

Strategic Regional Arterial

**U.S. Route 30
from Interstate 80 to the
Illinois/Indiana State Line**



**Operation
GreenLight**

Illinois Department of Transportation

FOREWORD

U.S. Route 30 is a Strategic Regional Arterial from Interstate 80 to the Illinois/Indiana State Line. This Strategic Regional Arterial (SRA) report for U.S. Route 30 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, U.S. Route 30 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.

Included in this report are 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 documentation of the public involvement process including citizen comments.

SUMMARY OF RECOMMENDATIONS

The SRA Route U.S. Route 30 is divided into five route segments. (See *Figure i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA SEGMENT 1: INTERSTATE 80 TO HAVEN AVENUE

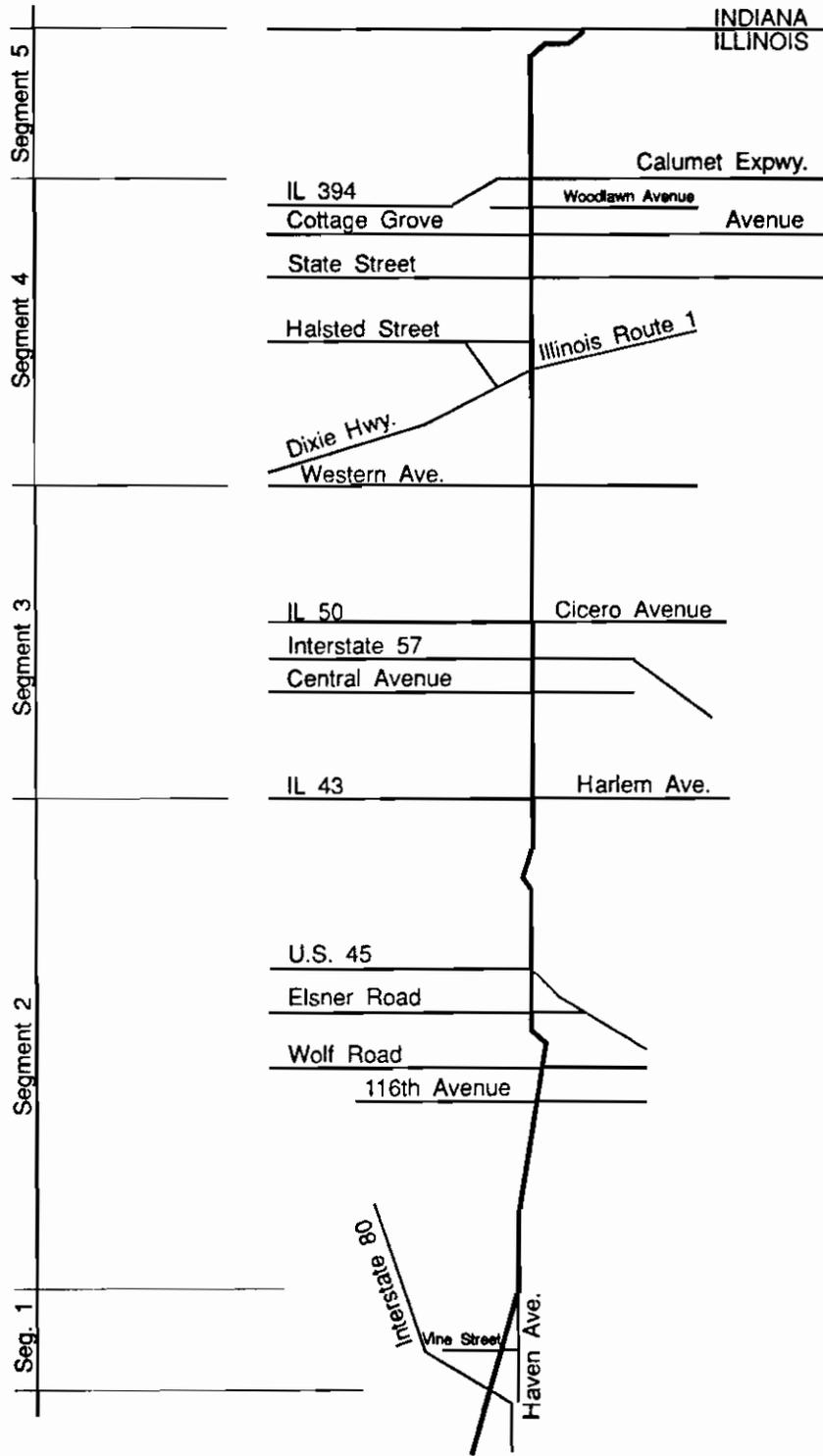
- Interstate 80 to Frontage Road, two through lanes in each direction with a frontage road within the existing 210-foot right-of-way
- Frontage Road to Haven Avenue, two through lanes in each direction with a 12-foot wide median within the existing 66- to 80-foot right-of-way
- Realignment of Vine Street and Haven Avenue
- An interconnected closed-loop signal system for the entire segment

SRA SEGMENT 2: HAVEN AVENUE TO ILLINOIS ROUTE 43 (HARLEM AVENUE)

- Haven Avenue to Elsner Road, two through lanes in each direction with a continuous 18-foot wide raised median within a desirable ultimate right-of-way of 120 feet which requires 27 feet of additional right-of-way from each side of the roadway
- Elsner Road to U.S. Route 45, two through lanes in each direction with a continuous 18-foot raised median within the existing 150-foot right-of-way
- U.S. Route 45 to Illinois Route 43, three through lanes in each direction with a continuous 30-foot wide raised median within a desirable ultimate right-of-way of 150 feet which requires 25 feet of additional right-of-way from each side of the roadway
- Synchronized signal systems from Marley Road to 116th Avenue and from 116th Avenue to Illinois Route 43

SRA SEGMENT 3: ILLINOIS ROUTE 43 (HARLEM AVENUE) TO WESTERN AVENUE

- Illinois Route 43 to Illinois Route 50, three through lanes in each direction with a 30-foot raised median within a desirable ultimate right-of-way of 150 feet which requires 5 feet of additional right-of-way from each side of the roadway
- Illinois Route 50 to Western Avenue, three through lanes in each direction with an 18-foot raised median within the existing right-of-way which ranges from 103 to 126 feet



Segment Location Map
Figure i.i

SUMMARY OF RECOMMENDATIONS (cont.)

- A continuous synchronized signal system from 116th Avenue to Central Avenue
- Loop ramps at Interstate 57

SRA SEGMENT 4: WESTERN AVENUE TO ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY)

- Western Avenue to Illinois Route 1, two through lanes in each direction with a 12-foot wide flush median within the existing 92-foot right-of-way
- Illinois Route 1 to State Street and Cottage Grove Avenue to Woodlawn Avenue, two through lanes in each direction with a 4-foot raised median within the existing right-of-way which ranges from 66 to 72 feet
- State Street to Cottage Grove Avenue and Woodlawn Avenue to Illinois Route 394, two through lanes in each direction with an 18-foot wide raised median within a desirable ultimate right-of-way of 120 feet which requires 10 feet of additional right-of-way from each side of the roadway
- A synchronized signal system from Illinois Route 1 to Woodlawn Avenue

SRA SEGMENT 5: ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY) TO THE ILLINOIS/INDIANA STATE LINE

- Two through lanes in each direction with an 18-foot wide raised median within a desirable ultimate right-of-way of 150 feet
- 25 feet of additional right-of-way from both sides of the roadway between Illinois Route 394 and Illinois Route 83 and 42 feet of additional right-of-way from both sides of the roadway between Illinois Route 83 and the Illinois/Indiana State Line
- An interconnected closed-loop signal system for the entire segment
- Realignment of Stony Island Avenue

TABLE OF CONTENTS

PAGE

SECTION ONE: INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT	1
1.2 SRA ROUTE TYPES	3
1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES	3
1.4 STUDY OBJECTIVES	7
1.5 THE SRA PLANNING STUDY PROCESS	8
1.6 STUDY DATA SOURCES AND METHODOLOGIES	9
1.7 ORGANIZATION OF THE REPORT	11

SECTION TWO: ROUTE OVERVIEW

2.1 THE U.S.ROUTE 30 SRA STUDY AREA	13
2.2 REGIONAL TRANSPORTATION FACILITIES	13
2.3 PROJECTED TRAVEL DEMAND.....	15
2.4 ROUTE AREA TYPE	15
2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS	15
2.6 TRANSIT	18
2.7 SUMMARY OF U.S. ROUTE 30 SRA CONSTRUCTION COST ESTIMATES	23

SECTION THREE: ROUTE ANALYSIS

3.1 SRA SEGMENT 1: INTERSTATE 80 TO HAVEN AVENUE	
3.1.1 LOCATION	25
3.1.2 EXISTING FACILITY CHARACTERISTICS	25
3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS	28
3.1.4 DEVELOPMENT CHARACTERISTICS	29

TABLE OF CONTENTS (cont.)

	<u>PAGE</u>
3.1.5 RECOMMENDED IMPROVEMENTS	30
3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS	37
3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS	37
3.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES	37
3.2 SRA SEGMENT 2: HAVEN AVENUE TO ILLINOIS ROUTE 43 (HARLEM AVENUE)	
3.2.1 LOCATION	39
3.2.2 EXISTING FACILITY CHARACTERISTICS	39
3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS	41
3.2.4 DEVELOPMENT CHARACTERISTICS	42
3.2.5 RECOMMENDED IMPROVEMENTS	44
3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS	54
3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS	55
3.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES	55
3.3 SRA SEGMENT 3: ILLINOIS ROUTE 43 (HARLEM AVENUE) TO WESTERN AVENUE	
3.3.1 LOCATION	57
3.3.2 EXISTING FACILITY CHARACTERISTICS	57
3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS	60
3.3.4 DEVELOPMENT CHARACTERISTICS	61
3.3.5 RECOMMENDED IMPROVEMENTS	62
3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS	70
3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS	70
3.3.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES	70
3.4 SRA SEGMENT 4: WESTERN AVENUE TO ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY)	
3.4.1 LOCATION	72
3.4.2 EXISTING FACILITY CHARACTERISTICS	72
3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS	75
3.4.4 DEVELOPMENT CHARACTERISTICS	76
3.4.5 RECOMMENDED IMPROVEMENTS	77
3.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS	88
3.4.7 POTENTIAL ENVIRONMENTAL CONCERNS	88
3.4.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES	88

TABLE OF CONTENTS (cont.)

PAGE

3.5 SRA SEGMENT 5: ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY) TO ILLINOIS/ INDIANA STATE LINE	
3.5.1 LOCATION	90
3.5.2 EXISTING FACILITY CHARACTERISTICS	90
3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS	92
3.5.4 DEVELOPMENT CHARACTERISTICS	93
3.5.5 RECOMMENDED IMPROVEMENTS	94
3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS	98
3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS	98
3.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES	99

SECTION FOUR: PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS	100
4.2 ADVISORY PANEL MEETINGS	101
4.3 PUBLIC HEARINGS	102
4.4 NEWSLETTERS	103

SECTION ONE

INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT

The Strategic Regional Arterial (SRA) system is a 1340-mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties (See *Figure 1.1.*) As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including U.S. Route 30, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses the following major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration.

Together, the components of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to (1) improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, (2) complement the regional transit and highway facilities by providing access for regional trips on these facilities, and (3) provide for long-distance travel to supplement the regional expressway system.

**U.S. ROUTE 30
SECTION 1: Introduction**

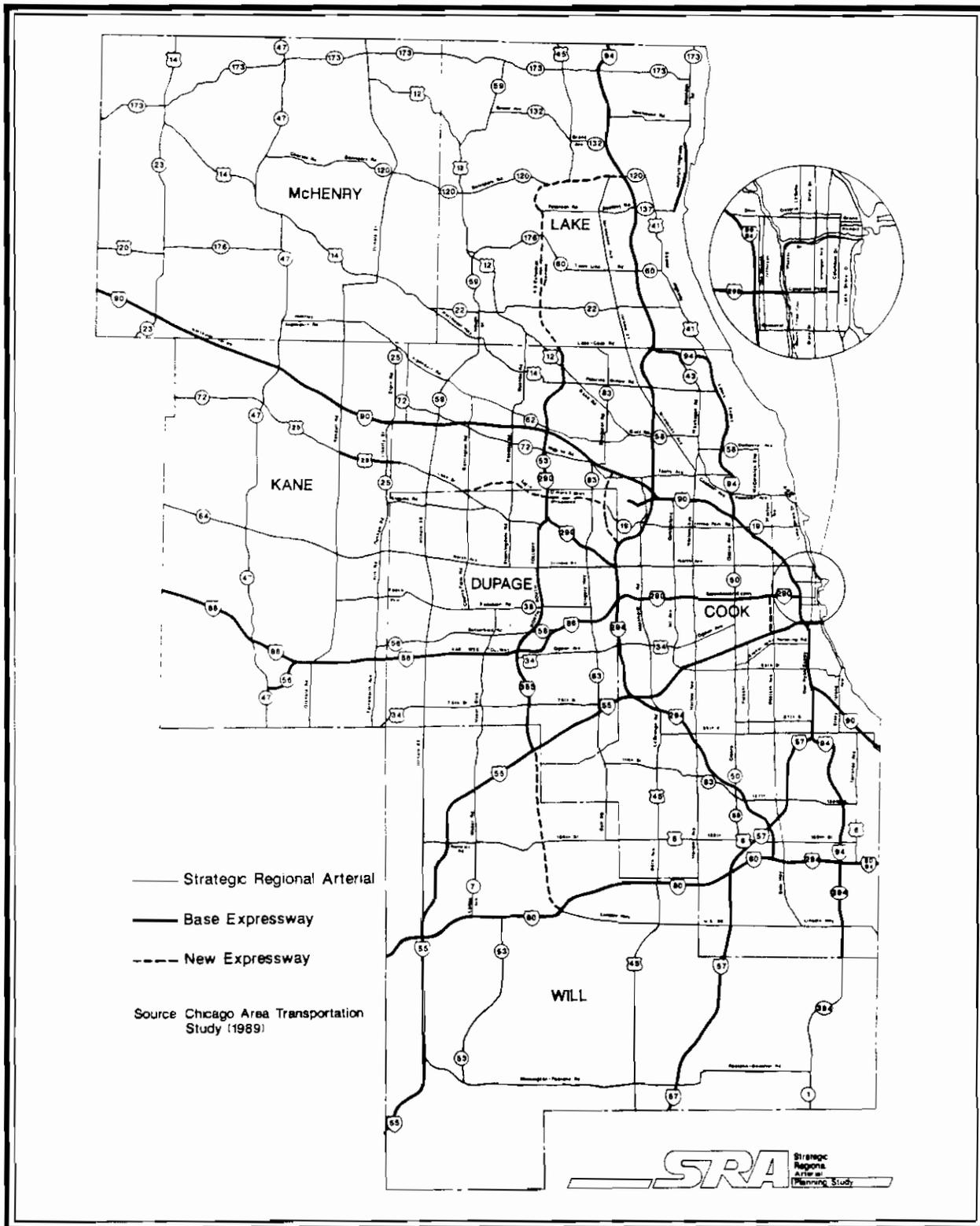


Figure 1.1 The Strategic Regional Arterial System

1.2 SRA ROUTE TYPES

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

- Urban Routes;

- Suburban Routes; and

- Rural Routes;

The designation of route types is based upon the projected 2010 density of development within the Chicago region. U.S. Route 30 is designated as a suburban route (*See Figure 1.2.*) Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for movement of through traffic and accommodate future needs.

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes. *Table 1.1* lists desirable characteristics for SRA suburban routes in the year 2010, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA suburban route cross-section which is shown in *Figure 1.3*.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA suburban routes. However, the SRA planning process recognizes that there may be situations along suburban routes where certain design features are not appropriate or where special treatment of some features is desirable, such as:

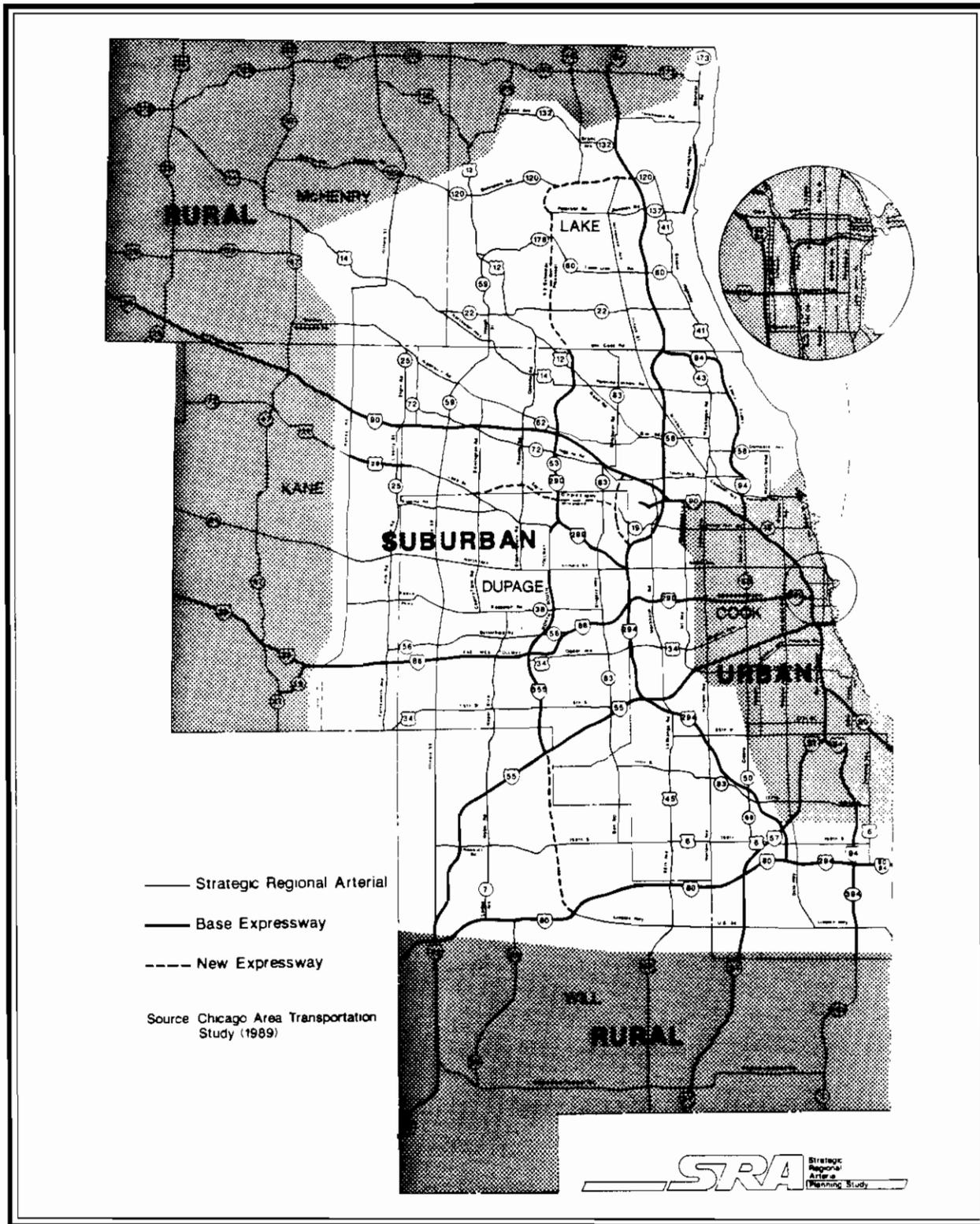


Figure 1.2 Route Types on the Strategic Regional Arterial System

Table 1.1
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterials

Right-of-way Width	120' - 150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii	WB-55 typical/WB-60 Type II truck route
Vertical Clearances	New structures: 16'-3" Existing Structures: 14'-6"
Loading	Off-street loading

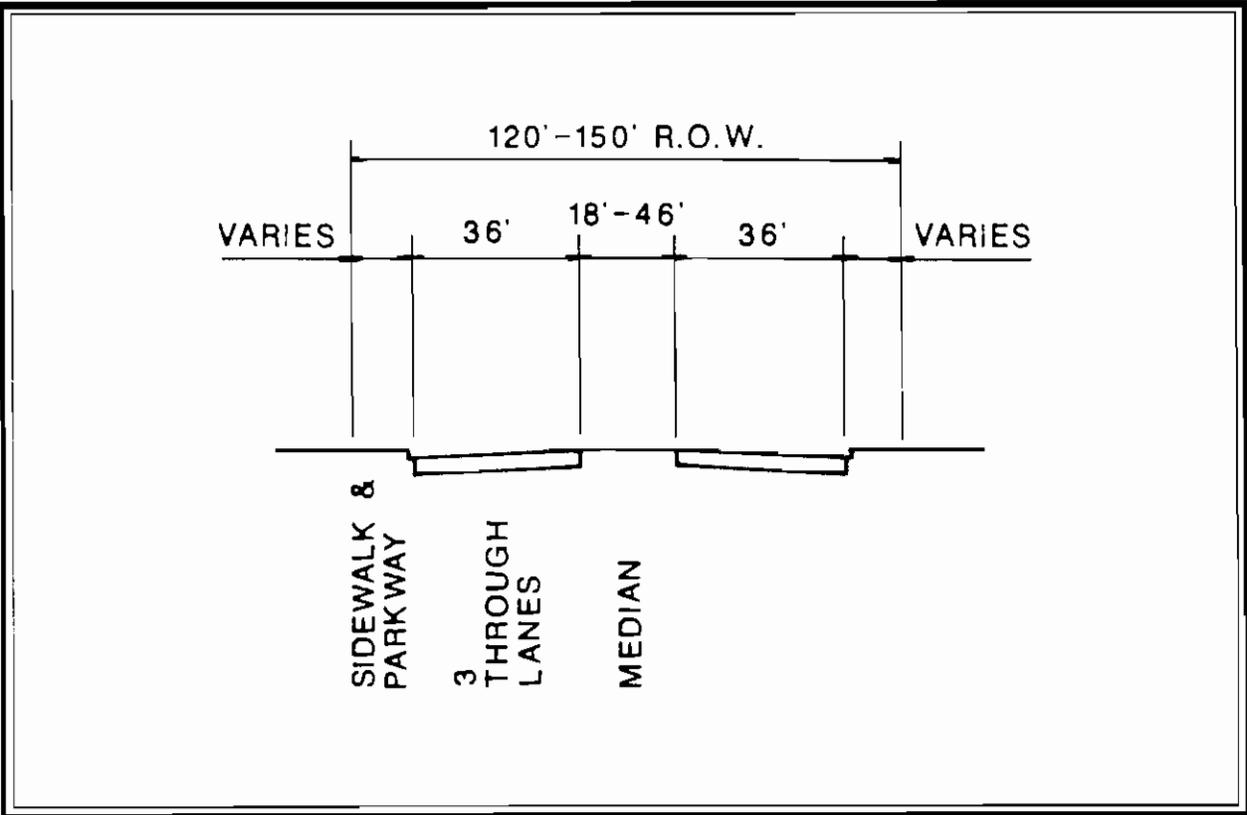


Figure 1.3 Desirable Suburban SRA Cross-Section

- Bus lane/ high occupancy vehicle (HOV) lanes;
- Signal preemption capability for transit vehicles;
- Demand actuated signals at transit stations;
- Channelization or interchanges at high volume intersections;
- Use of continuous two-way left-turn lanes;
- Designation of route bypasses for constricted areas; or
- Location of transit or pedestrian facilities in public easements outside the right-of-way.

While not all of these special techniques may be applicable to U.S. Route 30, they illustrate the range of treatments which have been considered.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated March, 1991. A revised edition of this report was issued in February, 1994.

1.4 STUDY OBJECTIVES

As an SRA route, U.S. Route 30 is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The U.S. Route 30 study identifies both ultimate and low-cost improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
 - Define right-of-way requirements.
 - Enhance access to the regional transit system.
 - Identify ways to manage access which would improve through traffic movement and reduce conflicts.
 - Coordinate recommended route improvements with projected development.
 - Identify necessary improvements to accommodate commercial traffic.
-

- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on U.S. Route 30, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

The SRA planning study process is accomplished through the following six phases:

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

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. Whether improvements are the ultimate recommended or low-cost is identified.

Environmental Issues/Screening. While the SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures, a screening process identifies significant environmental conditions along each route. The results of this process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future design studies.

Construction Cost Estimates/Identification of Right-of-Way Needs. Construction cost estimates for each route segment are prepared, both for ultimate and low-cost improvements. Right-of-way needs to accommodate recommended ultimate improvements are also identified.

Local Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format also is conducted in each county through which the route passes.

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

1.6 STUDY DATA SOURCES AND METHODOLOGIES

Existing Roadway Characteristics Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks and other appurtenances, frontage roads, and median. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

Existing Transit Characteristics Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained from data compiled by the Division of Public Transportation of Illinois DOT. This was supplemented by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Locations of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field.

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

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

Environmental Considerations Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible.

Floodplain boundaries were obtained from the Federal Emergency Management Agency (FEMA) on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps. The Illinois Department of Conservation (IDOC) National Wetlands Inventory Maps, local land use plans, and on-site surveys were used to identify wetlands and any streams which were not identified by FEMA.

IDOC also provided information from the Illinois Natural Heritage Database about endangered, threatened and watched species in Illinois and about natural areas. An endangered species is any species which is in danger of extinction as a breeding species in Illinois, while a threatened species is any breeding species which is likely to become a state endangered species within the foreseeable future. A species on the watch list is not listed as endangered or threatened, but is of special concern and could eventually become listed. Unless it could be determined that the species or area is not adjacent to the route, it is included in this inventory. This information was located to the nearest square mile.

Location of historic buildings, districts, and markers were provided by the National Register of Historic Places in Illinois, the Inventory of Historic Structures prepared by the Illinois Historic Structures Survey, the Inventory of Historic Landmarks prepared by the Illinois Historic Landmarks Survey, the Illinois State Historical Markers Text Book, and IDOT. The buildings, districts, and other structures appearing on the Inventory of Historic Landmarks are not necessarily significant historical resources. This inventory includes all buildings constructed prior to World War II. Those buildings with aesthetic merit are included on the Inventory of Historic Structures. Historic districts were most often listed on the National Register of Historic Places in Illinois, but others appeared in the Inventory of Historic Landmarks. Selected information was refined by IDOT design studies.

The Hazardous Waste Research and Information Center provided a list of waste disposal and hazardous waste dumping sites. The landfills and dumps are located to the nearest square mile. Unless it could be determined that the site is not adjacent to the route, it is included in this inventory. The list notwithstanding, it is recommended that any site used for industrial purposes at any time be tested for hazardous waste prior to roadway facility development.

The analysis of environmentally sensitive land uses included: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, parks, nature and forest preserves, hospitals, nursing homes, and hotels. While all such facilities and uses have been identified, there is no presumption that all such uses would be negatively impacted by roadway improvements.

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

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

Roadway Capacity Estimates A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows change in several conditions that affect 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, so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction; how many vehicles each lane can accommodate; the posted speed; how many vehicles are likely to make turns; and the characteristics of rush hour traffic, complete the information used in the analysis.

Cost Estimates Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars.

1.7 ORGANIZATION OF THE REPORT

This report on the U.S. Route 30 SRA route study is divided into four sections:

Section 1: Introduction, provides information about the SRA system and Operation GreenLight; SRA route types; desirable route characteristics; study objectives and the study process; and the organization of the report.

Section 2: Route Overview, presents a general description of the study process; existing route characteristics; and type of recommended improvements for the overall route.

Section 3: Route Analysis, presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments on U.S. Route 30:

- **Section 3.1:** Interstate 80 to Haven Avenue
- **Section 3.2:** Haven Avenue to Illinois Route 43 (Harlem Avenue)
- **Section 3.3:** Illinois Route 43 (Harlem Avenue) to Western Avenue
- **Section 3.4:** Western Avenue to Illinois Route 394 (Calumet Expressway)
- **Section 3.5:** Illinois Route 394 (Calumet Expressway) to Illinois/Indiana State Line

For each route segment the following analyses are presented:

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

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

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

Recommended Improvements. The recommended improvements are identified for each route segment. Ultimate and low-cost improvements are specified in the categories of roadway, intersections, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations for the implementation of the recommended improvements and right-of-way expansion are analyzed. Cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Section 4: Public Involvement, summarizes the public involvement process during the study, including the U.S. Route 30 SRA Advisory Panel meetings, the Advisory Panel newsletters, the public hearings and other efforts to promote local involvement in the study process.

SECTION TWO

ROUTE OVERVIEW

2.1 THE U.S. ROUTE 30 SRA STUDY AREA

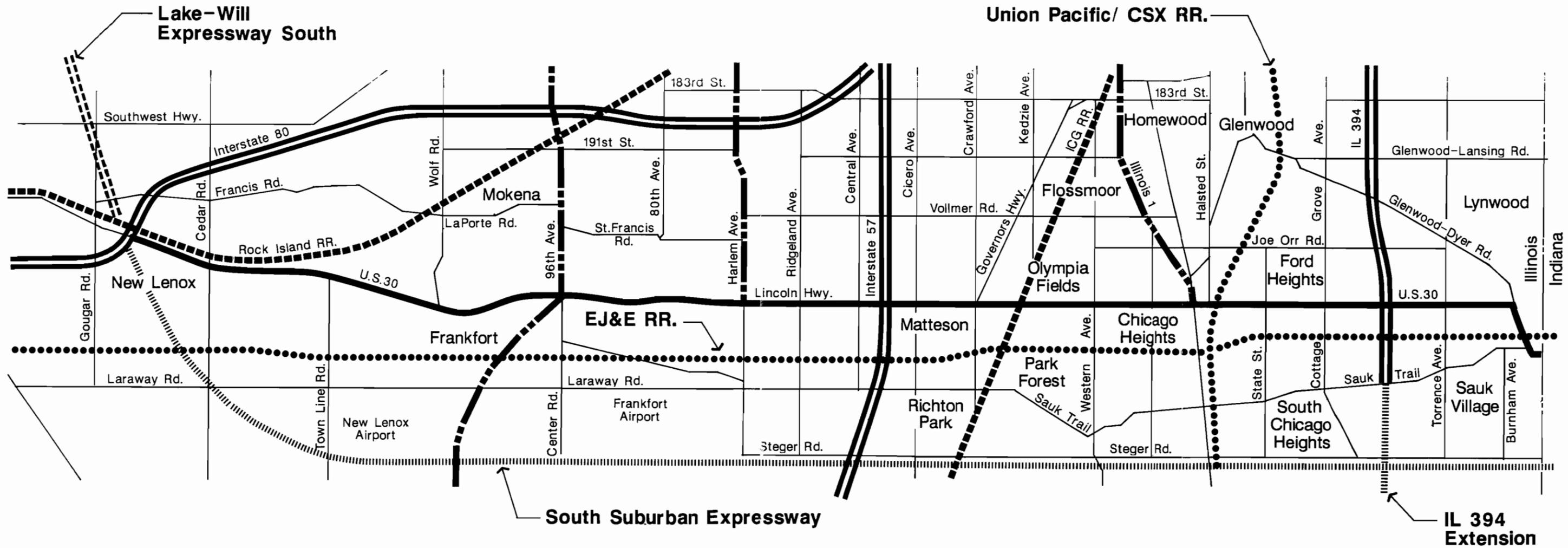
U.S. Route 30 is an SRA route from Interstate 80 to the Illinois/Indiana State Line, a total distance of 25 miles. (See *Figure 2.1*.) It is located in Will County and Cook County and passes through the municipalities of New Lenox, Mokena, Frankfort, Matteson, Olympia Fields, Park Forest, Chicago Heights, Ford Heights, Sauk Village and Lynwood.

2.2 REGIONAL TRANSPORTATION FACILITIES

Figure 2.1 indicates the existing and proposed facilities connecting U.S. Route 30 to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

U.S. Route 30 intersects three other SRA routes: U.S. Route 45 (96th Avenue), Illinois Route 43 (Harlem Avenue) and Illinois Route 1 (Dixie Highway). U.S. Route 30 also has interchanges with three expressway facilities: Interstate 80, Interstate 57 and Illinois Route 394 (Calumet Expressway). A proposed expressway facility in the 2010 TSD Plan related to the U.S. Route 30 study area is the Lake-Will Expressway South (FAP 341, formerly FAP 431), which would run from the present terminus of Interstate 355 (North-South Tollway) near Bolingbrook, to Interstate 80 northeast of New Lenox. From this point, the South Suburban Expressway, which is identified in the TSD Plan as a corridor of the future for post-2010 development, extends south and east to the Illinois-Indiana state line. The South Suburban Expressway corridor would cross U.S. Route 30 east of New Lenox, and then parallel U.S. Route 30; however, no specific corridor or alignments have been identified. A related expressway corridor of the future is the Illinois Route 394 Extension which would run between Sauk Trail and the South Suburban Expressway. There is a possibility that a third major Chicago area commercial airport may be located in the area served by these corridors of the future. Traffic generated by the airport as well as airport-induced development could significantly affect the need for and timing of the expressway facilities.

Commuter rail service is provided on two Metra lines which cross U.S. Route 30. The Rock Island District, operating between Joliet and the LaSalle Street Station in Chicago, has a station in New Lenox just north of U.S. Route 30. The Metra Electric District (formerly ICG), operating between University Park and the Randolph Street Station in Chicago, has a station at Olympian Way on the border between Park Forest and Olympia Fields. Two transit projects are proposed in the 2010 TSD Plan as corridors of the future for preservation of right-of-way and potential use beyond 2010. The Union Pacific/CSX line would provide radial commuter service between Crete and Chicago (either using the LaSalle Street or Union Station). This line crosses U.S. Route 30 in Chicago Heights east of Halsted Street. A 105 mile circumferential line would use the Elgin, Joliet & Eastern right-of-way providing rail commuter service between Waukegan and the Indiana-Illinois state line on a route forming a semi-circle around the metropolitan area. This route parallels U.S. Route 30 from New Lenox to the Indiana state line, crossing U.S. Route 30 just west of the state line.



- U.S. 30 SRA Route**
- Other SRA Route**
- ==== Existing Expressway**
- Existing Major Transit Facility**
- ===== Proposed Expressway**
- Expressway Corridor of the Future**
- Major Transit Facility Corridor of the Future**

U.S. 30

Regional Transportation Facilities



prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Figure 2.1

2.3 PROJECTED TRAVEL DEMAND

Figure 2.2 indicates the projected 2010 travel demand in terms of average annual daily traffic (AADT) for U.S. Route 30. The projected 2010 AADT travel demand forecasts are taken from the regional travel simulation model developed by the Chicago Area Transportation Study.

2.4 ROUTE AREA TYPE

U.S. Route 30 is classified as a suburban SRA route along its entire length from Interstate 80 to the Illinois/Indiana state line. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D" at which average travel speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour.

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

As shown in *Table 2.1*, both the existing right-of-way and number of through lanes are variable along the length of U.S. Route 30. However, for most of the route, the current right-of-way width and number of through lanes are less than the desirable minimum for a suburban SRA route, which is a 120 foot wide right-of-way and three through lanes in each direction.

