Cross Section 6**
- 37 – View of 75th Street Intersection**
- 38 – Cross Section 7**
- 39 – View of BN Structure**
- 40 – View of I-88 Structure**
- 41 – View of IL-56 Intersection**
- 42 – View of Existing roadway**
- 43 – Cross Section 8**
- 44 – View of IL-38 Structure**
- median would allow for dual left turn lanes at major intersections. The recommended improvement in Plainfield from Robert Avenue to Plainfield-Naperville Road, is four through lanes with an 11-foot wide flush median within 80 feet of desirable ultimate right-of-way. Although additional lanes would be required to carry the projected travel demand through Plainfield, there is limited existing right-of-way and continuous commercial and residential development along much of the roadway. This makes it infeasible to widen the roadway to provide additional lanes, and therefore no additional lanes are recommended. Between Plainfield-Naperville Road and Pilcher Road, a four through lane cross section with an 18-foot wide barrier median is recommended within a desirable ultimate right-of-way width of 120 feet. Additional recommendations in this segment include the modification of the structures at the EJ and E Railroad and the DuPage River in order to provide adequate clearance for the recommended cross section.
- Between Pilcher Road on the south and 75th Street on the north, the recommended roadway improvement for Illinois Route 59 provides for a consistent 3 through lanes in each direction with a desirable ultimate right-of-way width of 150 feet. A 30-foot wide median is recommended throughout this segment to provide dual left turn lanes at major intersections. Additional right-of-way should be preserved at the 75th Street intersection for a post 2010 interchange.
- Between 75th Street on the south and Illinois Route 56 (Butterfield Road) on the north, the recommended roadway improvement provides for three through traffic lanes in each direction and a 30-foot wide barrier median with a desirable ultimate right-of-way width of 150 feet. Modification of the Burlington Northern Railroad structure to provide adequate clearance for the recommended cross section and modification of the Interstate 88 structure to provide adequate clearance for 6 through lanes and opposing dual left turn lanes is recommended. Also recommended in this segment is the preservation of right-of-way for a post 2010 interchange at Illinois Route 56.
- Between Illinois Route 56 (Butterfield Road) on the south, and Illinois Route 64 (North Avenue) on the north, the recommended roadway improvement provides three through lanes in each direction. From Illinois Route 56 to Mack Road, 120 feet of right-of-way is required for the recommended roadway cross section of six through lanes and 30-foot wide barrier median. North of Mack Road to Illinois Route 38 (Roosevelt Road) the existing right-of-way is adequate for the recommended cross section. The structure at Illinois Route 38 should be modified in order to provide adequate clearance for the recommended roadway cross section. Between Illinois Route 38 and Hawthorne Lane, a six through lane cross

- 45 – Cross Section 9
- 46 – View of existing roadway
- 47 – View of C&NW Structure
- 48 – Cross Section 10
- 49 – View of C&NW Structure
- 50 – View of existing roadway
- 51 – Cross Section 11
- 52 – View of CMSP&P Structure
- 53 – View of IL-72 Intersection
- 54 – View of existing roadway
- 55 – View of Consolidated Access
- 56 – View of Route 59 Signal System
- 57 – View of Pace Shelter
- 58 – View of Park-and-Ride Lot

section with an 18-foot wide barrier median is recommended within a 120-foot wide right-of-way. The 18-foot wide barrier median would provide channelized left turns at signalized intersections and restrict left turns at others. In this segment, the structure over the Chicago & Northwestern Railroad would require modification in order to provide adequate clearance for the recommended roadway. Between Hawthorne Lane and Illinois Route 64, the recommended roadway provides for six through lanes and a 30-foot wide barrier median with a desirable ultimate right-of-way of 150 feet. It is recommended that the structure at the Chicago & Northwestern Railroad be modified in order to provide adequate clearance for the recommended roadway.

Between Illinois Route 64 on the south, and Illinois Route 72 (Higgins Road) on the north, the recommended roadway improvement provides for three through lanes in each direction and a 30-foot wide barrier median. The desirable ultimate right-of-way width for the recommended roadway is 150 feet between Illinois Route 64 and Shoe Factory Road. North of Shoe Factory Road the existing right-of-way is adequate for the recommended roadway cross section. It is recommended in this segment that the structure at the Chicago, Milwaukee, St. Paul and Pacific Railroad be modified to provide adequate clearance for the recommended roadway cross section. Also recommended is the construction of an interchange at Illinois Route 72 to provide adequate capacity for the projected traffic.

In addition to the recommended roadway improvements, other measures are recommended to improve the flow of traffic along the route. These measures are especially important where additional traffic lanes cannot be provided. Management and consolidation of access should be undertaken to limit the number of driveways along the SRA route so that access points in developing areas are at least 500 feet apart. Where possible in developed areas consolidation of existing access points is also encouraged. Interconnection and coordinated timing of traffic signals is recommended as a cost-effective means of improving traffic flow. This has been done on Illinois Route 59 between Diehl Road and Ferry Road and can be applied to other segments of the route. Locations are also recommended for future traffic signals with spacing to maintain traffic flow and allow appropriate signal timings. Installation of signals at other than recommended locations would interfere with these objectives. Provision of facilities to support existing and future bus service on the route is also recommended. This would include shelters and walkways at bus stops, as well as bus turnouts where possible. Potential locations for future park-and-ride facilities are also identified along the route.

Additional information concerning the Strategic Regional Arterial program, as well as the studies and recommended improvements from Illinois

59 – SRA Logo

Route 59 as part of the Strategic Regional Arterial system may be viewed in the adjoining room, and representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

60 – Hearing List

61 – IDOT Logo

Thank you for participating in this public hearing.

RECORDED ORAL COMMENTS

ATTACHMENT C

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IN RE:

THE ILLINOIS 59 SRA
PUBLIC HEARING IN
PLAINFIELD, ILLINOIS

REPORT OF PROCEEDINGS at the hearing
of the above-entitled matter, taken before Lora J.
Svaniga, C.S.R., a notary public and Court Reporter
certified by the State of Illinois, Certificate No.
84-19, on Thursday, the 21st day of November, A.D.,
1991, at 24020 Fraser Road, Plainfield, Illinois,
commencing at 2:00 o'clock P.M. and concluding at
the hour of 8:00 o'clock P.M.

1 MR. VAN VOOREN: I'm the Village
2 Administrator for the Village of Plainfield. My
3 name is David Van Vooren, and I would like to make
4 some comments relative to the SRA studies regarding
5 Illinois Route 59 as they relate to Plainfield.

6 Plainfield has some concerns with
7 regard to the location of a streetlight at Joseph
8 Street. It is a mid-mile collector per your SRA
9 map, although the Village of Plainfield
10 subdivisions using the west side of Route 59 in
11 that general location have been developed around
12 Pheasant Chase Drive, the first inter-- the next
13 road to the north.

14 Additionally, Plainfield is still
15 concerned about traffic volumes and impacts
16 throughout the heart of town. The SRA report does
17 reveal an inefficient roadway design with regard to
18 traffic volumes through the heart of town.

19 Basically, that's constrained by the 80-foot
20 right-of-way available due to the existing urban
21 development in that six- or eight-block area.

22 I feel that additional study needs
23 to be done on arterial routes to assist the traffic
24 moving through town, and that the Village of

1 Plainfield desires to participate in an open
2 dialogue to what might be the most efficient way to
3 provide for traffic movements to the south through
4 Plainfield.

5 We also will be providing some
6 written comments in the future and would like to
7 thank IDOT for this opportunity.

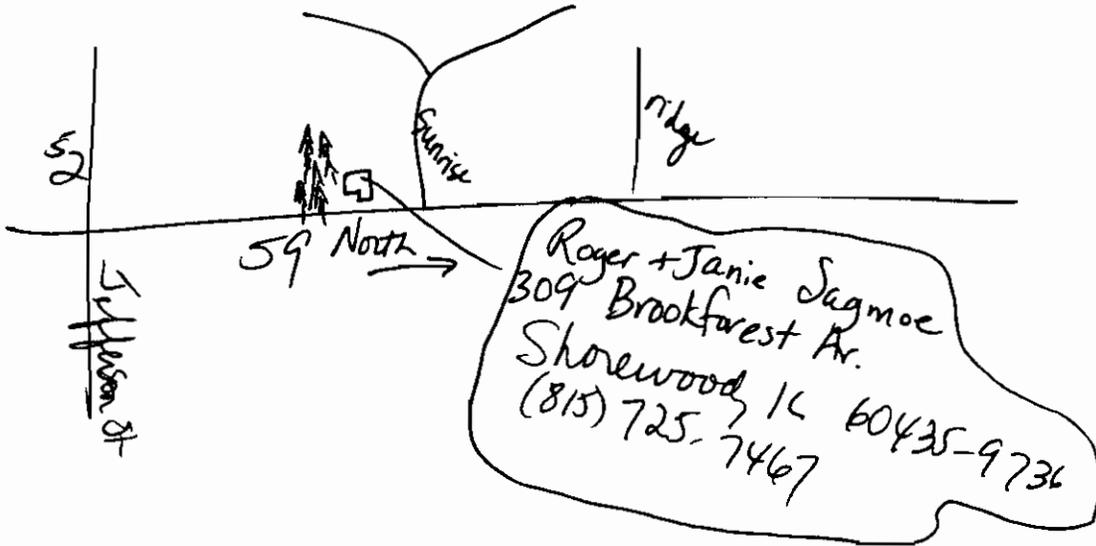
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1 MRS. SAGMOE: My name is Janie Sagmoe.
2 We live on 59, right south of Sunrise Drive, north
3 of 52.

4 There have been multiple accidents
5 right in the area where people are driving north to
6 turn left onto Sunrise Drive. There's a current
7 speed limit increase, as soon as they pass the
8 trailer court, to forty miles per hour. And if
9 that were to be eliminated and keep the residential
10 speed limit, a lot of those accidents could
11 probably be avoided, in the meantime before they do
12 anything with widening the road. End of
13 statement.

14 It will probably be easier to write
15 this one down. (Sketching.) (Sketch attached as
16 Exhibit A hereto.)

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Possible Solution - if widening project only affects access to house & doesn't extend into house.

There is a wooded lot ^{approx} 75 x 100  south of our property (adjacent to).

If state added this wooded lot to our property & built new garage (attached to SW side of house + entry/driveway); then retaining wall between house + 59. Could be more cost effective than purchasing house + property.

Distance between ret. wall & hse would also need to be considered - due to level of grade & style of house. Windows overlooking an immediate drop to the road would be undesirable.

JUST AN IDEA WE'VE KICKED AROUND.

Exhibit A
11-22-91
L.S.

1 MR. SCHMITZ, JR.: My name is Harold
2 Schmitz, S-c-h-m-i-t-z-, Jr. And I am a
3 beneficiary of the First National Bank of Joliet
4 Trust No. 3594, which is the owner of a parcel of
5 property located at 18600 Route 59 in the Village
6 of Shorewood.

7 After seeing the slide show and
8 display here, we are concerned about the additional
9 35 feet of right-of-way that the State is going to
10 look for, as this will put the highway within 35
11 feet of our front door.

12 We are also concerned about the
13 access to our business from the northbound lanes.
14 It appears that there is planned a 30-foot-wide
15 barrier median in front of our property. This will
16 prevent people coming from the south, prevent them
17 from making a left turn into our business.

18 Basically, those are our two
19 concerns here. The right-of-way concern is
20 basically noise. With a major highway 35 feet from
21 our front door, it's liable to be awfully noisy.

22 My address is 18600 Route 59,
23 Shorewood. Let me put my phone number, 436-7386.

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1 I'm Bertha J. Hofer, H-o-f-e-r,
2 Village President of Shorewood, Illinois. The
3 Village address is 903 West Jefferson, Shorewood,
4 60435.

5 And my comments are as follows: I
6 believe this study is a long time in coming. We
7 have been interceding with IDOT to widen 59 for
8 many years, and the response has always been:
9 There is no funding for it.

10 We have heavy traffic going through
11 our village, affecting a good part of the
12 residential area. And we would appreciate IDOT
13 giving the Shorewood area priority in coming up
14 with funds and completing the work in Shorewood.

15 Presently we have work going on on
16 two bridges, Route 52 and Route 59. There's been
17 considerable work done at the intersection of 52
18 and 59, and we would greatly appreciate that Route
19 59 coming through Shorewood be given priority in
20 order for the project to be completed as soon as
21 possible.

22 Thank you.

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1 MR. BARTHOLME: My name is Donald
2 Bartholme, B-a-r-t-h-o-l-m-e. My address is 1457
3 North Garden Drive in Plainfield.

4 And I wanted to comment on the
5 raised median between Roberts and Renwick. I feel
6 that it should be a flush median rather than
7 raised, because of the residences that are
8 currently located between Roberts on south of
9 Renwick, so that people coming from town, from
10 Plainfield, will be able to turn into their
11 driveways.

12 With a raised median, that would not
13 be possible. Somehow we'd have to get there from
14 looping around. I'm not sure how that would work.

15 Thank you.

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1 MR. McKNIGHT: My name is Lee McKnight,
2 M-c-K-n-i-g-h-t. I live at 1503 Sarver Drive,
3 Shorewood, 60436.

4 I've got a suggestion for the
5 engineers, and that is to, since there's already an
6 interchange at 52 and 55, send all of 59 traffic to
7 that interchange, so that current 59 from 52 south
8 to I-55 would become just a local traffic
9 arterial. Since I drive on that road to and from
10 my home, that's an awful lot of traffic that should
11 be routed to 52 from that interchange at 55.

12 That's it. Thank you.

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1 MRS. HEIY: My name is Lauren,
2 L-a-u-r-e-n, Heiy, H-e-i-y. Address, 15413 South
3 Michael Drive, Plainfield, Illinois, 60544.

4 I'm glad to see early planning and
5 hope that it is stressed to all village and county
6 officials to watch how they encroach on existing
7 and possible future right-of-ways.

8 That's it.

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MR. HILBURGER: My name is Joe Hilburger,
H-i-l-b-u-r-g-e-r, 1709 West Willow Drive East, in
Plainfield.

Start tomorrow. I'm very much in
favor of it. We need it. This area is developing,
and it takes so long to get from one point to
another. We need a structure like this.

Thank you.

1 MR. KELLY: My name is Lawrence L. Kelly,
2 the address is 409 West Union Street, Plainfield,
3 Illinois.

4 The comments I'd like to make are
5 relative to the width of the highway, Route 59
6 through Plainfield itself. They are talking about
7 expansion of up to 14 more feet to be acquired from
8 one or both sides of the road. This is going to
9 put that road virtually on porches of some of those
10 homes. Yet there's an indication that they plan no
11 acquisition of homes.

12 I don't see how that's going to be
13 possible. It's probably going to be detrimental,
14 not the only to the homeowner in decreased property
15 value, but it's going to impact the area for a
16 block, at least, east and west of that road with
17 decreased property values.

18 It would appear that certainly a
19 better project could have been designed by
20 listening to requests for Route 30 bypass to pick
21 up 30 and 59 traffic over to Route 55. That has
22 not been considered to this point, and is nowhere
23 in a planning stage, so it's a long way off.

24 And this project will probably go

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forward and impact the community negatively from
the standpoint of the individual property owners.

Thank you.

IN RE:

STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 59 BETWEEN)
ILLINOIS ROUTE 72 and)
INTERSTATE 55 - PUBLIC)
HEARING IN WEST CHICAGO,)
DU PAGE COUNTY, ILLINOIS.)

REPORT of comments made at the public hearing of the above-captioned matter, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the West Chicago City Hall, 475 East Main Street, West Chicago, Illinois, on Tuesday, the 19th day of November, A. D. 1991, during the hours of 2:00 P. M. and 8:00 P. M.

MR. HARRY B. LEITCH: My name is Harry B. Leitch. I live at 3N675 Locust. That is Oak Meadows, West Chicago.

And I am certainly glad that we have finally gotten something going on Route 59.

I have been here nineteen years now, and this is just great. Whatever improvement they make is going to be a great improvement to it.

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MS. MARGARET LETTERI: My name is Margaret Letteri. I live at 4N302 Route 59, West Chicago, Illinois, 60185, Oak Meadows.