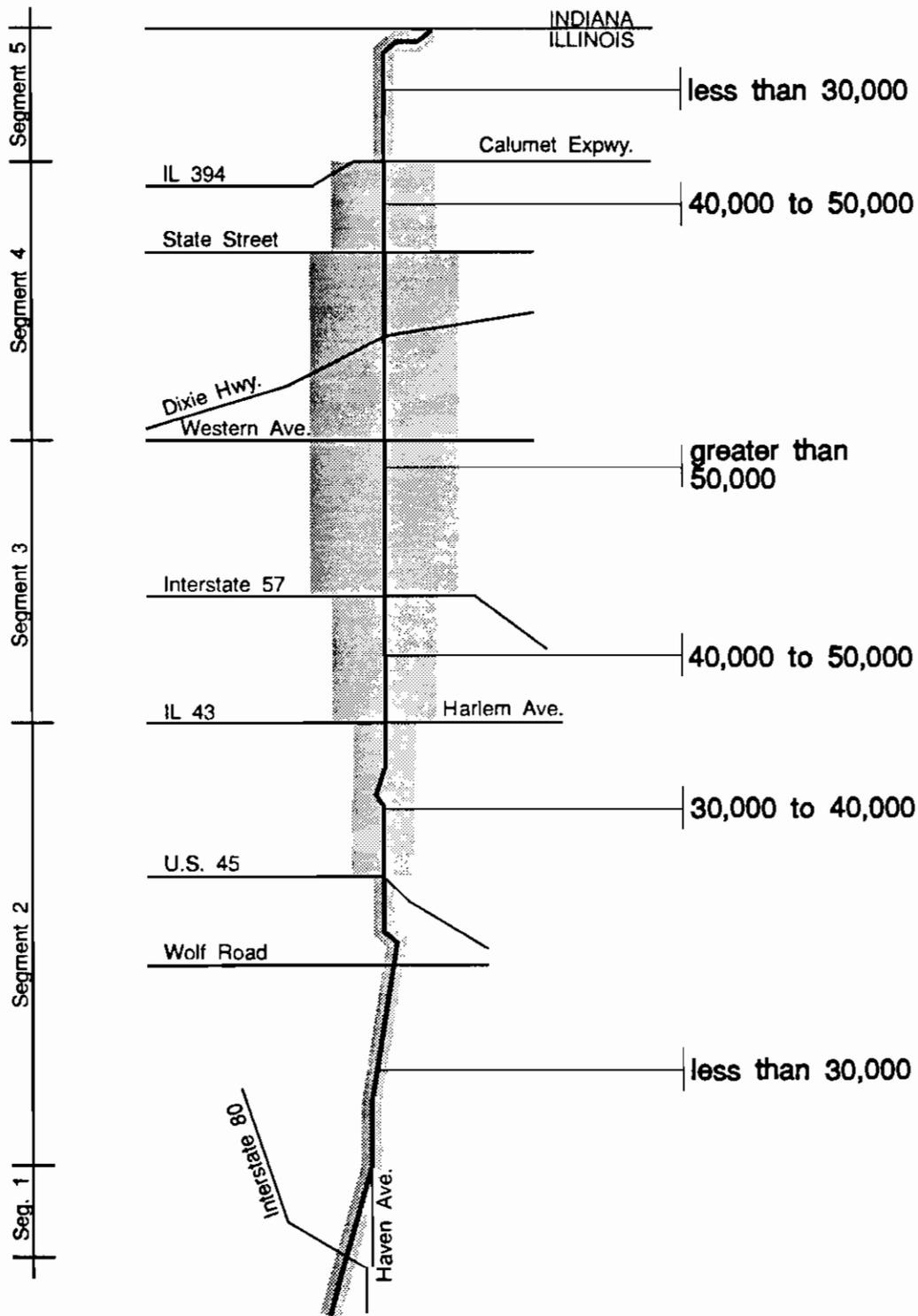
For each segment, the recommended right-of-way width and number of through lanes in each direction are shown. The recommended right-of-way width is the ultimate desirable right-of-way width for the segment. The minimum desirable width for a suburban SRA route is 120 feet. Where existing right-of-way width is over 150 feet, the recommended width for that segment indicates that this width be maintained where it now exists. Although the full recommended right-of-way width may not be acquired by 2010 due to development or other constraints, the full recommended width should be protected, so that future development or redevelopment does not encroach on the ultimate right-of-way.

The recommended number of through lanes in each direction is based upon an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment. The recommended right-of-way width in some segments may be sufficient to accommodate additional traffic lanes as a post-2010 improvement.

Except for the route segment between Harlem Avenue and Western Avenue, existing right-of-way widths over 100 feet are limited to small sections, such as at the Interstate 80 or Illinois 394 interchanges. Existing right-of-way widths of between 66 and 80 feet predominate west of Haven Avenue in New Lenox and east of Western Avenue to the Indiana/Illinois line.

Between Cedar Road in New Lenox and Interstate 57 in Matteson, the existing number of through lanes is less than the recommended number of lanes, and for most of this distance the existing roadway only provides one through lane in each direction.

Specific roadway and right-of-way recommendations for each route segment are discussed with the respective segments in Section Three of this report.



Source: Chicago Area Transportation Study

U.S. Route 30
 prepared by Harland Bartholomew & Associates, Inc. **2010 Projected Travel Demand Volumes**
 Figure 2.2

Table 2.1 Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
U.S. ROUTE 30	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR A SUBURBAN SRA		120-150		3
Segment 1 Interstate 80 to Haven Avenue	66-210	120-210	1-2	2
Segment 2 Haven Avenue to U.S. Route 45 U.S. Route 45 to Illinois Route 43	66-170 100	120-170 120	1 1	2 2
Segment 3 Illinois Route 43 to Illinois Route 50 Illinois Route 50 to Western Avenue	140-150 96-150	150 150	2-3 3	3 3
Segment 4 Western Avenue to Illinois Route 394	66-150	120-150	2	2
Segment 5 Illinois 394 to the Indiana state line	66-107	150	2	2

The results of the capacity analyses comparing the projected 2010 travel demand to alternative roadway configurations for U.S. Route 30 are given in *Table 2.2*. Results of the capacity analyses for the SRA to SRA intersections can be found in the appropriate route segment section of the report.

After a thorough analysis of the segments of U.S. Route 30, and particularly the existing facility characteristics and existing traffic volumes, the portions of the route between U.S. Route 45 and Harlem Avenue; between Halsted Street and State Street; and between Cottage Grove Avenue and Woodlawn Avenue have the greatest need for implementation of the recommended improvements in order to improve the capacity of these segments to function as part of the SRA route. In addition, interconnection and coordination of traffic signals between Illinois Route 1 and East End Avenue should be considered as a short-term, low-cost improvement to improve traffic flow in an area of significant existing traffic volumes. Also, the recommended low-cost intersection improvements providing left-turn lanes or extending existing turn lanes should be considered in the segment between Haven Avenue and U.S. Route 45 to provide improved capacity and safety on the existing facility. The recommended improvements for the remainder of the route will be required when the anticipated increase in projected travel demand occurs.

Table 2.2 Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1 Interstate 80 to Haven Avenue	< 30,000	4 *	26,000 31,000	C D	Yes
		6	39,000 47,000	C D	Yes
Segment 2A Haven to Wolf	< 30,000	4 *	31,000 33,000	C D	Yes
Segment 2B Wolf Road to U.S. Route 45	< 30,000	4 *	27,000 30,000	C D	Yes
		6	41,000 45,000	C D	Yes
Segment 2C U.S. Route 45 to Illinois Route 43	30 to 40,000	4 *	27,000 32,000	C D	Yes
		6	41,000 45,000	C D	Yes
Segment 3A Illinois Route 43 to Interstate 57	40 to 50,000	4	32,000 34,000	C D	No
		6 *	48,000 52,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes for this segment.					

2.6 TRANSIT

Existing transit facilities within the U.S. Route 30 SRA Study area focus on the more intensively developed sections: The New Lenox area at the western end of the SRA route; and the communities between Interstate 57 and Illinois Route 394, including Matteson, Olympia Fields, Park Forest, Chicago Heights and Ford Heights. In both of these sections rail and bus service is provided, although bus service in the New Lenox area is relatively limited. On an average weekday, there are

Table 2.2 (continued) Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 3B Interstate 57 to Governors Hwy.	> 50,000	6 *	37,000 45,000	C D	No
		8	49,000 60,000	C D	Yes
Segment 3C Governors Hwy. to Western Ave.	> 50,000	6*	43,000 47,000	C D	No
		8	58,000 63,000	C D	Yes
Segment 4A Western Ave. to Illinois Route 1	> 50,000	4 *	25,000 28,000	C D	No
		6	38,000 42,000	C D	No
Segment 4B Illinois Route 1 to State Street	> 50,000	4 *	26,000 30,000	C D	No
		6	40,000 46,000	C D	No
Segment 4C State Street to Illinois Route 394	40 to 50,000	4 *	31,000 34,000	C D	No
		6	47,000 51,000	C D	Yes
Segment 5 IL 394 to Indiana	< 30,000	4 *	31,000 34,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes for this segment.					

approximately 5,900 passengers entering six Metra Stations located on or within two miles of U.S. Route 30. Average weekday ridership on the six Pace bus routes which run along or which cross U.S. Route 30 is just over 10,000 passengers. The following sections discuss existing service and conditions, and the general types of recommended improvements for the overall route. Specific recommended improvements are discussed with the respective route segments in Section Three of this report.

2.6.1 EXISTING TRANSIT SERVICE AND FACILITIES

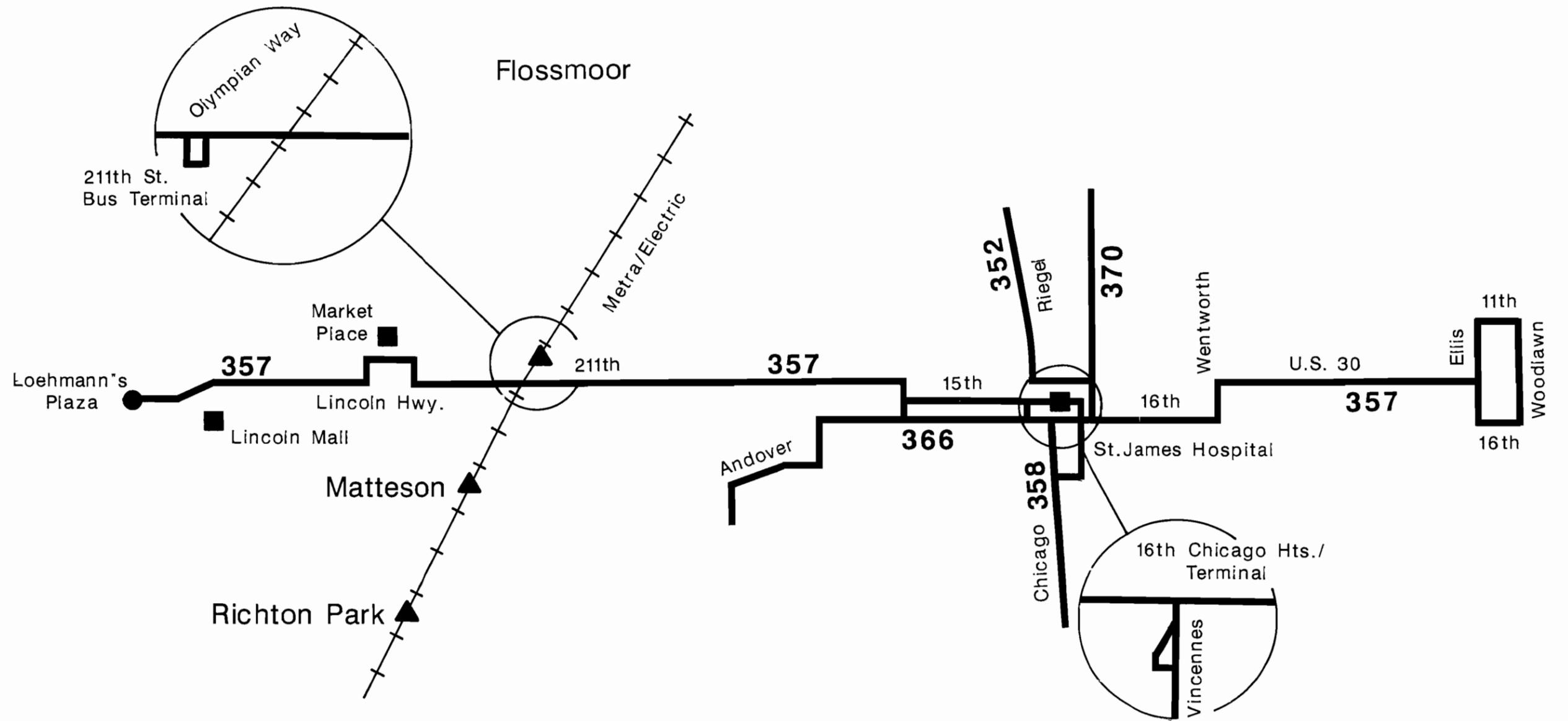
Bus Service

Six Pace bus routes provide service for the U.S. Route 30 SRA. Route #506, connecting Joliet with the New Lenox Metra Station, runs on U.S. Route 30 west of Cedar Road/Church Street in New Lenox. Route #358, providing service between Steger and Hegewisch, crosses U.S. Route 30 on Torrence Avenue. Two other Pace routes run on segments of the U.S. Route 30 SRA east of Interstate 57, and two Pace routes cross U.S. Route 30. (See *Figure 2.3*.) An additional local route, #366, runs just south of U.S. Route 30 on 15th and 16th Streets in Chicago Heights.

Table 2.3 presents data for the Pace routes serving the U.S. Route 30 SRA study area.

Table 2.3			
Pace Route Characteristics			
Route No.	Average Weekday Ridership	Passengers Per Rev. Hr.	Service Type ⁽¹⁾
Service on or parallel to U.S. Route 30			
357	1650	44	outer suburban
366	474	44.5	outer suburban
506	308	15.6	satellite city
753	66	N/A	feeder
Service crossing U.S. Route 30			
352	6620	59.4	inner suburban
358	258	22.1	inner suburban
370	651	33.8	inner suburban
⁽¹⁾ Pace service types are INNER SUBURBAN (suburban Cook and eastern DuPage Counties); SATELLITE CITY (Elgin, Aurora, Joliet and Waukegan); OUTER SUBURBAN (collar counties and less dense areas of suburban Cook); and FEEDER (rush hour services to train stations).			

Routes #352, #357, #366 and #370 account for 90 percent of the ridership on routes serving the U.S. Route 30 SRA study area.



U.S. 30

Pace Bus Routes **SRA** Strategic Regional Arterial Planning Study

Figure 2.3

Rail Service

Two Metra lines provide rail commuter service for the U.S. Route 30 SRA Study area. The Rock Island District, running between Joliet and LaSalle Street Station in Chicago, has a station in New Lenox, with direct access to U.S. Route 30, and a station in Mokena, two miles north of U.S. Route 30, accessible from Wolf Road. The Metra Electric District (formerly ICG) running from University Park to the Randolph Street Station in Chicago, has a station at U.S. Route 30 and Olympian Way. Other Metra Electric District Stations within two miles of U.S. Route 30 are located at 203rd Street (Olympia Fields), 215th Street (Matteson) and Sauk Trail (Richton Park).

According to Metra 1990 counts, weekday passengers boarding at these stations are as follows:

Rock Island District

New Lenox	605
Mokena	561

Metra Electric District

Olympia Fields	310
Olympian Way	1082
Matteson	1372
Richton Park	1680

There are off-street parking facilities at each of the stations with the number of parking spaces available ranging from 69 at the Olympia Fields Station to 965 spaces at the Matteson Station. At the stations adjacent to U.S. Route 30, the New Lenox station has 570 spaces and the Olympian Way station has 648 spaces.

2.6.2 RECOMMENDED TRANSIT IMPROVEMENTS

The following are the general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of U.S. Route 30 are discussed in Section Three of this report.

Bus Stops

Locations for bus stops have been recommended consistent with provision of express bus service along the entire length of the route. Typically, these locations are at signalized intersections with a one-quarter to one-half mile spacing and near locations of existing or planned commercial and employment centers and other transportation facilities. Typically, the recommended locations will provide for bus turnouts, consistent with Pace Development Guidelines, along with shelters and paved walks within the right-of-way. However, along some segments of U.S. Route 30 turnouts cannot always be provided due to right-of-way and development constraints (in New Lenox; between Western Avenue and State Street in Chicago Heights; and between Cottage Grove and Woodlawn Avenues in Ford Heights.)

Park and Ride Facilities

Several locations for potential Park and Ride facilities have been identified along the route. These could be developed as multi-purpose facilities, supporting car and van pooling as well as transit service. In conjunction with express bus service park and ride facilities would offer opportunities to serve trips to and from regional centers which would not otherwise be well served by transit. An example of this would be trips between northeast Will County and the Interstate 88 corridor, which could be served by future express bus service along the westerly segment of the U.S. Route 30 SRA, stopping at park and ride facilities and then running on Interstate 80, the future Lake-Will South Expressway and Interstate 355 to the Interstate 88 corridor in the Lisle-Naperville area.

Commuter Rail Access and Parking

Both of the Metra Stations along U.S. Route 30, in New Lenox and at Olympian Way, have had relatively recent improvements, including expansion of off-street parking facilities. The layout of facilities at the Olympian Way Station, in particular, are a good example of providing convenient and efficient vehicular and passenger access. Recommended access improvements at Metra stations include additional turn lanes and signalization where necessary at intersections to allow for peak hour traffic to and from the stations.

Improved signage on the SRA route is also recommended. A comprehensive signage system should include directional signs on U.S. Route 30 at key points such as expressway interchanges and other SRAs. These directional signs should also identify stations, such as those in Mokena or Matteson, which are near, although not directly accessible from, the SRA. At the approaches to stations, signage, specific directional instructions for access drives to parking facilities, "kiss-and-ride" areas or drop-off points should be provided. Within the station area, consistent graphics should direct the motorist to specific locations. Also, for bus stops in the station areas, informational signage should provide graphic illustrations of routes, with information on schedules and connecting routes.

Designation of areas which should be reserved for additional off-street parking is also desirable, especially at stations such as New Lenox, where substantial growth in the vicinity will create potential for additional ridership and parking demand. The bus facilities at the Olympian Way station provide a good example of a convenient transfer point for feeder services and similar facilities should be considered at other stations where significant feeder service may be provided.

2.7 SUMMARY OF U.S. ROUTE 30 SRA CONSTRUCTION COST ESTIMATES

A summary of the construction cost estimates in 1991 dollars for the recommended improvements to U.S. Route 30 is shown in *Table 2.4*. Construction cost estimates for the recommended improvements for each route segment are included with the discussion of the respective route segments in Section Three of this report.

Table 2.4	
Construction Cost Estimates for U.S. Route 30	
Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$83,370,000
Roadway Resurfacing	\$2,275,000
Intersection Improvements	\$7,700,000
Traffic Signals	\$2,200,000
Signal Interconnection	\$2,680,000
Structure Modification	\$5,520,000
Interchange Improvements	\$1,000,000
Transit Improvements (Including Land Acquisition)	\$4,750,000
Right-of-way Acquisition	\$9,860,000
Total Estimated Cost for Ultimate Improvements	\$119,355,000
Low-Cost	
Roadway Reconstruction	\$1,000,000
Intersection Improvements	\$3,700,000
Traffic Signals	\$400,000
Signal Interconnection	\$261,000
Transit Improvements	\$175,000
Right-of-way Acquisition	\$1,540,000
Other Improvements	\$500,000
Total Estimated Cost for Low-Cost Improvements	\$7,576,000
Total Estimated Cost for All Improvements	\$126,931,000

SECTION THREE **ROUTE ANALYSIS**

3.1 SRA SEGMENT 1: INTERSTATE 80 TO HAVEN AVENUE

3.1.1 LOCATION

U.S. Route 30 Segment 1 extends from Interstate 80 to Haven Avenue. (See *Figure 3.1.*) This segment is approximately 1.5 miles in length, and is located in New Lenox and unincorporated Will County.

3.1.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 1 of U.S. Route 30 are shown on Route Map A-1.

Traffic Volumes

The average annual daily traffic (AADT) volumes for this segment, according the 1988 IDOT Will County Traffic Map are 18,200 vehicles between Interstate 80 and Vine Street; 18,000 vehicles between Vine Street and Cedar Road; and 11,800 vehicles east of Cedar Road.

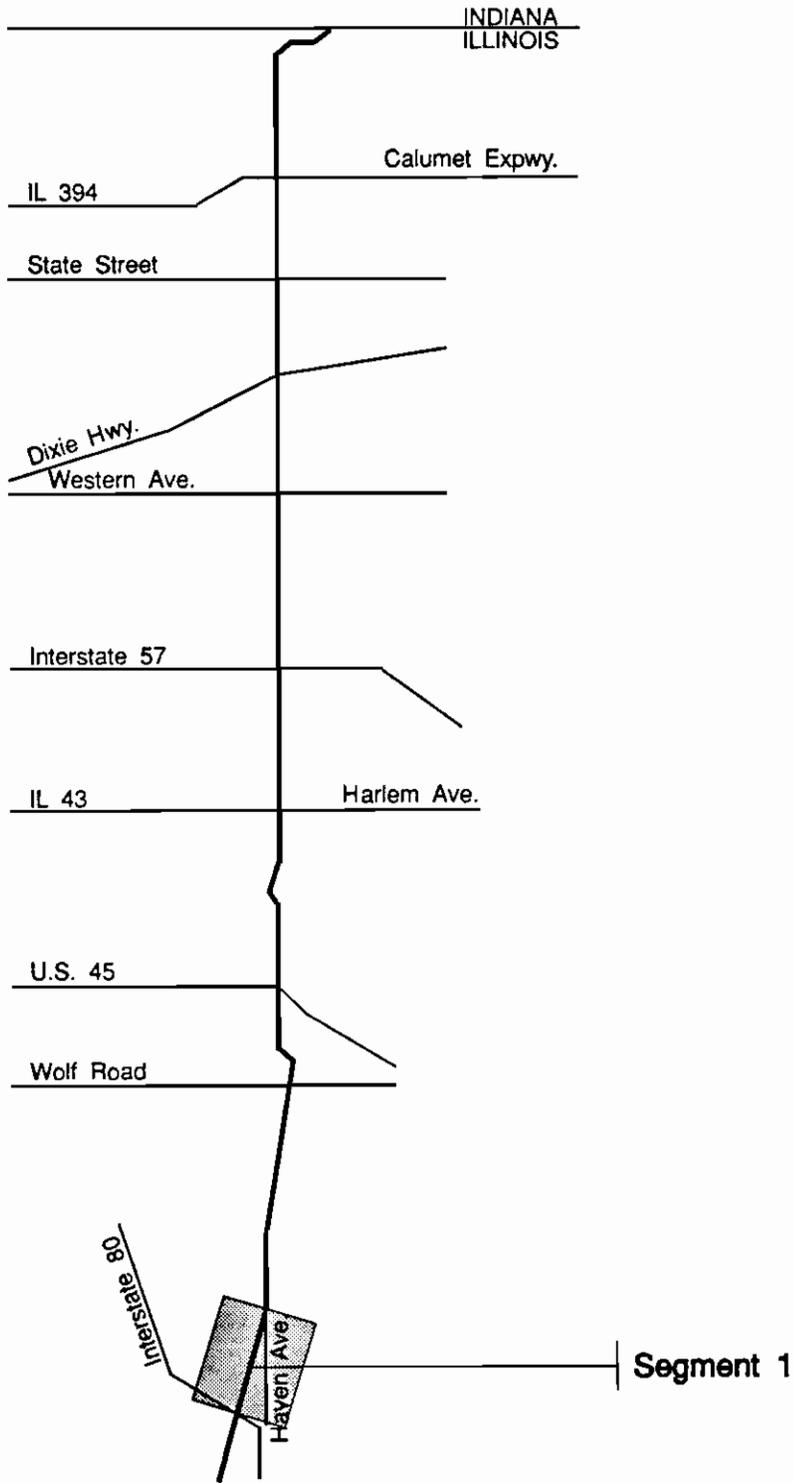
Right-of-Way

Right-of-way in this segment is relatively narrow except at the western end. From the Interstate 80 interchange to the east frontage road, the right-of-way width is 210 feet. East from this point, a 66-foot wide right-of-way extends to approximately 1100 feet east of Vine Street; from this point to Cedar Road the right-of-way is 80 feet wide. East of Cedar Road, the right-of-way width tapers to 66 feet and remains at this width to the end of the segment.

Pavement Width and Number of Lanes

The pavement width in this segment varies from 24 to 60 feet. However, except between Church Street and Haven Avenue at the east end of the segment, the pavement width is at least 48 feet wide, providing for two traffic lanes in each direction. The pavement tapers to a 24-foot width east of Church, and between Church and Haven there is only one lane in each direction.

From the Interstate 80 interchange to the east frontage road, the east and westbound lanes are separated by a raised barrier median. Left-turn lanes are provided from westbound U.S. Route 30 to the eastbound and westbound Interstate 80 entrance ramps, and to the east frontage road. Between the frontage road and Vine Street there is a striped median, with left-turn lanes at Vine Street and at several locations from westbound U.S. Route 30 for access to adjacent development. Between Vine Street and Church Street a narrow painted median separates opposing traffic lanes; however, left-turn lanes are provided only at Cedar



Location Map
Figure 3.1

SECTION 3-1: Route Analysis - Interstate 80 to Haven Avenue

Road (east and westbound) and Church Street (eastbound only). East of Church Street there is no median and no turn lanes. The only right-turn lanes in this segment are at the Interstate 80 ramps.

Traffic Signals

There are five signalized intersections in this segment (See *Table 3.1*). There are left-turn lanes at all of the intersections with the appropriate left-turn signal phasing. None of the signals in this segment are interconnected.

Table 3.1 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
I-80(west ramps)	2	2	YES	NO	
I-80(east ramps)	2	2	YES	NO	
Vine Street (NB)	2	2	YES	NO	
Vine Street (SB)	2	2	YES	NO	
Cedar Street	2	2	YES	NO	
Note: EB=eastbound; WB=westbound; NB=northbound; SB=southbound					

Parking, Sidewalks, and Frontage Roads

On-street parking is permitted on the north side of U.S. Route 30 between Cedar Road and Pine Street, a distance of one block. There is no other on-street parking in this segment.

Continuous sidewalks are provided on both sides of U.S. Route 30 between Church and Oak Streets. Some sections of sidewalk have been installed on the south side of the road west of Oak Drive, but these do not provide a continuous walkway.

Structures

There are two structures in this segment. They are listed in *Table 3.2*.

Table 3.2 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Interstate 80	099-0068	Westbound Lanes	-	-	SRA under
Interstate 80	099-0069	Eastbound Lanes	-	-	SRA under

Transit

One Pace bus route, #506, runs on this segment, providing service between Joliet and the Metra Station at Cedar Road in New Lenox. This route provides weekday service only, with ten round-trips between Joliet and New Lenox. According to the Pace "Suburban Bus System Service Performance Report", an average of 308 passengers use the #506 route each day. There are no formal designated stops along this segment of U.S. Route 30; there is a designated bus stop at the New Lenox Station.

Commuter rail service to the LaSalle Street Station in Chicago is provided by the Rock Island division of Metra at the New Lenox station. The station is located one-half block north of U.S. Route 30, east of Cedar Road. Weekday service between New Lenox and Chicago is 16 trains in each direction. On a typical weekday, there were 605 passengers boarding at New Lenox, according to Metra passenger counts. There are 570 off-street parking spaces, mostly in two large lots east of the station. According to the Metra November, 1990 parking assessment, 84 percent of the spaces were in use. Access to the station is provided from U.S. Route 30 at Church Street and by an access drive east of Haven Street. An exit only drive is also provided to Cedar Road.

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 1 of U.S. Route 30 include wetlands, floodplains, a hazardous waste site and a sensitive land use and are shown on Route Map B-1.

Streams/Wetlands/Floodplains

Between Interstate 80 and Haven Avenue, there are two streams that cross U.S. Route 30. These streams are tributaries of Hickory Creek, and both create floodplain crossings along the route. U.S. Route 30 crosses the first floodplain 400 feet west of the underpass at Interstate 80 and is approximately 200 feet wide. The second crossing is located 200 feet west of the intersection at Haven Avenue and is approximately 100 feet wide.

In addition to the floodplains, minor wetland areas can be found in conjunction with Hickory Creek and its tributaries.

Waste Disposal Sites/Hazardous Waste Sites

A sewage treatment plant is located north of U.S. Route 30 along the Chicago Rock Island and Pacific Railroad. A hazardous waste site has been reported on the plant's property.

Sensitive Land Uses

A noise sensitive land use abutting U.S. Route 30 is the United Methodist Church which is located on the south side of the route between Vine and Hickory Streets. However, the structure itself sits 750 feet from the roadway.

3.1.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development for Segment 1 of U.S. Route 30 are indicated on Route Map C-1.

Jurisdiction

The Village of New Lenox is the principal local jurisdiction exercising control over development in this segment of U.S. Route 30. Except for two tracts of land near the I-80 interchange, all land along this route segment is within the New Lenox Village limits. The New Lenox planning area encompasses all of this route segment.

Type and Intensity of Development

Commercial development is predominant along this segment of U.S. Route 30, although the intensity of use differs. Development west of Vine Street has larger building sites, with more off-street parking and open areas; east of Vine, development is more land intensive, with smaller individual parcels and higher building coverage. The only areas of vacant land in this segment are at the eastern and western ends. These areas are designated for future commercial development in the New Lenox Comprehensive Plan. The largest tract of vacant land, east of Nelson Road extending to Haven Avenue behind the existing U.S. Route 30 commercial frontage, is designated in the Plan as "New Lenox Commons". This area is to be developed as a unified mixed-use village center, including residential and public uses as well as commercial development.

Development Access and Setback

The pattern of access and setbacks for adjacent development along this segment of U.S. Route 30 reflects the differences in intensity of development. West of Vine, access points are well-defined, although there is typically one or more driveway access to each individual parcel; buildings in this area are typically set back 25 feet or more from the edge of pavement, although off-street parking may be located within five to ten feet of the roadway. East of Vine, development also has multiple access points, and both buildings and off-street parking may be located immediately adjacent to the right-of-way.

Future Development

Adjacent lands along this segment are substantially developed, with significant potential for new development only at the east and west ends of the segment. North of U.S. Route 30 to the east of the Metra Station approximately 20 acres are available for commercial development; however, there are no specific development plans at this time. The New Lenox Commons area, located south of U.S. Route 30 and west of Vine Street, is designated in the New Lenox Comprehensive Plan as a mixed use development; the plan's guidelines for the area recommend approximately 300,000 square feet of commercial, personal service and office uses as well as 70 dwelling units and a public park. No specific development plans have been approved for this area.

3.1.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Map D-1.

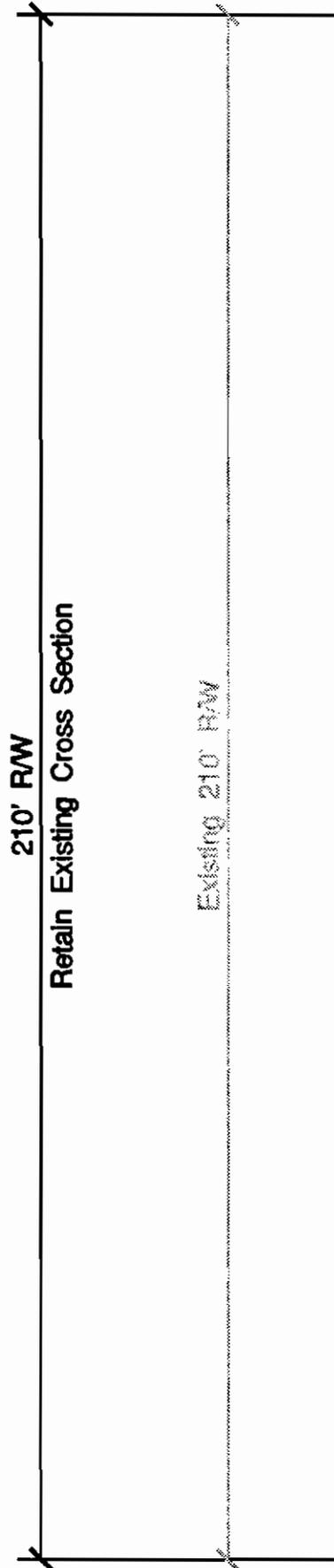
Ultimate Improvements

Roadway

The recommended roadway configuration for this segment provides for two through traffic lanes in each direction with a 12- or 18-foot wide median. Between Interstate 80 and the east Frontage Road (future Nelson Road extension) an 18-foot median can be accommodated within the existing 210-foot wide right-of-way. (See Figure 3.2.) Additional through lanes could also be accommodated within the existing right-of-way if necessary in the future. For the remainder of this segment, due to existing right-of-way and development constraints, a cross-section with two through lanes in each direction and a 12-foot wide painted median is recommended. (See Figures 3.3, 3.4 and 3.5.) Acquisition of sufficient additional right-of-way to provide for an 18-foot wide median is not feasible, due to the proximity of existing development to the right-of-way line, as well as the location of the Rock Island rail right-of-way abutting U.S. Route 30 west of Vine Street.

Results of the capacity analysis for Segment 1 are shown in Table 3.3.

Table 3.3 Capacity Analysis for Segment 1 of U.S. Route 30					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Interstate 80 to Haven Avenue	< 30,000	4 *	26,000 31,000	C D	Yes
		6	39,000 47,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes on this segment.					



Parkway

Frontage Road

Separator

Shoulder

2 Through Lanes

Raised Median

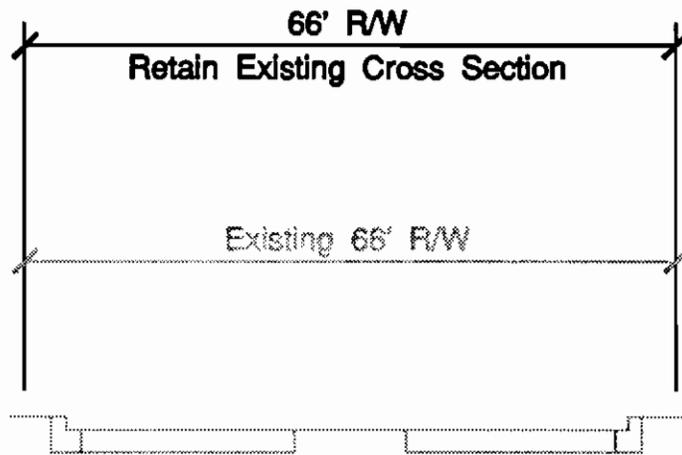
2 Through Lanes

Shoulder

Parkway

**Section A-A
Recommended Roadway Typical Section
Interstate 80 to Frontage Road Intersection**

Figure 3.2



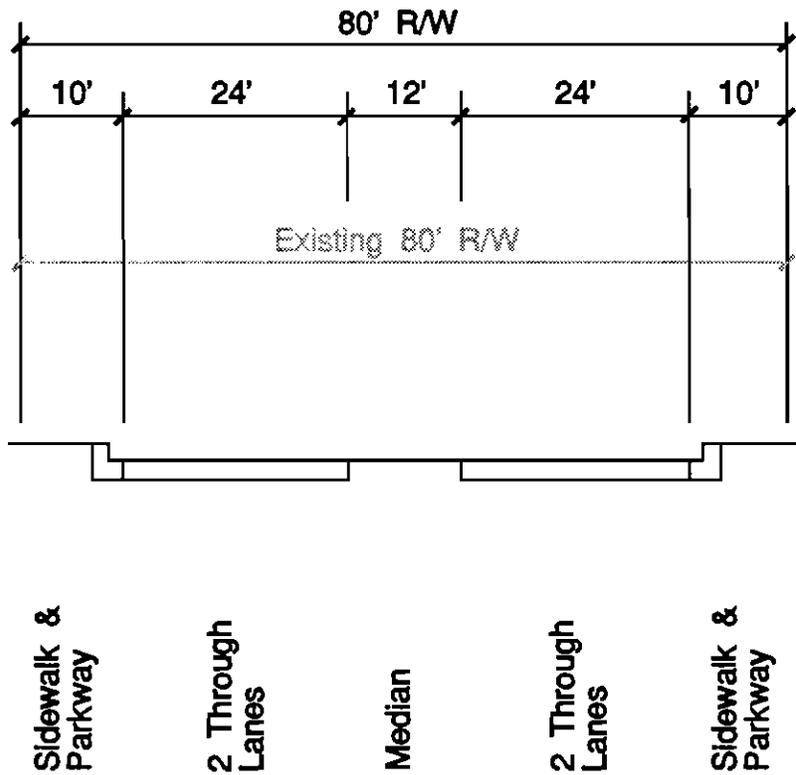
Parkway
 2 Through Lanes
 Median
 2 Through Lanes
 Parkway

U.S. Route 30

prepared by Harland Bartholomew & Associates, Inc.

**Section B-B
 Recommended Roadway Typical Section
 Frontage Road Intersection to Oak Drive**

Figure 3.3

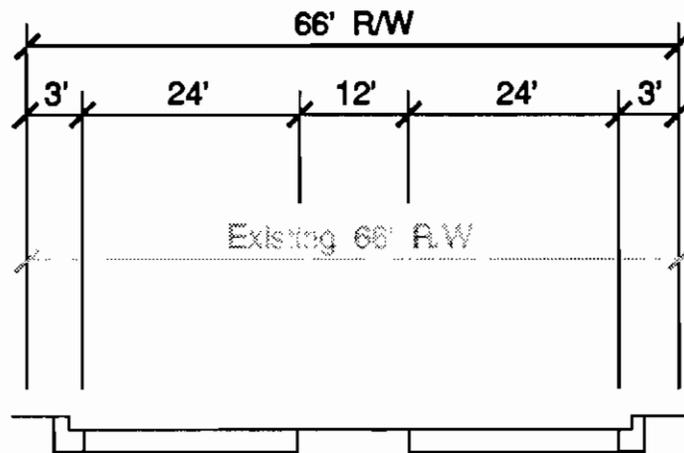


U.S. Route 30

**Section C-C
Recommended Roadway Typical Section
Oak Drive to Cedar Road**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.4



Parkway 2 Through Lanes Median 2 Through Lanes Parkway

U.S. Route 30

Section D-D
Recommended Roadway Typical Section
Cedar Road to Haven Avenue

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.5

Intersections

The recommended roadway configuration allows development of left-turn lanes within the median at all intersecting streets in this segment. Future left-turn lanes should be provided from westbound U.S. Route 30 to the proposed Nelson Road extension, and for access to the proposed New Lenox Commons development as these roads are completed.

Major intersection improvements are recommended to realign Vine Street at U.S. Route 30 (See Detail 1); and to realign Haven Avenue at U.S. Route 30 (See Detail 2). The present off-set alignment of Vine Street at U.S. Route 30 requires through traffic on Vine to make turning movements through two intersections spaced less than 300 feet apart. Realignment of Vine Street north of U.S. Route 30 is recommended so that it is aligned with the southerly leg of Vine Street, eliminating the turning movements for through traffic. Realignment of Haven Avenue is recommended so that it intersects with the existing access drive to the Metra parking lot. This would replace the present acute angle intersection of Haven and U.S. Route 30, and would provide more direct access to the Metra Station from areas south of U.S. Route 30.

Traffic Signalization

A interconnected closed-loop signal system is recommended for this entire segment. Existing signals at the Interstate 80 ramps and Cedar Road should be incorporated in this system along with the signal at the realigned Vine Street intersection and future signals at the proposed Nelson Road extension; the proposed New Lenox Commons access road; Church Street; and the realigned Haven Avenue intersection. When Vine Street is realigned to a single intersection with U.S. Route 30, the signal at the vacated alignment should be removed. Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the [Strategic Regional Arterial Design Concept Report](#).) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Transit

The New Lenox Metra Station is the primary facility providing transit service in this segment of U.S. Route 30. With continuing development in New Lenox and adjacent areas, there is potential for additional Metra ridership, and provision of expanded commuter facilities would complement other SRA improvements. Possible future locations to accommodate feeder bus service at the station as well as drop-off or "kiss-and-ride" areas would be southwest of the station between Church Street and Cedar Road through expansion of the present station site; or southeast of the station through relocation of some existing commuter parking. Additional areas for future commuter parking should also be reserved south or east of the existing commuter parking lots.

A recommended location for a potential park-and-ride lot is identified south of U.S. Route 30 at the proposed Nelson Road extension. Development of this type of park-and-ride lot would be possible in coordination with express bus service using U.S. Route 30; proximity to Interstate 80 could also allow coordination with express bus service to other regional destinations.

Low-Cost Improvements

Intersections

Intersection improvements associated with the realignment of Haven Avenue at U.S. Route 30 are recommended as are intersection improvements at Church Street, and improvements to U.S. Route 30 between Church Street and the realigned Haven Avenue (See Detail 2). These improvements would provide a four-lane cross-section between Church and the realigned Haven Avenue, with a 12-foot wide flush median. Transition to the existing two-lane cross-section would be accomplished east of realigned Haven. A westbound left-turn lane would be provided at Church Street, and both eastbound and westbound turn lanes would be provided at the realigned Haven Avenue/Metra Station intersection. A separate right-turn lane should be provided from eastbound U.S. Route 30 to the Metra Station entrance.

Traffic Signalization

An interconnected closed loop signal system is recommended for U.S. Route 30 between Cedar Road and Haven Avenue, when new signals at Church Street and Haven Avenue are installed. Although the spacing of these signals is closer than the desirable criteria for a suburban SRA route, the signals at Church Street and Haven Avenue are intended to accommodate access, particularly at rush hour, to the New Lenox Metra Station and commuter parking lots. Haven Avenue is also a major collector street, carrying local traffic to and from areas south of U.S. Route 30. To maintain desirable progression on U.S. Route 30, the coordination of the system would give priority to through traffic on the SRA, accepting delays for traffic on Church and Haven as necessary.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet; recommended locations for future access points are shown on Route Map D-1. Wherever possible in areas of existing development, access should also be consolidated at designated access points spaced approximately 500 feet apart. An alternative for consolidation of access on the south side of U.S. Route 30 between Vine Street and the proposed Nelson Road extension is through development of an internal circulation road, similar in function to a frontage road, located to the rear of the properties fronting U.S. Route 30. This new internal circulation road would also serve property in the New Lenox Commons area and could connect to the existing frontage road east of Interstate 80. Direct access to U.S. Route 30 between the proposed Nelson Road extension and

Interstate 80 should continue to be prohibited; the existing frontage road should continue to provide local access in this area.

Transit

Improved signage on this segment of U.S. Route 30 for the New Lenox Metra Station is recommended. This should include informational signs at major intersections such as Vine Street, and at the Interstate 80 interchange, indicating direction and distance to the station. Within a half-mile of the station, signs should provide specific directions to the entrance for passenger drop-off and for the different parking lots.

Bus stops with shelters should be developed at signalized intersections along U.S. Route 30 west of the Metra Station where Pace service is now provided. These should be developed in accordance with the Pace Development Guidelines.

3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The minimum desirable right-of-way width for a suburban SRA is 120 feet. While this width is not required for the recommended 2010 improvements along most of this segment of U.S. Route 30, long-term right-of-way protection of a potential 120-foot wide right-of-way is recommended where development or redevelopment occurs.

Between Church Street and Haven Avenue, additional right-of-way is required for the recommended intersection improvements, as shown on Detail 2.

3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

To meet generally accepted design standards for a realignment of Vine Street, it is desirable that the right-of-way be relocated onto property now developed. A more easterly alignment would avoid the development, but would locate the right-of-way in the Hickory Creek floodplain. The proposed alignment may infringe on the associated wetland and should be further studied. The proposed realignment of Haven Avenue does not appear to raise any environmental concern, as it does not cross any sensitive lands.

Other than the above improvements, preservation of the existing right-of-way throughout the segment will also preserve the buildings and sidewalks which line the right-of-way in the New Lenox central business district. This strategy is expected to substantially reduce costs of construction and economic disruption to the Village.

3.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 1 of U.S. Route 30 is shown in *Table 3.4*.

U.S. ROUTE 30
SECTION 3-1: Route Analysis - Interstate 80 to Haven Avenue

Table 3.4	
Construction Cost Estimates for Segment 1 of U.S. Route 30	
Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$530,000
Roadway Resurfacing	\$1,000,000
Intersection Improvements	\$300,000
Traffic Signals	\$100,000
Signal Interconnection	\$250,000
Transit Improvements (Including Land Acquisition)	\$1,250,000
Right-of-way Acquisition	\$1,260,000
Total Estimated Cost for Ultimate Improvements	\$4,690,000
Low-Cost	
Roadway Reconstruction	\$1,000,000
Intersection Improvements	\$200,000
Traffic Signals	\$300,000
Signal Interconnection	\$56,000
Transit Improvements	\$40,000
Right-of-way Acquisition	\$140,000
Total Estimated Cost for Low-Cost Improvements	\$1,736,000
Total Total Estimated Cost for All Improvements	\$6,426,000

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

3.2 SRA SEGMENT 2: HAVEN AVENUE TO ILLINOIS ROUTE 43 (HARLEM AVENUE)

3.2.1 LOCATION

U.S. Route 30 Segment 2 extends from Haven Avenue to Illinois Route 43 (Harlem Avenue) and is approximately 8.8 miles in length. (See *Figure 3.6.*) This segment is located within the Villages of New Lenox, Mokena and Frankfort as well as unincorporated Will County.

3.2.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 2 of U.S. Route 30 are shown on Route Maps A-1, A-2, and A-3.

Traffic Volumes

According to the 1986 IDOT Will County Traffic Map, the average annual daily traffic (AADT) volumes for this segment are less than 10,000 vehicles, except between Spencer Road and Haven Avenue where the AADT is between 10,200 and 11,800 vehicles.

Right-of-Way

The right-of-way on this segment ranges from 66 to 170 feet. From Haven Avenue to Marley Road the right-of-way is 66 feet wide. Between Marley Road and Spencer Road the right-of-way width varies from 133 to 170 feet. For the remainder of the segment the right-of-way width is typically 100 feet, except between Elsner Road and U.S. Route 45 where it is 150 feet.

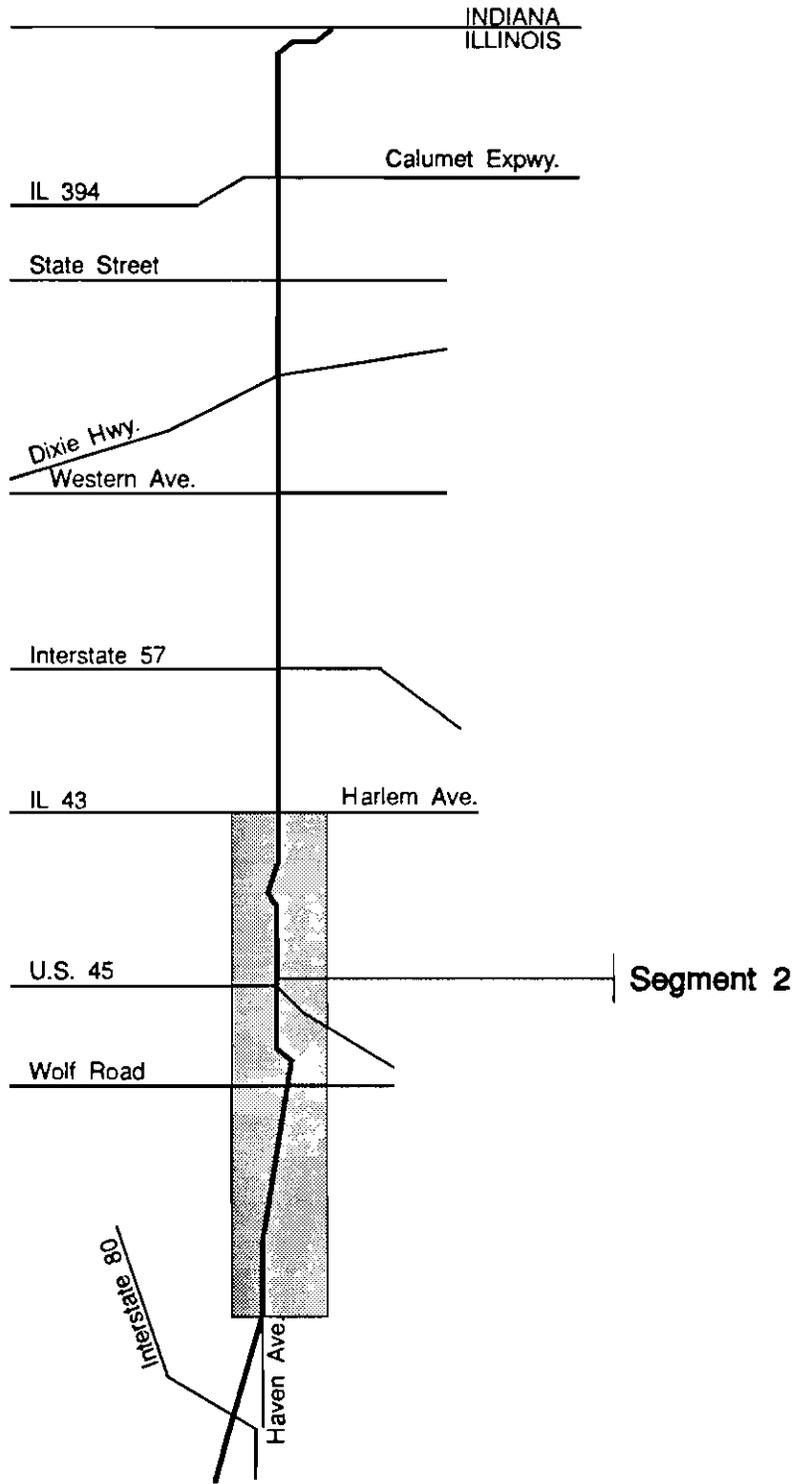
Pavement Width and Number of Lanes

The pavement width in this segment is 24 feet providing one through lane in each direction. The shoulder is mainly gravel, although it is paved in some sections.

Traffic Signals

There are four signalized intersections in Segment 2 of U.S. Route 30. They are listed in *Table 3.5.*

Table 3.5 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Schoolhouse Road	1	1	YES	NO	
Wolf Road	1	1	YES	NO	
U.S. 45 (96th Avenue)	1	1	YES	NO	
Illinois 43 (Harlem Ave)	2	2	YES	NO	
Note: EB=eastbound; WB=westbound					



Location Map
Figure 3.6

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Parking, Sidewalks, and Frontage Roads

In Segment 2 of U.S. Route 30 there is neither on-street parking nor sidewalks. There is an existing frontage road on the north side of U.S. Route 30 between Elsner Road and Elm Street.

Structures

There are three structures in Segment 2 of U.S. Route 30. They are listed in *Table 3.6*.

Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Norfolk Southern	099-0226	E. of Haven Ave.	13'-7"	---	SRA under
Rock Creek	099-0106	E. of Anderson Rd	N/A	36.9'	SRA over
Hickory Creek	099-0107	West of 84th Ave.	N/A	23.8'	SRA over
Note: N/A=Not Applicable					

Transit

There is no existing transit service along this segment. The nearest Metra Station is in Mokena, approximately 2.5 miles north.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 2 of U.S. Route 30 include wetlands, floodplains, an historic structure, a threatened plant species, prime farmland and sensitive land uses. They are shown on Route Maps B-1, B-2, and B-3.

Streams/Wetlands/Floodplains

Through this segment, Hickory Creek continues to run relatively parallel to U.S. Route 30 on the north side of the route. Eight floodplain crossings result from its tributaries. U.S. Route 30 crosses the flood boundaries of:

- Hickory Creek Tributary A, east of the intersection at Haven Avenue, where the floodplain is 150 feet wide,
- a Hickory Creek Tributary, west of 116th Street, where the floodplain is 150 feet wide,
- a Hickory Creek Tributary, west of Wolf Road, where the floodplain is 100 feet wide,
- a Hickory Creek Tributary, east of 108th Street, where the floodplain is 400 feet wide,
- a Hickory Creek Tributary, west of 96th Street, where the floodplain is 50 feet wide,
- a Hickory Creek Tributary as the floodplain extends from 200 feet west of 96th Street for 2800 feet,
- a Hickory Creek Tributary, east of Pfeiffer Road, where the floodplain is 400 feet wide,
- and a Hickory Creek Tributary, east of 84th Street, where the floodplain is 300 feet wide.

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Most wetland areas on this segment are located in conjunction with these floodplains. However west of 116th Street, there is an additional wetland which may infringe upon the right-of-way of U.S. Route 30.

Historical Significance

There is one structure on this segment listed in the Inventory of Historic Landmarks. It is entitled the Red Brick Tavern and is located approximately one and one-half miles west of Wolf Road along the south side of U.S. Route 30.

Flora/Fauna

There is one threatened plant species, the blazing star, listed in this area. Its exact location is not available.

Prime Farmland

While most of the land on this segment is undeveloped, there is not a great abundance of prime farmland, because much of the soil does not meet the requirements of prime farmland. Between the Frankfort/New Lenox township line and Wolf Road, approximately 50 percent of the land has been classified as prime farmland, while the other land is additional farmland of statewide importance. There is also prime farmland located on the north side of U.S. Route 30 from Wolf Road to the Van Horne Woods Forest Preserve. Finally, approximately 50 percent of the land along U.S. Route 30 through the Lincoln Estates area is prime farmland.

Sensitive Land Uses

Noise sensitive land uses include Lincoln-Way High School, two Churches, Frankfort Public Library and Autumn Valley Housing for the Elderly.

Public uses on this segment include School District 121 Administration Building, Frankfort Township Valley View Office and a post office.

Finally, Van Horne Woods Forest Preserve is adjacent to the right-of-way from 1/2 mile east of Wolf Road to 116th Street.

3.2.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development for Segment 2 of U.S. Route 30 are indicated on Route Maps C-1, C-2, and C-3.

Jurisdiction

Segment 2 of U.S. Route 30 passes through the communities of New Lenox, Mokena and Frankfort. The village limits of New Lenox, primarily on the north side of the route, extend

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

approximately 3/4 mile east of Haven Avenue. Mokena's village limits along U.S. Route 30 extend west from 116th Street for 1/4 mile. Frankfort's jurisdiction mainly lies between Elsner Avenue and Bath Avenue. Between Marley Road and 116th Street and east of Bath Avenue, until Illinois Route 43 (Harlem Avenue), U.S. Route 30 is primarily within unincorporated portions of Will County.

Mokena's planning area includes land along U.S. Route 30 between the New Lenox/Frankfort township line and Wolf Road. The planning area of Frankfort is between Wolf Road and the Will/Cook county line.

Type and Intensity of Development

Development can be characterized as being sprawled throughout this segment. Even through the incorporated areas, land is usually not intensely developed. In addition to property used agriculturally, land is primarily developed with residential and commercial uses. This residential and commercial development is interspersed along with agriculture on this entire route segment. The majority of residential development is single-family. Commercial development is most intensely developed at the intersection of U.S. Route 30 and U.S. Route 45 (96th Avenue). Other commercial activity is small in scale servicing mainly local demand.

Development Access and Setback

Curb cuts provide access to each commercial development. This access is not well defined. Residential development is primarily accessed by cross streets which intersect U.S. Route 30. However there are areas, mainly between 84th and 80th Avenue, where driveways intersect the route.

Where there is development, setbacks on Segment 2 average between 30 and 40 feet through an area where the roadway is only two lanes. However commercial development at the intersection with U.S. Route 45 (96th Avenue) is not set back as far.

Future Development

All future development planned is within the Frankfort area. These plans include commercial and residential development. On the west end of Frankfort, on the southwest corner of U.S. Route 30 and Elsner Road, two residential developments are planned and will consist of single and multi-family housing. Further east between Mulberry and Locust Streets, an office development is planned to front the route. Adjacent to this office site to the south, a single-family residential development is also planned. Additional commercial development is planned on the southwest corner at U.S. Route 45 (96th Avenue), on the southeast corner at 92nd Avenue, and between 78th Avenue and Illinois Route 43 (Harlem Avenue). Residential uses are also planned in conjunction with a majority of this commercial development. According to the Village of Frankfort Zoning Ordinance, residences which front the route are required to be set back 30 to 40 feet. Commercial development along U.S. Route 30 must be set back a minimum of 50 feet from the lot line and 125 feet from the center line of the route.

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

In the Mokena General Land Use Plan, low density residential is planned for the area along U.S. Route 30 between the New Lenox/Frankfort township line and Wolf Road. Commercial development is planned at Wolf Road.

Public and Institutional Uses

Lincoln-Way High School, Lincolnway Christian Church, School District 121 Administration Building, Autumn Valley Housing for the Elderly, Frankfort Township Valley View Office, Van Horne Woods Forest Preserve, Frankfort Baptist Church, the Post Office and Frankfort Public Library constitute the public and institutional uses on this segment.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-1, D-2 and D-3.

Ultimate Improvements***Roadway***

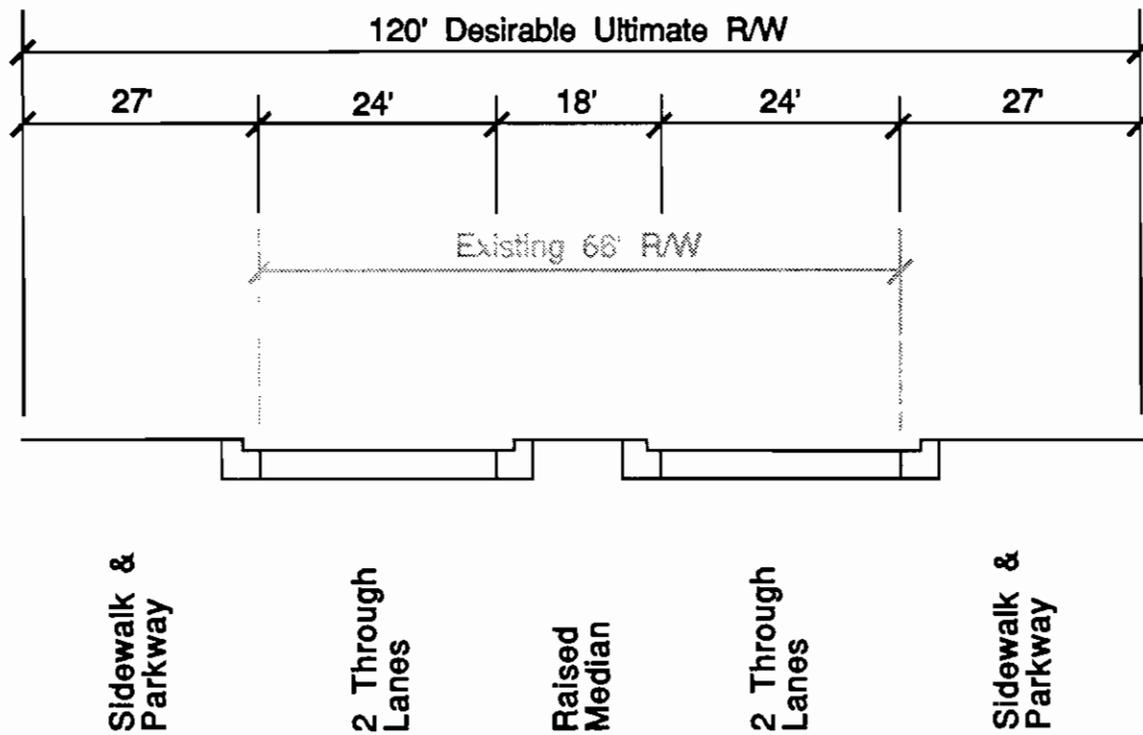
The recommended roadway configuration for this segment provides two through traffic lanes in each direction with a continuous 18-foot wide raised median between Haven Avenue in New Lenox and Illinois Route 43 (Harlem Avenue). (See *Figures 3.7, 3.8, 3.9, 3.10, 3.11 and 3.12.*)

Results of the capacity analysis for this segment are shown in *Table 3.7*.

Intersections

The recommended roadway configuration allows development of single left-turn lanes at intersecting streets in this segment. In addition to the major intersection improvements discussed in this section, future left-turn lanes should be provided for proposed mid-mile collector streets east of Schoolhouse Road, and between U.S. Route 45 and Harlem Avenue.

A new connection between Marley and Spencer Roads is recommended south of U.S. Route 30, with major improvements at the intersection of Marley Road and the new Marley-Spencer connector. (See *Detail 3.*) Major intersection improvements are also recommended at Schoolhouse Road (see *Detail 4*); Wolf Road (see *Detail 5*); U.S. Route 45 (see *Detail 6*); and Harlem Avenue (see *Detail 7*). U.S. Route 45 and Harlem Avenue are also SRA routes, and so dual left-turn lanes are provided on all legs of the intersection with U.S. Route 30. Because U.S. Route 45 and Illinois Route 43 (Harlem Avenue) are SRA routes, the level of

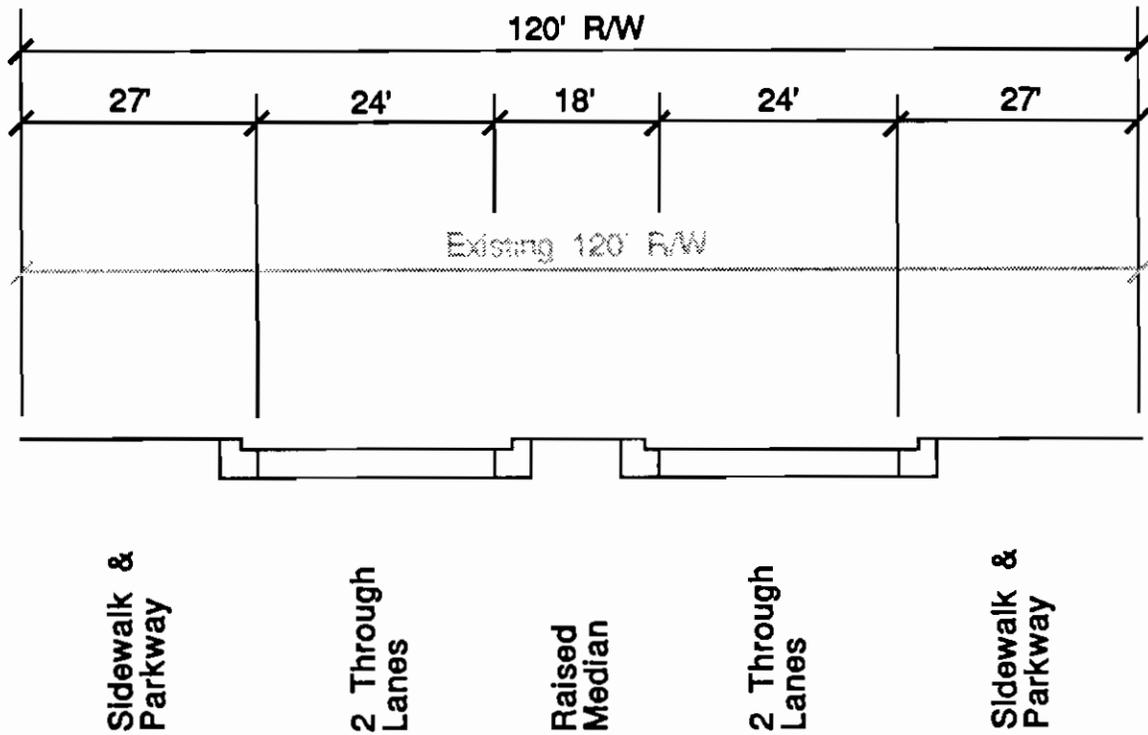


U.S. Route 30

**Section E-E
Recommended Roadway Typical Section
Haven Avenue to Marley Road**

prepared by Harland Bartholomew & Associates, Inc.

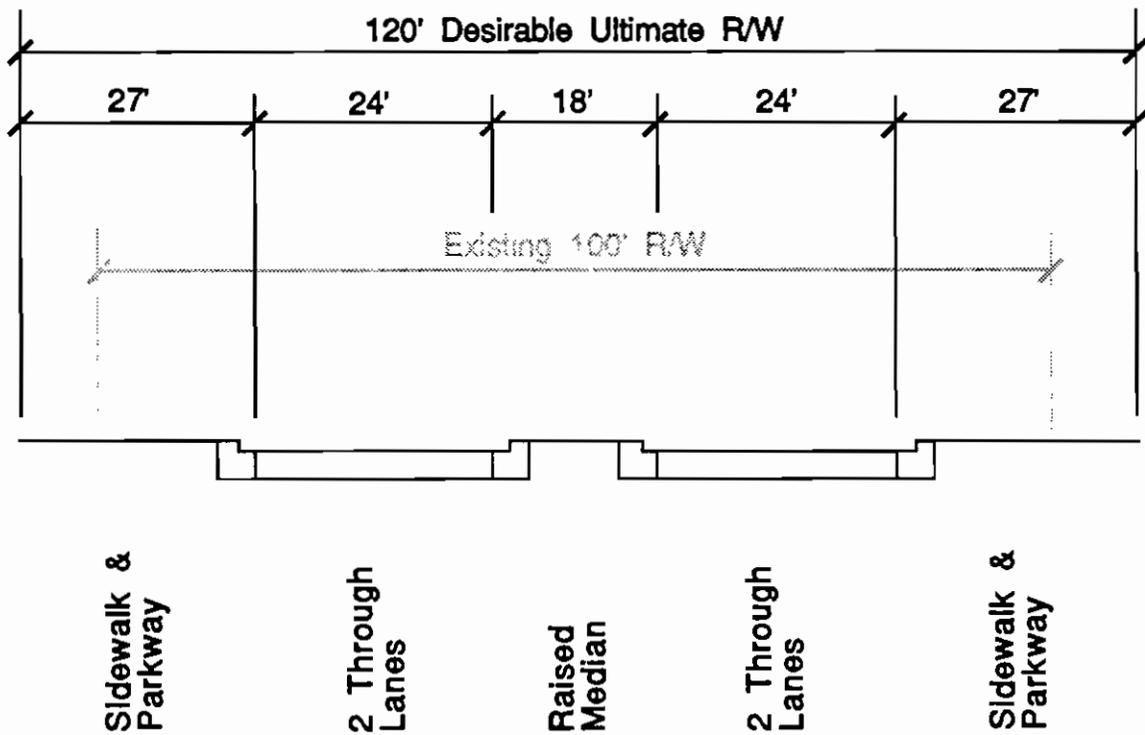
Figure 3.7



Section F-F
Recommended Roadway Typical Section
Marley Road to Anderson Road

U.S. Route 30
 prepared by Harland Bartholomew & Associates, Inc.

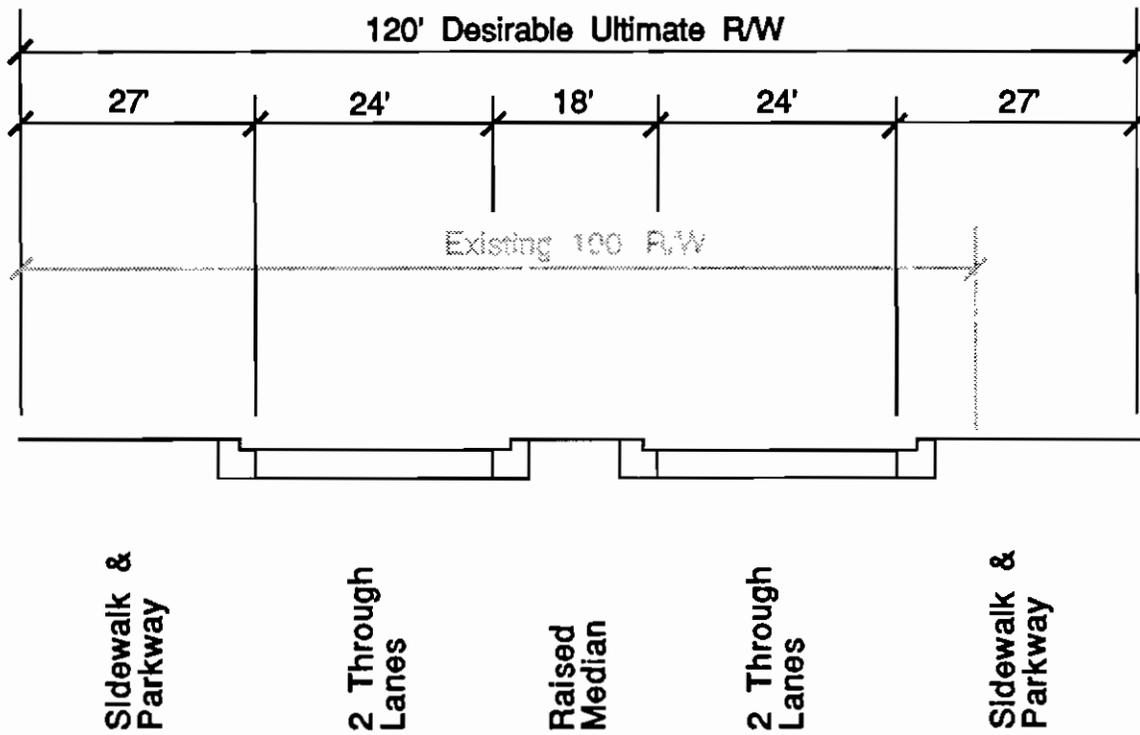
Figure 3.8



Section G-G
Recommended Roadway Typical Section
Anderson Road to Wolf Road

U.S. Route 30
 prepared by Harland Bartholomew & Associates, Inc.

Figure 3.9

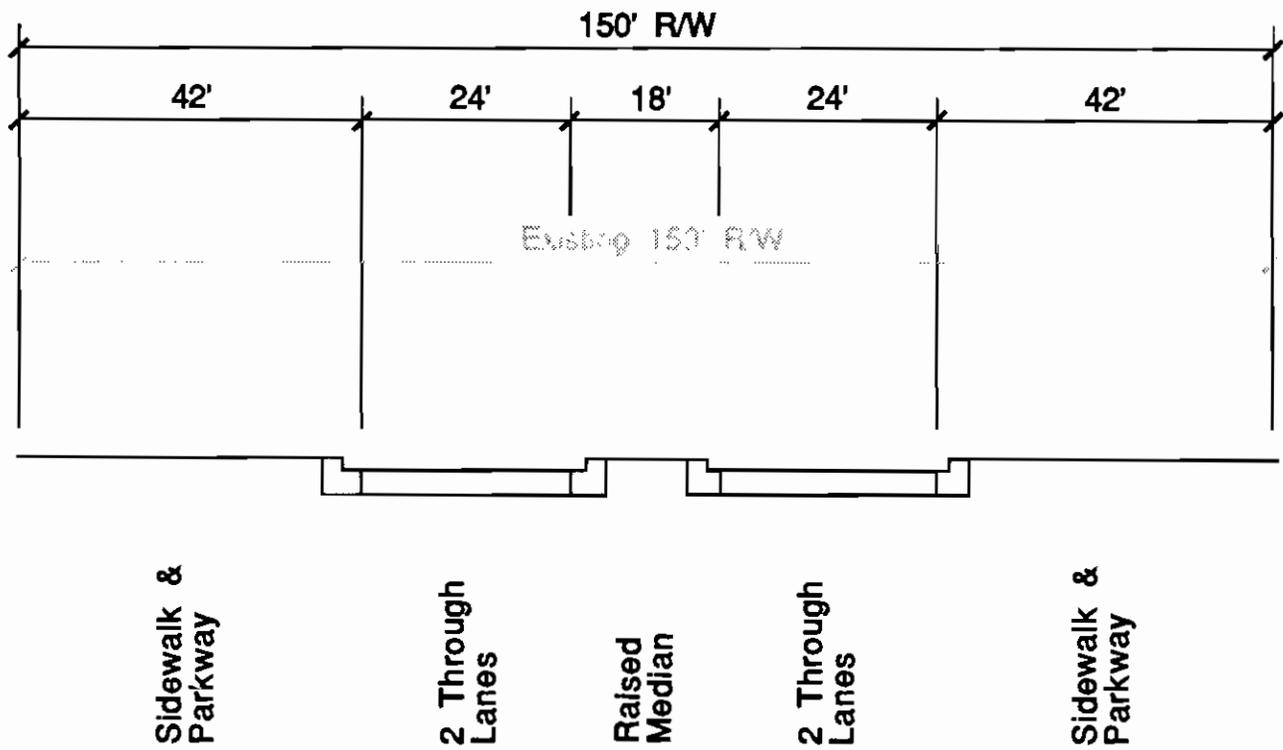


U.S. Route 30

**Section H-H
Recommended Roadway Typical Section
Wolf Road to Elsner Road**

prepared by Harland Bartholomew & Associates, Inc.