I think it is a great idea. I am all for it and I wish it was done a long time ago. It is not going to affect us a lot.

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MS. VIVIAN LUND: I am Vivian Lund. I am the Mayor of Warrenville.

And I want to make a request for the piece of 59 between Batavia Road and Mack Road. There are three, four streets that come into 59 in

that section from the east and the west, Country Ridge and River Oaks Drive on the east and Waverly and Branch on the west.

I want to request an interim safety improvement in that stretch of road that would provide a fifth lane for turning and waiting for people who are turning on and off of those four streets.

The greatest need is for the residents who live in River Oaks. There are about 70 homes in that subdivision and their only entry and exit from their subdivision is River Oaks Drive, which accesses directly onto Route 59.

When they enter or exit their subdivision, there is a raised median in the center of Route 59. We need the safety improvement of having that raised median removed and a continuous fifth lane for turning and waiting to be provided.

I appreciate the attention that has been given since the last SRA meeting. I had asked for a potential signal south of Route 56 and north of Ferry Road at about a mid point of that stretch. That would provide for future access for a development that will be on the west in Aurora and on the east in

Warrenville.

And I see you have put that on the map and I appreciate that.

I still believe that it is not a good plan to have a potential light at Branch Avenue.

Now, I am hopping back to the area that I was talking about originally. There is a potential light on the map for Branch, and I don't believe that will ever meet the warrants for a light because it just serves a residential neighborhood.

I want to encourage this continuous inclusion of sidewalks on both sides of Route 59. It is my understanding they are there now and I am in favor of that.

There is a great amount of concern on the part of the residents, who live adjacent to Route 59, about the six-lane plan.

They prefer not to have more traffic, but I have a problem with knowing how to handle the traffic safely that I believe will be there whether the improvement is made or not.

I encourage the continued flow of information and exchange of information with the municipalities as the plan progresses.

And I do understand that, if the Fox Valley Expressway is pursued that it might reduce the need of additional laneage on Route 59, which might be good for us.

I should, also, remind everyone, every chance I get, that we are still concerned about the speed limits on Route 59; and, with the great deal of entry and exit onto Route 59, we feel there ought to be a reduction of the speed limit.

Thank you.

* * * * *

MR. EUGENE M. WIND: I am Eugene M. Wind. 522 Elite Street, West Chicago. I would like to make comments regarding this plan.

On the sidewalk adjacent to the curb line, snow plowing will obliterate these walks and water sloshing on pedestrians in the rainy seasons make it absolutely impractical.

You must have greater areas to locate the sidewalks in so these types of problems will not occur.

Land acquirements for this project, apparently, would take out all or most all the commercial fronting on Route 59 and would take out all or most of the single family housing on Route 59, providing you obtain the necessary right-of-way to place the sidewalks at the proper distance from the curb so that snow and water splashing would not affect those on the sidewalk and as necessary for those sidewalks to be used by pedestrians in the community.

It would, also, require sound barriers to cut back on noise and possible pollution. This would certainly interfere with the normal activity in the City of West Chicago.

Because of the amount of right-of-way taken, the city income would be reduced in the sales tax moneys because of the loss of a number of businesses that front on Route 59.

Would the state compensate the city for these reductions of income for the time that the moneys were cut back?

Developments are in progress between Hawthorne Lane and North Avenue, Route 64, this being the Willow Creek Development, as well as continuing

development of Forest Trails.

We are looking for a stoplight at Route 59 and Hawthorne Lane. I do not see this in your plans. This has been discussed with your district office a number of times in the city.

And we are in the process of developing the area surrounding the Hawthorne intersection at 59, as recommended by the study that the city has paid for and that the district office has knowledge of.

We certainly feel that in this development plan a stoplight at the Hawthorne Lane area is essential.

* * * * *

MR. STEVEN J. LAKICS: Steven J. Lakics.
461 Church Street, West Chicago, Illinois, 60185.

My main concerns deal with the potential right-of-way going through the City of West Chicago. I am concerned about the elimination of structures; mainly, residential, commercial and some businesses, the possible loss of those structures.

I am, also, concerned about the negative impact with the additional noise and air pollution caused by a six-lane roadway.

* * * * *

MS. NANCY SMITH: Nancy Smith, 308 East Grand Lake Boulevard in West Chicago.

I think this study is premature because they don't have the Fox Valley Expressway settled yet. I think that, if that goes through, they don't need to make Route 59 six lanes.

I heard one of the consultants say that Route 64 is going to be six lanes until it gets to St. Charles, but St. Charles is a nice town so that is going to stay four lanes.

I deeply resent that.

I think West Chicago is a nice town and it does not need a six-lane highway through it. I think it is going to be very polluted with fumes from the extra traffic and from the noise.

I think, you know, that there is a Clean Air Act that we are not meeting now, and I think that is only going to make it worse.

I think that the state needs to concentrate more on public transportation instead of taking six-lane highways through nice, old towns. West Chicago was incorporated in 1949.

It is a very nice town. Some people may not think so, and think that St. Charles is a nicer town; but I happen to think that West Chicago is very nice and does not deserve to be treated so poorly with a six-lane highway.

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MR. DON SMITH: Don Smith, 308 East Grand Lake Boulevard, West Chicago.

Question: Why are we considering another highway when I think that it would be far more economical traffic-wise, noise-wise, pollution-wise, to consider broadening, widening, the existing rail lines to Hoffman Estates, rather than widening Highway 59?

The reason for that is we have wetlands here that teem in wildlife. I run in the mornings and I see everything that -- the water is covered with ducks and geese. And I resent that very deeply.

And like my wife, I think St. Charles is a nice town. Is that why we narrow the road down from six lanes to four lanes, because we are concerned about St. Charles and West Chicago wouldn't warrant that consideration?

Why is it absolutely necessary to do this?

I am not convinced that it is necessary yet. What problems of congestion are they going to alleviate by widening Route 59?

I just don't fulling understand what the ultimate mission is; especially, when nobody is considering widening the rails, where a gallon of fuel is used 20 times more efficiently than a gallon of fuel in an automobile.

This troubles me deeply.

Has nobody considered using the existing rail facilities, widening those rights-of-way that already exists?

* * * * *

MS. JEAN C. MOORING: My name is Jean C. Mooring, 295 Abbotsford Court, Glen Ellyn.

I am a member of the Board of Directors of the Illinois Prairie Path, and I would like to express our concern regarding three structures where the Illinois Prairie Path crosses Route 59. Those three structures are, or will be.

The first one is north of North Avenue, near the St. Andrews Golf Club on the Elgin branch of the Illinois Prairie Path.

The second one is in West Chicago at the Chicago and Northwestern Railroad crossing of Route 59, where we hope some day to have the Geneva spur of the Illinois Prairie Path located on the Northwestern Railroad right-of-way.

And, therefore, we need to have a structural modification of that existing Route 59 bridge over the railroad to accommodate our trade.

The third Prairie Path crossing of Route 59 is on the Aurora branch near Warrenville, where we have an underpass, which will need to be modified south of Butterfield Road.

And there are some major problems with the existing underpass, primarily flooding. It was poorly designed and the flooding problems should be corrected.

We, also, need more headroom. There is just not enough headroom for an equestrian.

The fourth area of concern is not on the Illinois Prairie Path, but it does involve another trail, the Great Western Trail. And this is the former Great Western right-of-way, now the Northwestern right-of-way, south of North Avenue and north of West Chicago.

And we would like to see this -- there is an existing bridge over the old Great Western right-of-way. We would like to see a bridge remain there and a passageway for a trail, a future trail, under the bridge.

That right-of-way, the Great Western right-of-way, is now owned by DuPage County.

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MR. GREGORY FANTOZZI: Gregory Fantozzi, 160 Amber Court, West Chicago.

After reviewing the plan by the State of Illinois Department of Transportation for Route 59, I have significant concerns regarding the environment on the residential community, on the environmental

impact.

And my concerns are not only limited to those areas, but also the consolidated access areas that are described in the plan and the impact that that would have regarding the right-of-way and the access along the roadway; particularly, south of North Avenue and north of Hawthorne Avenue.

There is considerable commercial development that is planned. It is already on the books.

And with the construction of the roadway, as it is designed, not taking into consideration that development, there would be a significant impact on the access to adjacent roadways, the secondary feeders to Route 59 and the residential areas to the east side of Route 59.

I think the state should take into consideration the concerns of the general public. The public would probably be more approving of the Fox Valley Expressway and completing that roadway to lessen the impact of the traffic on Route 59, so that the residential areas would not be impacted by the development of the roadway in relationship to the residential community.

* * * * *

MR. DAVID HOCHSTETTER: David Hochstetter,
3N554 Locust, West Chicago.

This would be about the proposed bridge
for the bike path to go over Route 59 just north of
North Avenue.

I would be against it as long as they had
a stoplight at the St. Andrews Golf Course entrance
and a stoplight at Smith Road.

That is it.

* * * * *

MS. SUE VAN DER NAALD-JOHNSON: My name is
Sue Van der Naald, V-a-n d-e-r, capital N, as in
Nancy, a-a-l-d, hyphen, Johnson, with an s-o-n. And
I live at 421 Spring Cress, C-r-e-s-s, Lane. And
that is in West Chicago, 60185.

I believe money should be used on the Fox
Valley Expressway rather than on buying right-of-ways
from private landowners.

The expressway needs to be built if the
flow of traffic is so paramount. An additional
advantage, which should be paramount, would be an

increase in safety for local residents, who use Route 59.

If Route 59 were then removed from the SRA, due to the Fox Valley Expressway, all would benefit.

While cost is of critical importance, the East-West Expressway could be turned into the East-West Tollway; thus, being more cost accountable.

Safety of local residents needs much more consideration; however, this tollway would solve problems of an SRA, safely, as well as being more cost effective.

Additionally, the statistics used by IDOT are at least eighteen months old; and projections are made as to the impact of undeveloped commercial areas and the resulting increase in traffic and traffic accidents.

A traffic light at Hawthorne Lane in West Chicago, interconnecting signalization with Ingaltan, is the responsibility of the state to its tax paying citizens.

Finally, are you aware of the fact that the school district no longer needs or wants to maintain the light at James Avenue in West Chicago?

* * * * *

MR. SETH JOHNSON: My name Seth Johnson and I live at 421 Spring Cress Lane in West Chicago.

And as a citizen of West Chicago, I would like to indicate that I think that money should be used on building the Fox Valley Expressway rather than using the money in order to increase the volume on Route 59.

And I feel that it would just be an added cost in acquiring private land from the holders within our Forest Trail Subdivision.

I do have many concerns about the safety of Route 59 as it presently is. And I feel, with added increase in traffic volume, it would become even more dangerous because the planning seems to be rather short-sighted in terms of what the city has so far presented us with in terms of their methods of planning.

By using the Fox Valley Expressway, I feel that the safety of the citizens of West Chicago would be better insured.

I feel that this study needs considerably more amount of input in order to insure that the

citizens within the West Chicago area are being accurately represented as to what their needs are.

I think that they should continue to very carefully study the number of traffic lights between James Avenue and Ingalton Avenue and consider issues of safety for the citizens within that area before making any final decisions as to how many lights there will be.

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MS. MARCIA MATSON: Marcia Matson, 900 Wild Ginger Trail in West Chicago.

I understand from the people explaining this proposal that it does not take into consideration the construction of the North-South Corridor, which is proposed just west of here, and that the conclusions arrived at by this plan would probably be invalidated by that study for the other roadway; and, therefore, they would have to rethink this at that point in time.

And I would like to support the construction of that roadway as a tollway west of here. I think the revenue is very much needed from

the tollway.

And I don't see any reason to continue with this proposal to widen Route 59 since the entire area has not been taken into consideration.

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

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IN RE:)
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THE ILLINOIS 59 SRA PUBLIC)
HEARING IN STREAMWOOD,)
ILLINOIS.)

The report of proceedings had in the above-captioned matter, taken before Jeanine Eddings, C.S.R., a notary public within the County of Cook and State of Illinois, on Monday, November 25, 1991, at the hour of 2:00 p.m. to 8:00 p.m.

1 APPEARANCES:

2 MR. LEE SWIECA,
3 on behalf of the Illinois Department of
4 Transportation;

4 MR. RICH STARR,
5 on behalf of the Illinois Department of
6 Transportation;

6 MR. GEORGE CATALANO,
7 on behalf of the Illinois Department of
8 Transportation;

8 MR. MARK PETERSON,
9 on behalf of Harland Bartholomew & Associates,
10 Inc.;

10 MR. ANTHONY PAKELTIS,
11 on behalf of Harland Bartholomew & Associates,
12 Inc.

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1 MS. KATHY WIERCINSKI: My name is Kathy
2 Wiercinski. My address is 2614 Popular View,
3 Elgin. I have a couple of concerns.

4 One, I'd like to understand what
5 the impact if you go ahead with Route 59 as a
6 six lane highway, what impact it's going to have
7 on the proposed Fox Valley Expressway. I hope
8 the groups are talking to each other.

9 I see improvement or attempt of
10 improving our roads all around based on these
11 maps, but what -- what kind of concentration or
12 focus is there going to be on mass transit?

13 We have got environmental
14 concerns. There is pollution, we can't keep
15 building more roads, wider roads, there has to
16 be some concentration on mass transit.

17 I work downtown. I take the train
18 and I think it's great. And I just wish there
19 would be some more concentration on that.

20

21

* * * *

22

1 MR. GEORG FRAZIER: George Frazier, 349
2 Ascot Lane, Streamwood. I just wanted to point
3 out where Ascot Lane goes into 59, if you are
4 going north on 59 going into the Surrey Woods
5 complex at Ascot Lane and being able to get out.
6 I think there needs to be some sort of an
7 acceleration ramp or something going north onto
8 59 coming out of Ascot.

9 And another thing is if they have
10 a sound barrier. There are going to be houses
11 that border right on Route 59 there. It would
12 not be congruent with the area at all.

13 MR. J.J. MITCHELL: My name is J.J.
14 Mitchell, M-i-t-c-h-e-l-l, Bartlett.

15 My comment is that I know that the
16 widening will happen. And the preliminary
17 contacts with me have shown that the price --
18 what they are going to offer for the 10 foot
19 right-of-way addition is extremely out of line
20 with reality.

21 In addition, they will destroy a
22 good deal of our environmental concerns as far

1 as our living combinations are concerned because
2 of the fact that they will take away a buffering
3 berm and establish a row of trees, which is also
4 a buffer from the traveling on 59. And the
5 shopping center across the way from us, it would
6 be of more to our willingness to incorporate if I
7 knew they were going to do something about
8 replacing this buffering which we will lose.

9 That is about all I can offer at
10 this time.

11

12

* * * *

13

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16

MS. CAROLYN STEJSKAL: I'm Carolyn Stejskal
and I live at Rural Route 4, Box 133-A, Rohrsen
Road.

17

18

19

And I would prefer to have 59
expanded and used as a through way and not have
to put another road through.

20

21

* * * *

22

1 MR. SCOTT CHRISTIANSEN: There was three
2 things I wanted to say.

3 My name is Scott Christiansen.
4 My address is 623 Ascot Lane in Streamwood.
5 Three comments regarding the proposed
6 improvements to Route 59 between Schaumburg Road
7 and Bode Road.

8 First comment is there is a
9 proposed noise barrier of 14 feet along the
10 Surrey Woods subdivision. I am in favor of such
11 a noise barrier and would like to see it
12 erected.

13 The second point is according to
14 the engineers, this project will not be started
15 for four to five more years. As soon as the
16 funding is approved, I would like to see it
17 moved up as soon as possible because of the
18 congestion and the need for the traffic to be
19 improved in the area.

20 And the third point I have is
21 regarding the condemnation of the land. That
22 property bordering the road is not owned by me

1 but it is common grounds of our association.
2 And I would like the state to confer not only
3 with the owners that border it but also with the
4 association president. That's it.

5

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WRITTEN COMMENTS

ATTACHMENT D

PAUL NETZEL
Mayor

NANCY SMITH
City Clerk

A. MILTON SAUER
City Treasurer



J. DONALD FOSTER
City Administrator

December 17, 1991

James Slifer, PE
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: ILLINOIS ROUTE 59 SRA COMMENTS

Dear Mr. Slifer:

The City Council of West Chicago has adopted Resolution 1039 which states the position of the City relative to the proposed implementation of the Strategic Regional Arterial improvements on Route 59. The City objects to the proposed improvement of the roadway. The attached resolution is forwarded to you along with a letter from City Engineer, John Moore. The letter outlines the City's technical comments regarding the proposed plan.

If you have any questions regarding the comments of the City Engineer, please contact directly his office. If you have any comments regarding the position of the City as a whole on this proposed, please feel free to contact me.

Very truly yours,


J. Donald Foster
City Administrator

DF12173/as

cc: John Moore

PAUL NETZEL
Mayor

NANCY SMITH
City Clerk

A. MILTON SAUER
City Treasurer



J. DONALD FOSTER
City Administrator

C E R T I F I C A T I O N

I, Nancy M. Smith, do hereby certify that I am City Clerk of the City of West Chicago and keeper of the records of said City.

I further certify that the attached Resolution No 1039 is a true, correct and complete copy of Resolution made and entered of record by said City on the 2nd day of December, 1992.

Given under my hand and seal of said City of West Chicago this 18th day of December, 1991.

Nancy M. Smith
City Clerk

SEAL

RESOLUTION 1039

OPPOSING WIDENING OF ROUTE 59
AS PROPOSED IN STRATEGIC REGIONAL
ARTERIAL PROGRAM

WHEREAS, the State of Illinois has proposed to widen Route 59 throughout the City of West Chicago to a six lane roadway as part of the Strategic Regional Arterial road improvement program; and

WHEREAS, the Strategic Regional Arterial Program is designed to provide a supplemental highway system to move vehicles long distances on a network of major roadways built throughout the Chicago Metropolitan area in addition to the toll/freeway system proposed for the area; and

WHEREAS, the widening of Route 59 to a six lane highway as proposed in the Strategic Regional Arterial plan would have a major detrimental effect on the City of West Chicago; and

WHEREAS, the City of West Chicago is presently split into sections by a four lane Route 59 which carries high speed traffic through the City; and

WHEREAS, residents have experienced numerous accidents and access problems on the existing Route 59 such that residents have been hesitant to utilize the current road configuration and have repeatedly requested the Illinois Department of Transportation to provide reduced speed limits or an increase of the number of traffic control devices in the area to allow for the frequent movement between the City on each side of Route 59; and

WHEREAS, the construction of a six lane highway in lieu of the current four lane highway would tend to exacerbate the problems experienced by the residents and would continue to fractionalize the neighborhoods of West Chicago to the detriments of its citizens; and

WHEREAS, the proposed new Strategic Regional Arterial Road would require the acquisitions of an additional 50 feet of right-of-way through the City, would entail the removal of a substantial number of existing buildings in the City and would change the character of the neighborhoods through which it would pass; and

WHEREAS, the report prepared by the State in support of the Strategic Regional Arterial has noted the traffic counts projected for the area through West Chicago do not warrant construction of a six lane facility; and

RESOLUTION 1039

PAGE 2

WHEREAS, the State has stated the road will be built to six lanes only to provide continuity between proposed six lane wide sections of roadway north of North Avenue and south of Butterfield Road; and

WHEREAS, it is not in the City's best interest to have Route 59 widened to six lanes based on the reasons given by the State; and

WHEREAS, the State is currently pursuing and considering the installation of a new freeway, the Fox Valley Freeway, in an area which runs basically parallel to Route 59 and is proposed to be installed in a corridor located on the west side of West Chicago; and

WHEREAS, when the Fox Valley Freeway is constructed the same through traffic proposed to be carried by the Strategic Regional Arterial highway could then be carried safely by the Fox Valley Freeway thereby reducing the impact on the City of West Chicago; and

WHEREAS, it is not in the best interest of the City that the State widen and limit the access of Route 59 throughout the City in order to accommodate additional through traffic in the area.

NOW THEREFORE BE IT RESOLVED, by the West Chicago City Council in regular session assembled as follows:

SECTION 1. The City objects to the proposed widening of Route 59 from a four to a six lane roadway from Hawthorne Lane to Roosevelt Road. The State of Illinois is requested to find an alternate location for this improvement.

SECTION 2. The State is requested to develop and construct a Fox Valley Freeway in a location on the west side of the City of West Chicago in lieu of the proposed improvements to the Strategic Regional Arterial improvements on Route 59.

SECTION 3. The State is requested to widen roadways through the area of the City only when warranted by the necessary traffic counts, not based on other needs.

SECTION 4. The State is requested to take steps to allow for the continuing access between the sections of the City and to take steps to mitigate noise and other environmental damage done by the widening of its roadways.

SECTION 5. The City recognizes the need to move traffic in the metropolitan Chicago area and acknowledges the West Chicago area is growing and will require additional transportation facilities. Forcing traffic flows through the middle of West Chicago to accommodate long distance traffic is not appropriate and should not be considered at this time by the State. Other alternatives should be selected.

SECTION 6. The City Engineer shall forward to the State technical comments on the proposed plan of the Strategic Regional Arterial presently being reviewed by the City. These comments are supported by the Council and they should be addressed by the State in its modifications to the proposed plan.

ADOPTED this 2nd day of December, 1991.



Mayor

AYES: 8
NAYS: 0
ABSENT: 0
ABSTAIN: 0

ATTEST:


City Clerk

PAUL NETZEL
Mayor

NANCY SMITH
City Clerk

A. MILTON SAUER
City Treasurer



J. DONALD FOSTER
City Administrator

December 16, 1991

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

RE: ILLINOIS ROUTE 59 SRA STUDY COMMENTS

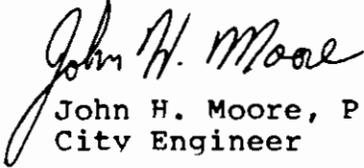
Dear Mr. Slifer:

The following are the technical comments and corrections the City of West Chicago has on the Route 59 Strategic Regional Arterial Report as referred to in section 6 of West Chicago Resolution # 1039 opposing widening of Route 59 as proposed in the Strategic Regional Arterial Program.

- A) There is no western leg of the Dayton Street intersection. The street only goes to the east. Map D-7 shows it incorrectly.
- B) The study shows the eliminating of Hahn Place which serves as a frontage road along Route 59 from Dale Avenue to Forest Avenue. The Frontage Road eliminates all the driveway cuts in this area which provides safer access. Staff recommended keeping the Frontage Road and taking extra right-of-way from the east side of Route 59, which is forest preserve property.
- C) Recommend moving the proposed traffic signal location one block to the south from Pomeroy Street to Brown Street. Brown Street is on both sides of Route 59 and is more of a major street.

- D) The City has concluded a traffic and safety study between James Street and the Chicago and Northwestern Railroad overpass on Route 59. The study recommended placing a new traffic signal at Ingaltan Avenue and adding a Frontage Road to King's Crossing Apartments. The existing entrance to the apartments would be closed as well as the entrance at Hahndorf Street. Williams Road between Hawthorne Lane and James Street would be constructed and Helen, Hickory, Pine and Ray Avenue would be made right-in and right-out only. The study is also recommending placing left turn lanes on Route 59 at Hawthorne Lane and a possible future light if warrants are met.
- E) The overpass over the Chicago and Northwestern Railroad should be lowered because the railroad tracks have been removed and the right-of-way will be used for a bike path.
- F) A future traffic signal approximately 800 feet north of Route 64 is needed for the existing shopping centers on the east and a proposed shopping center on the west.

Sincerely,



John H. Moore, P.E.
City Engineer

JHM/jk

cc: P. Netzel
D. Foster

Handwritten signature



P-M
AVIA PARTING & CO.
130 EAST ELM STREET
ROSELLE, ILLINOIS 60172-2084
708 529-8000

CONSULTING ENGINEERS
CIVIL · MUNICIPAL · ENVIRONMENTAL
LAND USE · SITE DEVELOPMENT

November 26, 1991

Mr. James C. Slifer, District Engineer
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196-1096

ATTN: Ms. Nancy Magnus

RE: ILLINOIS 59 @ STRUCKMAN BOULEVARD
TRAFFIC SIGNAL REQUEST

BUREAU OF PROGRAMMING
DEC 02 1991
DISTRICT #1

Dear Ms. Magnus:

As the Village's consulting engineers, we requested the Department to add the installation of traffic signals at the referenced location to the current design contract for Illinois 59 between the C.C.& P. RR. and U.S. Route 20 (see enclosed copies of correspondence).

While we felt that traffic signals are warranted and appropriate at the time of the request, the October 29, 1991 response from Mr. La'O has not altered our position. In fact, the response from Mr. La'O does not seem to be consistent with the Illinois Route 59 Strategic Regional Arterial study preliminary recommendations. The exhibit displayed at yesterday's Public Hearing for said study indicates that the Struckman Boulevard intersection with Illinois 59 is a location recommended for the installation of traffic signals. Therefore, please facilitate reconsideration of the Village's request to have traffic signals included in the Illinois 59 widening plans.

In regard generally to the design plans for Illinois 59 between U.S. Route 20 and the C.C.& P. RR. and between the C.C.& P. RR. and Illinois Route 64, previous review of the Department's plans on behalf of the Village of Bartlett included design comments relative to traffic signals at the above referenced intersection, traffic staging and traffic control during construction and realignment of the Schick Road intersection approaches. Copies of our May 3, 1991 and June 25, 1991 correspondence are also enclosed with this letter. A response from the Department on the various individual issues and recommendations is awaited.

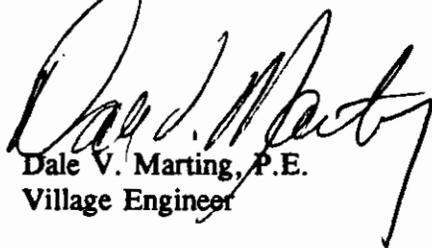
PAVIA-MARTING & CO.

Ms. Nancy Magnus
November 26, 1991
Page 2

Please advise us of the Department's disposition toward the inclusion of traffic signals at the Struckman Boulevard intersection as well as toward the other suggestions in the development of the proposed roadway plans.

Very truly yours,

**PAVIA-MARTING & CO.
AN ILLINOIS CORPORATION
VILLAGE CONSULTING ENGINEERS**



Dale V. Marting, P.E.
Village Engineer

DVM/JEP/bb
Attachment

cc: Valerie Salmons - Village Administrator
Scott Viger - Community Development Director
File

P-M
AVIA PARTING & CO.
130 EAST ELM STREET
ROSELLE, ILLINOIS 60172-2084
708 522-5000

CONSULTING ENGINEERS
CIVIL · MUNICIPAL · ENVIRONMENTAL
LAND USE · SITE DEVELOPMENT

October 4, 1991

Mr. James C. Slifer, District Engineer
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196-1096

RE: ILLINOIS 59 @ STRUCKMAN BOULEVARD
TRAFFIC SIGNAL REQUEST

Dear Mr. Slifer:

As the Village's consulting engineer, we are advising you of Bartlett's request for the installation of traffic signals at Struckman Boulevard and Illinois Route 59. We are aware that the section of Route 59 which includes the referenced intersection is in the design stage for a major widening improvement. Our previous review of the Department's plans for the Village included comments relative to the traffic signal installation.

A 12 hour manual traffic count was conducted at this intersection by the Village's Police Department, and a copy of the summary is enclosed for your review. It appears that the Four Hour Volumes Warrant (#9) is met. By the time the proposed road improvements are constructed, we anticipate greatly increased volumes of traffic on both the major and the minor routes. Residential developments are under construction which will provide approximately 1550 additional residential units in close proximity to Struckman Boulevard east of Route 59 (Durwood Forest and Silvercrest subdivisions), and development is also under way west of Route 59 with access at Struckman Boulevard which will add 100 single family homes (Charter Oaks subdivision).

Struckman Boulevard is a major collector which provides the most direct and convenient access to Route 59 for the section of Bartlett between Stearns Road and the Chicago, Central and Pacific Railroad tracks (see enclosed map). A signalized intersection at Struckman Boulevard would also draw some of the existing traffic now using Congress Drive due to the added safety and convenience provided by signalized control. This will reduce the traffic demand at that unsignalized intersection, thus creating an additional benefit to the overall street network.

PAVIA-MARTING & CO.

Mr. James C. Slifer
October 4, 1991
Page 2

Please advise us of the Department's disposition toward the inclusion of traffic signals at this intersection in your proposed roadway plans.

Very truly yours,

**PAVIA-MARTING & CO.
AN ILLINOIS CORPORATION
CONSULTING ENGINEERS**

Jack E. Petersen
Manager of Operations

JEP/bb
Attachment

cc: Valerie Salmons - Village Administrator
Scott Viger - Community Development Director
File

Location: IL Route 59 @ Struckman Blvd.
 Counted by: JW/JM BPD

Day, Date: Tuesday, Jan. 27, 1994
 Hour: 6:00 A.M. - 6:00 P.M.
 Weather: Clear



SUMMARY OF TRAFFIC SURVEY

Hour Begin-ning	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH				Total North and South	TRAFFIC FROM EAST				TRAFFIC FROM WEST				Total East and West	Total North, South East and West
	Route IL Route 59		Route IL Route 59		Route Struckman Blvd.		Route Struckman Blvd.			Route Struckman Blvd.		Route Struckman Blvd.		Route Struckman Blvd.					
	West	South	East	Total	West	North	East	Total		North	South	West	North	East	South	Total			
6:00a	2	676	3	681	1	541	4	546	1227	62	0	28	90	0	0	0	90	1317	
7:00a	1	906	19	926	8	742	7	757	1683	80	0	22	102	1	0	1	104	1787	
8:00a	5	681	9	695	2	561	6	569	1264	42	0	10	52	2	0	3	57	1321	
9:00a	4	432	7	443	4	429	6	439	882	12	0	10	22	3	0	3	28	910	
10:00a	5	408	13	426	4	426	12	442	868	23	0	10	33	2	0	2	37	905	
11:00a	4	369	6	379	3	385	13	401	780	17	3	6	26	1	3	2	32	812	
6-Hour Total	21	3472	57	3550	22	3084	48	3154	6704	236	3	86	325	9	3	11	23	348	7052
12:00p	5	477	16	498	3	458	7	468	966	20	1	8	29	2	2	4	8	1003	
1:00p	1	417	10	428	1	454	6	461	889	10	0	9	19	0	0	3	3	911	
2:00p	2	491	25	518	0	544	17	561	1079	21	2	10	33	4	2	2	8	1120	
3:00p	5	618	45	668	0	737	34	771	1439	31	0	20	51	2	0	5	58	1497	
4:00p	1	666	35	702	0	838	29	867	1569	26	0	8	34	4	0	5	43	1612	
5:00p	4	692	66	762	0	831	32	863	1625	25	0	17	42	0	0	5	47	1612	
6-Hour Total	18	3361	197	3576	4	3862	125	3991	7567	133	3	72	208	12	4	24	40	7815	
12-Hour Total	39	6833	254	7126	26	6946	173	7145	14241	369	6	158	533	21	7	35	63	14867	
Adjusted Daily Traffic																			

Remarks:

Sheet 1 of 1
 Summarized by JEP

L. 4

P-M
AVIA PARTING & CO.
130 EAST ELM STREET
ROSELLE, ILLINOIS 60172-2084
708 528-8000

CONSULTING ENGINEERS
CIVIL · MUNICIPAL · ENVIRONMENTAL
LAND USE · SITE DEVELOPMENT

May 3, 1991

Mr. Ken Macander, Bureau Chief
Illinois Department of Transportation
Bureau of Design
201 W. Center Court
Schaumburg, Illinois 60196-1096

RE: ILLINOIS ROUTE 59 IMPROVEMENTS
ILLINOIS ROUTE 64 TO C.C. & P. RAILROAD

Dear Mr. Macander:

This office has conducted a review of the recently submitted preliminary plans dated February 28, 1991, for Illinois Route 59 between Route 64 to C.C. & P. Railroad. The following comments are offered relative to general design and utilities.