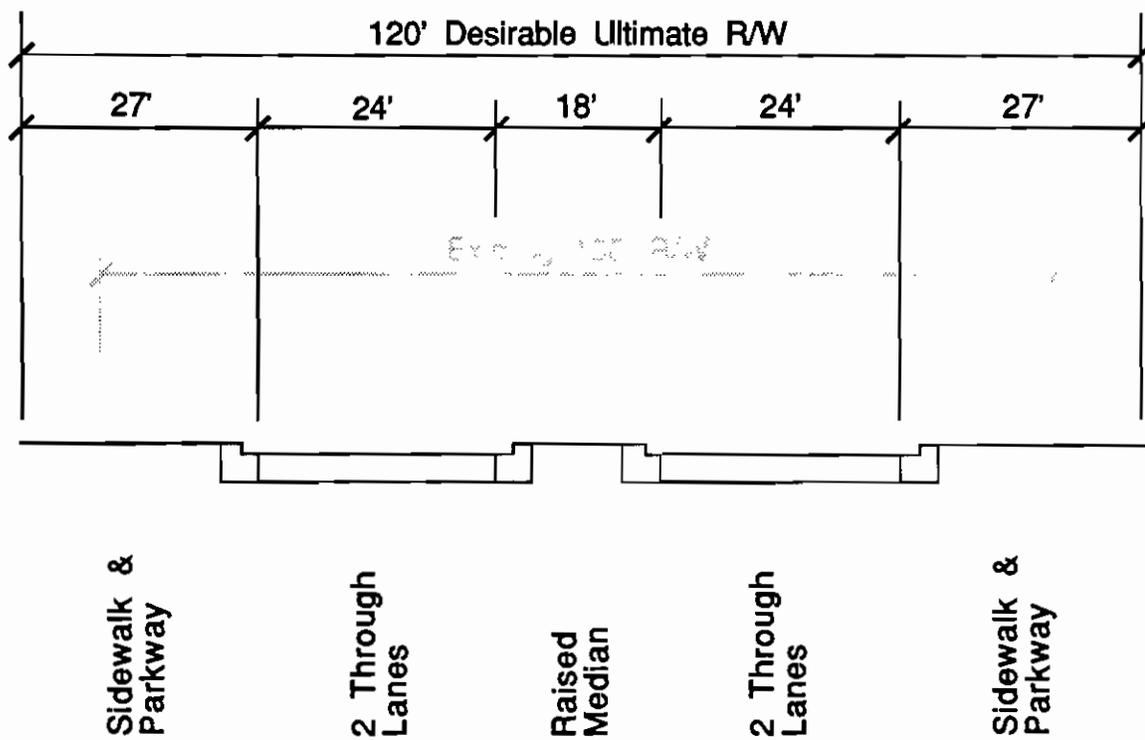
Figure 3.10



Section I-I

Recommended Roadway Typical Section
U.S. Route 30 Elsner Road to U.S. Route 45 (96th Avenue)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.11

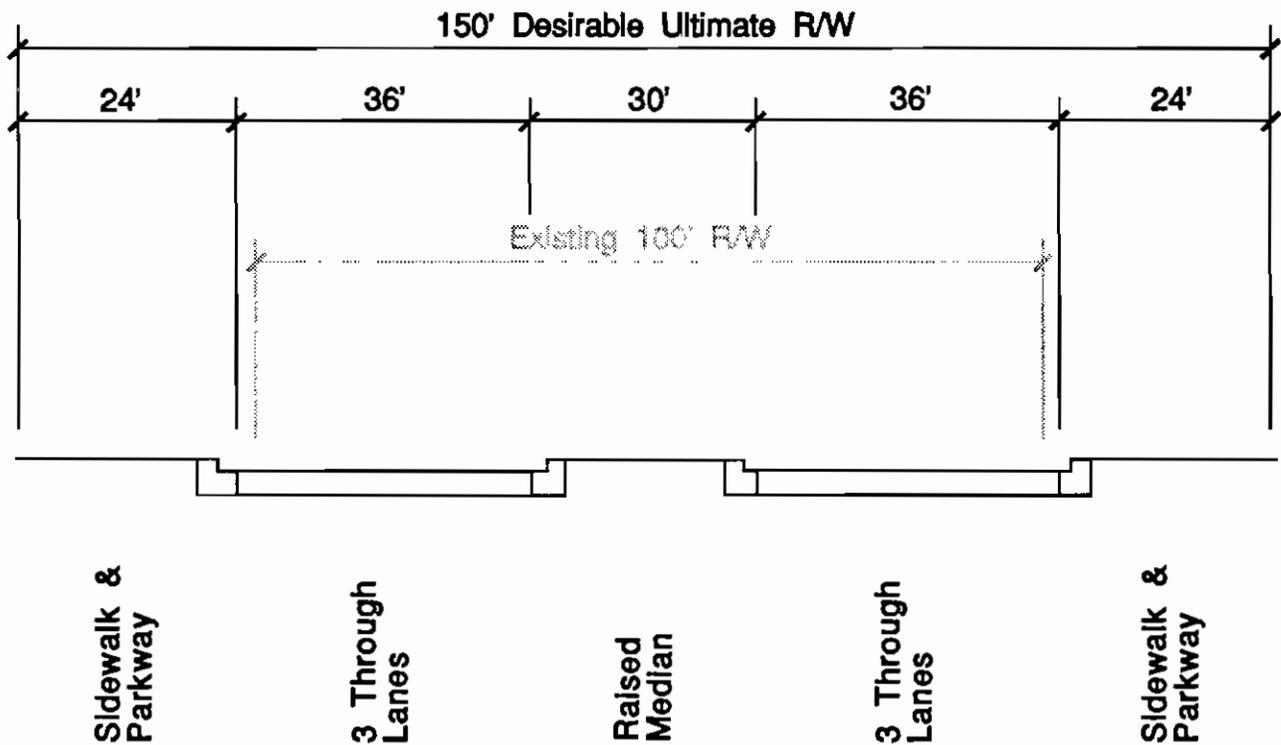


Section J-J

Recommended Roadway Typical Section

U.S. Route 30 U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.12



Section J-J

Recommended Roadway Typical Section

U.S. Route 30 U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.12

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Table 3.7 Capacity Analysis for Segment 2 of U.S. Route 30					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Haven Avenue to Wolf Road	< 30,000	4 *	31,000 33,000	C D	Yes
Wolf Road to U.S. Route 45	< 30,000	4 *	27,000 30,000	C D	Yes
		6	41,000 45,000	C D	Yes
U.S. Route 45 to Illinois Route 43	30 to 40,000	4 *	27,000 32,000	C D	Yes
		6	41,000 45,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates the recommended number of through traffic lanes for this segment.					

service for each intersection movement and for the total intersection was calculated. For the U.S. Route 30/U.S. Route 45 intersection the AADT used was 32,000 and 21,000 respectively. For the U.S. Route 30/Illinois Route 43 intersection, the AADT used was 42,000 and 25,000 respectively. The resulting levels of service are shown in *Tables 3.8 and 3.9*.

Traffic Signalization

Locations are recommended for potential future traffic signals maintaining spacing of approximately one-half mile between signals in this segment. The recommended locations are:

- Roberts Avenue
- 108th Avenue
- 92nd Avenue
- 80th Avenue
- Marley Road
- Anderson Road
- West Circle Drive

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Table 3.8 U.S. Route 30/U.S. Route 45 Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 30 eastbound	left turn	D
U.S. Route 30 eastbound	through and right turn	D
U.S. Route 30 westbound	left turn	D
U.S. Route 30 westbound	through and right turn	B
U.S. Route 45 northbound	left turn	D
U.S. Route 45 northbound	through and right turn	D
U.S. Route 45 southbound	left turn	D
U.S. Route 45 southbound	through and right turn	C
Total Intersection		D

Table 3.9 U.S. Route 30/Illinois Route 43 Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 30 eastbound	left turn	D
U.S. Route 30 eastbound	through	D
U.S. Route 30 eastbound	right turn	B
U.S. Route 30 westbound	left turn	D
U.S. Route 30 westbound	through	C
U.S. Route 30 westbound	right turn	D
Illinois Route 43 northbound	left turn	D
Illinois Route 43 northbound	through	D
Illinois Route 43 northbound	right turn	B
Illinois Route 43 southbound	left turn	D
Illinois Route 43 southbound	through and right turn	C
Total Intersection		D

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

116th Avenue
108th Avenue
Elsner Road
Locust Street
92nd Avenue
Pfeiffer Road
84th Avenue
80th Avenue
Frankfort Square Road.

Existing signals at Schoolhouse Road, Wolf Road, U.S. Route 45 and Harlem Avenue would be retained. Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Interconnection of signals in coordinated systems is recommended. Ultimately two systems should be utilized for all signals in this segment (except for the location at Roberts Road which should be incorporated into the system to the west). One system would include all existing and future locations from 116th Avenue to the east. The other system should include the remaining signals west of 116th Avenue.

Structures

All of the structures in this segment have inadequate horizontal clearances to accommodate the recommended roadway cross-section. In addition, the structure carrying the Norfolk Southern Rail line over U.S. Route 30 has only a 13'7" vertical clearance. This structure should be modified to provide a minimum of 14'6" vertical clearance, and all structures should be modified to provide adequate horizontal clearance for at least the recommended roadway section. However, consideration should be given any in structural modification to providing adequate horizontal clearance to accommodate a future (post-2010) six lane roadway section.

Transit

Locations for future bus stops in this segment are recommended for all signalized intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Recommended locations for potential park-and-ride lots are indicated at Schoolhouse Road, Wolf Road and Pfeiffer Road. Development of this type of facility would be possible with express bus service along U.S. Route 30; proximity to Interstate 57 or other SRA routes such as Harlem Avenue could also allow coordination with express bus service to other regional destinations.

Low-Cost Improvements

Intersections

Improvements to the U.S. Route 30/U.S. Route 45 intersection are currently programmed as part of improvements on U.S. Route 45. This improvement will include dual left-turn lanes on U.S. Route 30.

Consideration should be given to constructing left-turn lanes at major collector and local arterial roads in this segment, including Marley Road, Spencer Road, Elsner Road, 88th Avenue, and Frankfort Square Road.

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended locations for future access points are shown on Route Maps D-1, D-2 and D-3. The existing restriction on direct access from abutting lots to the north side of U.S. Route 30 between Elm Street and Elsner Road in Frankfort should be retained.

Transit

Directional signage is recommended on this segment of U.S. Route 30 for Metra Rock Island District service at the New Lenox and/or Mokena Stations. This signage should be located at major intersections such as Spencer Road, Schoolhouse Road, Wolf Road and U.S. Route 45, indicating distance and direction to the stations.

3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The minimum desirable width for a suburban SRA route is 120 feet, and right-of-way protection for this width is recommended for all portions of this segment west of Illinois Route 43 which now have less than 120 feet of right-of-way. The recommended 120 foot right-of-way width will accommodate the basic recommended roadway configuration of four through lanes with an 18-foot wide median, and would allow for an additional through lane in each direction if required in the future.

Between U.S. Route 45 and Illinois Route 43 (Harlem Avenue), preservation of a 120-foot wide right-of-way is recommended. This right-of-way width is required to accommodate the recommended roadway configuration of four through lanes with an 18-foot wide median.

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Also, future development along this portion of the route is likely to include a significant amount of commercial, business and industrial uses which may require additional through lanes or additional access improvements in the future (post-2010).

3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

The realignment of Spencer Road to meet Marley Road would require acquisition and demolition of a residence and appurtenant structures. The land through which the roadway would pass appears to be used for agriculture.

Acquisition of right-of-way may require relocation of some existing parking areas and will bring right-of-way line very close to some commercial structures. The proximity of the floodplain and wetlands of Hickory Creek may present some concerns particularly if the blazing star, a threatened plant species, is present. Environmental study conducted with design should include detailed identification of plant species to insure preservation of the blazing star. No right-of-way acquisition is proposed within Van Horne Woods.

Future mid-mile collector routes are only generally located, so their environmental consequence remains largely unknown, as does the impact upon adjacent development of modifying the Norfolk Southern structure. Additional study will be necessary in these areas as more definitive plans are undertaken.

3.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 2 of U.S. Route 30 is shown in *Table 3.10*.

SECTION 3-2: Route Analysis - Haven Avenue to Illinois Route 43 (Harlem Avenue)

Table 3.10	
Construction Cost Estimates for Segment 2 of U.S. Route 30	
Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$32,500,000
Intersection Improvements	\$2,400,000
Traffic Signals	\$1,600,000
Signal Interconnection	\$1,400,000
Structure Modification	\$2,960,000
Transit Improvements (Including Land Acquisition)	\$1,670,000
Right-of-way Acquisition	\$2,700,000
Total Estimated Cost for Ultimate Improvements	\$45,230,000
Low-Cost	
Intersection Improvements	\$2,250,000
Transit Improvements	\$20,000
Right-of-way Acquisition	\$300,000
Total Estimated Cost for Low-Cost Improvements	\$2,570,000
Total Estimated Cost for All Improvements	\$47,800,000

3.3 SRA SEGMENT 3: ILLINOIS ROUTE 43 (HARLEM AVENUE) TO WESTERN AVENUE**3.3.1 LOCATION**

Segment 3 of U.S. Route 30 extends from Illinois Route 43 (Harlem Avenue) to Western Avenue, and is approximately six miles in length. (See *Figure 3.13*.) This segment is located within Matteson, Olympia Fields and Park Forest, as well as unincorporated Cook County.

3.3.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 3 of U.S. Route 30 are shown on Route Maps A-4 and A-5.

Traffic Volumes

Average annual daily traffic (AADT) varies on this segment reflecting a significant change in intensity of development. According to the 1986 IDOT Cook County Traffic Map, the AADT west of Interstate 57 is 14,000 vehicles. Between Interstate 57 and Western Avenue the AADT increases to 32,000 vehicles, based upon counts from the 1988 IDOT Signal Coordination and Timing project.

Right-of-Way

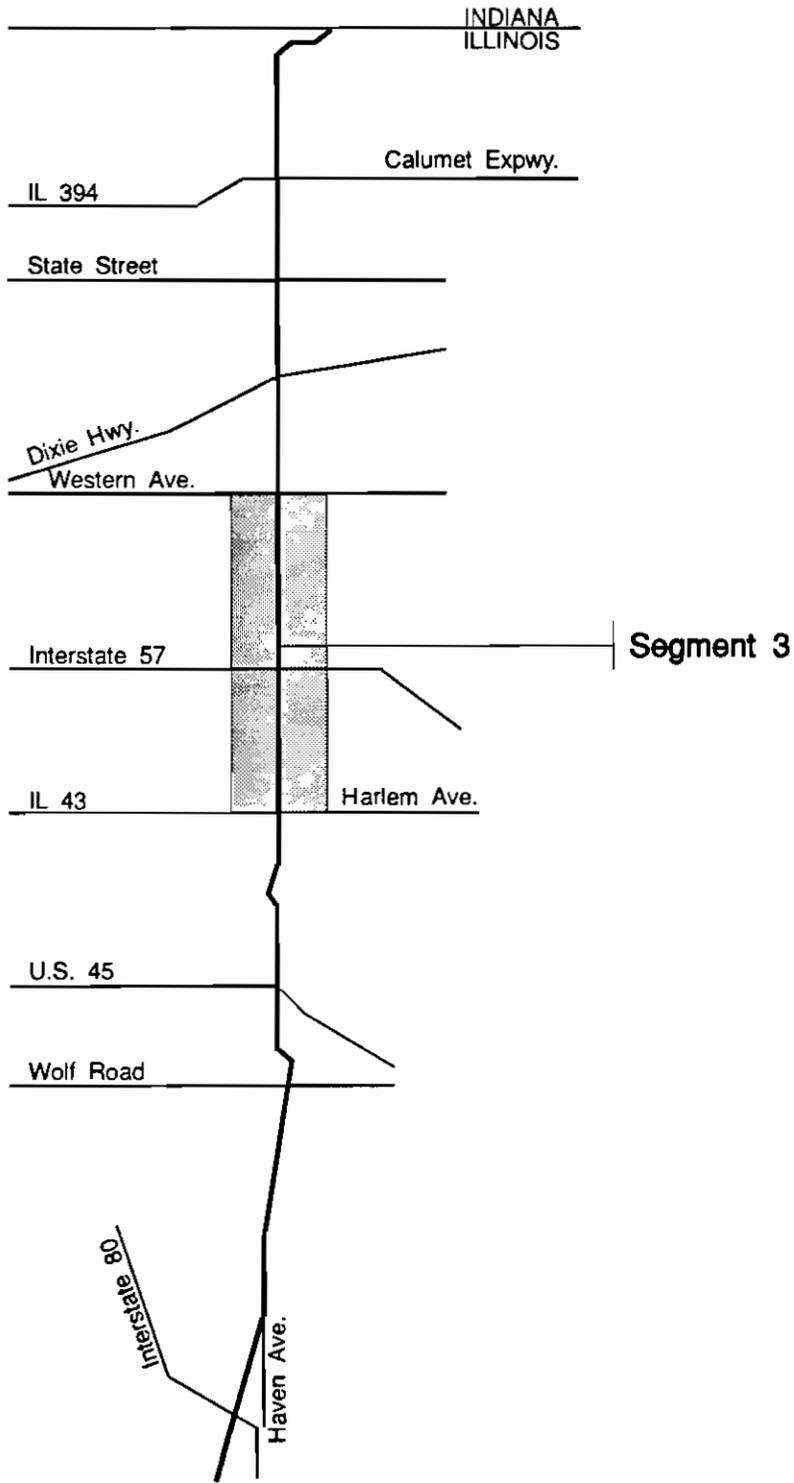
The right-of-way varies in Segment 3 from 100 to 150 feet. The right-of-way from Illinois Route 43 (Harlem Avenue) to Governors Highway ranges from 140 to 150 feet. From Governors Highway to Western Avenue the right-of-way narrows and ranges from less than 100 to 130 feet.

Pavement Width and Number of Lanes

The pavement widths and number of lanes vary in Segment 3. From Illinois Route 43 (Harlem Avenue) to Central Avenue there are four lanes of travel (two in each direction). The pavement width is 50 to 72 feet and includes a 10- to 12-foot wide raised concrete median. There is also a paved 10-foot wide shoulder on either side of the roadway. From Central Avenue to Western Avenue there are six lanes (three in each direction) and the pavement width is 84 feet. There is also a 8- to 12-foot wide mountable median. From Interstate 57 east, the roadway has curb-and-gutter.

Traffic Signals

There are 14 signalized intersections in Segment 3 of U.S. Route 30. They are listed in *Table 3.11*.



Location Map
Figure 3.13

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Illinois Route 43	2	2	YES	NO	
Ridgeland Avenue	2	2	YES	NO	
Central Avenue	2	2	YES	NO	
Mid-Continent Drive	3	3	YES	EB	
Illinois Route 50	3	3	YES	EB	
Lindenwood Drive	3	3	YES	NO	
Kostner Avenue	3	3	YES	NO	
Matteson Town Center	3	3	YES	NO	
Governors Highway	3	3	YES	YES	
Main Street	3	3	YES	NO	
Olympian Way	3	3	YES	WB	
North Orchard Drive	3	3	YES	NO	
Brookwood Drive	3	3	YES	YES	
Western Avenue	3	3	YES	NO	
Note: EB = eastbound; WB = westbound					

Parking, Sidewalks, and Frontage Roads

On Segment 3 of U.S. Route 30 there is neither on-street parking nor frontage roads. There are sidewalks near the Lincoln Mall between Illinois Route 50 (Cicero Avenue) and Governors Highway.

Structures

There are seven existing structures in this segment. They are listed in *Table 3.12*.

Transit

There is existing transit service in this segment only east of Interstate 57. The service consists of one Pace bus route, and commuter rail service on the Metra Electric District (former ICG) through the station at U.S. Route 30 and Olympian Way.

Pace Route #357 provides service from Loehmann's Plaza (located south of U.S. Route 30 at Mid Continent Drive) to U.S. Route 30 and Woodlawn Avenue in Ford Heights. The route operates along this entire segment of U.S. Route 30, but leaves the road to make stops within the Loehmann's Plaza, Lincoln Mall and Market Place shopping centers. It also operates

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Table 3.12 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Butterfield Creek	016-0286	W. of Ridgeland	N/A	83.8'	SRA over
Interstate 57	016-0285	—————	N/A	100'	SRA over
Butterfield Creek	016-2522	E. of Kostner Ave.	N/A	86'	SRA over
Butterfield Creek	016-2531	W. of Gov. Hwy.	N/A	93'	SRA over
Butterfield Creek	016-2521	E. of Gov. Hwy	N/A	90'	SRA over
Illinois Central RR	016-6756	E. of Olympn Way	14'-5"	——	SRA under
Illinois Central RR	016-2520	E. of Olympn Way	14'-5"	——	SRA under

Note: N/A=Not Applicable

through the bus terminal area at the Olympian Way Metra station south of U.S. Route 30. In terms of ridership, Route #357 is one of the best performing Pace routes in the Outer Suburban service category, with over 44 passengers per revenue hour.

The Olympian Way Metra station has nearly 1,100 entering passengers on a typical weekday, and provides 648 off-street parking spaces in two lots (one east of the station with access from Indiana Avenue, and one west of the station with access from Olympian Way.) The existing spaces have a 94 percent use rate according to the latest Metra parking assessment and additional spaces are planned through an expansion of the lot on Olympian Way.

The layout of the Olympian Way station provides a separate area south of U.S. Route 30 for bus transfer and drop-off use. Access to this area is also from Olympian Way. None of the station facilities or off-street parking lots have direct access from U.S. Route 30.

Other Characteristics

Also in Segment 3 there is an interchange at Interstate 57. The interchange is fully directional, but is only a partial cloverleaf.

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 3 of U.S. Route 30 include wetlands, floodplains and sensitive land uses, and are shown on Route Maps B-4 and B-5.

Streams/Wetlands/Floodplains

Butterfield Creek and the East Branch of Butterfield Creek cross this segment in four places. The first is located west of Ridgeland Avenue and is a crossing approximately 300 feet wide. The next three crossings are in Matteson and Olympia Fields where the East Branch of Butterfield Creek weaves back and forth across U.S. Route 30. Wetland areas are located in conjunction with these floodplains.

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Sensitive Land Uses

Noise sensitive land uses on this segment include a nursing home, an outpatient clinic for Ingalls Hospital, two cemeteries, and the Calvary Protestant Church.

Public uses include Memorial Park and a public works facility.

3.3.4 DEVELOPMENT CHARACTERISTICS

The existing development characteristics and potential future development for Segment 3 of U.S. Route 30 are indicated on Route Maps C-4 and C-5.

Jurisdiction

Segment 3 of U.S. Route 30 passes through Matteson, Olympia Fields and Park Forest. The Village of Matteson planning jurisdiction begins near Central Avenue and extends east to Governors Highway on the north side of the route and to Illinois Central Railroad on the south side of the route. The planning area of Matteson extends west to Illinois Route 43 (Harlem Avenue). Olympia Fields and Park Forest are directly east of Matteson. Both of these communities extend to Western Avenue. Olympia Fields is located on the north side of the route, and Park Forest is located on the south side of the route.

Type and Intensity of Development

Development on this segment is primarily within the incorporated areas. Between Illinois Route 43 (Harlem Avenue) and Interstate 57, there is minimal, primarily single-family residential development. There is also one commercial development through the area on the southeast corner of U.S. Route 30 and Ridgeland Avenue.

The most intense development on this segment is found between Interstate 57 and Governors Highway. In addition to two office developments which front U.S. Route 30, the majority of land through this area is occupied with large scale commercial development. Single-family residential development is located to the north and south of the corridor development.

East of Governors Highway, primarily residential development abuts the route. Development is mixed along the remainder of Segment 3, and consists of commercial, office and public uses. Commercial development is located at the intersection of Governors Highway and Western Avenue. An office development is situated on the north side of the route west of the commercial development at Western Avenue. Finally, a transit station with its parking facilities occupies three of the four corners around the Illinois Central Gulf Railroad.

Development Access and Setback

Direct access from U.S. Route 30 is provided to all development between Illinois Route 43 (Harlem Avenue) and Central Avenue. For the remainder of the segment, direct access is not provided to residential development. However, U.S. Route 30 is used to provide direct

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

access to the commercial and office development on this segment. This access is primarily provided through curb cuts and is well defined. In many cases parking is adjacent to the route but is divided from the roadway by a 10 to 15 foot landscaped parkway.

In addition to there currently being six lanes of travel, building setbacks are significant on Segment 3. There are fences buffering residential development from the route between Maple Street and Main Street and through Park Forest. These fences are setback approximately 15 to 20 feet from the roadway.

Future Development

According to municipal records as of August, 1990, there are no specific plans to develop any vacant parcel on Segment 3 of U.S. Route 30. The Matteson Comprehensive Development Plan indicates that development west of Interstate 57 should be low intensity, single-family residential except at the intersection of Illinois Route 43 (Harlem Avenue) and Ridgeland Avenue and southeast of the Interstate 57 interchange. In these areas more intense development, both commercial and residential, is indicated.

A large proportion of the land fronting U.S. Route 30 in Olympia Fields is currently developed. According the Comprehensive Plan for Olympia Fields, the vacant parcels remaining are planned for commercial, office and residential uses. The vacant land between Evergreen Circle and Olympian Way and between Illinois Central Gulf Railroad and North Orchard Drive is planned for both commercial and office development. The vacant land west of Brookwood Terrace is planned to contain single-family residential development. If this land is developed as planned, commercial and office development would have a required setback of 60 feet, and residential development would have a required setback of 40 feet.

In Park Forest, all of the land adjacent to U.S. Route 30 is fully developed.

3.3.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost , and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-4 and D-5.

Ultimate Improvements***Roadway***

The recommended roadway configuration in this segment provides for three through lanes in each direction. Between Illinois Route 43 (Harlem Avenue) and Interstate 57 the recommended configuration includes a 30-foot wide continuous barrier median. (See *Figure*

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

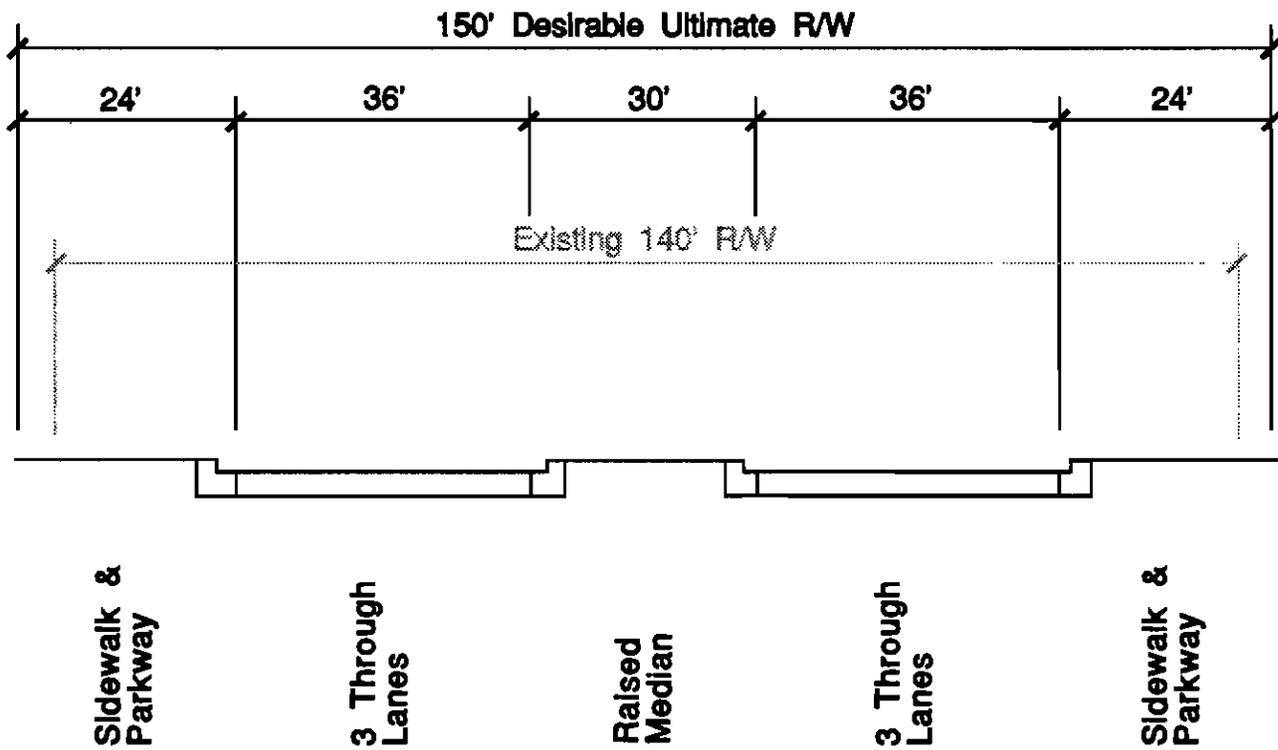
3.14.) This median width will allow development of dual left-turn lanes where required. Between Interstate 57 and Illinois Route 50 (Cicero Avenue), the recommended configuration provides six through lanes, a 30-foot wide barrier median, and continuous right-turn lanes. (See Figure 3.15.) Between Illinois Route 50 (Cicero Avenue) and Western Avenue, the recommended configuration maintains the present six through lanes within the existing right-of-way but includes an 18-foot wide barrier median instead of the present mountable median. (See Figures 3.16 and 3.17.)

Results of the arterial capacity analysis for segments are shown in Table 3.13.

Table 3.13 Capacity Analysis for Segment 3 of U.S. Route 30					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 43 to Interstate 57	40 to 50,000	4	32,000 34,000	C D	No
		6 *	48,000 52,000	C D	Yes
Interstate 57 to Governors Hwy.	> 50,000	6 *	37,000 45,000	C D	No
		8	49,000 60,000	C D	Yes
Governors Hwy. to Western Ave.	> 50,000	6 *	43,000 47,000	C D	No
		8	58,000 63,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes for this segment.					

Intersections

The recommended roadway configuration between Illinois Route 43 (Harlem Avenue) and Illinois Route 50 (Cicero Avenue) will allow the development of dual left-turn lanes at all signalized intersections. Between Illinois Route 50 (Cicero Avenue) and Western Avenue, the recommended roadway will allow the development of single left-turn lanes at intersecting streets or other recommended access points.

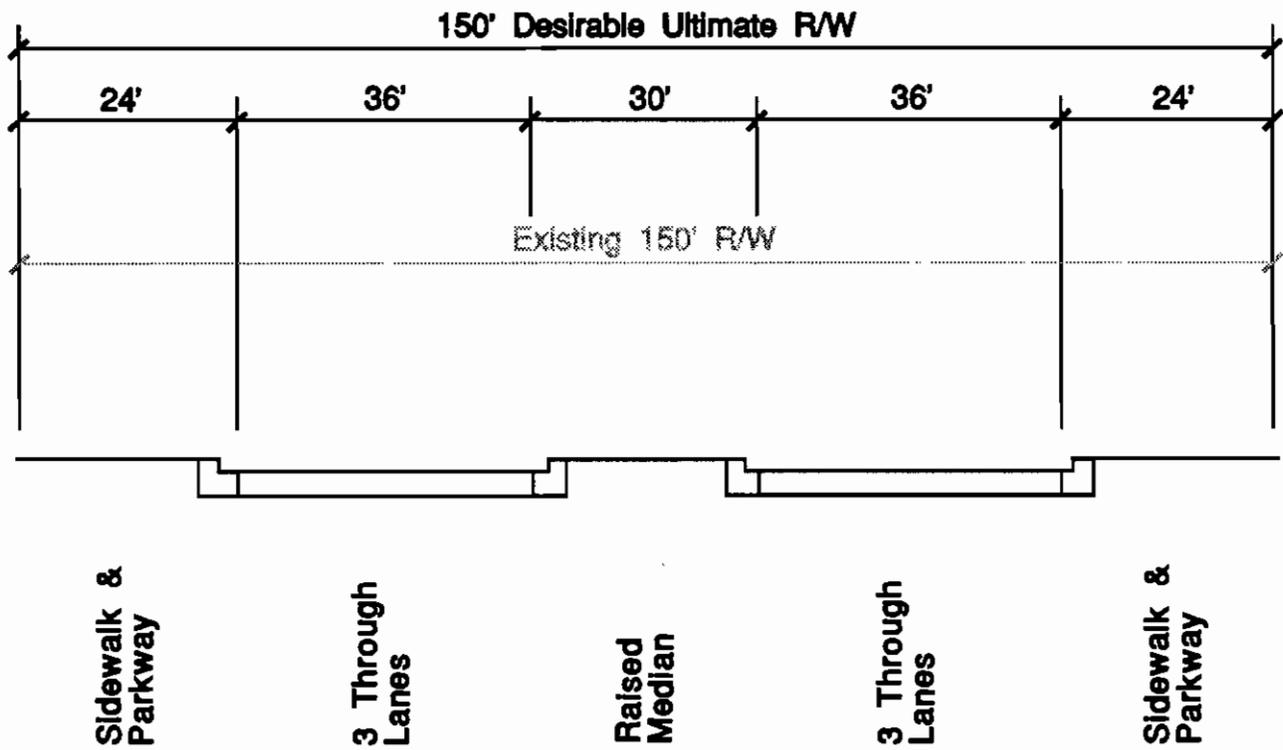


Section K-K

Recommended Roadway Typical Section

U.S. Route 30 Illinois Route 43 (Harlem Avenue) to Central Avenue

prepared by Harland Bartholomew & Associates, Inc. Figure 3.14

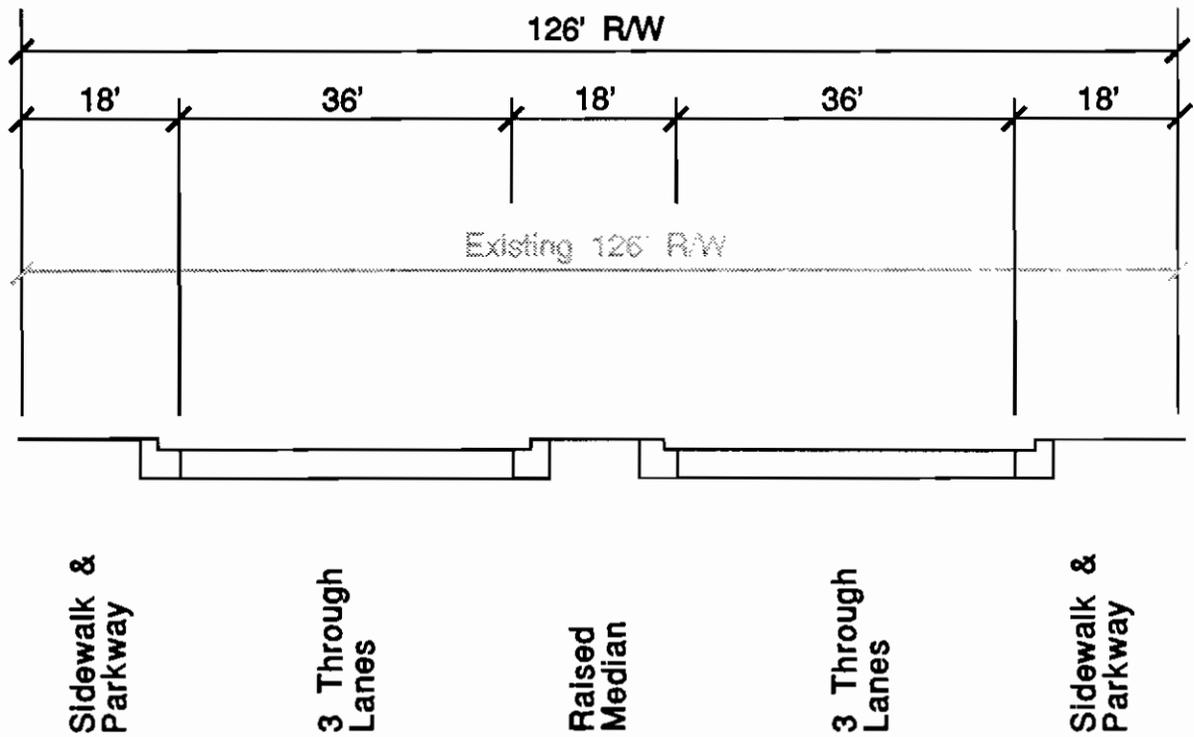


Section L-L

Recommended Roadway Typical Section

U.S. Route 30 Central Avenue to Illinois Route 50 (Cicero Avenue)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.15

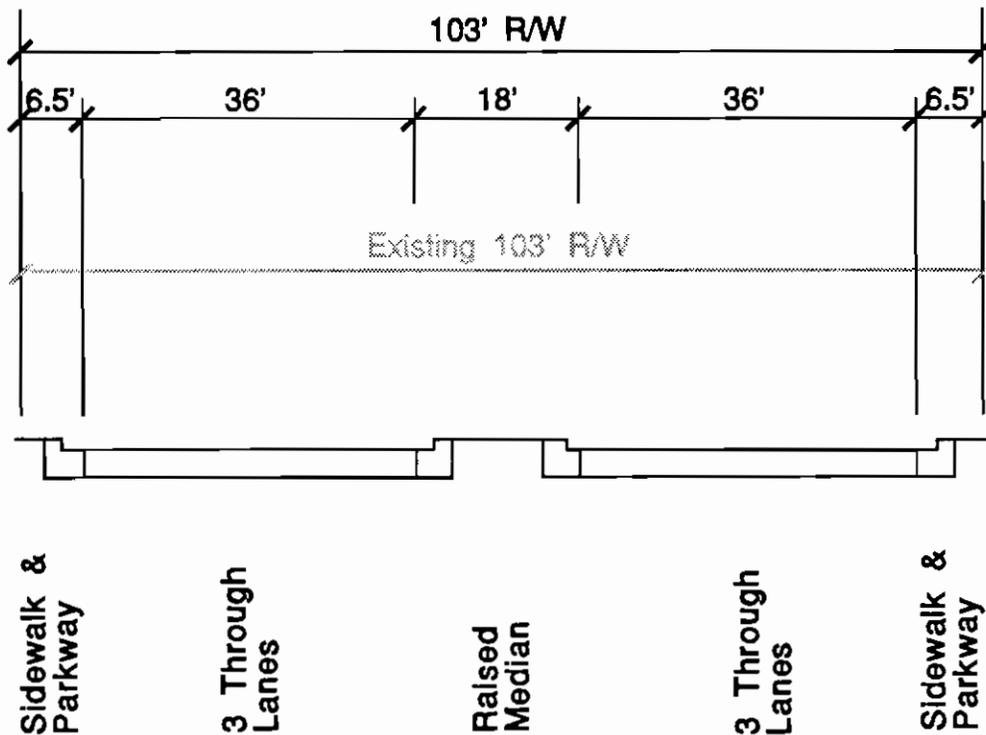


Section M-M

Recommended Roadway Typical Section

U.S. Route 30 Illinois 50 (Cicero Avenue) to Governors Highway

prepared by Harland Bartholomew & Associates, Inc. Figure 3.16



U.S. Route 30 **Section N-N**
Recommended Roadway Typical Section
Governors Highway to Western Avenue

prepared by Harland Bartholomew & Associates, Inc. Figure 3.17

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Major intersection improvements are recommended at Ridgeland Avenue (see Detail 8); Central Avenue (see Detail 9); Illinois Route 50 (Cicero Avenue) (see Detail 11); Governors Highway (see Detail 12); and Western Avenue (see Detail 13). At each of these intersections dual left-turn lanes and separate right-turn lanes are provided on U.S. Route 30.