1. The only Village of Bartlett public utilities within the limits of this project are located at the intersection of Schick Road and Route 59 (Sheet 48). Their location as depicted on the plans appear to be correct.
2. The east leg of Schick Road will undergo reconstruction during the summer of 1991. This project will be constructed by Hoffman Homes, developer of the Woodland Hills Subdivision located adjacent to Route 59, along its west side from near Sta 140+00 to the northern limits of these plans. Enclosed is a copy of the proposed improvement. The curb lines will be relocated southward in order to improve the alignment with the west leg of Schick Road.
3. The Village requests that during construction left turn lanes be provided on Route 59 at Schick Road for both directions, and for north bound traffic at Woodland Hills Parkway near Sta 173+00. These intersections serve as the main entrance for the Woodland Hills Subdivision, and tremendous backups will occur during the peak hours and greatly increased potential for accidents will exist without left turn protection during construction. As of this date there are approximately 188 single family homes occupied. It is anticipated that within the next 18 months, an additional 425 homes will be occupied.

PAVIA-MARTING & CO.

Page 2

May 3, 1991

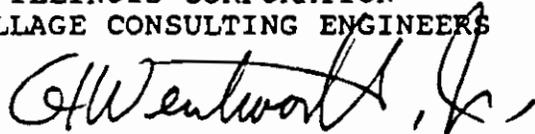
Mr. Ken Macander

4. We feel left turn lanes on east and west bound Army Trail Road at Route 59 are also needed during construction activities.
5. The pavement width dimensions are missing near Sta 149+00 and Sta 153+00.

If you have any questions, please do not hesitate to call.

Very truly yours,

PAVIA-MARTING & CO.
AN ILLINOIS CORPORATION
VILLAGE CONSULTING ENGINEERS



George H. Wentworth, Jr., P.E.
Plan Review Engineer

GHW/bb
Attachment

cc: Ms. Valerie Salmons - Village Administrator
File

A:\I59&I64.GHW

P-M
AVIA PARTING & CO.
130 EAST ELM STREET
ROSELLE, ILLINOIS 60172-2084
708 528-8000

CONSULTING ENGINEERS
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LAND USE · SITE DEVELOPMENT

June 25, 1991

Mr. David Krueger, Area Utility Coordinator
Illinois Department of Transportation
Bureau of Design - Utilities
201 W. Center Court
Schaumburg, Illinois 60196-1096

RE: ILLINOIS ROUTE 59 IMPROVEMENTS
C.C. & P. RAILROAD TO US ROUTE 20

Dear Mr. Krueger:

This office has conducted a review of the recently submitted preliminary plans dated April 3, 1991, for Illinois Route 59 between C.C. & P. Railroad to US Route 20. The following comments are offered relative to general design and utilities.

A. Review comments

1. During 1990 development occurred along both sides of Route 59 north of Stearns Road. Enclosed is a copy of the entrance locations, etc., which may be useful for your final design.
2. The Village of Bartlett has expressed a desire for a traffic signal installation at Struckman Boulevard. Previous submittals to IDOT included manual traffic counts and warrants.
3. We suggest that the intersection improvements consist of two through lanes plus turning lanes as required by capacity analysis at Stearns Road and West Bartlett Road intersections. This would avoid reconstruction at these intersections when these roadways are widened in the future.
4. A new residential subdivision, The Woods of Oak Hills, was recently constructed between Sta 331+00 to Sta 342+00. Enclosed is a copy of our atlas sheets for this area.
5. A new entrance onto Route 59 will be constructed near Sta 348+00. This development consists of the construction of a Temple for the Jain Society.

PAVIA-MARTING & CO.

Page 2

June 25, 1991

Mr. David Krueger, Area Utility Coordinator

6. Plans for two new subdivisions have been submitted to the Village. Enclosed are copies of their site plans for your information. Hudson Hills will be located on the east side of Route 59 near Sta 262+00. Lake-In-The-Woods Subdivision will be located near Sta 265+00 creating a complete intersection at Auburn Lane.
7. The Route 59 plans as reviewed do not include information for construction staging/traffic control. We suggest that left turn lanes be provided during construction at

Woodland Hills Parkway - Sta 173+00
Struckman Boulevard - Sta 195+00
Congress Drive - Sta 212+00
Apple Valley Drive - Sta 228+00
Stearns Road - Sta 238+49
Auburn Lane - Sta 265+50
West Bartlett Road - Sta 310+00
Bay Tree - Sta 342+00

as well as Stearns and West Bartlett Roads.

Response to the April 16, 1991 letter requesting utility information Sta 228+00 to 238+00.

The utility in question is a 10-inch water main. The water main has a minimum of 5-1/2 feet of cover over the top of the pipe. The pipe material is ductile iron. The age is between 15 and 20 years. As far as the Village knows, this water main is in good condition.

B. Additional review comments:

1. Stearns Road is not identified on the plan and profile sheet for Sta 230+00 to 245+00.
2. Granger Road near Sta 178+00 is a driveway entrance for a couple parcels of land. It is not an improved public street.
3. Show existing water main continuing east across Route 59 at Struckman Boulevard.
4. The direction of the storm sewer discharge between the MH and the unlabeled creek is reversed near Sta 226+00.

PAVIA-MARTING & CO.

Page 3

June 25, 1991

Mr. David Krueger, Area Utility Coordinator

5. A water main is located along the west side of Route 59 between Sta 285+00 to 297+00. Enclosed is a copy of our atlas sheet for this location.
6. A new sanitary sewer will be installed across Route 59 near Sta 348+00 to serve the Jain Society.
7. Stearns Road Sta 10+00 to 24+00 sheet has utility information missing. Enclosed are copies of our atlas sheet for your information. Also the name for Sayer Road is missing.
8. Add new entrances for the various shopping centers along Stearns Road.
9. Label Braintree Drive on the Stearns Road Sta 26+00 to 40+00 sheet.
10. West Bartlett Road Sta 10+00 to 23+50 sheet, both plans are labeled as existing.
11. Identify South Park Place Drive on the sheet for Sta 26+50 to 40+00, West Bartlett Road.

If you have any questions, please do not hesitate to call.

Very truly yours,

PAVIA-MARTING & CO.
AN ILLINOIS CORPORATION
VILLAGE CONSULTING ENGINEERS

George H. Wentworth, Jr.

George H. Wentworth, Jr. (bb)
Plan Review Engineer

GHW/bb
Attachments
cc: File

A:\59&20IMP.GHW

DIPLOMATE,
AMERICAN BOARD
OF
OBSTETRICS & GYNECOLOGY

HENRY O. KASE, M.D.
M.K., S.C.
OBSTETRICS & GYNECOLOGY
880 SUMMIT STREET
ELGIN, ILLINOIS 60120
TELEPHONE 742-1421

FELLOW,
AMERICAN COLLEGE
OF
OBSTETRICIANS & GYNECOLOGISTS

BUREAU OF RECORDS & COMMUNICATIONS

DEC 06 1991

DISTRICT #1

11/21/91
J. G. Allen
J. N. L.

November 26, 1991

Mr. Walter S. Kos, P.E.
Illinois Dept of Transportation
201 W. Center Court
Schaumburg IL 60196-1096

Dear Mr. Kos:

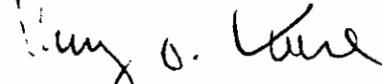
After recently reviewing the Operation Greenlight display in my area, I would like to add the following comments.

The improvement of IL Route 59 to six lanes would be a favorable step in alleviating the traffic problems north and south. Along with this work I ask that you seriously consider expanding Randall Road, west of the Fox River, in a similar manner. At this time Randall Road is not extensively developed, and land acquisition would be easier now than in 5-10 years hence. The population growth in all the Fox Valley suburbs, as you well know, is towards the west, so in the not-too-distant future Randall Road will be as Route 59 is today.

The development of Route 59, accompanied by later expansion of Randall Road would eliminate the need for a Fox Valley Freeway/ Tollway in my opinion. While Sears may want a freeway through it's front yard, it would decimate many beautiful back yards, with mature growth that can never be replaced when Sears decides to move on to some other location.

Thank you for considering my views.

Yours very truly,



Henry O. Kase, MD

HOK/c

Nov. 25, 1991

Cornelia M. Kase
30 W 641 Swing Park Rd
Elgin IL 60120-928
(708) 742-1531

My concern, as a member of the Poplar Creek Concerned Citizens and a resident for over 25 years on Rt. 19, is with the proposed Fox Valley Freeway.

Since I live $\frac{1}{2}$ mile east of the ET + E tracks I could conceivably be

displaced by this proposed Freeway/Tollway!

My husband and I favor expansion of Rt. 59, Randall Road to the west, and development of a rail system via ET and E. All rail expansion is a plus since it takes drivers off the roadways.

I hope expansion of Rt. 59 would eliminate the need for a N-S Freeway/Tollway. I believe IDOT should now be purchasing extra land along Randall Rd. before that becomes heavily settled.

Thank you.

Cornelia Kase

The Illinois Prairie Path

P. O. Box 1086
Wheaton, Illinois 60189



295 Abbotsford Court
Glen Ellyn, Illinois 60137
November 24, 1991

11/22/91
BUREAU OF PROGRAMMING
11/22/91

NOV 26 1991

DISTRICT #1

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

Dear Mr. Slifer:

On behalf of the board of directors of The Illinois Prairie Path not-for-profit corporation, we would like to include the following comments and recommendations in the record of the public hearing on the proposed improvements to Illinois Rte. 59 between Illinois Rte. 72 and Interstate 55 in Cook, DuPage, and Will Counties. Our board is particularly concerned about the four structures listed below:

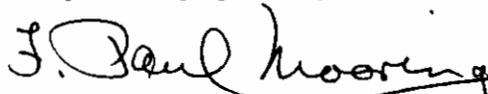
1. The proposed pedestrian bridge to carry the Illinois Prairie Path Elgin Branch over Rte. 59 at the Diversey Parkway/Wiant Road intersection near the St. Andrews Golf Club. We are enclosing a copy of a letter from our board to Mr. Frank Jemsek of St. Andrews Golf Club, dated May 9, 1991. In that letter our board endorses the overall design for this intersection developed by CEMCON, Ltd. We also urge special attention to points 1 through 5 as listed in that letter and hope that some plantings can be included (point 9).
2. The existing underpass that carries the Illinois Prairie Path Aurora Branch under Rte. 59 near Warrenville. This underpass was poorly designed originally and has been a constant source of problems ever since. It should be completely re-engineered if possible when the highway is widened. The floor elevation is too low so the underpass is frequently flooded by stormwater backing up from the nearby creek into which the underpass is supposed to drain. The ceiling is also too low and there is not enough head room for equestrians. We therefore recommend that IDOT consider elevating the highway three feet at this location so that the floor of the underpass can be raised at least one foot and the ceiling of the underpass can also be raised to give two additional feet of clearance for Path users. We think the present bi-level floor will not be necessary if the drainage problem can be corrected.
3. The existing Rte. 59 bridge over the Chicago and North Western Railroad in West Chicago. According to a plan recently approved by the City of West Chicago, the CNW Railroad, and the DuPage County Division of Transportation,

the best route for the Illinois Prairie Path Geneva Spur through West Chicago will lie along the railroad right-of-way where it passes under Rte. 59. The DuPage County DOT plans to piggyback an eight-foot-wide pedestrian bridge on the north abutment of the highway bridge and will probably enclose it with a chain link cage for safety. If IDOT plans any modifications to the bridge in connection with the general upgrading of Rte. 59, we urge you to consider the needs of the Illinois Prairie Path at the same time so that all the improvements can be done at once in a cost-effective manner.

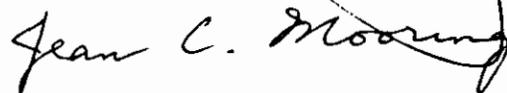
4. The existing Rte. 59 bridge over the Great Western Railroad right-of-way south of North Avenue. The abandoned Great Western right-of-way was recently acquired by DuPage County as the site for another trail currently under development, which connects to the Illinois Prairie Path now and will ultimately connect to the Great Western Trail in Kane and DeKalb Counties. Our board encourages development of this trail and urges IDOT to retain the continuity of the right-of-way for trail purposes if any modifications to this bridge are necessary.

Please keep us informed about your plans for these structures.

Very truly yours,



F. Paul Mooring
President



Jean C. Mooring
Board Member and Newsletter Editor

Copy to Chuck Tokarski, Chief of Traffic Plans and Programs, DuPage County Division of Transportation

Enclosure



The Illinois Prairie Path

P. O. Box 1086
Wheaton, Illinois 60189

BUREAU OF PROGRAMMING

RECEIVED

NOV 26 1991

DISTRICT #1

295 Abbotsford Court
Glen Ellyn, IL 60137
May 9, 1991

Mr. Frank Jemsek
St. Andrews Country Club
3 N 441 Rte. 59
West Chicago, IL 60185

Dear Mr. Jemsek:

As we agreed at our meeting on April 22, 1991, I presented the CEMCON, Ltd. engineering plan for the proposed realignment of the Diversey Parkway/ Wiant Road/ Rte. 59 intersection at St. Andrews Country Club and the Illinois Prairie Path to the board of directors of The Illinois Prairie Path not-for-profit corporation at our board meeting last Tuesday evening. At that meeting the board voted unanimously to approve the plan on the condition that it include the following provisions:

1. During construction the continuity of the Illinois Prairie Path shall be maintained at all times.
2. The pedestrian/equestrian bridge for the Illinois Prairie Path shall have eight-foot-high chain link fencing along both sides.
3. The chain link fencing shall extend at least 100 feet along both sides of the ramps to the east and the west of the bridge.
4. The width of the top of the berm shall be at least sixteen feet, with the surfaced trail at least eight feet wide and a mowed shoulder on each side at least four feet wide. The space between the fences shall thus be at least sixteen feet wide.
5. We prefer that the slopes of the two ramps be less than 5%. If this cannot be provided, the surfaced portion of the ramp (or ramps) should be paved with asphalt.
6. There will be 3-way STOP signs for cars at the intersection of Diversey Parkway and Wiant Road.
7. There will be a warning sign at the top of the west ramp on the right hand side of the Path reading SLOW - STOP AHEAD - ROAD CROSSING and additional STOP signs on the Path on both sides of the intersection with Diversey Parkway.

8. A rest area will be provided for Path users south of Diversey Parkway between the IPP and Rte. 59 with a drinking fountain, benches and a small parking area for a few cars.

9. There should be plantings of trees and shrubs on the berms to control erosion and beautify the area, with prairie plants included; but the plantings along the S-shaped ramp on the west side of the bridge shall be chosen so as not to obscure visibility for either Path users or drivers on Diversey Parkway and Wiant Road.

Very truly yours,

F. Paul Mooring
F. Paul Mooring
President of the Board

cc: Howard E. Smith, Jr., Smith, Landmeier & Skarr, P. C.
Carl Roth, Chairman, DuPage County Board Transportation
Committee
Chuck Tokarski, DuPage Division of Transportation
Brent Coulter, Traffic Engineer, CEMCON, Ltd.

November 25, 1991

I would like to recommend making improvements on Rt 59 & also Randall Road west of Elgin & forget the Fox Valley Expressway.

Duward Jones
Rt 4 Box 138
Elgin, Il. 60120

Mayor
MICHAEL J. O'MALLEY

Village Clerk
VIRGINIA M. HAYTER

Village Manager
PETER T. BURCHARD

H

HOFFMAN

E

ESTATES

Board of Trustees
BRUCE C. LIND
WILLIAM D. McLEOD
SUSAN H. KENLEY
RICHARD A. COCHRAN
LOUIS G. DESRUISSEAU
GAIL GIACALONE

December 10, 1991

Mr. James Slifer, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING

RECEIVED

DEC 18 1991

DISTRICT #1

SUBJECT: ILLINOIS ROUTE 59 SRA

Dear Mr. Slifer:

The Village is pleased to review and provide comments on the draft final report for the Illinois Route 59 Strategic Regional Arterial (SRA) dated October, 1991. The SRA system will be very important to moving traffic in upcoming years and Route 59 is certainly an integral component to the regional arterial system and important to provide access to and from Hoffman Estates. Staff's comments are as follows:

1. In Table 1.1, what is the definition of "major intersections"?

Will curbs be provided with each successive improvement or will curbs only be provided once the ultimate width (6 lanes) is attained?