Traffic Signalization

Locations for potential future traffic signals are recommended at two additional locations between Illinois Route 43 (Harlem Avenue) and Central Avenue. These recommended locations at future mid-mile collector roads, in conjunction with existing signals at Harlem, Ridgeland and Central would maintain a one-half mile spacing between signals in this segment.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Interconnection of these signals in a single coordinated system is recommended. The interconnection should ultimately be extended to the west through the Illinois Route 43 (Harlem Avenue) intersection to create a continuous system between 116th Avenue and Central Avenue.

Structures

Of the six existing structures in this segment, two are recommended for modification. Both the structure west of Ridgeland Avenue carrying U.S. Route 30 over Butterfield Creek, and the structure carrying U.S. Route 30 over Interstate 57 have inadequate width to provide for the recommended roadway cross-section. These structures should be modified to provide horizontal clearance adequate for a roadway configuration of six through lanes.

Transit

Locations for future bus stops in this segment are recommended at all signalized intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Recommended locations for potential park-and-ride lots are indicated at Central Avenue and west of Illinois Route 50 (Cicero Avenue) near the Interstate 57 interchange. Development of this type of facility would be possible with express bus service along U.S. Route 30; proximity to Interstate 57 or other SRA routes such as Illinois Route 43 (Harlem Avenue) could also allow coordination with express bus service to other regional destinations.

Other Improvements

The existing system of ramps at the U.S. Route 30/Interstate 57 interchange requires westbound U.S. Route 30 to southbound I-57 traffic, and northbound I-57 to westbound U.S. Route 30 traffic to cross the eastbound lanes of U.S. Route 30. Modification of the interchange is recommended to create a full cloverleaf interchange eliminating the need for traffic to cross through lanes in the interchange area. (See Detail 10.)

Low-Cost Improvements***Intersections***

Provision of a continuous eastbound right-turn lane is recommended between Interstate 57 and Illinois Route 50 (Cicero Avenue). Also consideration should be given to providing right-turn lanes at the entrances to Lincoln Mall from U.S. Route 30. Provision of these turn lanes within the existing right-of-way would preserve capacity for through movement on the existing traffic lanes.

Traffic Signalization

A traffic signal is recommended at Indiana Avenue. This street serves as the only access for the east commuter parking lot at the Olympian Way Metra station, and also is the principal local collector street for the northwest section of Park Forest. Installation of this signal would allow interconnection of the existing signal systems to the west and east into a single system.

Other future traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended locations for future access points are shown on Route Maps D-4 and D-5. Wherever possible, in areas of existing development access should also be consolidated wherever possible to the designated access points spaced approximately 500 feet apart.

Transit

Development of bus stop facilities is recommended at existing bus stop locations between Cicero and Western Avenues. Construction of shelters, along with paved loading areas and connections to existing walks, would provide amenities for passengers using the present Pace service and could also support future express bus service on U.S. Route 30. Bus turn-outs should be provided where adequate right-of-way is available or where an easement or use agreement for the bus stop can be obtained. However, in some locations in this segment, bus turn-outs may not be feasible.

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Signage improvements on this segment of U.S. Route 30 for the Olympian Way Metra Station are recommended. This should include informational signs at major intersections, such as Illinois Route 50 (Cicero Avenue), and at the Interstate 57 interchange, indicating direction and distance to the station. Within a half-mile of the station, signs should provide specific directions to the entrances for passenger drop-off and for the different parking lots east and west of the station.

3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The minimum desirable width for a suburban SRA route is 120 feet, and right-of-way protection for this width is recommended for all portions of this segment east of Illinois Route 50 (Cicero Avenue) which now have less than 120 feet of right-of-way. While the existing right-of-way width will accommodate the recommended roadway configuration of six through lanes, development of an 18-foot wide median would require at least 120 feet.

Between Illinois Route 43 (Harlem Avenue) and Central Avenue preservation of a 150-foot wide right-of-way is recommended. This right-of-way width is required to accommodate the recommended roadway configuration of six through lanes with a 30-foot wide median. Also, future development along this portion of the route is likely to include a significant amount of commercial, business and industrial uses which ultimately may require additional through lanes or additional access improvements.

3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS

Additional right-of-way to accommodate future roadway expansion is recommended for the area. The existing right-of-way between Illinois Route 43 (Harlem Avenue) and Central Avenue is about ten feet less than is recommended and crosses Butterfield Creek just west of Ridgeland Avenue. There does not appear to be any wetland associated with the floodplain that would be acquired, but environmental study during design should address the issue. Right-of-way recommended for acquisition east of Illinois Route 50 (Cicero Avenue) would also extend into the Butterfield Creek floodplain, but is not expected to encroach on associated wetlands. The impact of these acquisitions upon the Butterfield Creek floodplain and wetlands should be examined as part of preliminary design, but is not expected to be significant.

Intersection improvements are not expected to significantly increase environmental concern over those raised by right-of-way planned for through traffic. Improvements are either within existing right-of-way or could be accommodated within building setbacks without impairing access to the buildings. Final determination of these impacts should be made as part of the design process.

3.3.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 3 of U.S. Route 30 is shown in *Table 3.14*.

SECTION 3-3: Route Analysis - Illinois Route 43 (Harlem Avenue) to Western Avenue

Table 3.14	
Construction Cost Estimates for Segment 3 of U.S. Route 30	
Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$27,000,000
Intersection Improvements	\$2,500,000
Traffic Signals	\$200,000
Signal Interconnection	\$380,000
Structure Modification	\$880,000
Interchange Improvements (loop ramps at Interstate 57)	\$1,000,000
Transit Improvements (Including Land Acquisition)	\$1,250,000
Right-of-way Acquisition	\$600,000
Total Estimated Cost for Ultimate Improvements	\$33,810,000
Low-Cost	
Traffic Signals	\$100,000
Signal Interconnection	\$120,000
Transit Improvements	\$65,000
Right-turn lanes at Illinois Route 50 and Lincoln Mall	\$500,000
Total Estimated Cost for Low-Cost Improvements	\$785,000
Total Estimated Cost for All Improvements	\$34,595,000

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

3.4 SRA SEGMENT 4: WESTERN AVENUE TO ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY)**3.4.1 LOCATION**

Segment 4 of U.S. Route 30 extends from Western Avenue to Illinois Route 394 (Calumet Expressway) and is approximately five miles in length. (See *Figure 3.18*.) This segment is located within Chicago Heights and Ford Heights as well as unincorporated Cook County.

3.4.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 4 of U.S. Route 30 are shown on Route Maps A-5 and A-6.

Traffic Volumes

Average annual daily traffic (AADT) volumes for Segment 4 are 30,000 vehicles at the western end between Western Avenue and Ashland Avenue based upon traffic counts taken during the 1988 IDOT Signal Coordination and Timing project. At the eastern end near Illinois Route 394 (Calumet Expressway) the 1986 IDOT Cook County Traffic Map indicates an AADT of 19,000 vehicles.

Right-of-Way

The right-of-way for Segment 4 ranges from 66 to 100 feet, with 66 feet being the predominant width.

Pavement Width and Number of Lanes

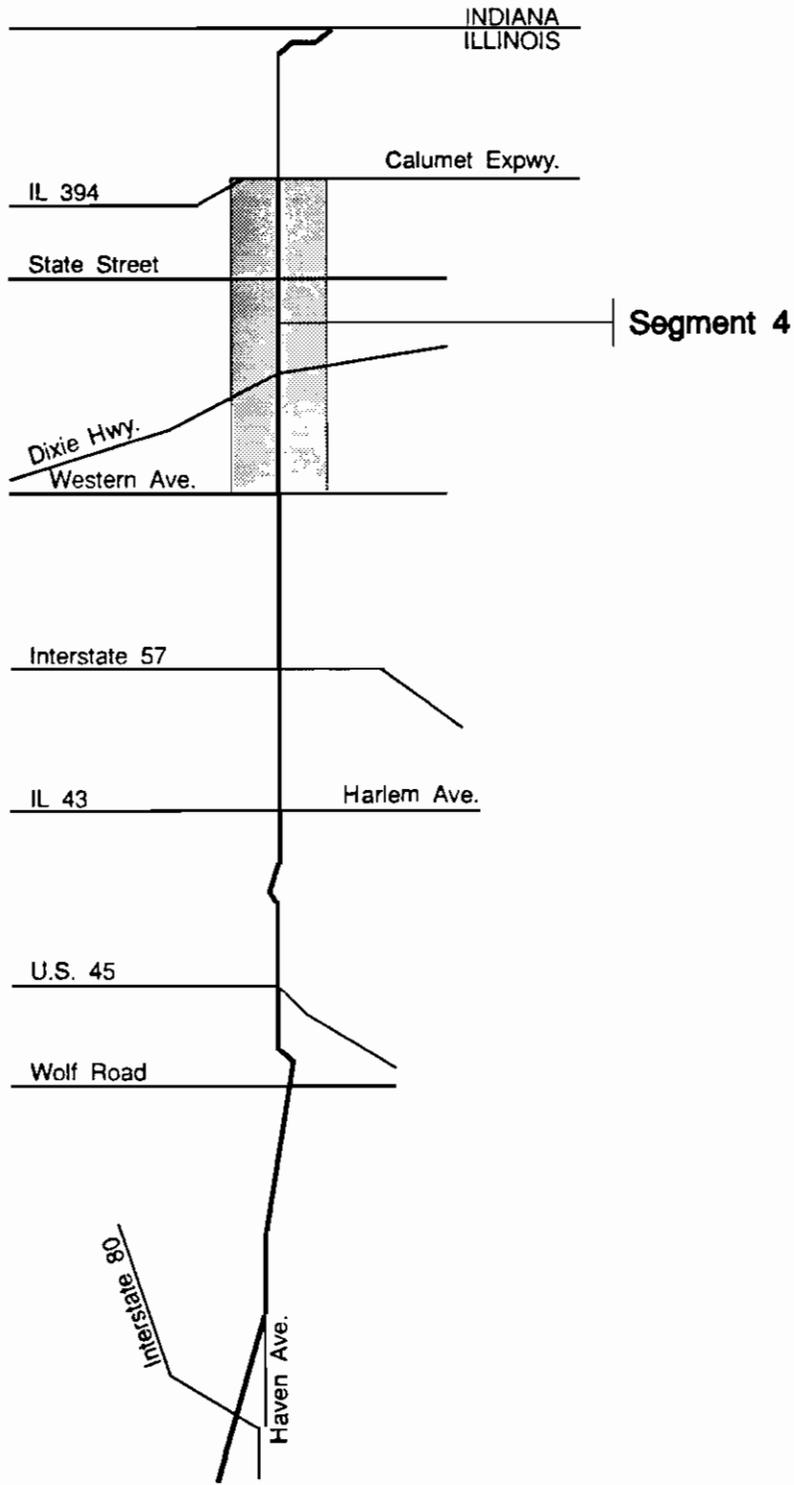
The pavement width in Segment 4 ranges from 48 to 62 feet. At Western Avenue U.S. Route 30 narrows from six to four lanes. Between Western Avenue and Illinois Route 1 (Dixie Highway), there is a 10- to 12-foot wide flush median. A raised barrier median of variable width is provided between Illinois Route 1 (Dixie Highway) and East End Avenue in Chicago Heights. Between East End Avenue and Illinois Route 394 (Calumet Expressway) there is no median, except at the left-turn lane for the Ford plant west of Cottage Grove Avenue.

Traffic Signals

In Segment 4 of U.S. Route 30 there are 12 signalized intersections. They are listed in *Table 3.15*.

Parking, Sidewalks, and Frontage Roads

On Segment 4 of U.S. Route 30 there is no on-street parking or frontage roads. However, there are sidewalks throughout most of the segment.



Location Map
Figure 3.18

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

Table 3.15 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Western Avenue	3	3	YES	NO	
Hilltop Avenue	2	2	YES	NO	
Division Street	2	2	YES	NO	
Ashland Avenue	2	2	YES	NO	
Illinois 1 (Dixie Hwy)	2	2	YES	YES	
Halsted Street	2	2	YES	WB	
East End Avenue	2	2	YES	NO	
Wentworth Avenue	2	2	YES	NO	
State Street	2	2	YES	NO	
Ford Motor Entrance	2	2	YES	NO	
Cottage Grove Avenue	2	2	NO	NO	
Woodlawn Avenue	2	2	NO	NO	

Note: EB=eastbound; WB=westbound

Structures

Along the length of Segment 4 there are six structures. They are listed in *Table 3.16*.

Table 3.16 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance Vert.	Horiz.	Remarks
Pedestrian Ovrpss	N/A	Ashland Avenue	—	—	SRA under
Thorn Creek	016-2537	E. of Ashland Ave	N/A	54'	SRA over
Missouri-Pacific RR	016-0278	E. of Halsted St.	13'-8"	N/A	SRA under
Third Creek	016-2503	East of State St.	N/A	54'	SRA over
Deer Creek	016-0276	W. of Illinois 394	N/A	64'	SRA over
Illinois Route 394	016-0275	—————	N/A	56'	SRA over

Note: N/A=Not Applicable

Transit

Existing transit service for this segment of U.S. Route 30 consists of Pace bus service. Pace Route #357, running from Loehmann's Plaza in Matteson to U.S. Route 30 and Woodlawn in Ford Heights, operates on U.S. Route 30 between Western and Ashland Avenues, and

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

between Wentworth and Ellis Avenues. Between Ashland and Wentworth, the route operates on 15th and 16th Streets, just to the south of U.S. Route 30. This allows Route #357 to operate through the Chicago Heights Pace terminal at 16th and Vincennes. Four other Pace routes also run through this terminal, which operates as a "pulse point" with coordinated route schedules allowing transfers between routes. The other routes operating through the Chicago Heights terminal are:

<u>Route #</u>	<u>Operating From Chicago Heights Terminal To:</u>
366	Park Forest Centre
358	Hegewisch South Shore Railroad Station
370	Harvey Pace Terminal
352	95th Street\Dan Ryan CTA Terminal.

Routes #370 and #352 cross U.S. Route 30 in this segment, at Halsted Street and Illinois Route 1 (Dixie Highway) respectively.

Routes #366 and #352, as well as Route #357 are among the best performing Pace suburban routes in terms of ridership. Route #352, classified by Pace as an Inner Suburban route, carries over 6,600 passengers on an average weekday, or 59 passengers per revenue hour. Routes #366 and #357, classified as outer suburban routes, together carry over 2,100 passengers per day, or 44 passengers per revenue hour.

Other Characteristics

There is also an at-grade railroad crossing on Segment 4. This crossing includes two sets of tracks and is located east of Wentworth Avenue.

3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 4 of U.S. Route 30 include wetlands, floodplains, historic structures, hazardous waste sites and sensitive land uses, and are shown on Route Maps B-5 and B-6.

Streams/Wetlands/Floodplains

There are four floodplain crossings on this segment. U.S. Route 30 crosses the flood boundaries of:

- Tributary B of Thorn Creek where the floodplain is 75 feet wide;
- Thorn Creek, west of Chicago Vincennes Road, where the floodplain is 50 feet wide;
- a Tributary of Thorn Creek, east of State Street, where the floodplain is 125 feet wide; and
- Deer Creek, west of the Interstate 394 interchange, where the floodplain is 1200 feet wide.

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

There are wetlands associated with these creeks and their floodplains.

Historical Significance

There are two structures listed in the Inventory of Historic Structures on this segment. They are both residences in Chicago Heights.

Waste Disposal Sites/Hazardous Waste Sites

Three hazardous waste sites have been reported in this segment. They are located near Arnold Street, near State Street, and west of Cottage Grove Avenue.

Sensitive Land Uses

Noise sensitive land uses on this segment include Roosevelt and Cottage Grove Middle Schools, Greater Faith Baptist Church, the Chicago Heights Recreation Center, the Ford Heights Library, and St. James Hospital.

Public uses include two parks, a pumping station and Ford Heights Municipal Center.

Wilson Woods Forest Preserve is adjacent to the right-of-way between Edgewood Avenue and Illinois Route 1 (Dixie Highway).

3.4.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development for Segment 4 of U.S. Route 30 are indicated on Route Maps C-5 and C-6.

Jurisdiction

Segment 4 passes through the communities of Chicago Heights and Ford Heights. The Chicago Heights planning jurisdiction extends along U.S. Route 30 from Western Avenue to Cottage Grove Avenue. However, for one-half mile extending east from State Street on the north side of the route, land is unincorporated. The city limits of Ford Heights intersect U.S. Route 30 at Cottage Grove Avenue and Illinois Route 394 (Calumet Expressway).

Type and Intensity of Development

In addition to public and institutional uses, land use on Segment 4 consists of commercial, residential and industrial development. East of Western Avenue, until Ashland Avenue, commercial development fronts U.S. Route 30. However, residential development is located to the north and south of the corridor development. Between Ashland Avenue and Halsted Street, residential development is the predominant land use, and it is interspersed with commercial, public and institutional uses. Wilson Woods is also located west of Illinois Route 1 (Dixie Highway).

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

From Halsted Street to Arnold Street, commercial is again the predominant land use fronting the route. There are also numerous vacant establishments. Additional land use in this area includes industrial development at the Missouri Pacific Eastern Illinois Railroad and residential development north and south of the corridor commercial uses.

Between Arnold Street and Cottage Grove Avenue, other than two small residential areas, developed land is industrial, including the Ford Motor Plant. On the north side of the route between State Street and Cottage Grove Avenue, land is primarily undeveloped. The final area on this segment, between Cottage Grove Avenue and Illinois Route 394 (Calumet Expressway), is predominantly residential. This residential development is interspersed with commercial and public uses.

Development Access and Setback

Commercial development on this segment has direct access to U.S. Route 30 provided through curb cuts. This access is not always well defined, specifically through Ford Heights. Residential development is primarily access by collector streets which intersect U.S. Route 30. However between Ashland Avenue and Illinois Route 1 (Dixie Highway) on the south side, several driveways intersect the route. Industrial development has a limited number of access points on U.S. Route 30.

Between Western Avenue and Halsted Street, residential setbacks are approximately 20 feet. Commercial development is set back as well, but in many instances off-street parking is adjacent to the right-of-way line. Near the intersection of Ashland Avenue, a few commercial structures are not set back. Also at Illinois Route 1 (Dixie Highway), St. James Hospital abuts the right-of-way line. From Halsted Street to State Street, buildings are typically not set back from the right-of-way line. East of State Street, setbacks are substantial, both for building and parking areas. Finally through Ford Heights, structures including Cottage Grove Middle School and the residences west of Woodlawn Avenue do not have sizeable set back distances.

Future Development

According to municipal records as of August 1990, there are no specific plans to develop any vacant parcel on Segment 4 of U.S. Route 30. There is however substantial vacant land which could accommodate future development. A majority of the vacant land is between State Street and Cottage Grove Avenue on the north side of the route. The portion of this vacant land within Chicago Heights is zoned medium industrial. This zoning classification requires development to be set back a minimum of 30 feet from the right-of-way line. Additionally there is vacant land in Ford Heights, east of Woodlawn Avenue, interspersed with existing development.

3.4.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-5 and D-6.

While the projected travel demand throughout this segment is at least 40,000 vehicles per day, and greater than 50,000 vehicles per day for most of the segment, it is not feasible to provide a level of improvement which would provide capacity for the projected demand. For nearly four miles of the total five-mile length of this segment, the limited existing right-of-way combined with the intensity of existing commercial and residential development abutting the right-of-way preclude widening the roadway to provide additional lanes. However, a variety of improvements are recommended to improve the flow of traffic within the available capacity in the segment, including access management, traffic signal interconnection, and intersection capacity improvements.

Ultimate Improvements***Roadway***

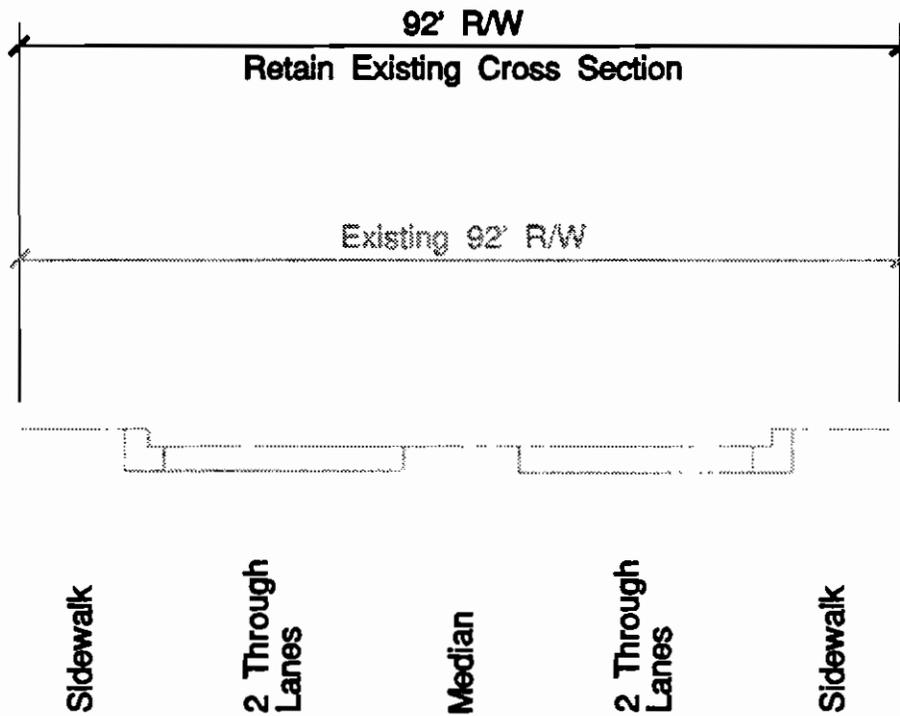
The recommended roadway configuration provides for a consistent four through lanes throughout this segment of U.S. Route 30.

The existing roadway configuration between Western Avenue and Illinois Route 1 (Dixie Highway) providing four through lanes with a flush median (typically 12 feet in width) would be maintained within the existing right-of-way. (See *Figure 3.19.*)

Between Illinois Route 1 (Dixie Highway) and State Street, and between Cottage Grove Avenue and Woodlawn Avenue the recommended configuration provides four through lanes with a continuous four-foot wide barrier median. (See *Figures 3.20, 3.21 and 3.23*) Through these portions of Segment 4, provision of additional traffic lanes or a wider median is not feasible due to limited existing right-of-way (between 66 and 80 feet in width), and intensive commercial and residential development with many structures directly abutting the right-of-way.

Between State Street and Cottage Grove Avenue and between Woodlawn Avenue and Illinois Route 394, two through lanes in each direction with a continuous 18-foot wide barrier median is recommended. (See *Figures 3.22 and 3.24*) While additional lanes could be accommodated in these sections they are not recommended because the length of the sections are relatively short (one mile or less), and the roadway configuration both west of State and east of Cottage Grove provides only four through lanes.

The results of the capacity analysis for this segment are shown in *Table 3.17.*

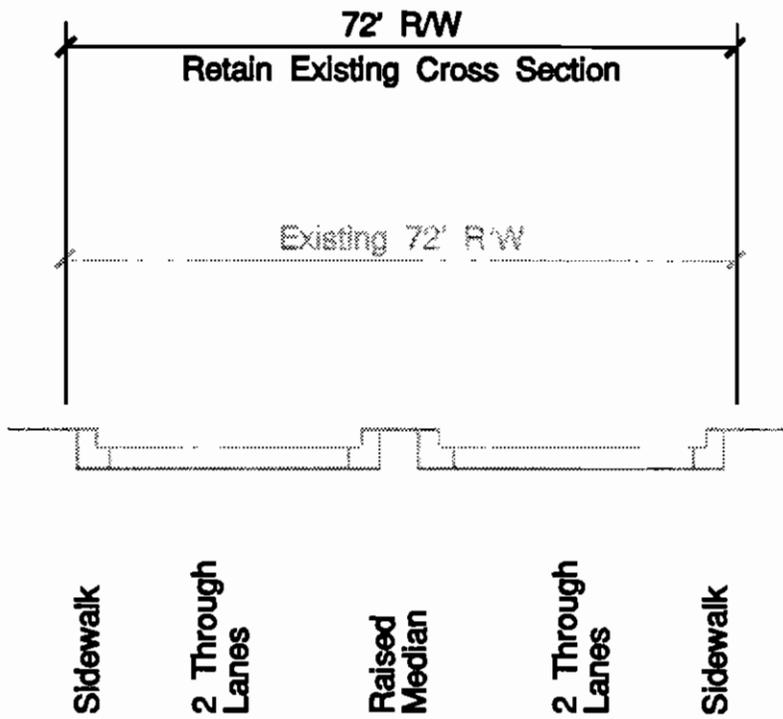


Section O-O

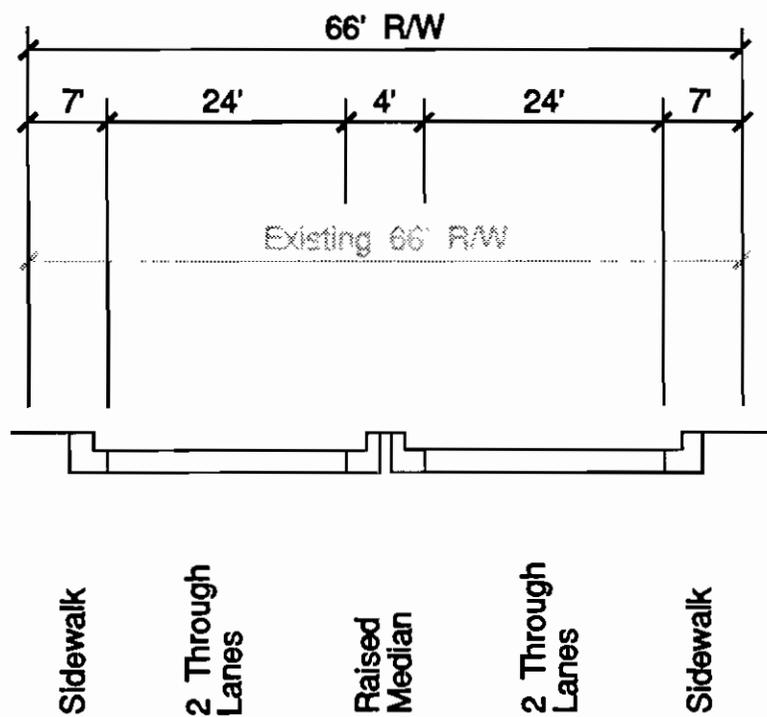
Recommended Roadway Typical Section

U.S. Route 30 Western Avenue to Illinois Route 1 (Dixie Highway)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.19



Section P-P
Recommended Roadway Typical Section
U.S. Route 30 Illinois Route 1 (Dixie Highway) to Halsted Street
 prepared by Harland Bartholomew & Associates, Inc. Figure 3.20

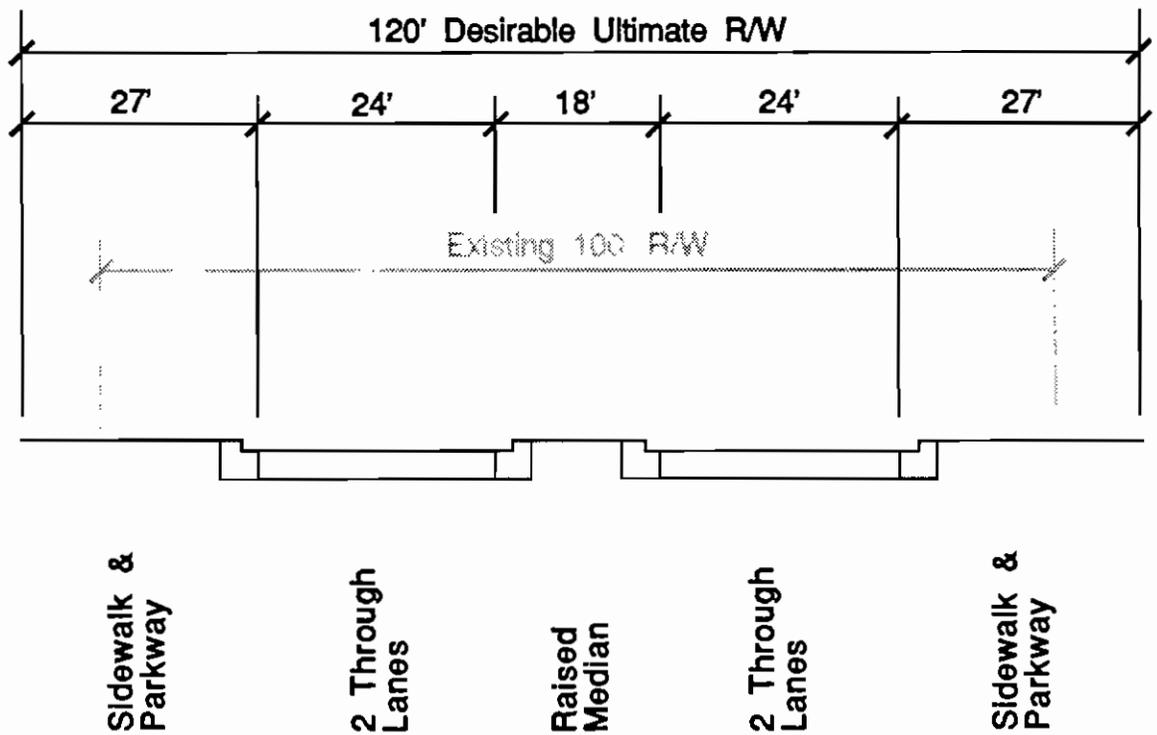


U.S. Route 30

**Section Q-Q
Recommended Roadway Typical Section
Halsted Street to State Street**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.21

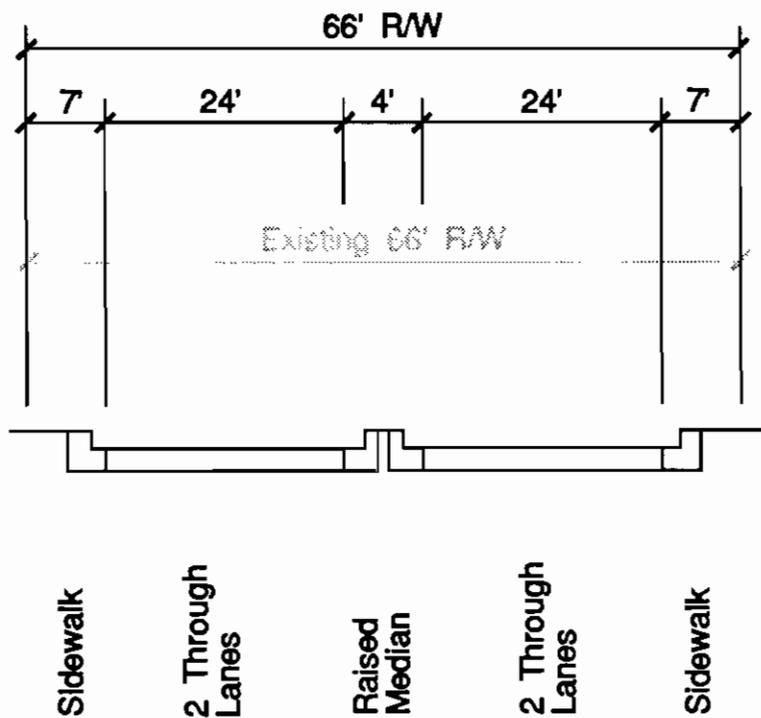


U.S. Route 30

prepared by Harland Bartholomew & Associates, Inc.

Section R-R
 Recommended Roadway Typical Section
 State Street to Cottage Grove Avenue

Figure 3.22

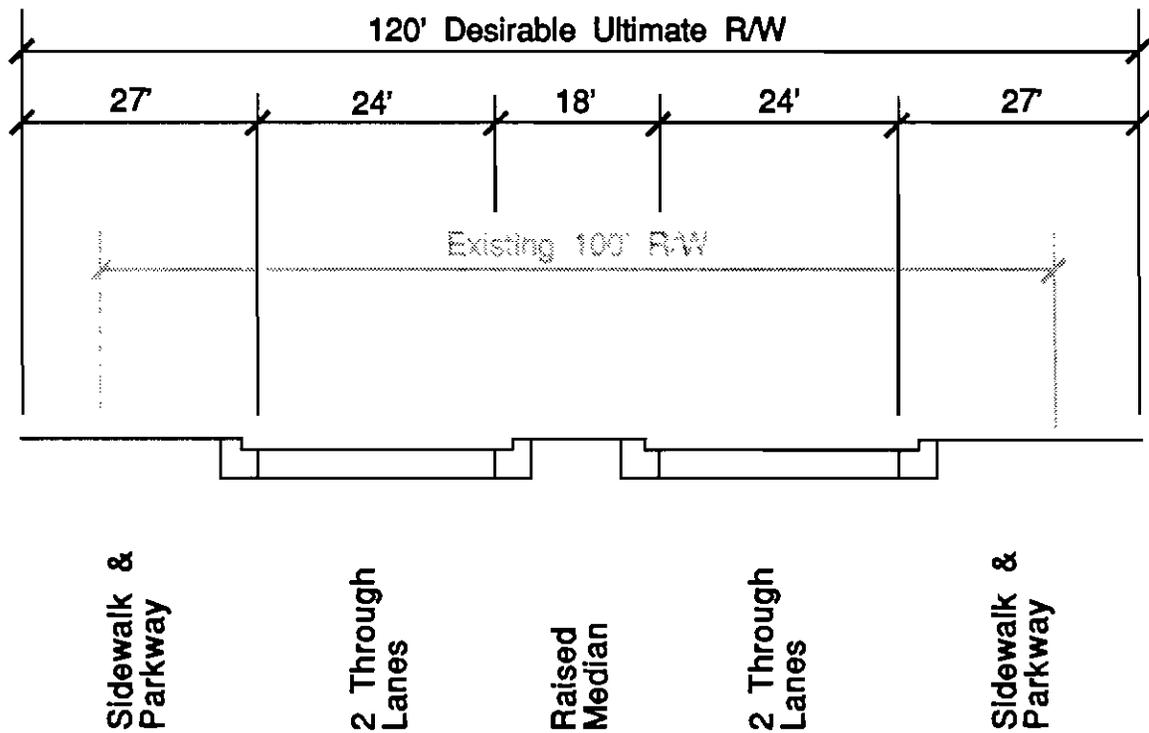


Section S-S

Recommended Roadway Typical Section
Cottage Grove Avenue to Woodlawn Avenue

U.S. Route 30

prepared by Harland Bartholomew & Associates, Inc. Figure 3.23



Section T-T

Recommended Roadway Typical Section

U.S. Route 30 Woodlawn Avenue to Illinois 394 (Calumet Expressway)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.24

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Western Ave. to Illinois Route 1	> 50,000	4 *	25,000 28,000	C D	No
		6	38,000 42,000	C D	No
Illinois Route 1 to State Street	> 50,000	4 *	26,000 30,000	C D	No
		6	40,000 46,000	C D	No
State Street to Illinois Route 394	40 to 50,000	4 *	31,000 34,000	C D	No
		6	47,000 51,000	C D	Yes
(1)Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes for this segment.					

Intersections

Major intersection improvements are recommended at Illinois Route 1 (Dixie Highway) (see Detail 14) and State Street (see Detail 15). Improvements on Illinois Route 1 provide for dual left-turn lanes. Due to limited right-of-way and the proximity of St. James Hospital and the Chicago Heights Community Center to the existing roadway, dual left-turns are not recommended on U.S. Route 30. However, lengthened single left-turn lanes on U.S. Route 30 are provided in the recommended intersection configuration. Because Illinois Route 1 (Dixie Highway) is also an SRA route, the level of service for each intersection movement and for the total intersection was calculated based upon an AADT of 29,000 for U.S. Route 30 and AADT of 28,000 for Illinois Route 1. The resulting levels of service are shown in *Table 3.18*.

Recommended improvements at State Street provide a separate right-turn lane for west-bound U.S. Route 30 and allow for lengthened left-turn lanes in both directions. Additional turn lanes for U.S. Route 30 are not feasible due to the narrow 66-foot wide right-of-way and proximity of existing industrial buildings west of State.