2. On Page 7, what is the definition of "high-volume intersections"?
3. On Figure 3.29, Irving Park Road (Illinois Route 19) should be included in the sketch.
4. On Page 116, it would be helpful to insert "existing" prior to "development" in the title of the second paragraph of Section 3.9.4.
5. On Page 117, Sears, Roebuck and Co. has approval for 8 million square feet of mixed use development on their 786-acre site, with the possibility of additional development up to 12 million square feet if certain transportation mitigation measures are met. I am available to provide additional information and discuss the particulars of the Sears development with the consultants if they so desire.

The last sentence in that paragraph is unclear. Is this statement meant to indicate that the Sears development will generate additional development outside of boundaries of the 786-acre Sears Business Park? If so, this statement should be clarified.

VILLAGE OF HOFFMAN ESTATES

1200 NORTH CANNON DRIVE, HOFFMAN ESTATES, ILLINOIS 60196. 847-9189 FAX 847-2621

Mr. James Slifer
ILLINOIS ROUTE 59 SRA
December 10, 1991
Page Two

6. Figure 3.36 indicates that the existing right-of-way meets the ultimate right-of-way expected. As the alignment of Route 59 is being modified to flatten the curves, is there 160 feet of right-of-way centered on the new alignment of Route 59?
7. On Map B-10, the Poplar Creek Forest Preserve extends from Route 59 continuously to I-90 on the east side of Route 59, except for the small residential subdivision. The area south and west of the Route 59/I-90 Interchange is also part of the Poplar Creek Forest Preserve.
8. On Map B-11, "Sutton" Road should be labeled as Old Sutton Road. Route 59 is commonly known as New Sutton Road. The Poplar Creek Music Theatre boundaries extend north along Old Sutton road to the Route 59 right-of-way. Also, the music theater's property west of Route 59 extends north to the hedge row just west of the eastern-most of the two wetlands.
9. Regarding Maps C-10 and C-11, see previous comments under B-10 and B-11.
10. On Map D-10, is it possible to reduce the median width to minimize the amount of right-of-way necessary to obtain from the Forest Preserve District? It appears that a wide median is not critical in this section since there will be no commercial development and only one small residential subdivision requiring median cuts and turn lanes.
11. On Detail 7, Sutton Road should be renamed Old Sutton Road. In addition, Old Sutton Road is a public street that continues into the Poplar Creek Music Theatre. There is no indication of Old Sutton Road south of Route 72 on this detail. The Village has concerns about making Old Sutton Road a cul de sac both north and south of Higgins Road. This intersection is shown as a future signalized intersection on transportation plans.

The grade separated improvements to the Route 59/Higgins Road intersection raise questions of access to the parcel at the southwest corner. It appears that access off of Higgins Road is impossible, access from Old Sutton Road is impossible due to the lack of intersection with Higgins Road, and no access opportunity is shown on Route 59.

Mr. James Slifer
ILLINOIS ROUTE 59 SRA
December 10, 1991
Page Three

Does IDOT currently have 180' of right-of-way on Route 59 just south of Higgins Road? The amount of additional right-of-way necessary from the property at the southwest corner should be indicated to the Village for future discussions with this property owner. Similarly, the amount of right-of-way to provide a total of 352' along Higgins Road should be indicated.

12. The Village is aware of discussions between the property owner at the northeast corner of Route 59 and the Northwest Tollway concerning a full intersection into their property from Route 59. It is important that this be incorporated into these plans to plan future access along this portion of Route 59. An intersection with this property should be coordinated and aligned with property west of Route 59 for a single-joint access intersection.
13. Assumptions regarding the Fox Valley Expressway should be stated in the report and how, if at all, Route 59 would be affected.
14. A park and ride facility, in conjunction with the Pace Transit Center, within the Sears Business Park was mentioned at the meeting. Sears plans do not show a park and ride facility within the Business Park. The Village would probably support a park and ride facility, but not necessarily within the Sears Business Park as this land is too valuable for such a use. In addition, a location where traffic to/from the lot would not conflict with traffic to/from the surrounding land uses would be more appropriate.

Thank you for the opportunity to comment. I would be happy to discuss these comments further with your staff or consultants. Please call if you have any questions.

Sincerely,



Mark A. Koplín, AICP
EDA Project Manager

MAK/mlw
102991.2

cc: Melissa Bolz

IDOT RESPONSE LETTERS

ATTACHMENT E

Summary of Response Letters Illinois Route 59 Strategic Regional Arterial

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

SRA Segment 1: Interstate 55 to Black Road

- Two through lanes in each direction with a 12 to 18 foot wide median within a 120-foot wide desirable ultimate right-of-way
- An interconnected signal system from U.S. Route 52 (Jefferson Street) through the end of the segment
- Lengthen Interstate 55 on-ramp on southbound Illinois Route 59

SRA Segment 2: Black Road to Renwick Road

- Two through lanes in each direction separated by an 18-foot wide raised median within a 120 to 135 foot wide right-of-way
- An interconnected signal system for the entire segment

SRA Segment 3: Renwick Road to the Elgin Joliet & Eastern Overpass

- Renwick Road to Robert Avenue, two through lanes in each direction with an 18-foot wide median with a desirable ultimate right-of-way width of 125 feet
- Robert Avenue to Plainfield-Naperville Road, two 11-foot wide through lanes in each direction with a continuous 11-foot wide median within an 80-foot wide right-of-way
- Plainfield-Naperville Road to EJ&E overpass, two through lanes in each direction with a 12-foot wide median within a 120-foot wide right-of-way
- An interconnected signal system from Segment 2 to Illinois Route 126 (Main Street)

SRA Segment 4: Elgin, Joliet & Eastern Overpass to 75th Street

- EJ&E overpass to just north of the DuPage River, two through lanes in each direction separated by a 12-foot wide median within a 120-foot wide right-of-way
- Just north of the DuPage River to Pilcher Road (135th Street), two through lanes in each direction separated by an 18 foot wide median within a desirable ultimate right-of-way width of 120 feet

- Pilcher Road to Chapins Road (127th Street), two through lanes in each direction with a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- Chapins Road to 75th Street, three through lanes in each direction separated by a 30-foot wide median within a desirable ultimate right-of-way width of between 150 and 180 feet
- An interconnected signal system from Pheasant Chase Drive to 91st Street and from White Eagle Drive to the existing signal system at 75th Street
- Protect right-of-way at 75th Street for post-2010 interchange

SRA Segment 5: 75th Street to Interstate 88 (East-West Tollway)

- Three through lanes in each direction separated by a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- An interconnected signal system from North Aurora Road to the existing system at Diehl Road
- Modify the structure at the Burlington Northern Railroad and Interstate 88 (East-West Tollway)

SRA Segment 6: Interstate 88 (East-West Tollway) to Mack Road

- Three through lanes in each direction separated by a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- An interconnected signal system from the existing signal system at Ferry Road to Batavia-Warrenville Road
- Protect right-of-way at Illinois Route 56 (Butterfield Road) for post-2010 interchange

SRA Segment 7: Mack Road to Illinois Route 38 (Roosevelt Road)

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

SRA Segment 8: Illinois Route 38 (Roosevelt Road) to Hawthorne Lane

- Three through lanes in each direction and an 18-foot wide raised median within a desirable ultimate right-of-way width of 120 feet
- An interconnected signal system from Segment 7 to James Avenue
- Full access at all signalized intersections, right-in/right-out at all unsignalized cross streets

SRA Segment 9: Hawthorne Lane to Illinois Route 72 (Higgins Road)

- Three through lanes in each direction and a 30-foot wide median within a desirable ultimate right-of-way width of 150 feet
- Interconnected signal systems from Illinois Route 64 (North Avenue) to Diversey Parkway, Army Trail Road to Auburn Lane, West Bartlett Road to U.S. Route 20, Illinois Route 19 (Irving Park Road) to Illinois Route 58 (Golf Road), and from Shoe Factory Road to Illinois Route 72 (Higgins Road)
- Diamond interchange at Illinois Route 72 (Higgins Road)



Illinois Department of Transportation

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

NOV 1 1991

RT 1 (D) Illinois Route 59 at Struckman Boulevard

October 29, 1991

Jack E. Petersen
Manager of Operations
Pavia-Marting & Co.
130 East Elm Street
Roselle, IL 60172-2084

Dear Mr. Petersen:

We have completed our review of the data you provided for the intersection of Illinois Route 59 and Struckman Boulevard to determine if traffic signals are warranted.

At this location, Illinois Route 59 is considered a Strategic Regional Arterial (SRA) Route. SRA routes are State routes which are designated to supplement the freeway system. The intent of the SRA program is to increase progression of traffic along the specified routes.

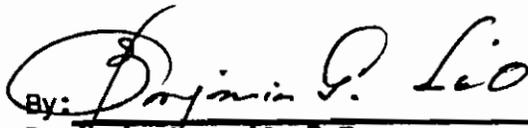
Restrictive measures are used along these routes so that capacity is increased and delays are reduced. One of these measures is limiting the traffic signals along SRA's. Under the SRA traffic signal warrants, the subject intersection does not warrant traffic signals.

Our study also indicated that the stop sign on Struckman Boulevard is the most appropriate traffic control device at this time.

Your interest in traffic safety is appreciated.

Very truly yours,

James C. Slifer, P.E.
District Engineer

By: 

Benjamin G. La'0, P.E.
District Traffic Programs Engineer

CCS/MFK/sg

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Illinois Route 59 SRA Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Illinois Route 59 study. In addition, a Question and Answer section addressed specific concerns about Illinois Route 59 in relation to the SRA study.

Copies of all seven issues of the **Spotlight**, prepared for the Illinois Route 59 SRA Advisory Panel, are contained in the following pages.

SRA SPOTLIGHT

ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

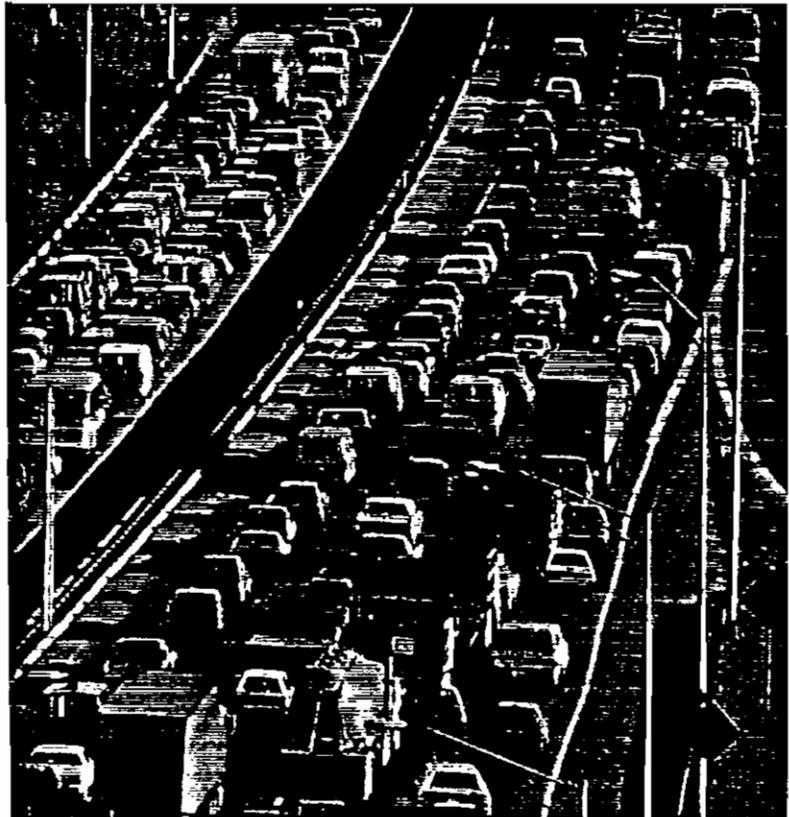
THE SRA PROJECT

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

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

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

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



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

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

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

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

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

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

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

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

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

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

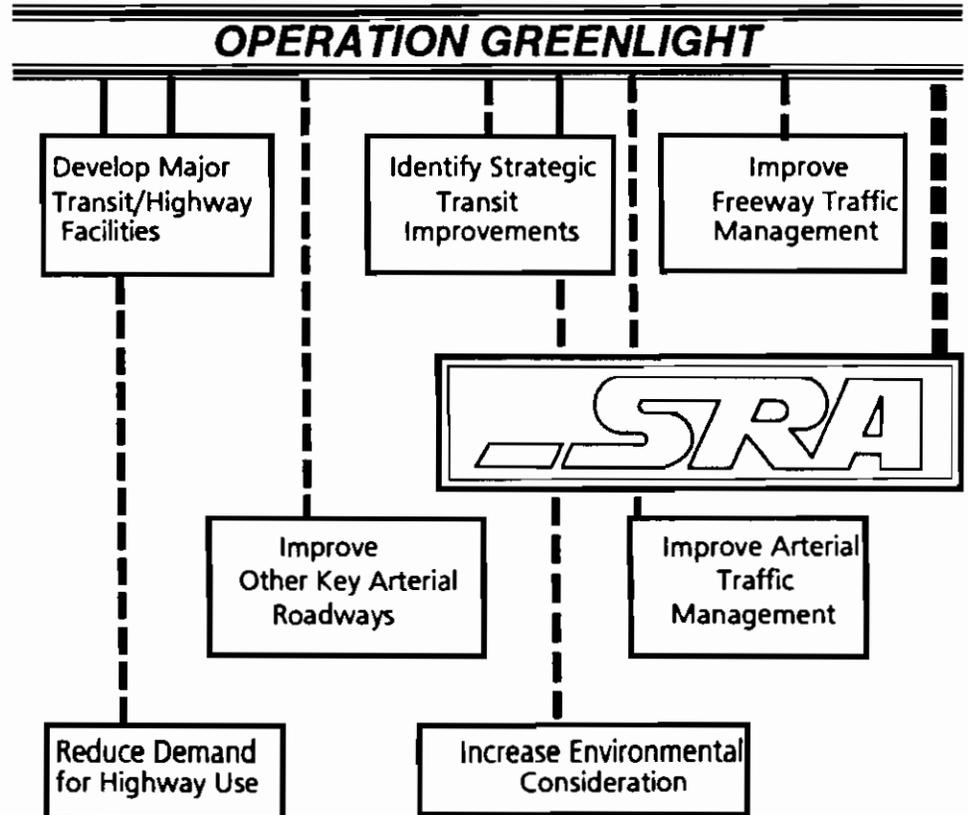
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

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

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

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

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



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

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

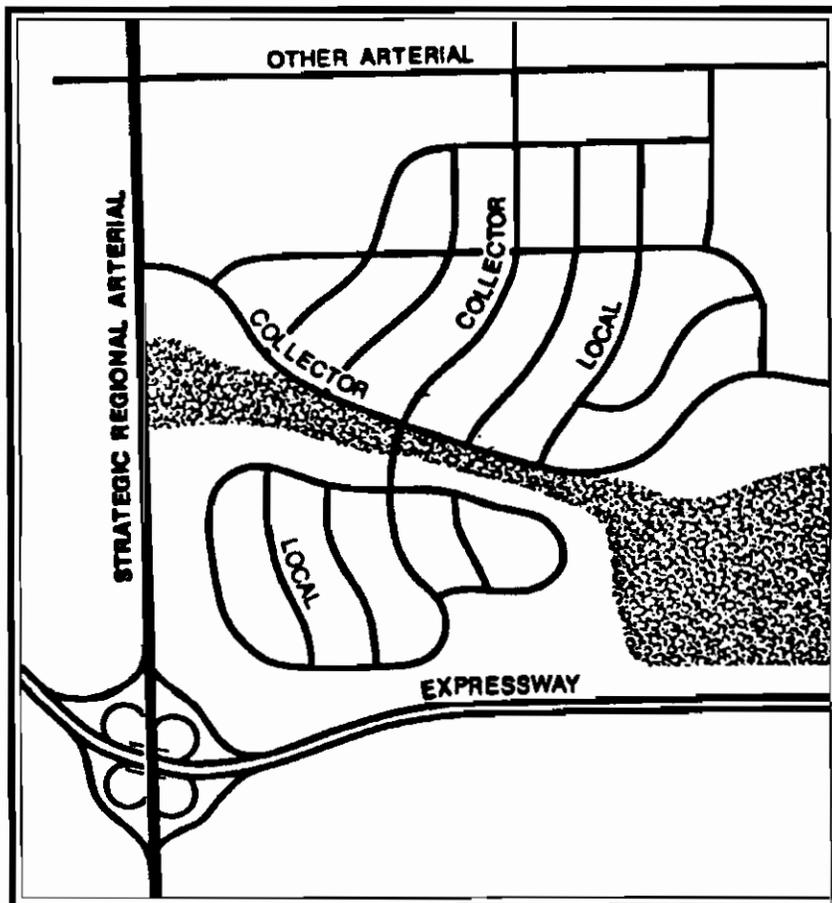
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

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

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

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

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



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

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

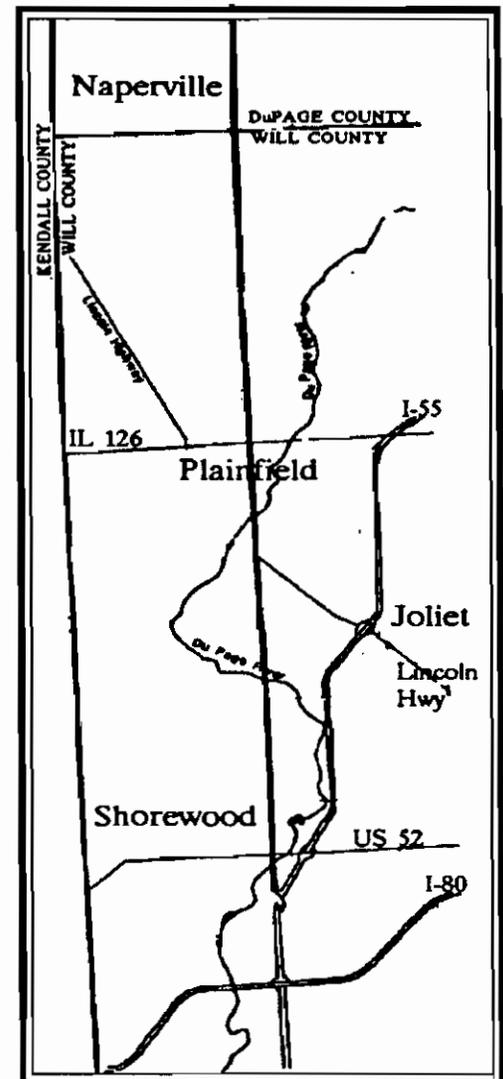
There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two,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

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

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

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of

IL 59 Will County SRA Route



a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

ARTERIAL ANSWERS

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

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

Q

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

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

Can the Advisory Panel meet at other times?

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

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

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

Who should be on the Panel?

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

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

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

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will the study set the design standard for the roadway?

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

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

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

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

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

Are local community goals important to the study?

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

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SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096



SRA SPOTLIGHT

ILLINOIS 59 - COOK & DuPAGE COUNTIES ADVISORY PANEL

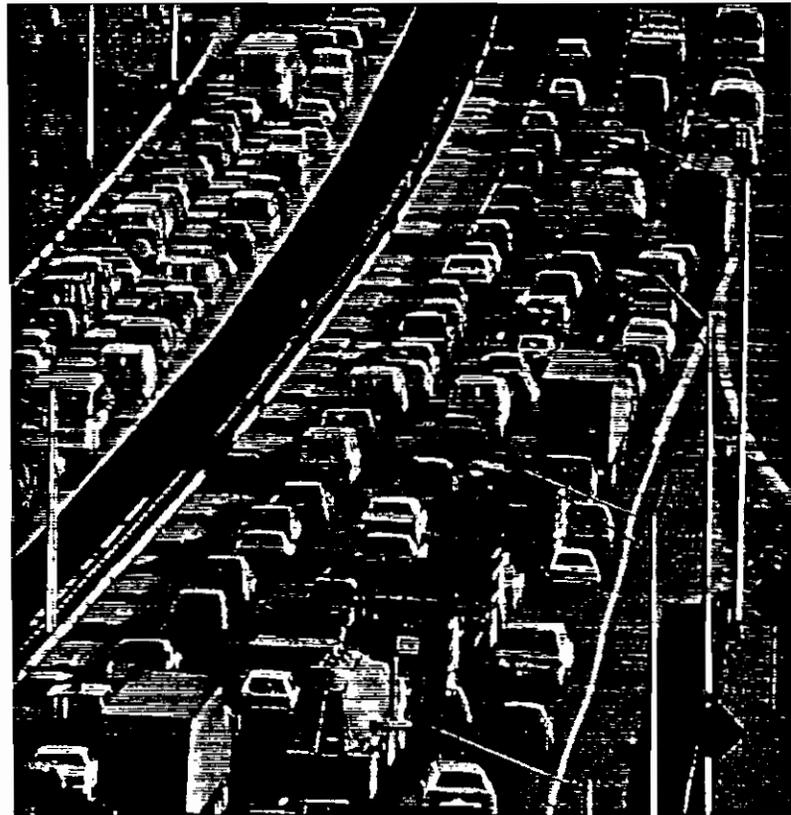
THE SRA PROJECT

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

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

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

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



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

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

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

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

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

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

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

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

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

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

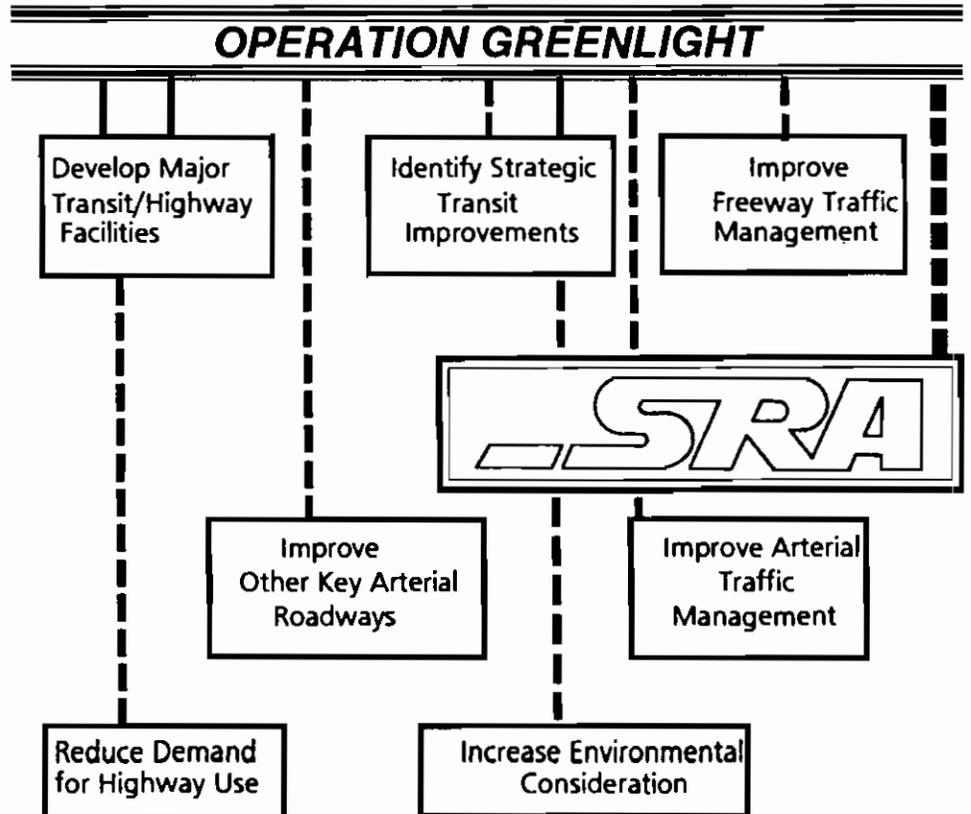
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

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

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

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

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



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

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

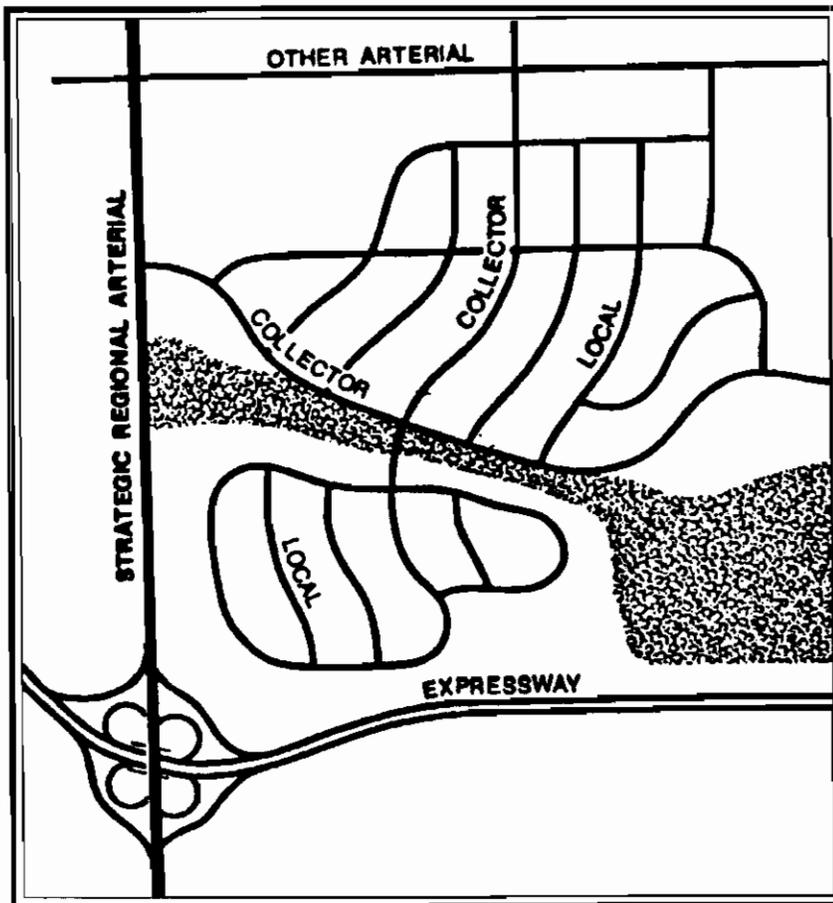
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

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

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

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

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



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

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

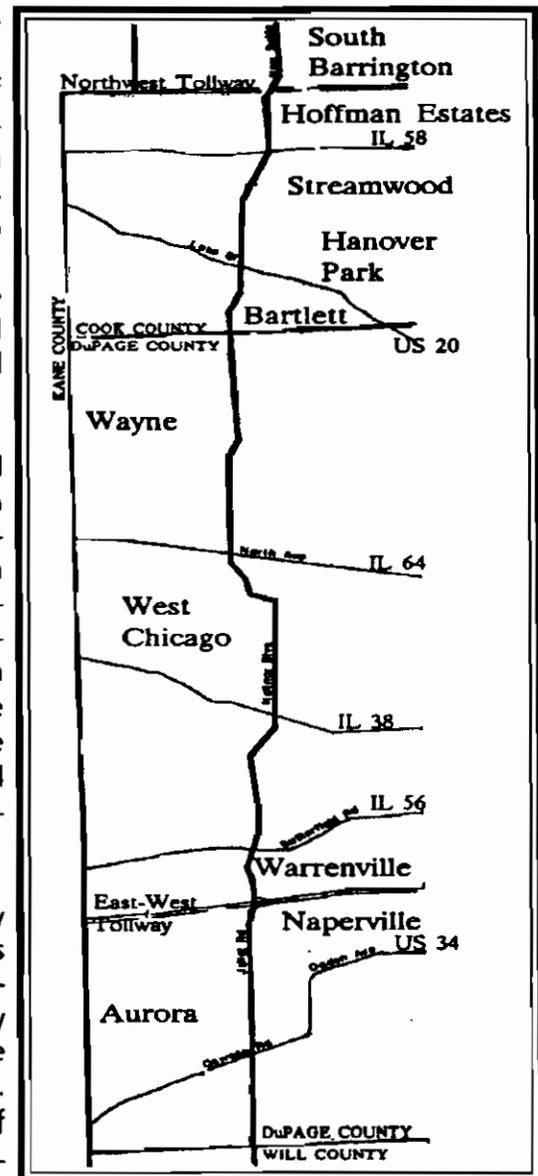
There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two,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

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

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

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

IL 59 Cook & DuPage Counties SRA Route



ARTERIAL ANSWERS

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

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

Q

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

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

How was Route 59 divided for the Advisory Panels?

It was divided at the Will-DuPage County line. There is another Route 59 Advisory Panel for communities in Will County.

Who should be on the Panel?

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

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

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

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

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

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will this study set the design standard for the roadway?

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

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

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

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

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

How will the study address improvements such as the Fox Valley Expressway which are planned for the long range, but are not scheduled for construction?

The study will not consider improvements such as the Fox Valley Expressway until they become definite.

Are local community goals important to the study?

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

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ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

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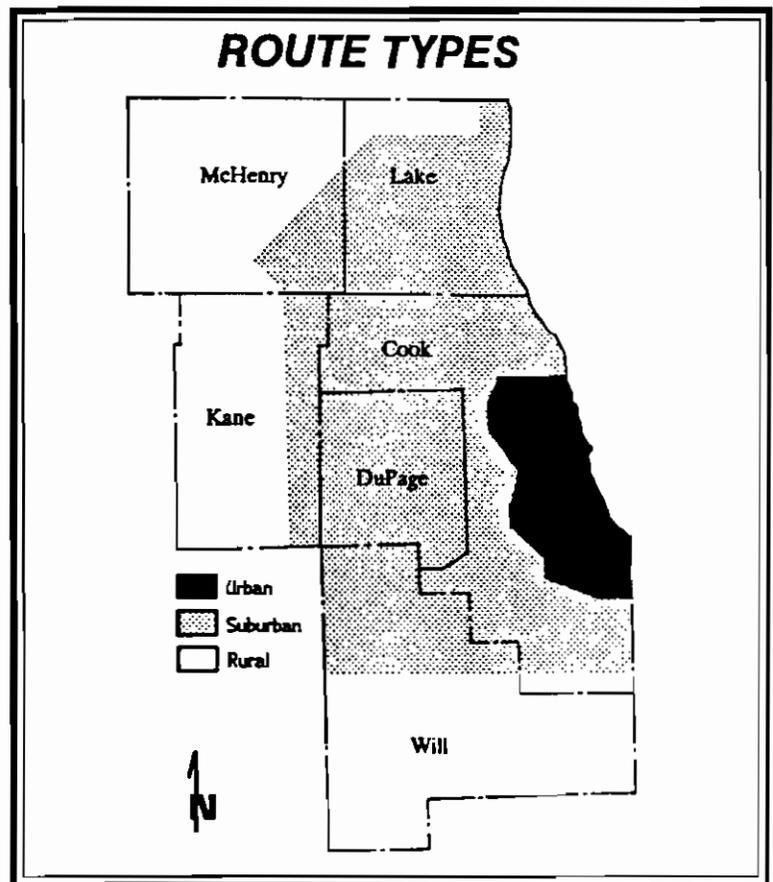
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

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

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

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

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



IL 59 in Will County has been designated as a Suburban route. The ultimate 2010 desirable characteristics for a Suburban route could include:

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

ARTERIAL ANSWERS

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What is the right-of-way?

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

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

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

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

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

About how wide are most ROW's on IL59 in Will County?

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

Are there any segments where the ROW is not between 80 and 100 feet wide?

Yes.

Are these segments wider or narrower than most?

Narrower. ROW limits through Plainfield are restricted to 66 feet in most places. Some areas in Shorewood are also less than 80 feet wide.