Direction	Movement	Level of Service
U.S. Route 30 eastbound	left turn	C
U.S. Route 30 eastbound	through	D
U.S. Route 30 eastbound	right turn	B
U.S. Route 30 westbound	left turn	B
U.S. Route 30 westbound	through	C
U.S. Route 30 westbound	right turn	B
Illinois Route 1 northbound	left turn	C
Illinois Route 1 northbound	through and right turn	D
Illinois Route 1 southbound	left turn	B
Illinois Route 1 southbound	through	B
Illinois Route 1 southbound	right turn	A
Total Intersection		C

Provision of left-turn lanes are recommended at the following intersections between Illinois Route 1 (Dixie Highway) and State Street: Center Street, Fifth Avenue, and Arnold Street. Left-turn lanes are also recommended at Ellis Street, Cottage Grove Avenue and Woodlawn Avenue. The left-turn lanes at these intersections should be developed from the recommended barrier median with a widened roadway at the intersection.

Traffic Signalization

Future traffic signal locations are recommended at Center Street, Arnold Street, and Ellis Street to provide access for local traffic in conjunction with the recommended barrier median in this segment. With the installation of a signal at Arnold Street, the existing signal at Wentworth Avenue should be relocated one block west to Fifth Avenue to provide a 600-foot spacing between the two signals. All of the future signals should be included in a single interconnected system which would ultimately extend from Illinois Route 1 (Dixie Highway) to Woodlawn Avenue.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Access Management

In this segment, where there is only a 66-foot wide right-of-way with inadequate room for turning lanes, the recommended roadway configuration includes a four-foot wide continuous barrier median. Therefore, it is recommended that most local streets between Illinois Route 1 (Dixie Highway) and State Street, and between Cottage Grove Avenue and Woodlawn Avenue be restricted to right-in, right-out movement only. Full access would be limited to the following streets: Otto Boulevard, Halsted Street, West End Avenue, East End Avenue, Center Street, Fifth Avenue, Arnold Street and Ellis Street. Full access would also be maintained to the St. James Hospital entrance between Illinois Route 1 (Dixie Highway) and Vincennes Avenue.

Structures

The existing structure carrying U.S. Route 30 over Illinois Route 394 (Calumet Expressway) has no auxiliary lanes to provide adequate weaving distance for the expressway cloverleaf ramps. Modification of this structure is recommended to provide adequate horizontal clearance for an auxiliary lane in each direction on the structure.

Low-Cost Improvements**Traffic Signalization**

Interconnection of the existing traffic signals between Illinois Route 1 (Dixie Highway) and East End Avenue in a single coordinated system is recommended. When future signals are installed at recommended locations east of East End Avenue the interconnection can be extended.

Future traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended locations for future access points are shown on Route Maps D-5 and D-6. Where possible in areas of existing development access should also be consolidated at designated access points approximately 500 feet apart. Other access including alleys should be restricted to right-in, right-out only.

Transit

Development of basic bus stop facilities is recommended at existing locations where Pace bus service is provided. Construction of shelters, along with paved loading areas and connections to existing walks would provide amenities for passengers using the present Pace service, and could also support future express bus service. Bus turn-outs should also be

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

provided between State Street and Cottage Grove Avenue where adequate right-of-way is available, or where an easement or use agreement for the bus stop can be obtained. However, in many locations in this segment, bus turn-offs may not be feasible.

3.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The minimum desirable width for a suburban SRA route is 120 feet, and long term right-of-way protection for this width is recommended for all portions of this segment east of Cottage Grove Avenue or West of State Street which now have less than 120 feet of right-of-way. Between State Street and Cottage Grove Avenue preservation of 150-foot wide right-of-way is recommended. This right-of-way width is recommended to accommodate future development along this portion of the route which is likely to ultimately include a significant amount of commercial, business and industrial uses which may require additional through lanes or additional access improvements.

3.4.7 POTENTIAL ENVIRONMENTAL CONCERNS

Right-of-way acquisition for recommended through lane and intersection improvements are not expected to raise environmental concern. Selected right-of-way proposed for protection would require demolition of existing structures if development of the right-of-way for roadway facilities were to occur before these properties were redeveloped. Intersection improvement recommendations have also included existing structures in their planning process.

3.4.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 4 of U.S. Route 30 is shown in *Table 3.19*.

SECTION 3-4: Route Analysis - Western Avenue to Illinois Route 394 (Calumet Expressway)

Table 3.19	
Construction Cost Estimates for Segment 4 of U.S. Route 30	
Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$12,000,000
Roadway Resurfacing	\$1,275,000
Intersection Improvements	\$1,500,000
Traffic Signals	\$200,000
Signal Interconnection	\$450,000
Structure Modification	\$1,200,000
Right-of-way Acquisition	\$600,000
Total Estimated Cost for Ultimate Improvements	\$17,225,000
Low-Cost	
Signal Interconnection	\$85,000
Transit Improvements	\$50,000
Total Estimated Cost for Low-Cost Improvements	\$135,000
Total Estimated Cost for All Improvements	\$17,360,000

3.5 SRA SEGMENT 5: ILLINOIS ROUTE 394 (CALUMET EXPRESSWAY) TO THE ILLINOIS/INDIANA STATE LINE

3.5.1 LOCATION

U.S. Route 30 Segment 5 extends from Illinois Route 394 (Calumet Expressway) to the Illinois/Indiana State Line and is approximately 3.25 miles in length. (See *Figure 3.25*.) This segment is located within Sauk Village and Lynwood as well as unincorporated Cook County.

3.5.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 5 of U.S. Route 30 are shown on Route Maps A-6 and A-7.

Traffic Volumes

According to the 1986 IDOT Cook County Traffic Map, the average annual daily traffic (AADT) for Segment 5 is 19,000 vehicles between Illinois Route 83 and Sauk Trail, and from 10,000 to 12,000 vehicles west of Illinois Route 83.

Right-of-Way

The right-of-way varies in this segment from 66 to 107 feet. The right-of-way width is 100 feet or more between the Calumet Expressway and the intersection of U.S. Route 30 with Illinois Route 83 (Glenwood-Dyer Road). On the remainder of Segment 5, the right-of-way is 66 feet.

Pavement Width and Number of Lanes

The existing pavement in Segment 5 is 40 feet wide providing four through lanes (two in each direction), with no median. There are gravel shoulders along this entire segment.

Traffic Signals

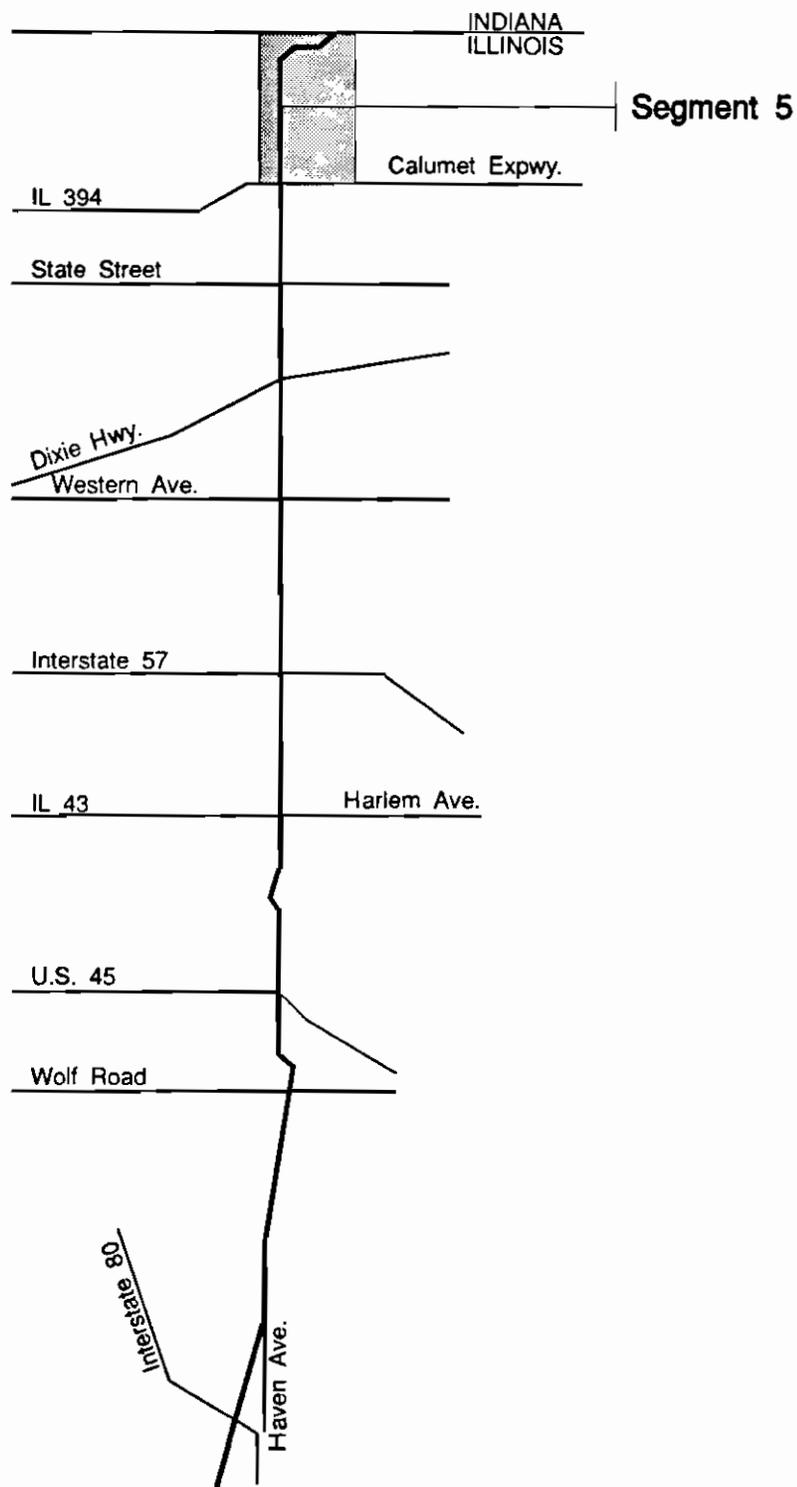
There are three signalized intersections in Segment 5 of U.S. Route 30. They are listed in *Table 3.20*.

Parking, Sidewalks, and Frontage Roads

On Segment 5 of U.S. Route 30 there is no on-street parking, sidewalks, or frontage roads.

Structures

In Segment 5 of U.S. Route 30 there is one structure, as shown in *Table 3.21*.



Location Map
Figure 3.25

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Torrance Avenue	2	2	NO	NO	
Illinois Route 83	2	2	YES	EB	
Sauk Trail	2	2	NO	NO	
Note: EB=eastbound; WB=westbound					

Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Lansing Ditch	016-0274	S. of Illinois 83	N/A	42.6'	SRA over
Note: N/A=Not Applicable					

Transit

There is no existing transit service or facilities on this segment of U.S. Route 30. Pace Route #358 crosses U.S. Route 30 at Torrance Avenue, providing service to the Hegewisch Station and to the Chicago Heights Pace terminal via Steger.

Other Characteristics

There is a fully directional cloverleaf interchange at Illinois Route 394 (Calumet Expressway).

There is also an at-grade railroad crossing of the Elgin Joliet & Eastern rail lines just north of the Sauk Trail intersection.

3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 5 of U.S. Route 30 include wetlands, floodplains, an historic marker, hazardous waste and waste disposal sites and a sensitive land use, and are shown on Route Maps B-6 and B-7.

Streams/Wetlands/Floodplains

Lansing Ditch is the water body causing the floodplain crossings on this segment. U.S. Route 30 crosses a base floodplain, 1,000 feet wide, east of Torrance Avenue. Another floodplain associated with the Lansing Ditch is located southeast of the intersection at Illinois Route 83 and is approximately 200 feet wide.

Sizeable wetland areas are found within these floodplains. Also, near the end of the route along the south side of U.S. Route 30, there is a large wetland area just beyond the existing right-of-way.

Historical Significance

According to the Illinois State Historical Markers Text Book, there is an historic marker north of the intersection at Illinois Route 83 entitled *Thy Wondrous Story*.

Waste Disposal Sites/Hazardous Waste Sites

Two hazardous waste sites have been reported at Torrence Avenue and east of Torrence Avenue. There are two waste disposal sites: one is reported east of Torrence Avenue, and another at Illinois Route 83.

Sensitive Land Uses

Our Lady of Mercy Hospital is a sensitive land use in this segment.

Public uses include a state police weight station and the Lynwood Village Hall.

3.5.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future for development for Segment 5 of U.S. Route 30 are indicated on Route Maps C-6 and C-7.

Jurisdiction

Segment 5 of U.S. Route 30 passes through the communities of Sauk Village and Lynwood as well as unincorporated portions of Cook County. The Sauk Village planning jurisdiction is on the south side of the route between Chestnut Avenue and Torrence Avenue. The Lynwood planning jurisdiction includes most areas east of Torrence Avenue.

Type and Intensity of Development

Development in this segment is scattered, but generally near the roadway. Land uses include industrial, commercial and residential development. The greatest concentration of industrial development is located southeast of the Illinois Route 394 (Calumet Expressway) interchange. A substantial amount of the residential development is within two mobile home parks. They are located one-half mile east of Torrence Avenue on the north side of the route and on the east side of the route past the Illinois Route 83 junction.

Development Access and Setback

Since much of the development is scattered and not contiguous, separate curb cuts provide access to U.S. Route 30. However, residential development, including both of the mobile home parks have access from collector streets which intersect the route.

Setbacks on this segment are substantial. However there is a commercial establishment just east of Illinois Route 394 (Calumet Expressway) with outdoor storage nearly adjacent to the right-of-way line. Also the two mobile home park developments are set back approximately 20 feet from the roadway.

Future Development

According to municipal records as of August 1990, there are no specific plans to develop any vacant parcels on Segment 5 of U.S. Route 30. However, there is substantial vacant land throughout the segment which could accommodate future development. One of the vacant parcels, on the southwest corner of U.S. Route 30 and Torrence Avenue, is within Sauk Village and is zoned for commercial use. If developed as such, a 10 foot setback is required from the right-of-way line of U.S. Route 30.

3.5.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-6 and D-7.

Ultimate Improvements

Roadway

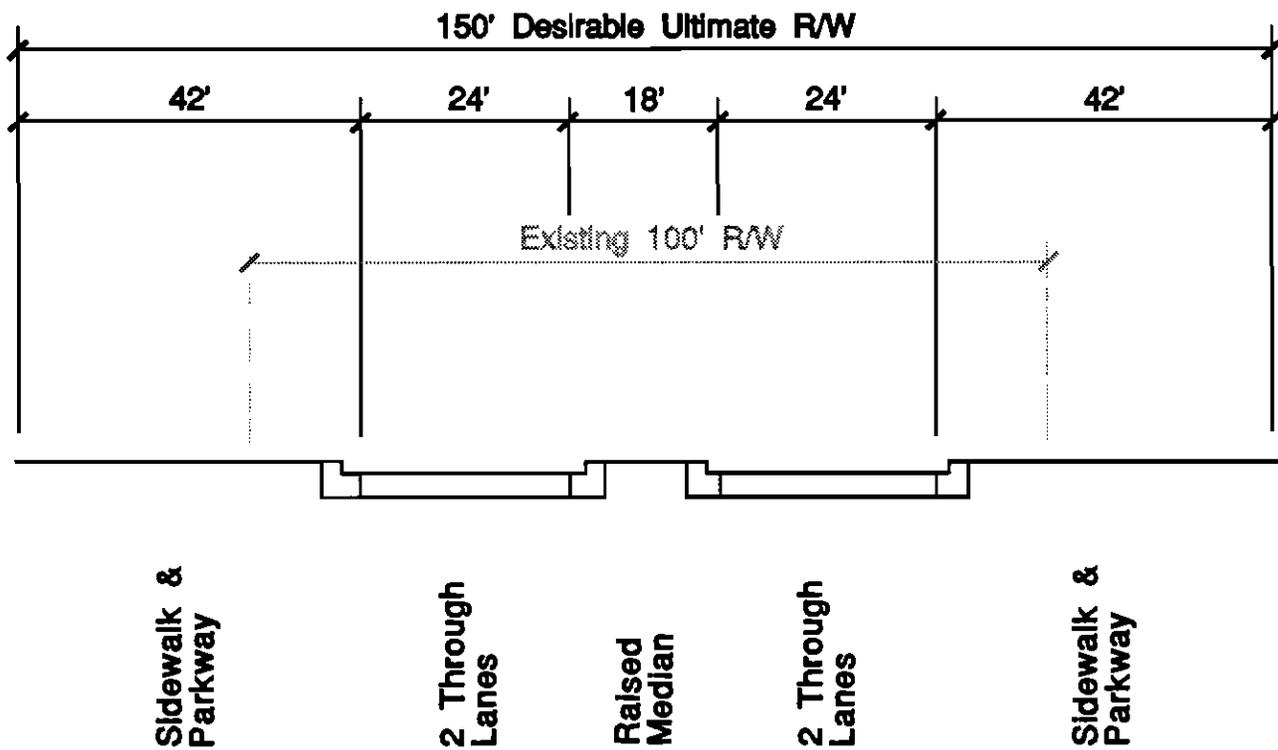
The recommended roadway configuration for this segment provides two through traffic lanes in each direction with a continuous 18-foot wide raised median. (See *Figures 3.26 and 3.27.*)

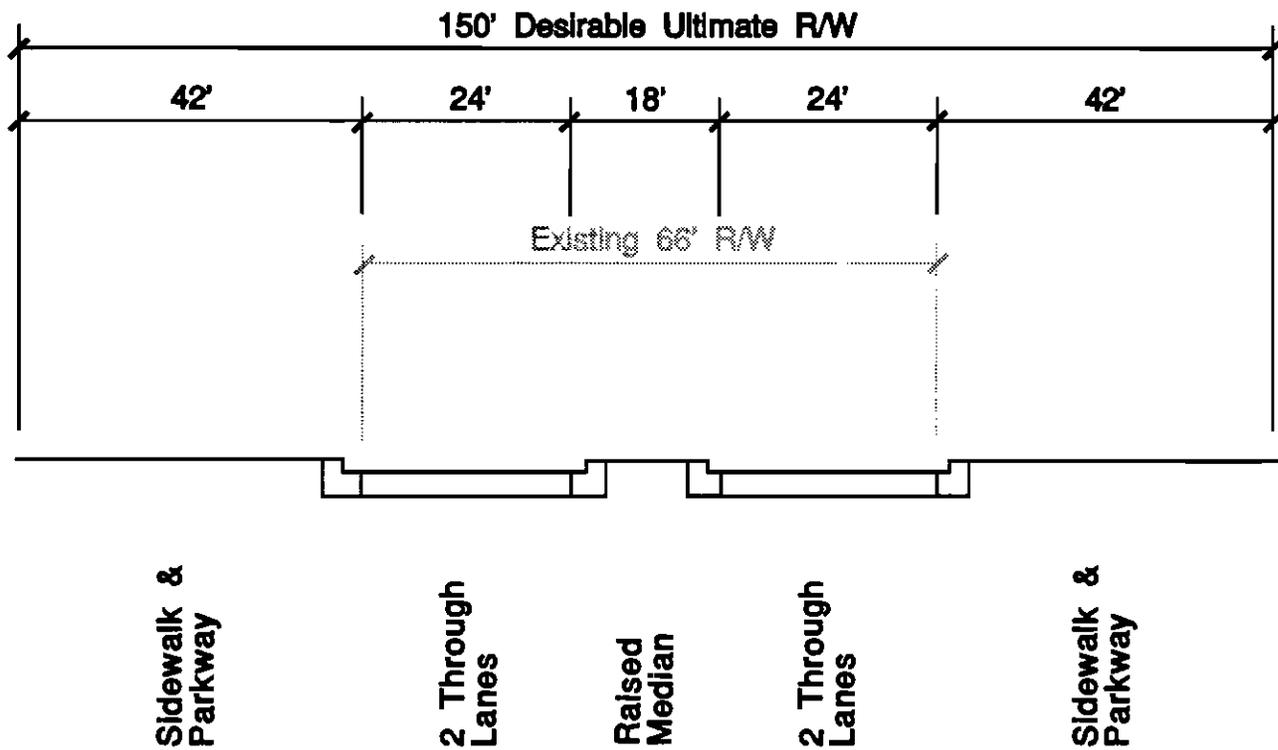
Results of the capacity analysis for this segment are shown in *Table 3.22.*

Intersections

The recommended roadway configuration allows development of single left-turn lanes at intersecting streets in this segment. In addition to the major intersection improvements discussed in this section, future left-turn lanes should be provided for Torrence Avenue, the proposed mid-mile collector streets and the extension of Burnham Avenue proposed by Cook County.

Major intersection improvements are proposed at Illinois Route 83 (Glenwood-Dyer Road) and Sauk Trail. (See *Details 16 and 17.*) The recommended improvements provide for realignment of both Illinois Route 83 and Sauk Trail to intersect U.S. Route 30 at a 90-degree angle, with the proposed alignment creating through movement preference for U.S. 30 as





U.S. Route 30 **Section V-V**
Illinois Route 83 to Indiana State Line
 prepared by Harland Bartholomew & Associates, Inc. **Figure 3.27**

Table 3.22 Capacity Analysis for Segment 5 of U.S. Route 30					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 394 to the Indiana State Line	< 30,000	4 *	31,000 34,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through traffic lanes in this segment.					

the SRA route. Separate right-turn lanes are provided at both intersections, while the proposed improvements at Sauk Trail provide a 30-foot wide median on U.S. Route 30 to accommodate future dual left-turn lanes.

Traffic Signalization

An interconnected closed-loop signal system is recommended for this entire segment. Existing signals at Torrence Avenue should be incorporated in this system along with the signals at the realigned Illinois Route 83 and Sauk Trail intersections and future signals at the proposed Burnham Avenue extension and the proposed mid-mile collector streets. Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Structures

The structure at the Lansing Ditch has inadequate horizontal clearances to accommodate the recommended roadway cross-section. This structure should be modified to provide adequate horizontal clearance for at least the recommended roadway section. Consideration should be given any in structural modification to providing adequate horizontal clearance to accommodate an ultimate (post-2010) six-lane roadway section.

Transit

A recommended location for a potential park-and-ride lot is identified east of Illinois Route 394 with access from the proposed frontage road on the north side of U.S. Route 30 at Stony Island Avenue. Development of this type of park-and-ride lot would be possible in coordination with express bus service using U.S. Route 30. Proximity to Illinois Route 394

could also allow coordination with express bus service to other regional destinations using the expressway system.

Locations for future bus stops in this segment are recommended at all signalized intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Low-Cost Improvements

Intersections

Realignment of Stony Island Avenue is recommended to increase the distance between the U.S. 30/Stony Island intersection and the Illinois Route 394 entrance ramp. The recommended location for realigned Stony Island Avenue, as shown on Route Map D-6, would provide for an intersection aligned with the existing signalized intersection at Access Road, approximately 1,600 feet east of the present Stony Island intersection.

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended locations for future access points are shown on Route Maps D-6 and D-7.

3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

Throughout this segment of U.S. Route 30, preservation of a 150-foot wide right-of-way is recommended. This right-of-way width would be able to accommodate a roadway configuration of six through lanes with a 30 foot-wide median if required in the future. Also, future development along this portion of the route is likely to include a significant amount of commercial, business and industrial uses which may require additional through lanes or additional access improvements to accommodate long-range future development.

3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS

Acquisition of additional right-of-way at Torrence Avenue, and any intersection improvements, may be coincidental with one of the hazardous waste or waste disposal sites. These are not exactly located and will require further study.

The realignment of Stony Island would require acquisition of land now being used for agricultural purposes. The Illinois Department of Agriculture does not recognize any prime farmland in Cook County, so this is not expected to raise concern.

Acquisition of additional right-of-way south of junction with Illinois Route 83 and just east of Torrence is likely to entail the removal of several mobile home pads. Other than the aforementioned mobile home pads and the possible relocation of parking facilities, expansion of the right-of-way is not expected to conflict with existing development.

3.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

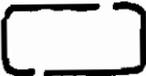
A summary of the construction cost estimates for the recommended improvements to Segment 5 of U.S. Route 30 is shown in *Table 3.23*.

Improvements	Estimated Cost
Ultimate	
Roadway Reconstruction	\$11,340,000
Intersection Improvements	\$1,000,000
Traffic Signals	\$100,000
Signal Interconnection	\$200,000
Structure Modification	\$480,000
Transit Improvements (Including Land Acquisition)	\$580,000
Right-of-way Acquisition	\$4,700,000
Total Estimated Cost for Ultimate Improvements	\$18,400,000
Low-Cost	
Intersection Improvements	\$1,250,000
Right-of-way Acquisition	\$1,100,000
Total Estimated Cost for Low-Cost Improvements	\$2,350,000
Total Estimated Cost for All Improvements	\$20,750,000

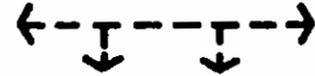
FACILITY CHARACTERISTICS

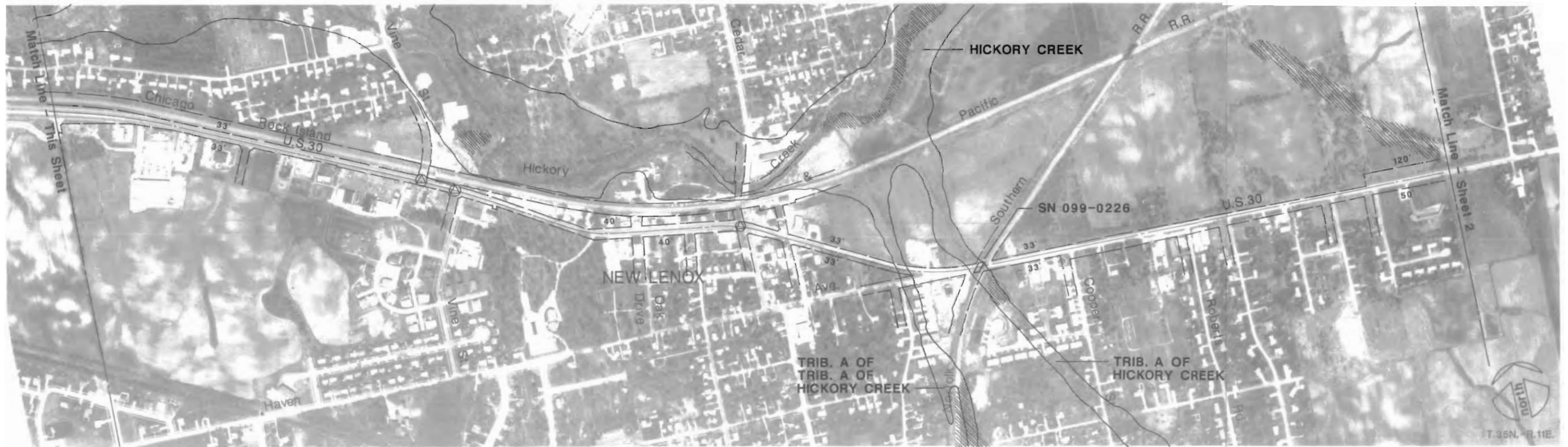
	Existing R/W
	Existing Signal
	Existing Structure
	Bus Stop
	Bus Shelter
	Taxi Stand

ENVIRONMENTAL CHARACTERISTICS

	Wetlands
	Floodplain
	Historic Site
	Sensitive Land Use

RECOMMENDED IMPROVEMENTS

	Proposed R/W
	Proposed Signal
	Modify Structure
	Consolidate Access
	Maintain Access
	Mid-Mile Collector

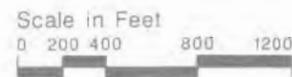


U.S. 30

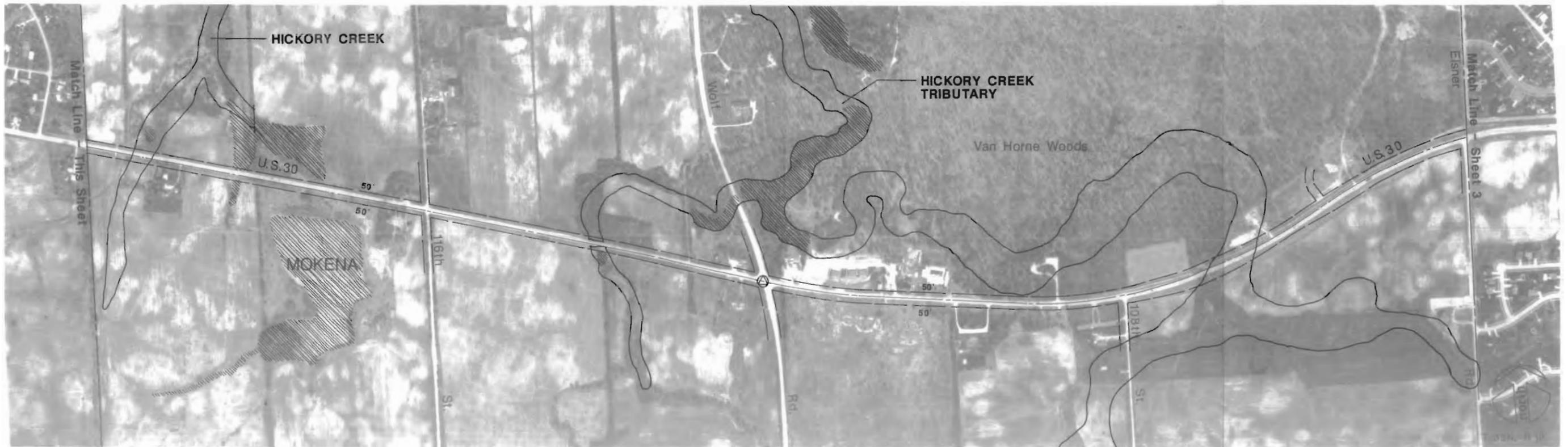
Existing Facility Characteristics



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ILLINOIS DEPARTMENT OF TRANSPORTATION



Route Map A-1



U.S. 30

Existing Facility Characteristics





HICKORY CREEK TRIBUTARY 1



U.S. 30

Existing Facility Characteristics





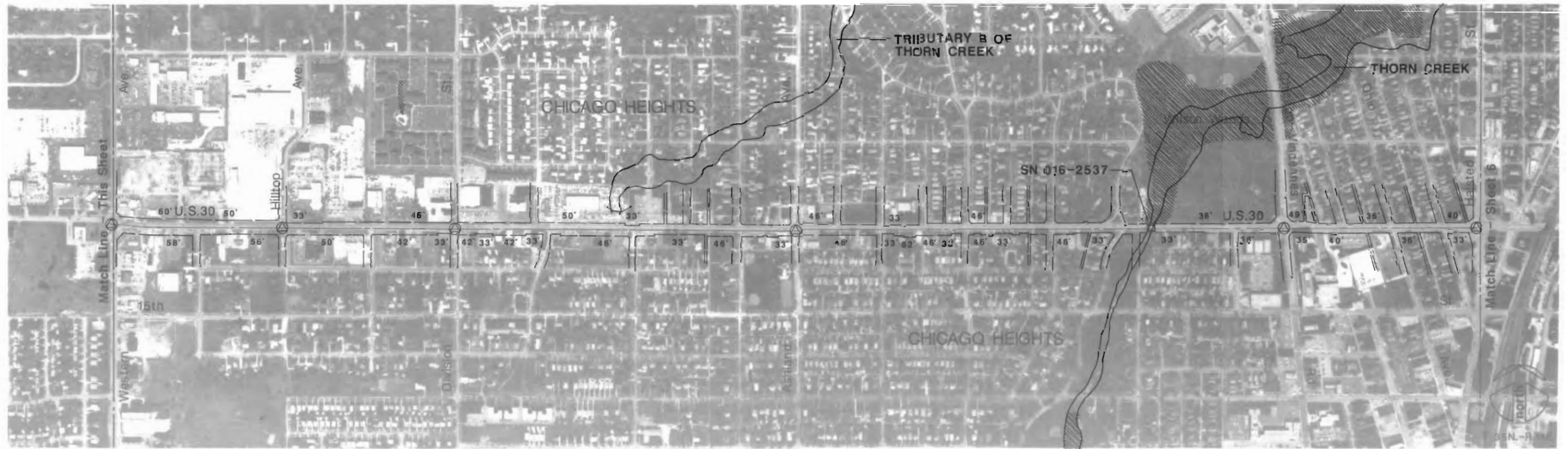
U.S. 30

Existing Facility Characteristics



Strategic
Regional
Arterial
Planning Study





U.S. 30

Existing Facility Characteristics





U.S. 30

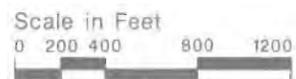
Existing Facility Characteristics





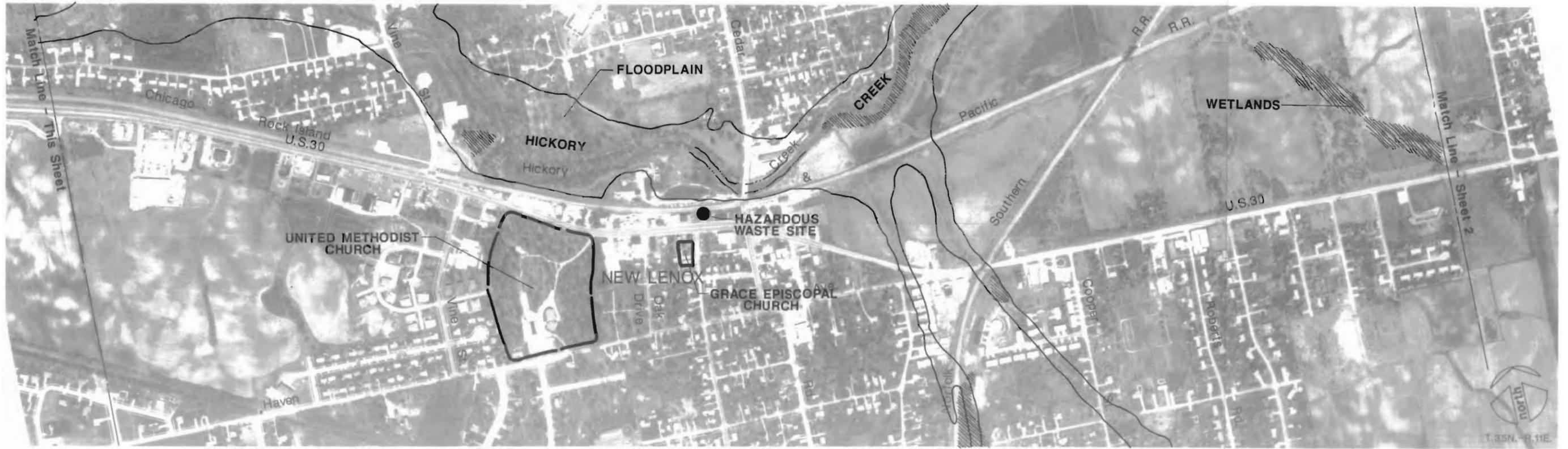
U.S. 30

prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION



Existing Facility Characteristics



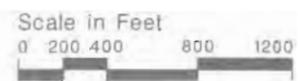


U.S. 30

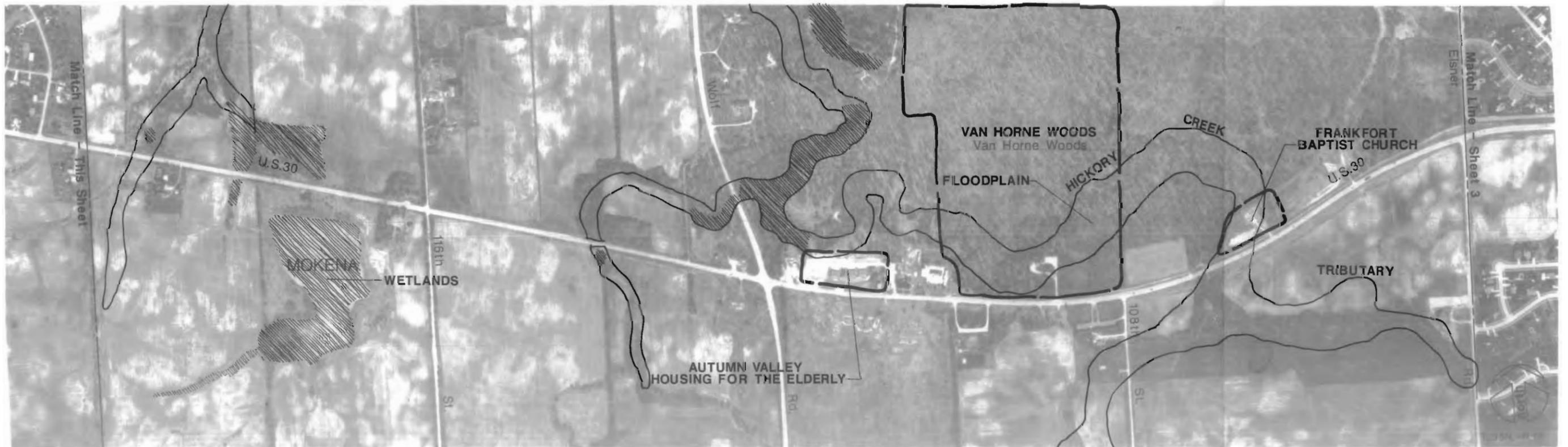
Environmental Characteristics



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Route Map B-1

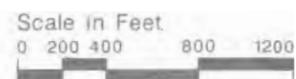


U.S. 30

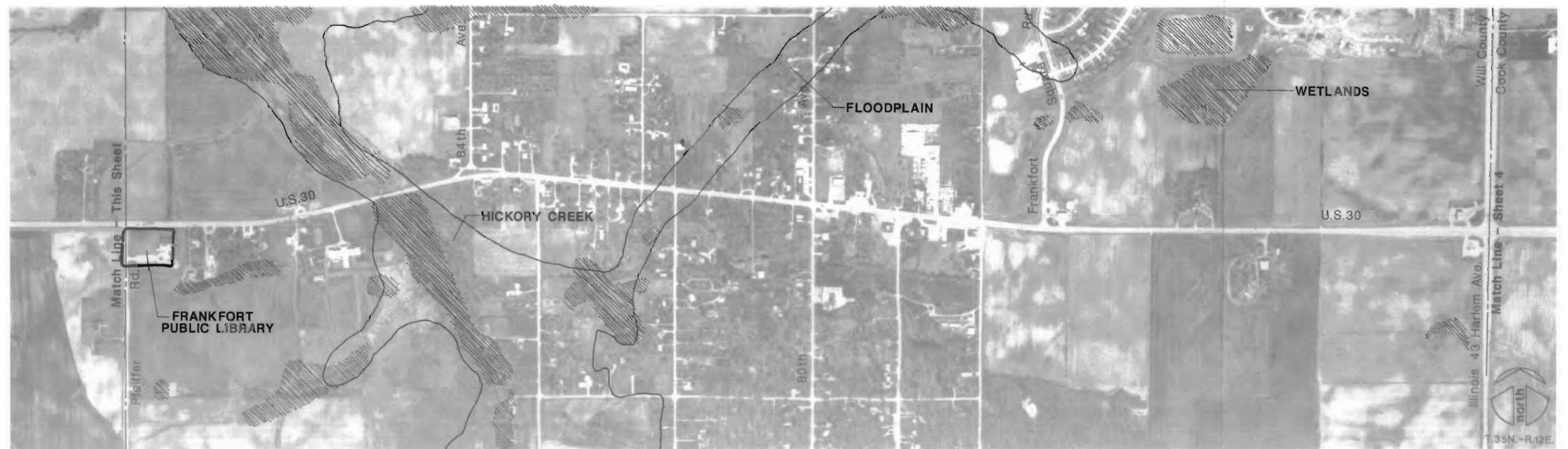
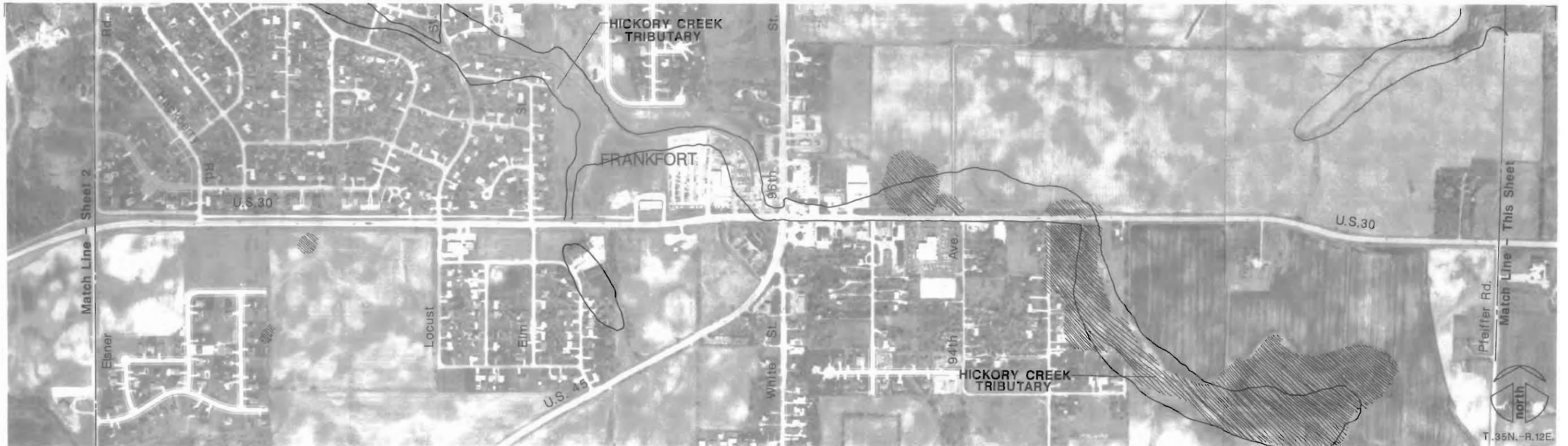
Environmental Characteristics