SIGNAL TIMING AND COORDINATION

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

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

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

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

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

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ROUTES

(Con't from page 1)

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

The segment through Plainfield will require special consideration because of the narrow right-of-way and buildings set close to the roadway. The problem is compounded by a segment of shared roadway with US 30 traffic. Alternatives for these segments will be presented at the Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

SIGNALS

(Con't from page 2)

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

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

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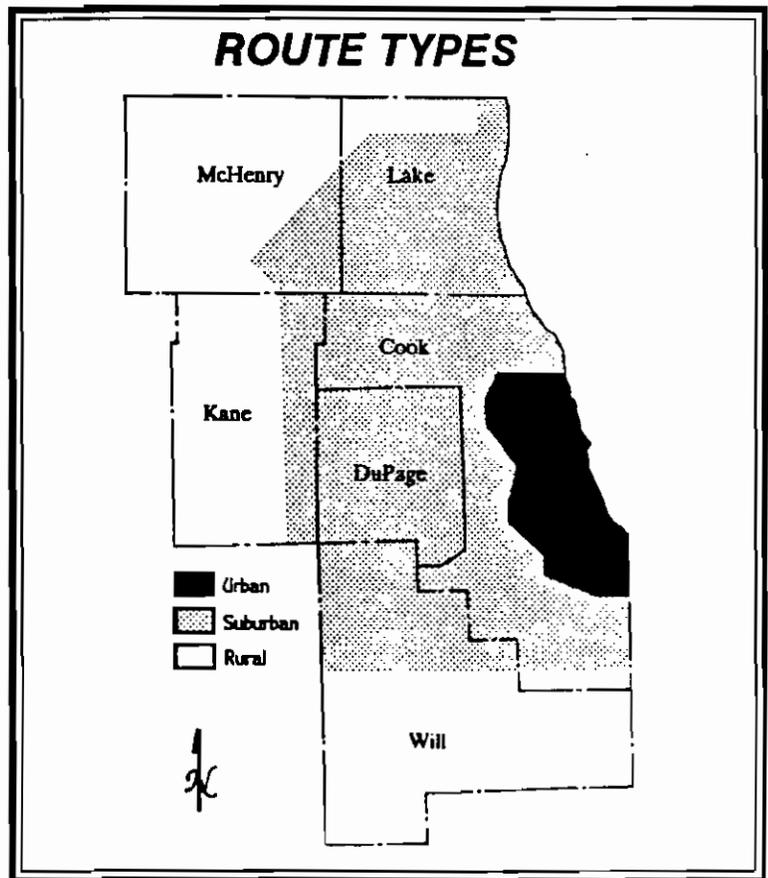
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About how wide are most ROW's on IL 59 in DuPage County?

Most ROW's are about 100 feet wide except through major intersections. Intersection ROW's are often wider than 100 feet.

Are there many segments where the ROW is not 100 feet wide?

Yes

Are these segments wider or narrower than most?

Both. Much of the ROW between I-88 and IL64 is 125 feet wide, except for segments through West Chicago. These West Chicago segments are reduced to 80 feet of ROW.

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Residential and commercial areas in West Chicago will require special consideration because of the narrow right-of-way and location of buildings close to the roadway. Alternatives for these segments will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

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(Con't from page 2)

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

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

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MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *August, 1990
Final Draft Part One
Design Concept
Report*
- *October 1990
Pre-Final Part One
Design Concept
Report*
- *January 1991
Final Part One
Design Concept
Report*

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ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

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ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Illinois 59 - Will County Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 26, 1990 at the Shorewood Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Illinois 59 in Will County. Preliminary analysis included applying the desirable suburban SRA route characteristics to Illinois 59, and identifying both the impacts and some alternatives to those impacts.

IL-59 in Will County is a suburban route. The desirable configuration for a suburban SRA route includes a 120 to 150 foot right-of-way which accommodates three to four through traffic lanes in each direction, a median that can be widened to allow dual left turns at major intersections, signals where warranted, and appurtenances such as curbs, sidewalks, and gutters. (Please see the October **Spotlight** for a more complete explanation of the three route types.)

Alternatives to achieve this configuration include the following:

- Protection of right-of-way between I-55 and Black Road, and Renwick Road and Pilchers Road (if there is no Plainfield bypass) as soon as possible to allow 120 foot right-of-way;
- Protection of right-of-way between Black Road and Renwick Road, and Pilchers Road and the Will/DuPage County line as soon as possible to allow 150 foot right-of-way;
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Interconnection of signal systems to improve traffic flow;
- Improvement of intersections including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials;
- Construction of an interchange with Renwick Road; and
- Construction of a bypass route around Plainfield.

Specific signal and intersection improvements may include:

- Modification of intersections to allow exclusive right turn lanes and dual left turn lanes, and if now unsignalized, potential future signals at Jefferson, Black, Theodore, Caton Farm, Lockport, Pilchers, Chapins, Ferguson, 111th, 103rd, and 95th;
- Potential future signals and additional collector street access at Mink Farm, Fraser, and Hazelcrest intersections and at half mile spacings between Black and Caton Farm, Mink Farm and Fraser, Pilchers and the Will/DuPage County line;
- Modification of the I-55 interchange and the EJ&E grade separation; and
- Potential future signals at Sunrise and Plaza.

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

ARTERIAL ANSWERS

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

Q

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

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

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

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

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

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

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

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

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

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

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

A

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for:
The Strategic Regional Arterials Plan

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ROUTE CONCEPTS

(Cont from page 1)

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

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

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

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

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

The logo for SRA (Strategic Regional Arterials) is displayed in a large, bold, outlined font. The letters are thick and have a slight shadow effect, giving it a three-dimensional appearance. The 'S' is particularly large and stylized, with a horizontal bar extending to the left.

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- *November 15, 1990
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Concept Report*

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ILLINOIS 59 - COOK & DuPAGE COUNTIES ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 9, 1990 at the Warrenville Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for the Illinois 59 in Cook and DuPage Counties. Preliminary analysis included applying the desirable suburban SRA route characteristics to Illinois 59, and identifying both the impacts and some alternatives to those impacts.

Illinois 59 in Cook and DuPage Counties is a suburban route. The desirable configuration for a suburban SRA route includes a 120 to 150 foot right-of-way which accommodates three to four through traffic lanes in each direction, a median that can be widened to allow dual left turns at major intersections, signals where warranted, and appurtenances such as curbs, sidewalks, and gutters. (Please see the October **Spotlight** for a more complete explanation of the three route types.)

Alternatives to achieve this configuration include the following:

- Protection of right-of-way between Butterfield Road (IL-56) and Mack Road, Garys Mill Road and Hawthorne Lane, and Illinois Prairie Path and Higgins Road as soon as possible to allow 120 foot right-of-way;
- Protection of right-of-way between the Will/DuPage County line and Butterfield Road (IL-56) as soon as possible to allow 150 foot right-of-way;
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Interconnection of signal systems to improve traffic flow;
- Improvement of intersections including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials;
- Construction of a pedestrian overpass at the Illinois Prairie Path crossing north of West Chicago; and
- Construction of a bypass around West Chicago.

Specific signal and intersection improvements may include:

- Modification of intersections to allow exclusive right turn lanes, dual left turn lanes, and, if now unsignalized, potential future signals at 83rd, US-34 (Oswego), Aurora, North Aurora, Diehl, Batavia-Warrenville, Joliet, Main in West Chicago, Smith, Army Trail, Granger, Stearns, West Bartlett, IL-19 (Irving Park), Schaumburg, IL-58 (Golf), and Shoe Factory;
- Potential future signals, if now unsignalized, and additional collector street access at Liberty, Bruce, Granger, and Auburn intersections and at half mile spacings between 83rd and 75th, Mack and Joliet, Smith and Army Trail, Granger, Stearns, IL-19 (Irving Park), and Schaumburg;
- Potential future signals at the Will/DuPage County line, Fifth Road, Branch, Mack, Wilson, Garys Mill, Brown, Blair, Grand Lake, National, Ingaltton, Waynewood, Schick, Struckman, Apple Valley, Ascot, and Bode;

ARTERIAL ANSWERS

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Q

When designing a diamond interchange, which roadway would be signalized?

A diamond interchange may be recommended where the route is crossing an expressway or another SRA. If there is adequate right-of-way, whichever route handles the lower volume of traffic would normally be signalized.

Have representatives of Harland Bartholomew (HBA) contacted anyone at the Tollway Authority?

No. HBA has not had personal contact with representatives of the Tollway Authority, but is working through the Illinois Department of Transportation (IDOT).

Will this study be coordinated with the ongoing Phase One study of IL-59 between 75th Street and I-55?

Yes, the results of the Phase One study will be incorporated into this study as existing conditions of the route.

If there are existing signals along a segment of the route, will signals still be recommended on the half mile?

No. Signals are recommended at the half mile to improve traffic progression. (See "Signal Timing and Coordination" in the October **Spotlight**.) In undeveloped areas, the logical place for a potential future signal is at the

half mile point between the existing arterials. To maintain the spacing in developed areas, the recommended locations for potential future signals must take into account the location of existing signals.

Are these recommendations made with or without the effects of the Fox Valley Expressway?

The traffic model does not consider the potential effects of the Fox Valley Expressway because its construction date is still uncertain. If construction does occur during the 20 year planning period of this study, then the recommendations for Route 59 can be revised.

Does the traffic projection model take the Sears development into account?

Yes. The new traffic projections available in January will take this development into account.

A

(Continued on page 3)

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Carol Stream, IL 60187
(708) 665-7102

CONCEPTS

(Con't from page 1)

- Construction of an interchange with 75th, IL-56 (Butterfield), IL-64 (North Avenue), and IL-72 (Higgins); and
- Modification of the interchange with IL-38 (Roosevelt), and I-90 (Northwest Tollway).

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

SRA

Q&A

(Con't from page 2)

When will local communities be informed about the amount of right-of-way planned?

The right-of-way requirements shown at the last Advisory Panel meeting are fairly indicative of what the final recommendations will be. More specific information will be available at the third advisory panel meeting.

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

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

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ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

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

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

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

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

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

(Continued on page 2)

...TO IMPROVE ILLINOIS 59 IN WILL COUNTY

Each of the local jurisdictions along Illinois 59 in Will County can act to improve traffic conditions on the route. Currently, the majority of the route has less right-of-way than is desirable for suburban routes. While the entire SRA right-of-way may not be brought to the desirable standard by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

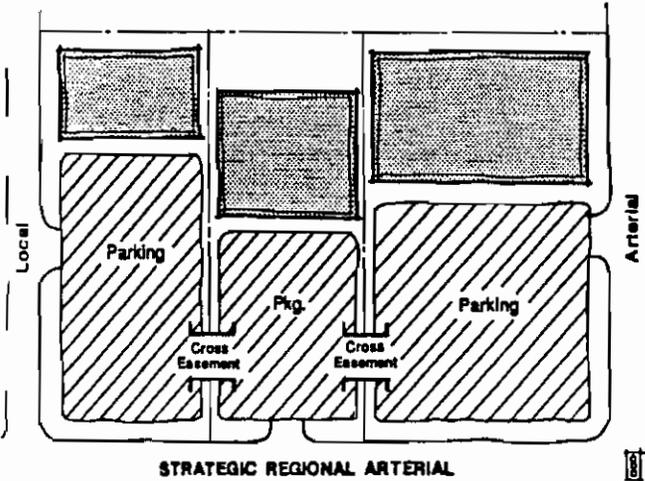
- Local planning and zoning agencies in Will County, the Cities of Aurora and Naperville, and the Villages of Shorewood and Plainfield should require dedications or setbacks adequate for the desirable cross section each time a parcel is annexed, subdivided or redeveloped.
- Community comprehensive and specific plans should include designation of the full desirable right-of-way.

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

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

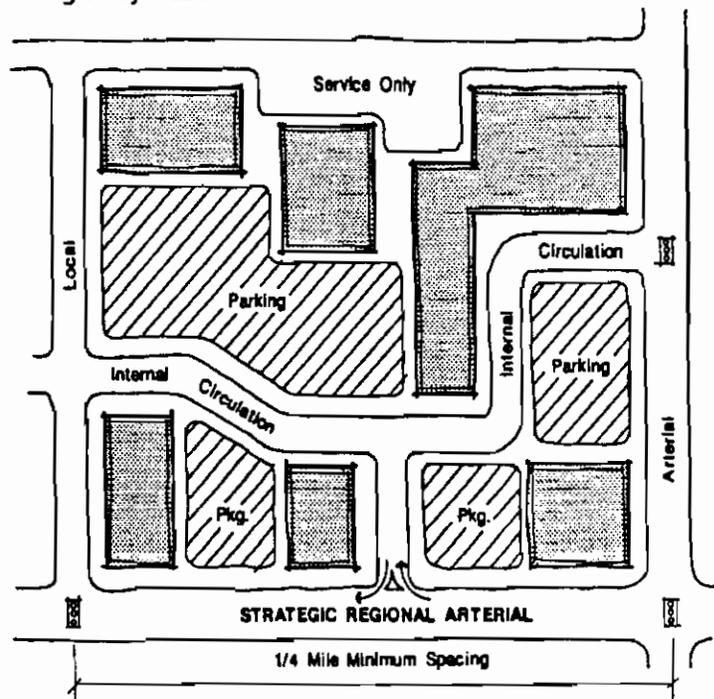
- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for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

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

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

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

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



Internal Circulation

...TO IMPROVE

(Continued from page 1)

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

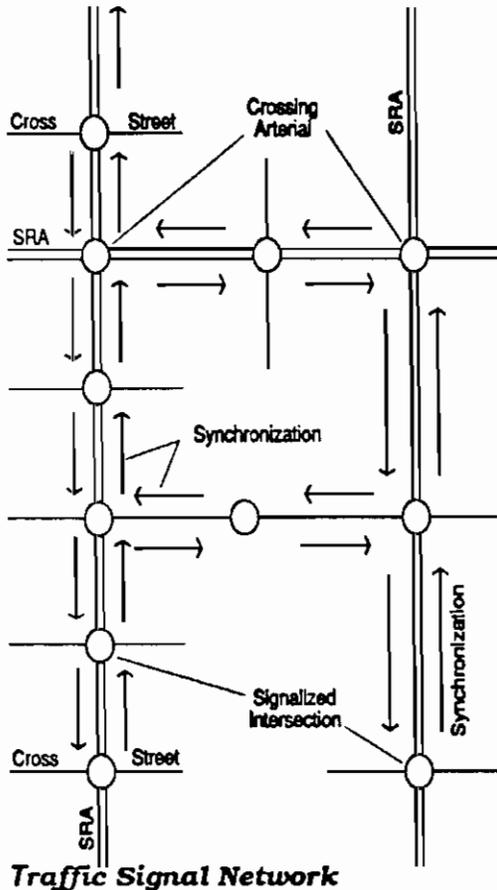
County, village and city governments can also effectively create additional roadway capacity by making operational changes. The Villages of Shorewood and Plainfield have particularly narrow segments of right-of-way and could benefit most from the following:

- Access management,
- Accommodation of local traffic in parallel right-of-way,

(Continued on page 3)

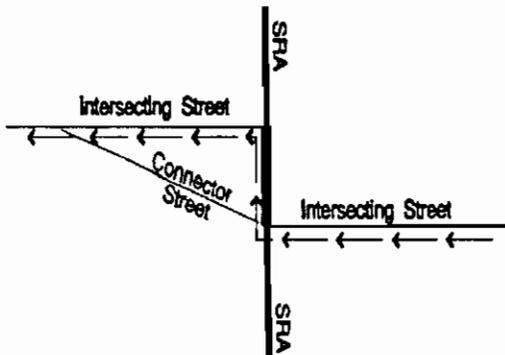
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

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



Connector Route Improvement

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

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

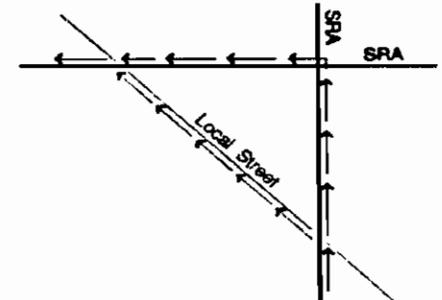
- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

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

...TO IMPROVE

(Continued from page 2)

- Signal networks,
- Addition of turn bays at intersections,
- During peak periods, prohibition of left turns in congested areas where a series of right turns could accomplish the same maneuver,
- Intersection redesign to accommodate freight vehicle turns, and
- Enforcement of turning regulations.



Local Reliever Route

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

(Continued on Page 5)

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

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

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

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

Is it necessary that all segments of the Illinois 59 corridor have the same number of lanes in order to provide a comparable level of service?