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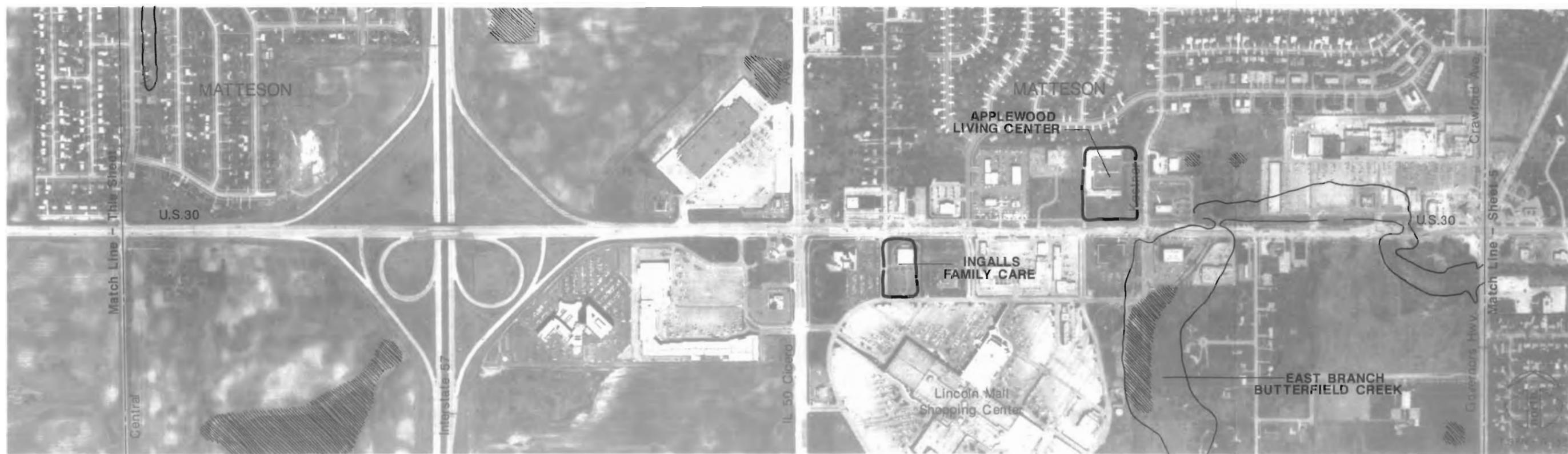
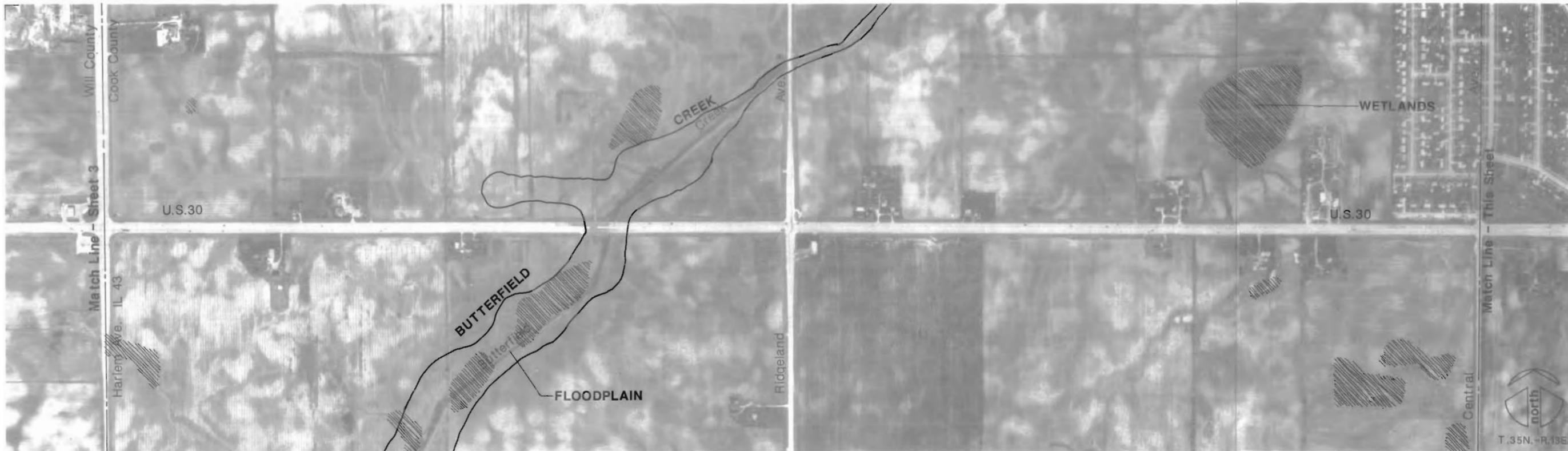
Route Map B-2



U.S. 30

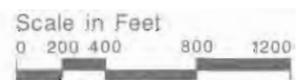
Environmental Characteristics

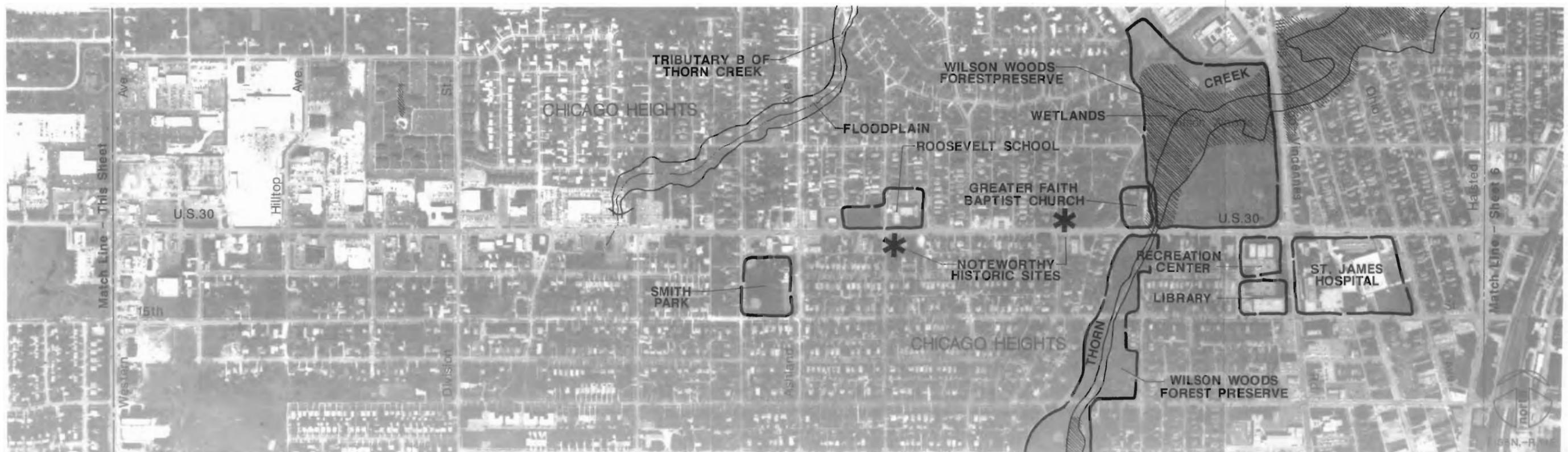




U.S. 30

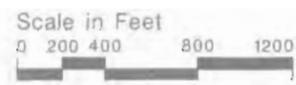
Environmental Characteristics





U.S. 30

Environmental Characteristics

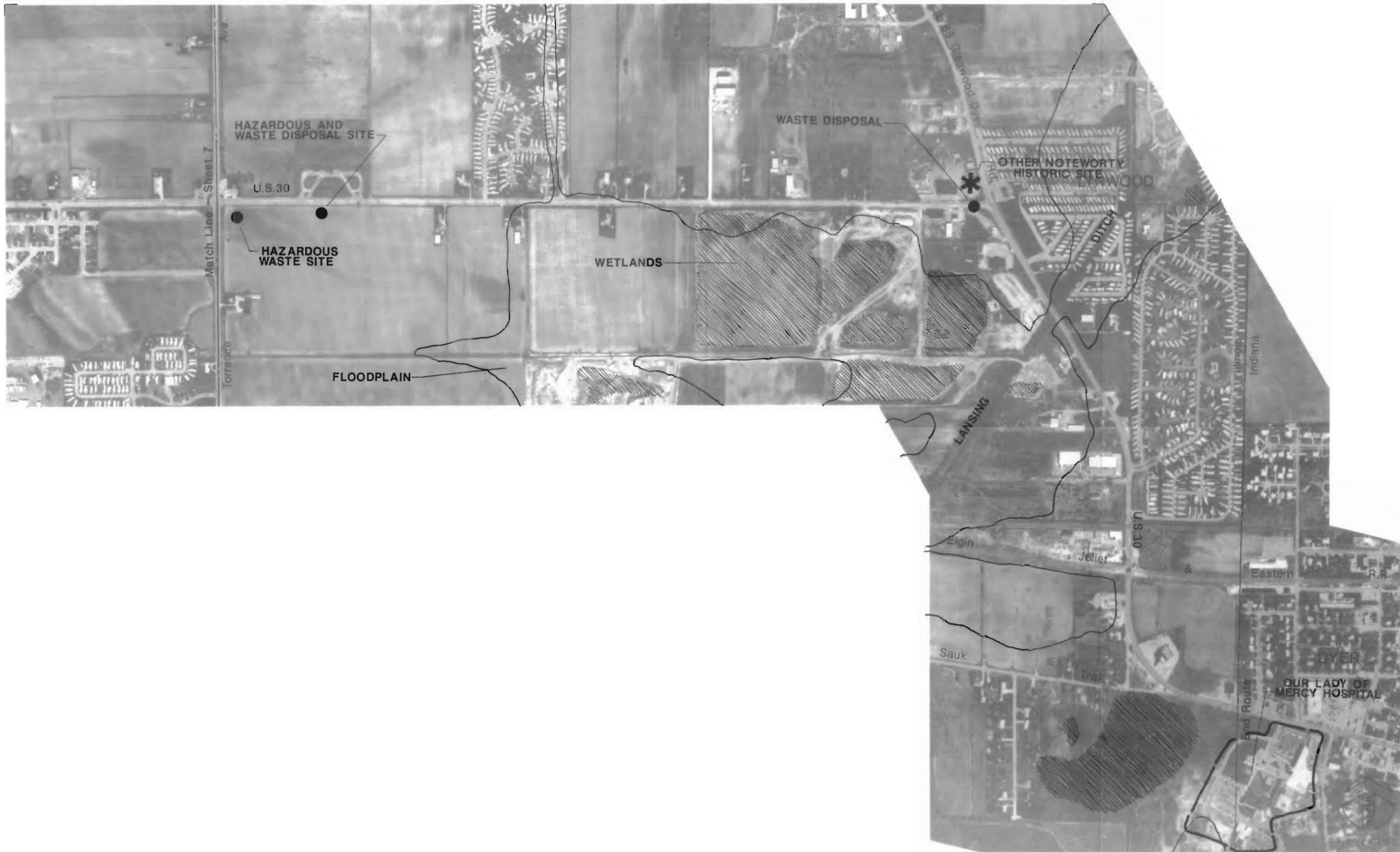




U.S. 30

Environmental Characteristics



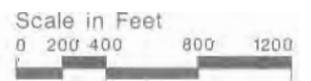


U.S. 30

Environmental Characteristics



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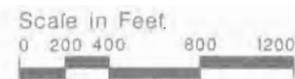


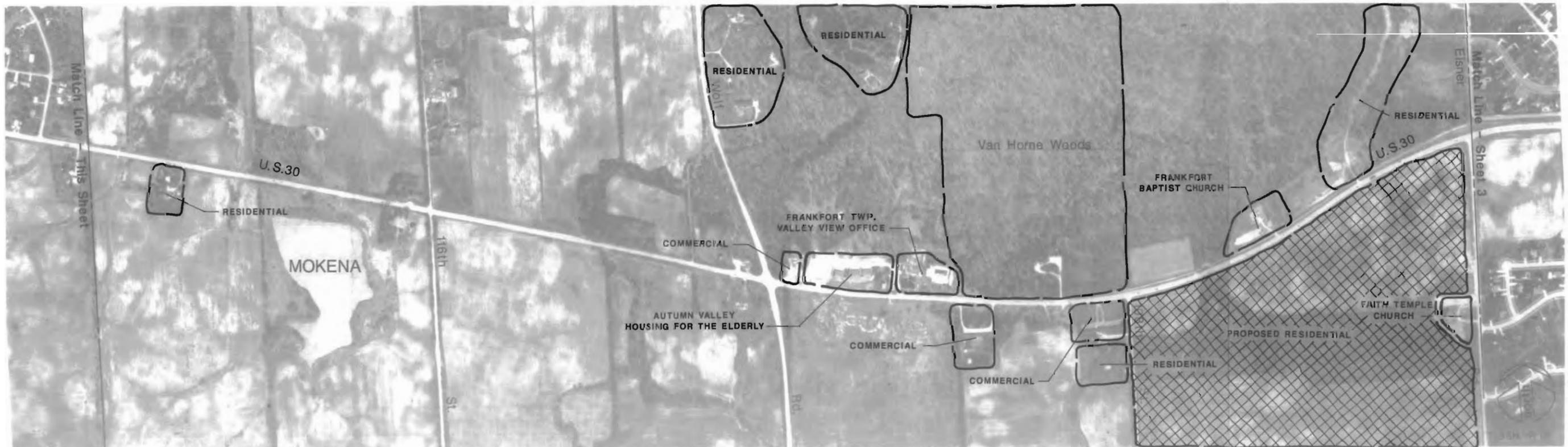
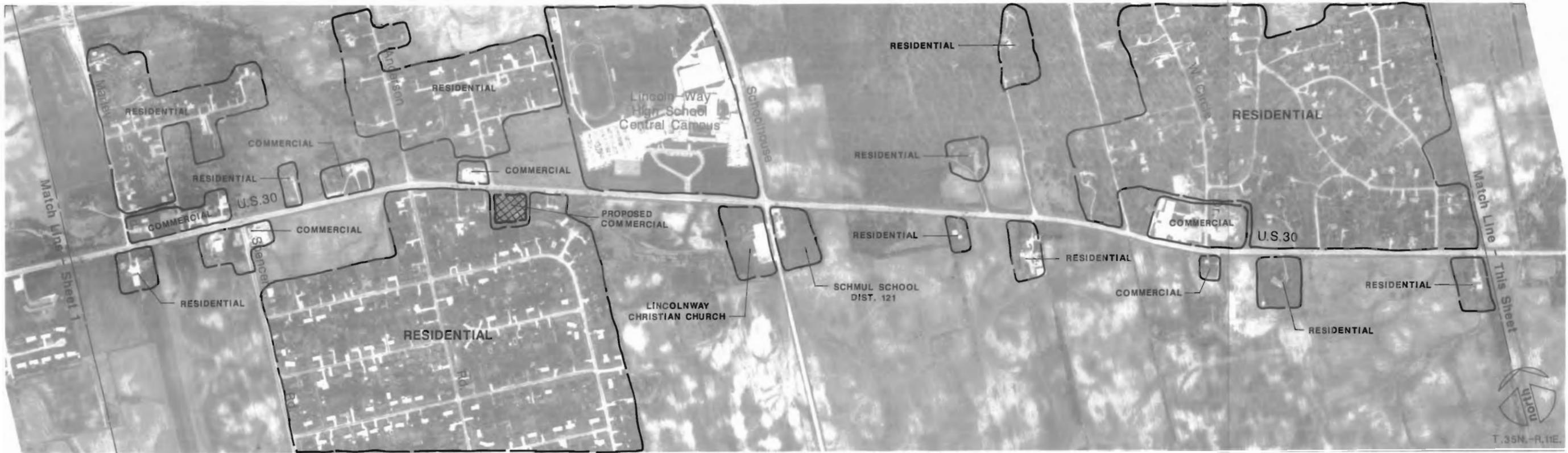
Route Map B-7



U.S. 30

Development Characteristics





U.S. 30

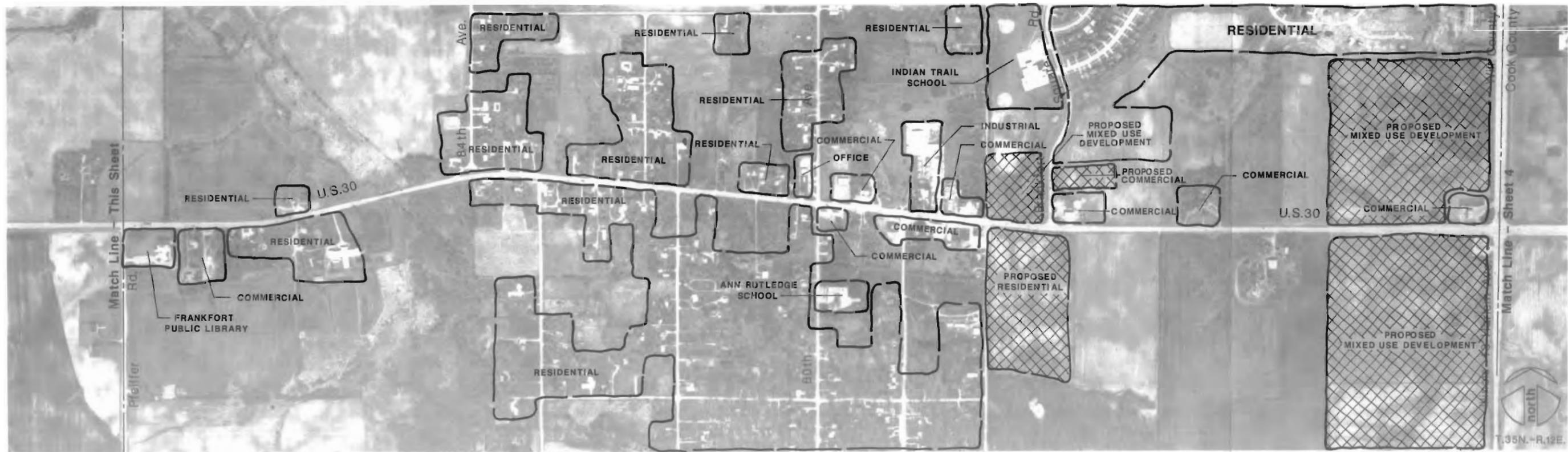
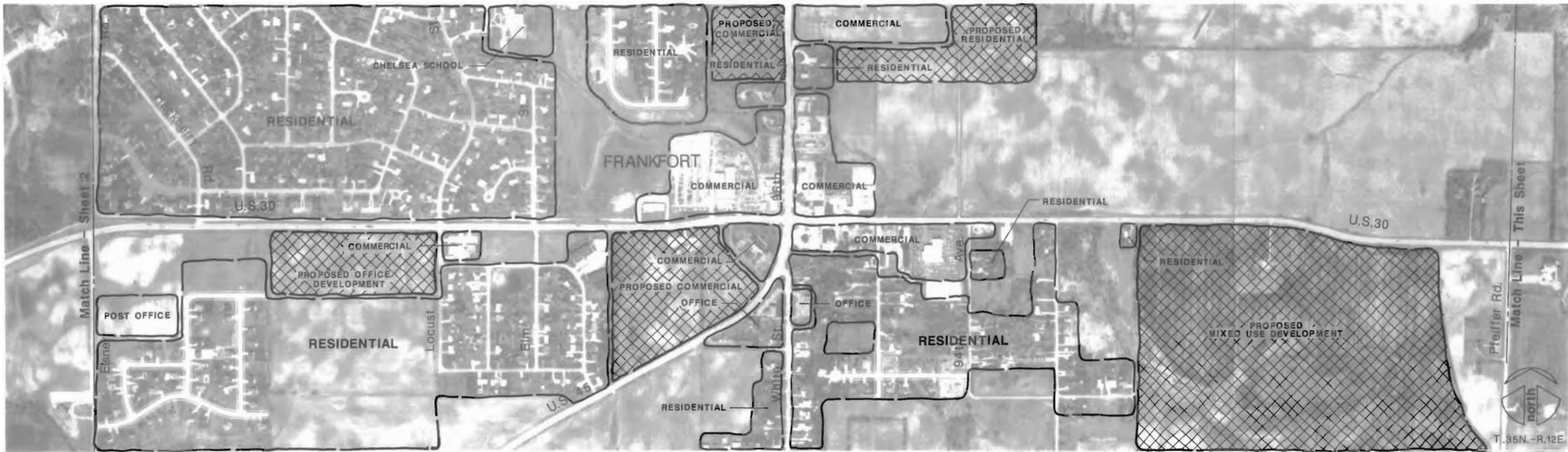
Development Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

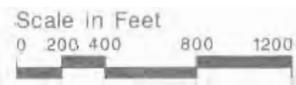


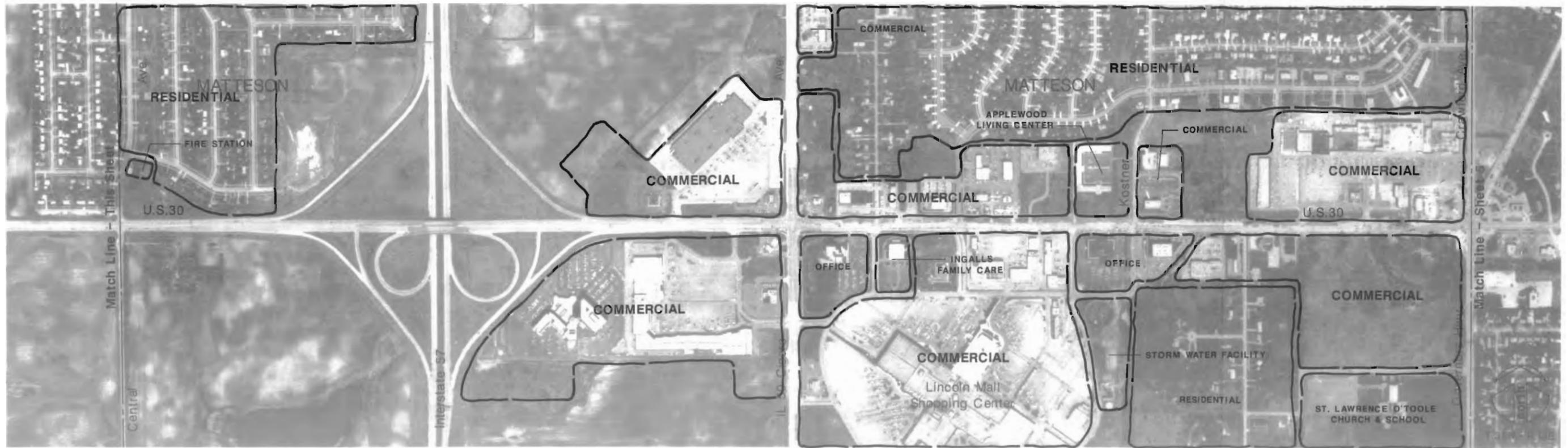
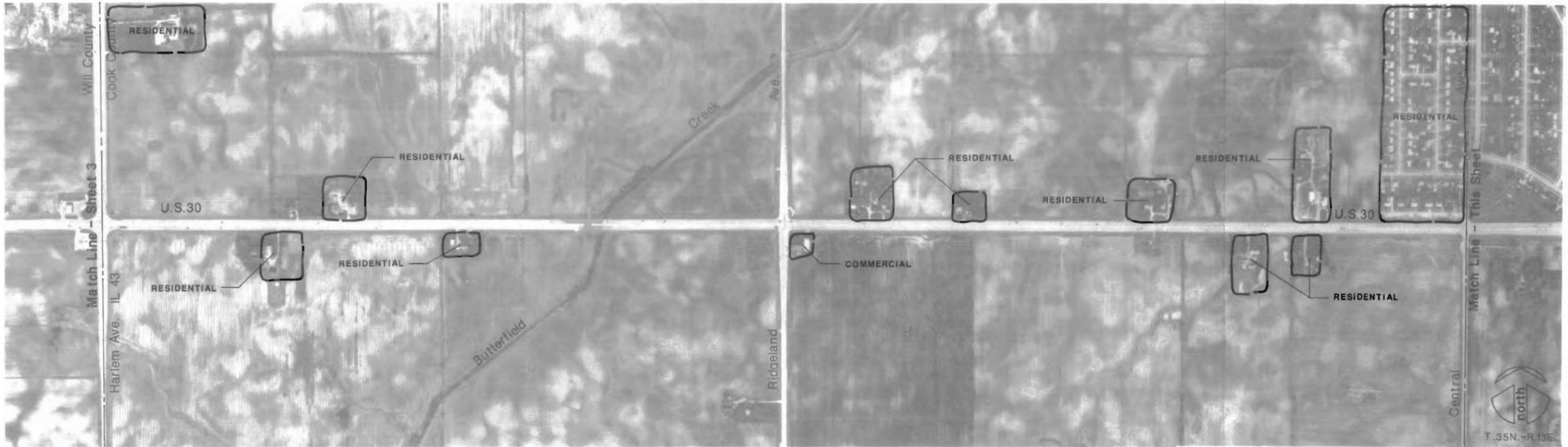
Route Map C-2



U.S. 30

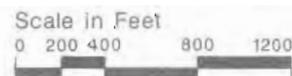
Development Characteristics

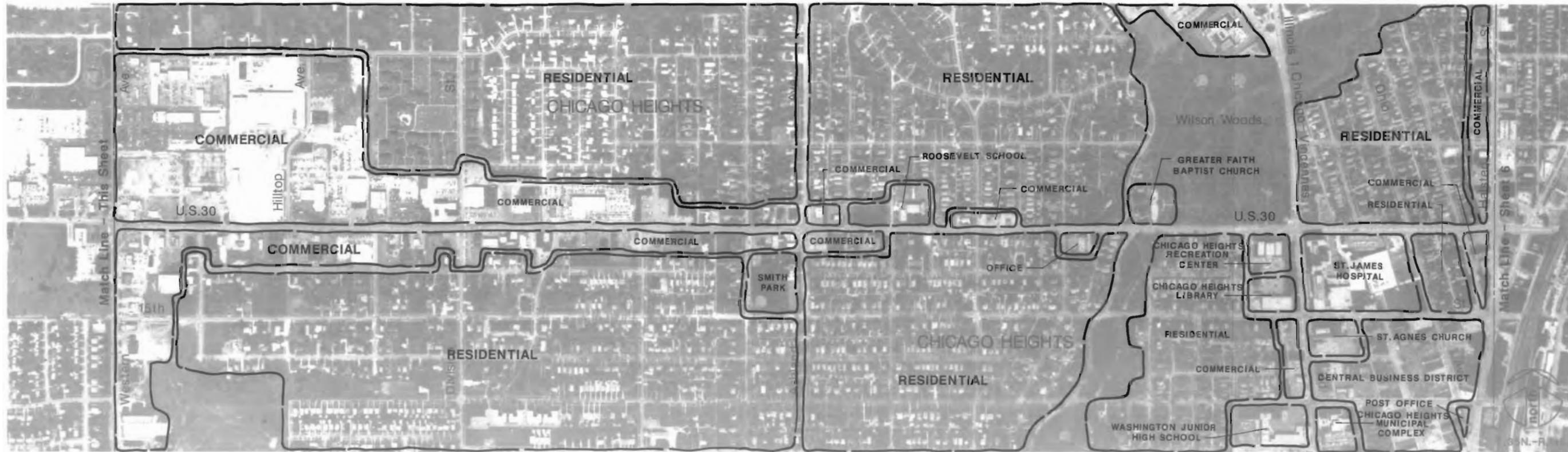




U.S. 30

Development Characteristics





U.S. 30

Development Characteristics

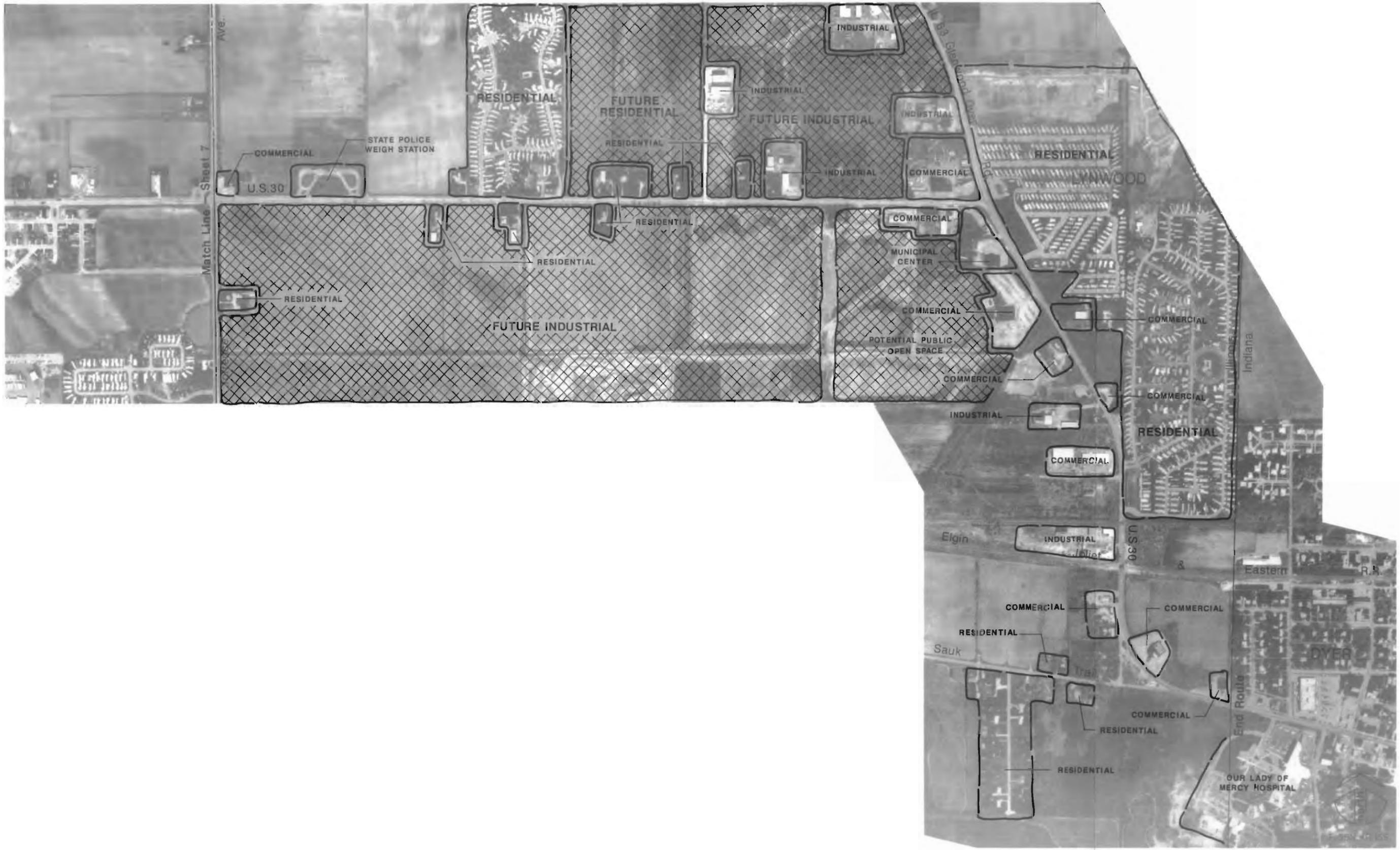




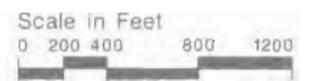
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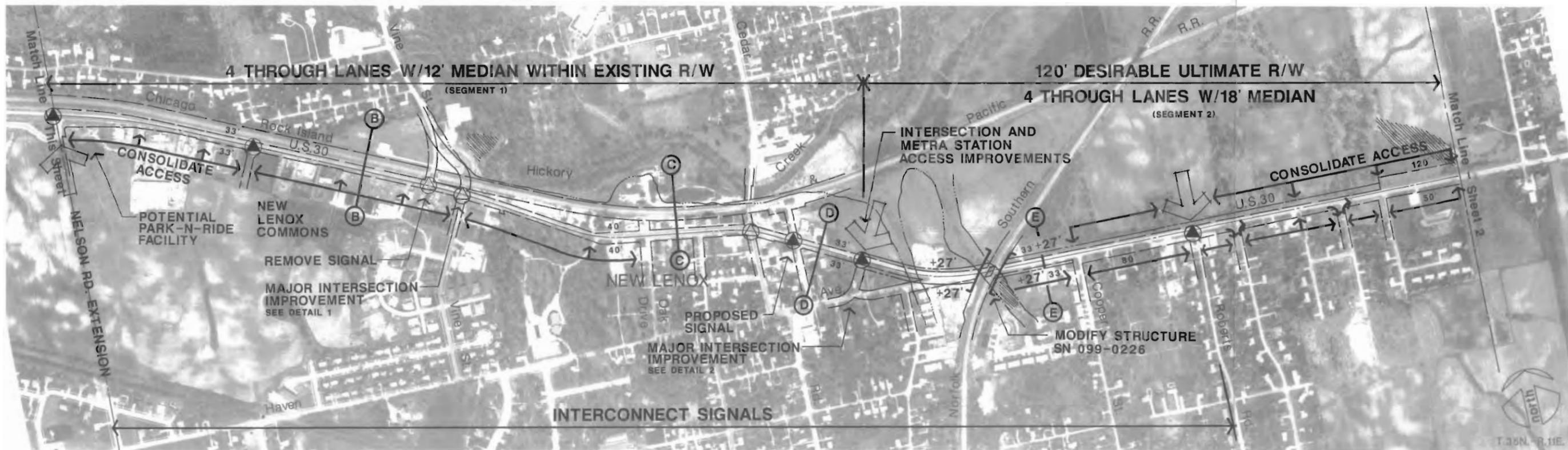
Development Characteristics