The goal of the SRA program is to provide acceptable levels of service throughout the system. Roadway engineers use a Level of Service (LOS) as a guide to measure how well traffic is moving. LOS ranges from LOS A—free flowing—to LOS F—gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operating speeds, but with much stop and go and little maneuverability. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. In a rural area, the acceptable peak hour LOS is C.

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

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

The study alternatives showed several potential future mid-mile collector routes intersecting Illinois 59. Is there any roadway standard which the one-half mile spacing meets?

The one-half mile is the maximum for optimal traffic signal interconnection. It also happens to be the typical distance between collector streets in suburban areas. There is, however, no requirement that collector streets be spaced one half mile apart. The indications for new collectors on the SRA alternative maps are only general locations.

There are several buildings that are or could be historically significant near the route. Will the study address mitigating the impact of roadway improvements on these resources?

No, the SRA study will not address specific mitigation measures. The study has completed gathering data on historic and potentially historic structures, so that future design studies may more easily assess specific impacts on future improvement projects.

CELEBRATE APRIL 15TH???! GOOD ROADS DAY

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

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

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

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

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

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

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Illinois 59 in Will County.

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MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 7, 1990*
First Advisory Panel Meeting
- *November 26, 1990*
Second Advisory Panel Meeting
- *February 1991*
Design Concept Report Published

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_____ Name

Please send to:
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Village Hall
701 W. Haven Ave.
New Lenox, IL 60451
(815) 485-7712 or (312) 793-3470

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

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SRA SPOTLIGHT

ILLINOIS 59 - COOK & DuPAGE COUNTIES ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

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

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

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

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

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

(Continued on page 2)

...TO IMPROVE IL 59 IN COOK AND DuPAGE COUNTIES

Each of the local jurisdictions along Illinois 59 in Cook and DuPage Counties can act to improve traffic conditions on the route. Currently the majority of the route has less right-of-way than is desirable for suburban routes. While the entire SRA right-of-way may not be brought to that width by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

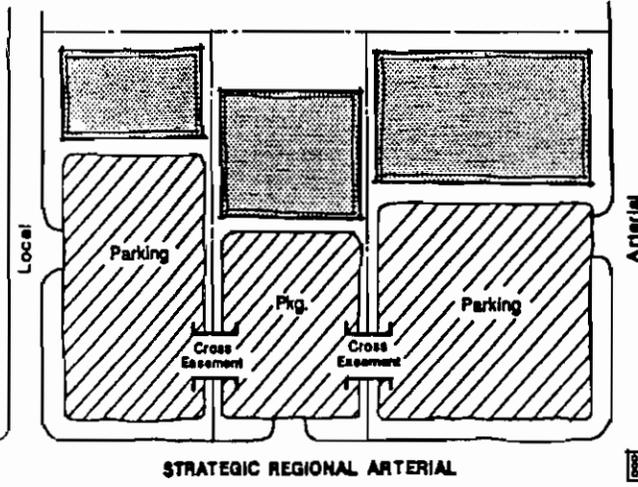
- Planning and zoning agencies in Cook and DuPage Counties; the Cities of Aurora, Naperville, Warrenville, and West Chicago; and the Villages of Bartlett, Wayne, Hoffman Estates, and Streamwood should require dedications adequate for the desirable cross section each time a parcel is annexed, subdivided or redeveloped.
- Comprehensive and specific plans should include designation of the full desirable right-of-way for Illinois 59.

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

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

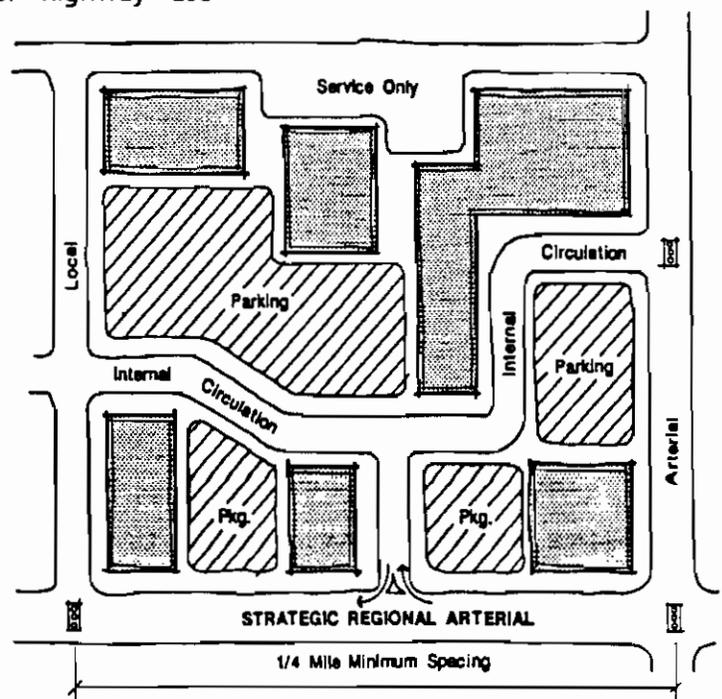
- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for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

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

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

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

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



Internal Circulation

...TO IMPROVE

(Continued from page 1)

the roadway is widened, that there is right-of-way available.

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

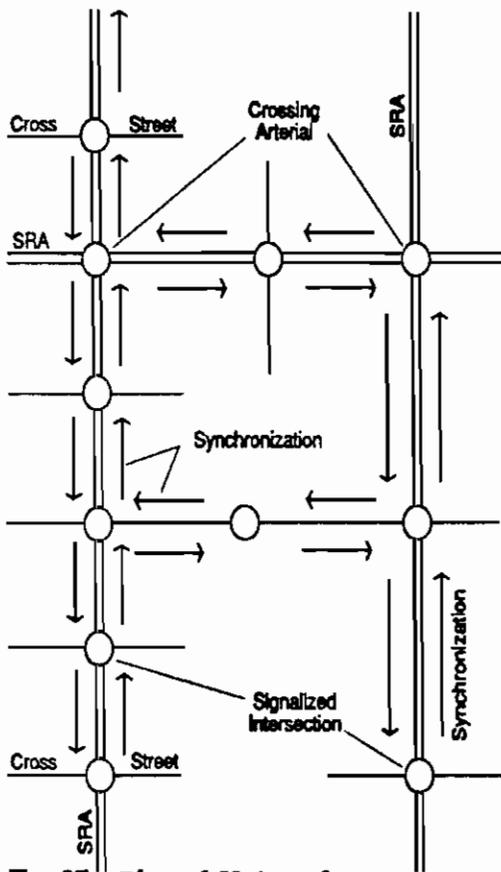
- Access management,
- Accommodation of local traffic in parallel rights-of-way,

(Continued on page 3)

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

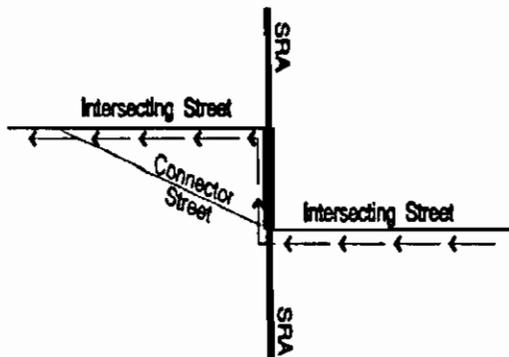
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

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



Connector Route Improvement

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

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

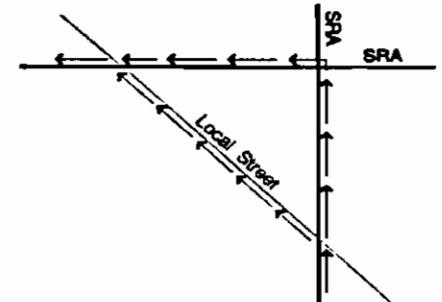
- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example,

...TO IMPROVE

(Continued from page 2)

- Signal networks,
- Addition of turn bays at intersections,
- During peak periods, prohibition of left turns in congested areas where a series of right turns could accomplish the same maneuver,
- Intersection redesign to accommodate freight vehicle turns, and
- Enforcement of parking and turning regulations.



Local Reliever Route

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

(Continued on Page 5)

ARTERIAL ANSWERS

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

What is included in the desirable roadway for an SRA in a suburban area?

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

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

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic,

this roadway could accommodate as many as 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

The study alternatives showed several potential future mid-mile collector routes intersecting Illinois 59. Is there any roadway standard which the one-half mile spacing meets?

A

The one-half mile spacing is the maximum for signal interconnection. It also happens to be the typical distance between collector streets in suburban areas. There is, however, no requirement that collector streets be spaced one half mile apart. The indications for new collectors on the SRA alternative maps are only general locations.

Q

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

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

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

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

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

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase

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

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Illinois 59 in Cook and DuPage Counties.

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ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

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

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

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

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

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

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

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

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

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

trip purpose (there are more jobs closer to Glenview than there are to Woodstock).

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

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

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

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ARTERIAL ANSWERS

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Was the Sears development included in the Year 2010 SRA system travel demand projections for Illinois 59?

Yes, it was.

Are there factors other than the Year 2010 travel demand projections that will go into the improvement plans?

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

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at

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

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

Will improvements necessary to meet these criteria always be recommended?

QA

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

Is adding lanes to a road is the only way to reduce its congestion?

Not always. Such things as signal coordination (see October 1990 **Spotlight**), providing bays for turning vehicles, managing driveway access, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

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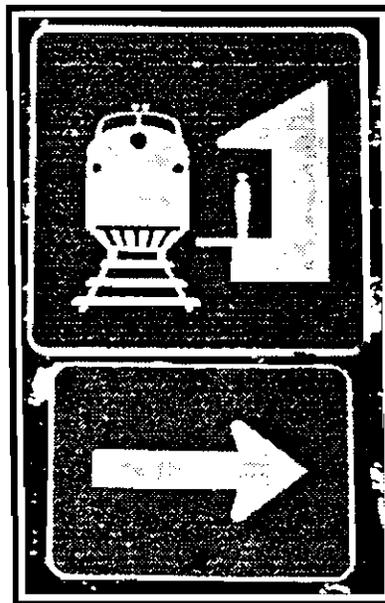
TRANSIT AND THE SRA SYSTEM

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

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- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
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- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Illinois 59 in Will County - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

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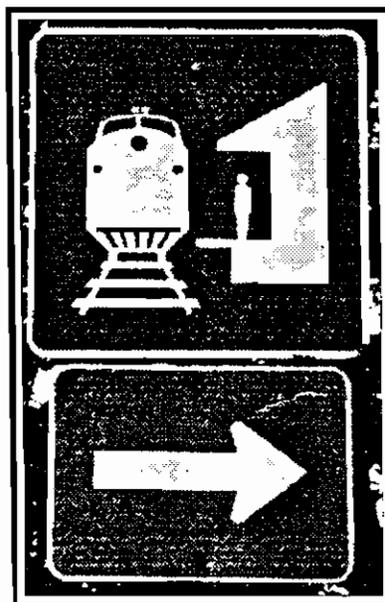
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ILLINOIS 59 - WILL COUNTY ADVISORY PANEL

SUBURBAN TOWN CENTERS

A suburban town center is a long-established business district in a suburban community. Many were market centers begun in the 1800s. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. Town centers often are quite congested, particularly during the rush periods.

Some of these districts, such as Libertyville on Illinois Route 21 (Milwaukee Avenue) and St. Charles on Illinois Route 64 (North Avenue), were established long before standards for arterial right-of-way widths were generally accepted, so the rights-of-way can be as little as 60 feet wide.

Because these centers have usually been developed in a grid-like pattern, the properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. Typically, they are used for garbage collection and often they provide access to rear parking lots and loading areas.

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

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

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



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

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

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Is there a suburban town center on Illinois 59 in Will County?

No, but the Village of Plainfield has an area in which the roadway is very narrow and buildings are relatively close to the street.

In Plainfield, would a third through lane in each direction accommodate the traffic expected to use the roadway by the year 2010?

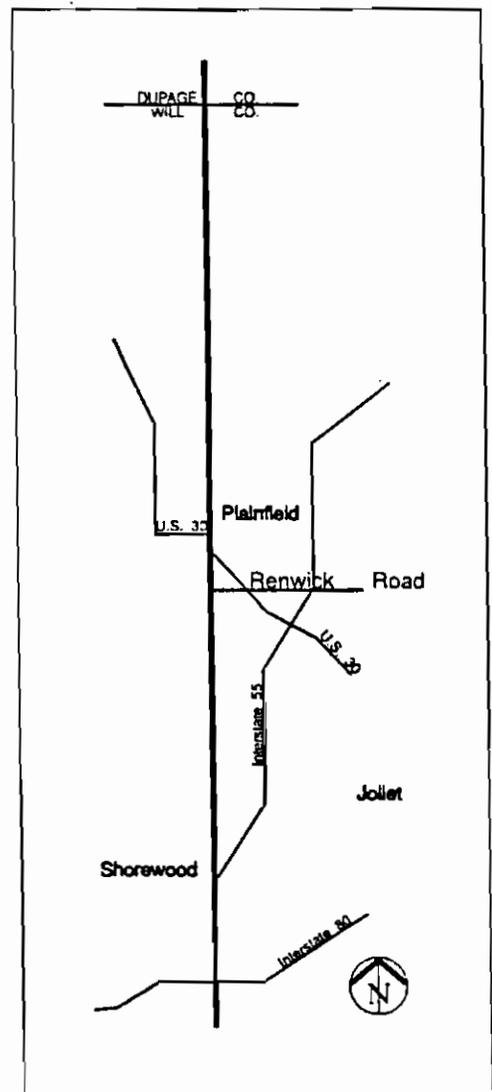
Yes, but a third through lane in each direction is not recommended.

Why is this cross section not being recommended for Plainfield?

Projected traffic is low enough that similar results may be obtained through such improvements as access management, traffic signal coordination, and provision of a flush median that is wide enough to accommodate left turns.

There are many Phase I studies being carried out along the route. How is this study coordinating with those?

The SRA study assumes any project which has progressed as far as the design stage is an existing condition of the roadway. Because the SRA study is to plan for the roadway over the next 20 years, there are instances where the SRA recommendations will differ from those of a current design study.



SUBURBAN TOWN CENTERS

(Continued from page 1)

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

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

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

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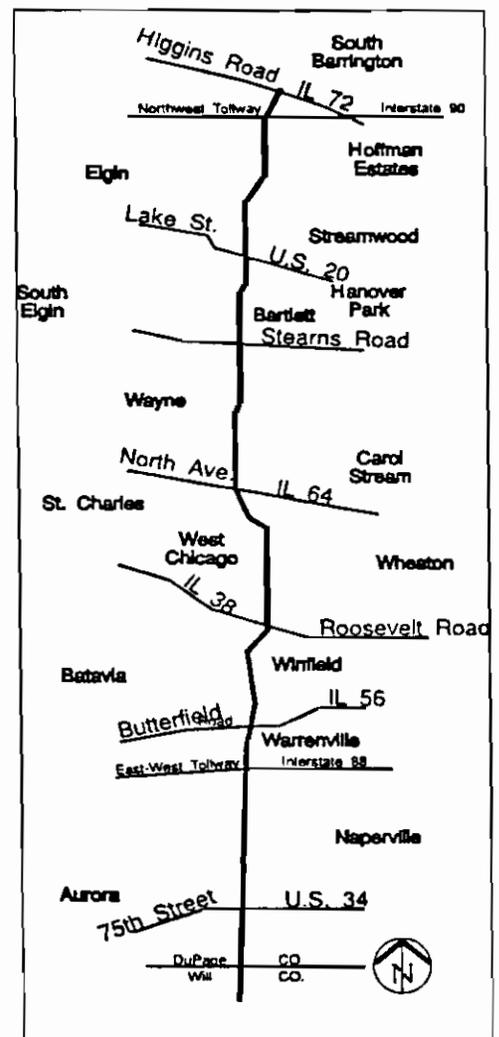
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Is there a suburban downtown on Illinois 59 in DuPage or Cook County?

No. Not as defined in the SRA study. West Chicago is heavily developed along the right-of-way, but there is enough space between buildings on either side of the roadway to allow for continuation of three through lanes in each direction and a median.

There are many Phase I studies being carried out along the route. How is this study coordinating with those?

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