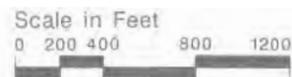
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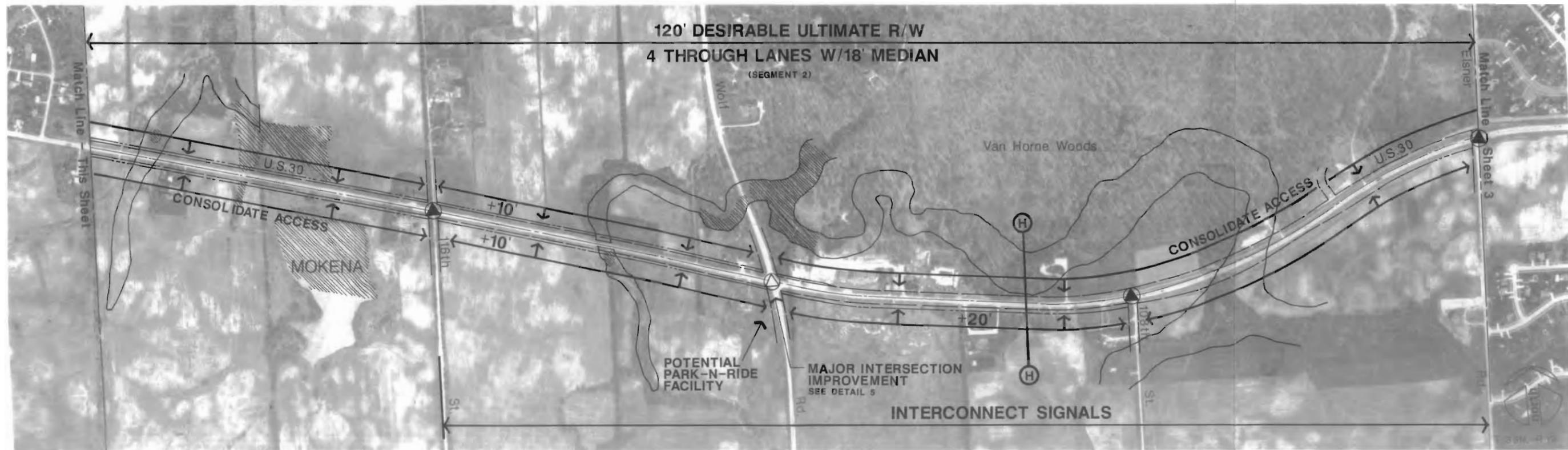
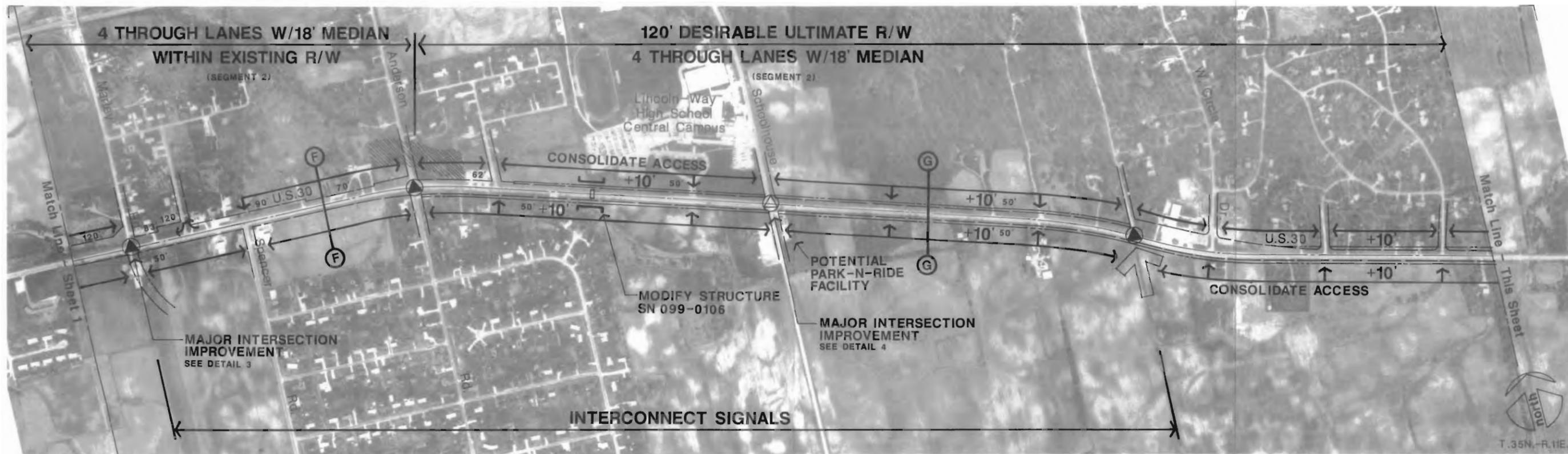




U.S. 30

Recommended Improvements



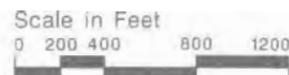


U.S. 30

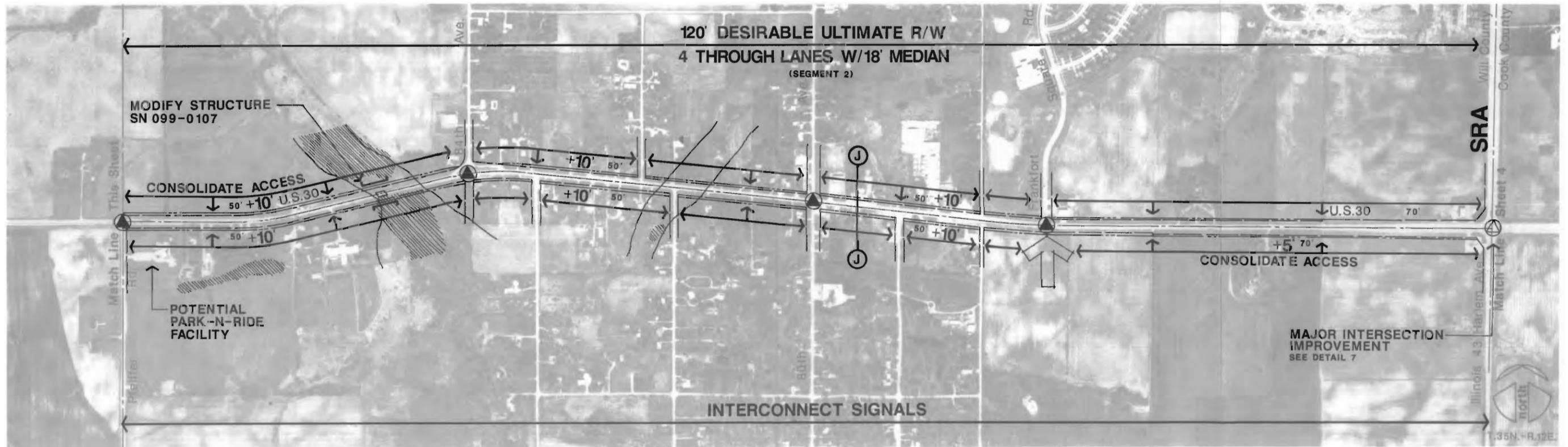
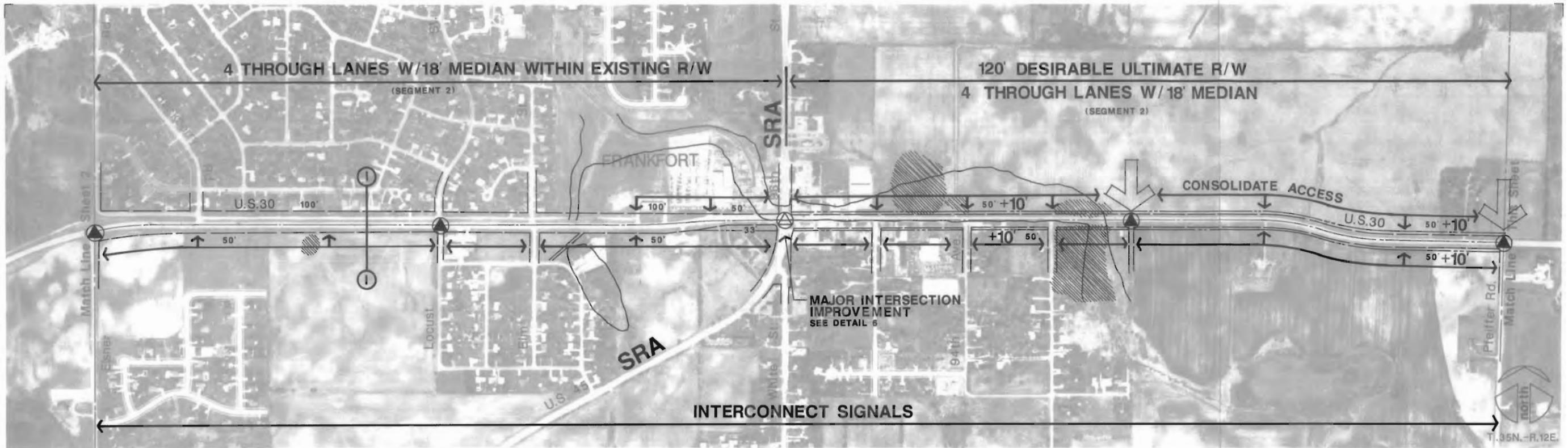
Recommended Improvements



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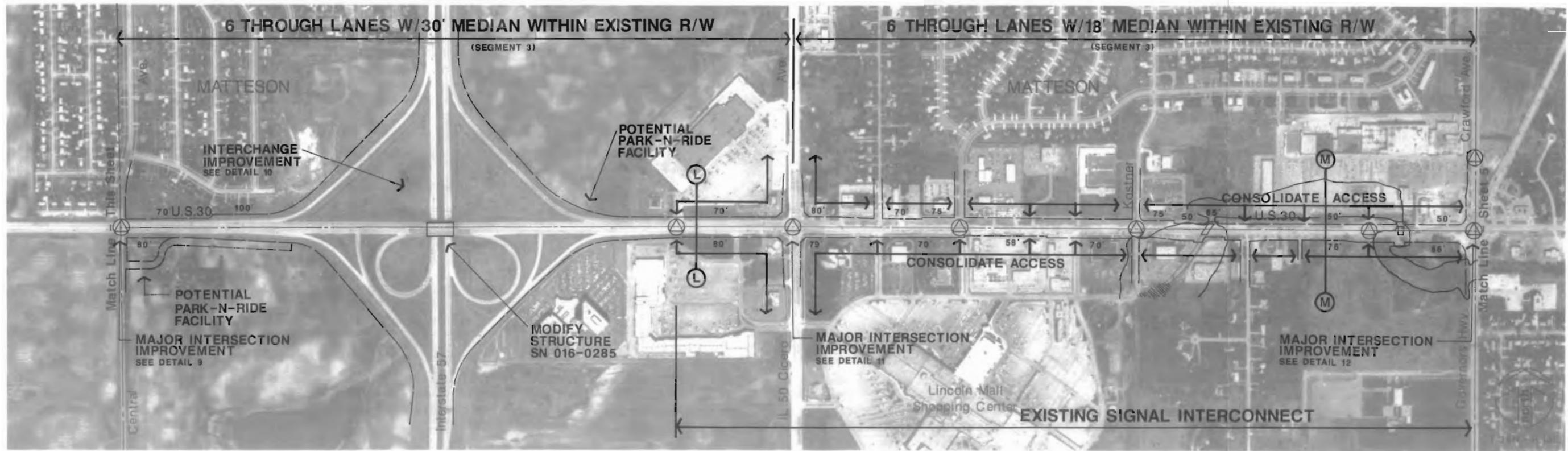
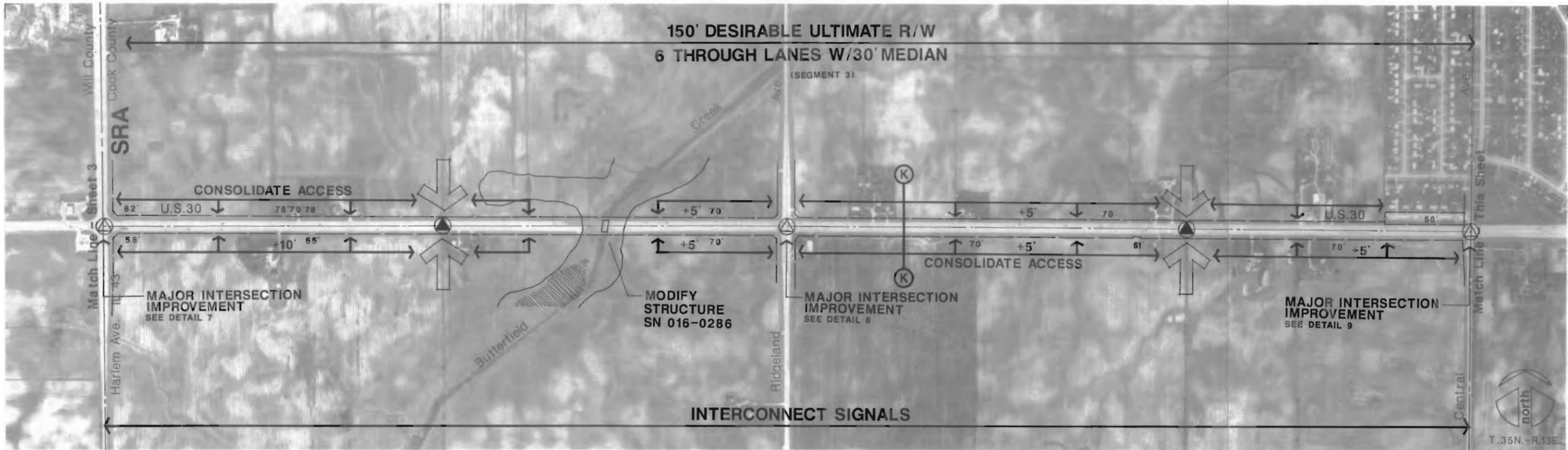
Route Map D-2



U.S. 30

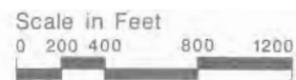
Recommended Improvements





U.S. 30

Recommended Improvements

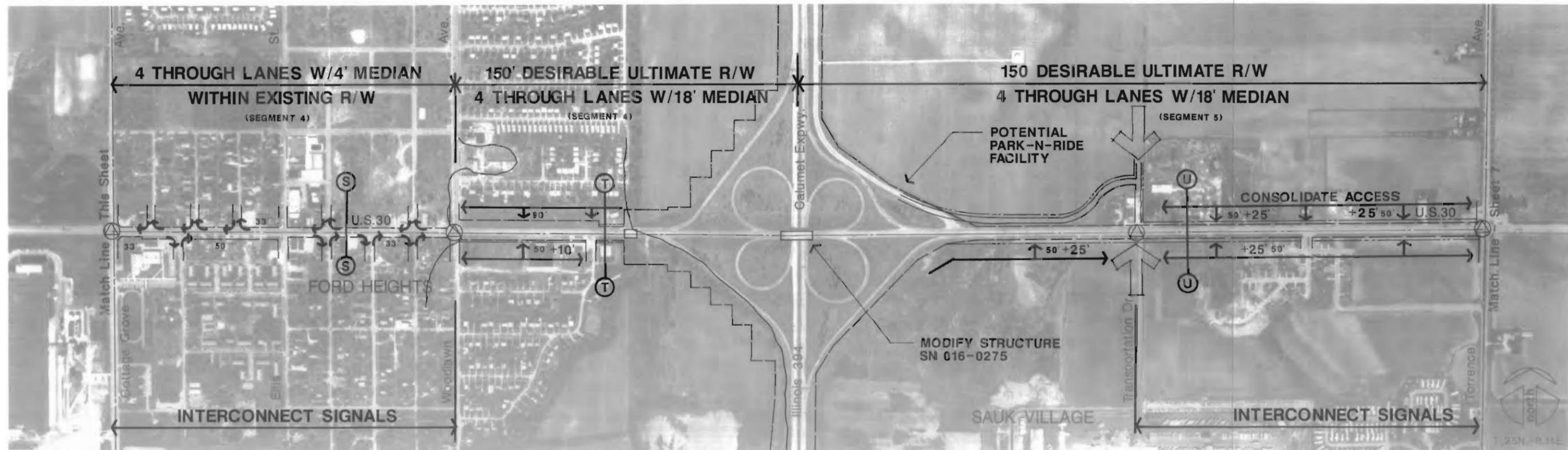
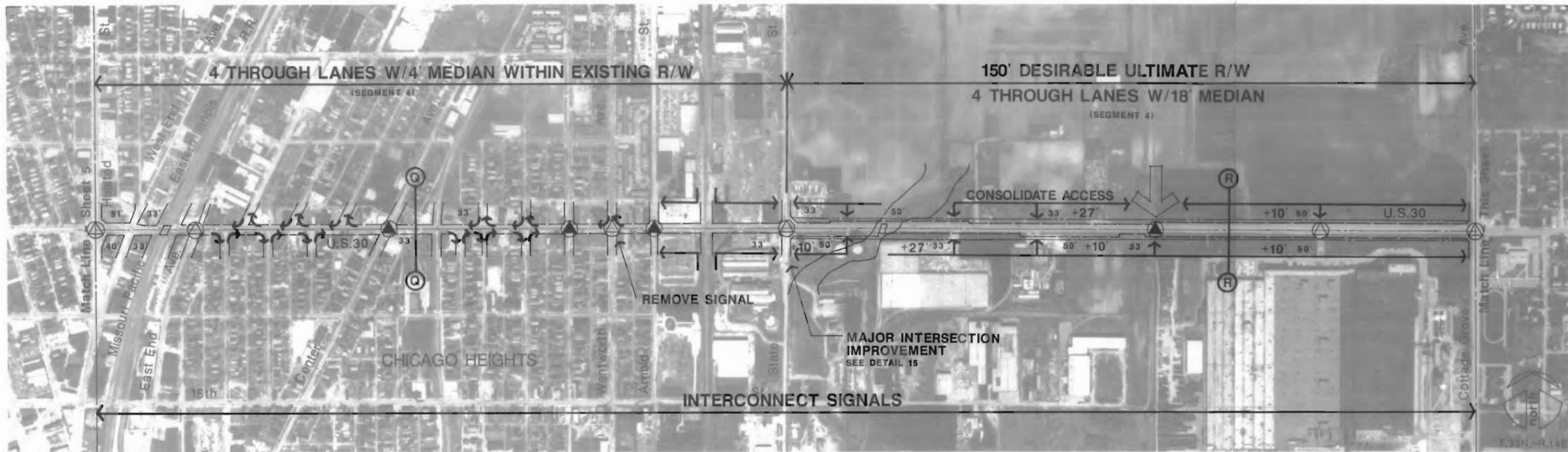




U.S. 30

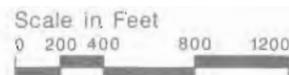
Recommended Improvements

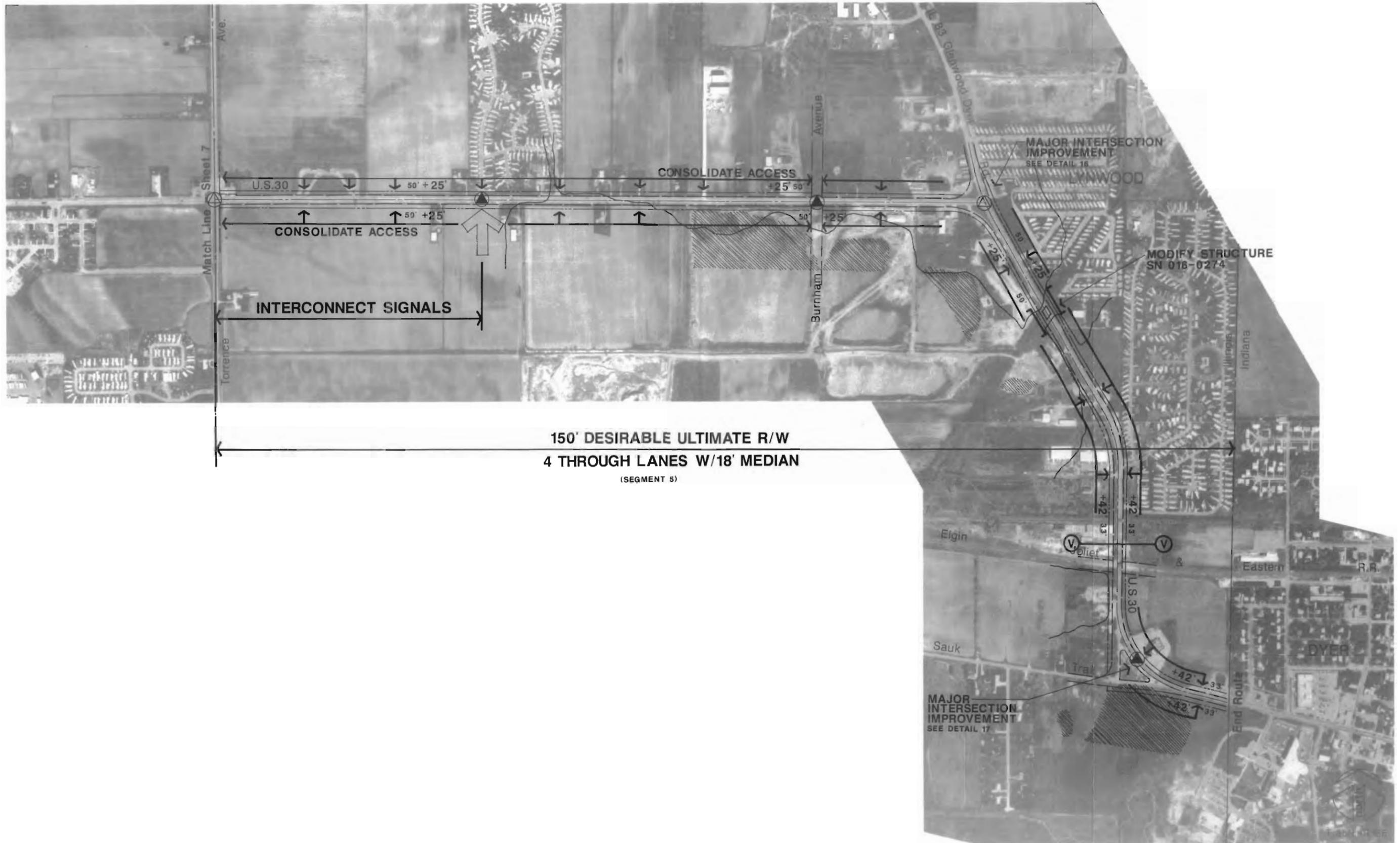




U.S. 30

Recommended Improvements



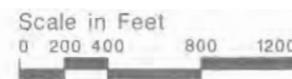


U.S. 30

Recommended Improvements



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Route Map D-7



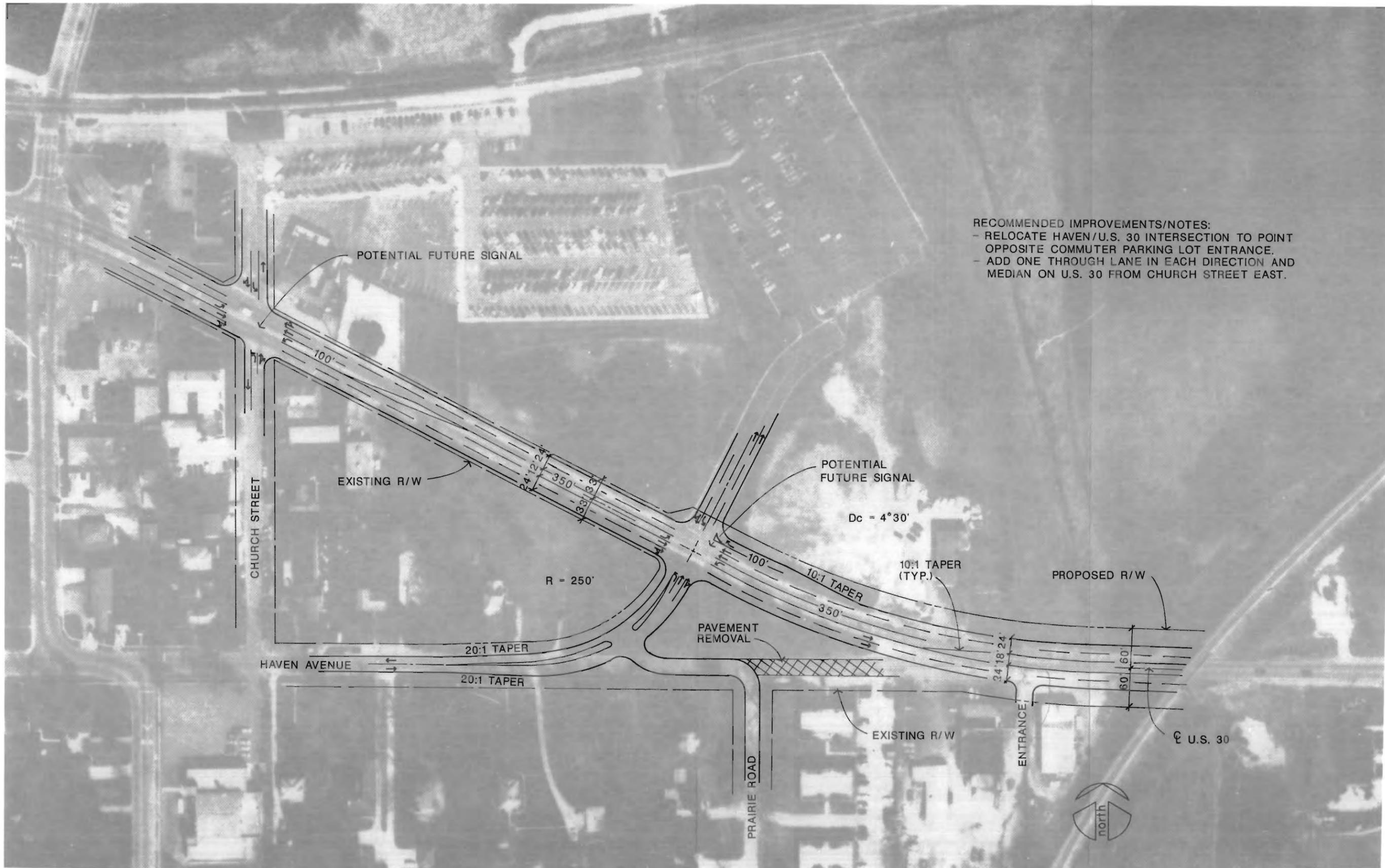
Vine Street Realignment



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Detail 1



- RECOMMENDED IMPROVEMENTS/NOTES:
- RELOCATE HAVEN/U.S. 30 INTERSECTION TO POINT OPPOSITE COMMUTER PARKING LOT ENTRANCE.
 - ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON U.S. 30 FROM CHURCH STREET EAST.

U.S. 30 @ Haven Avenue



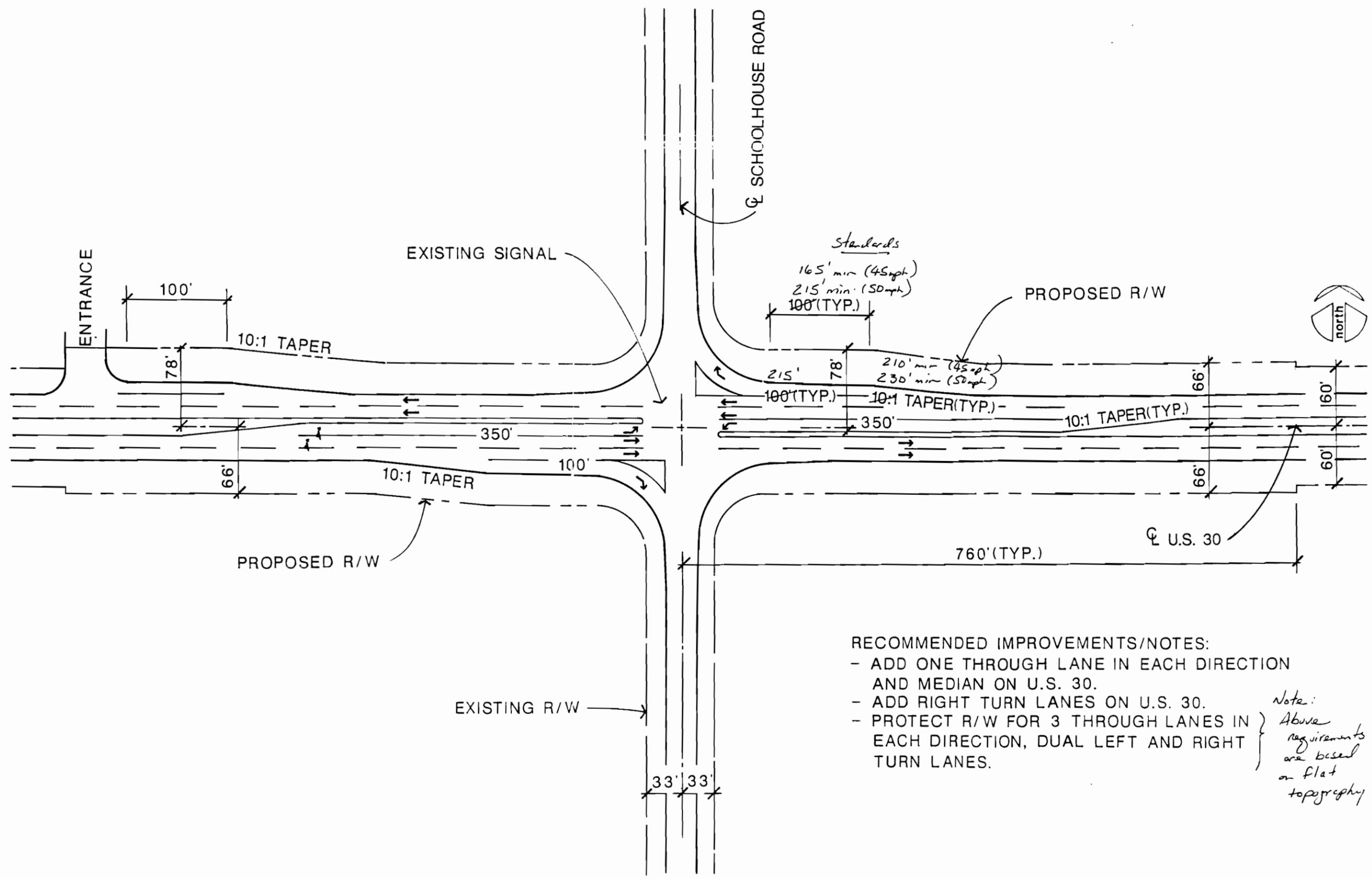


RECOMMENDED IMPROVEMENTS/NOTES:
 - CONSTRUCT MARLEY ROAD TO SPENCER ROAD CONNECTION.
 - TERMINATE SPENCER ROAD AT REGENT STREET NORTH OF THE PROPOSED CONNECTION.
 - ADD ONE THROUGH LANE IN EACH DIRECTION ON U.S. 30.

Marley/Spencer Connector Road



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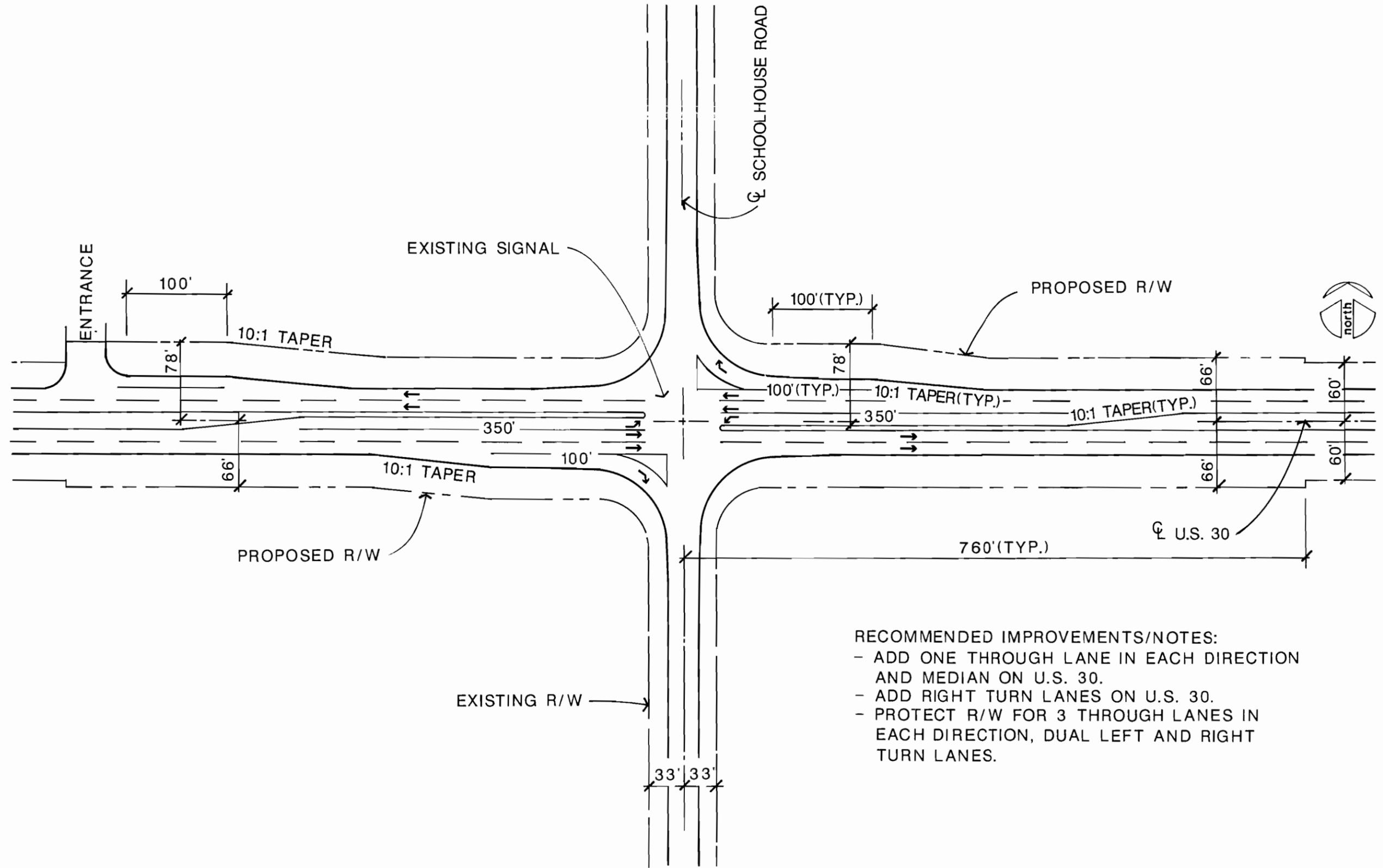


- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON U.S. 30.
 - ADD RIGHT TURN LANES ON U.S. 30.
 - PROTECT R/W FOR 3 THROUGH LANES IN EACH DIRECTION, DUAL LEFT AND RIGHT TURN LANES.

Note:
 Above requirements are based on flat topography.

U.S. 30 @ Schoolhouse Road



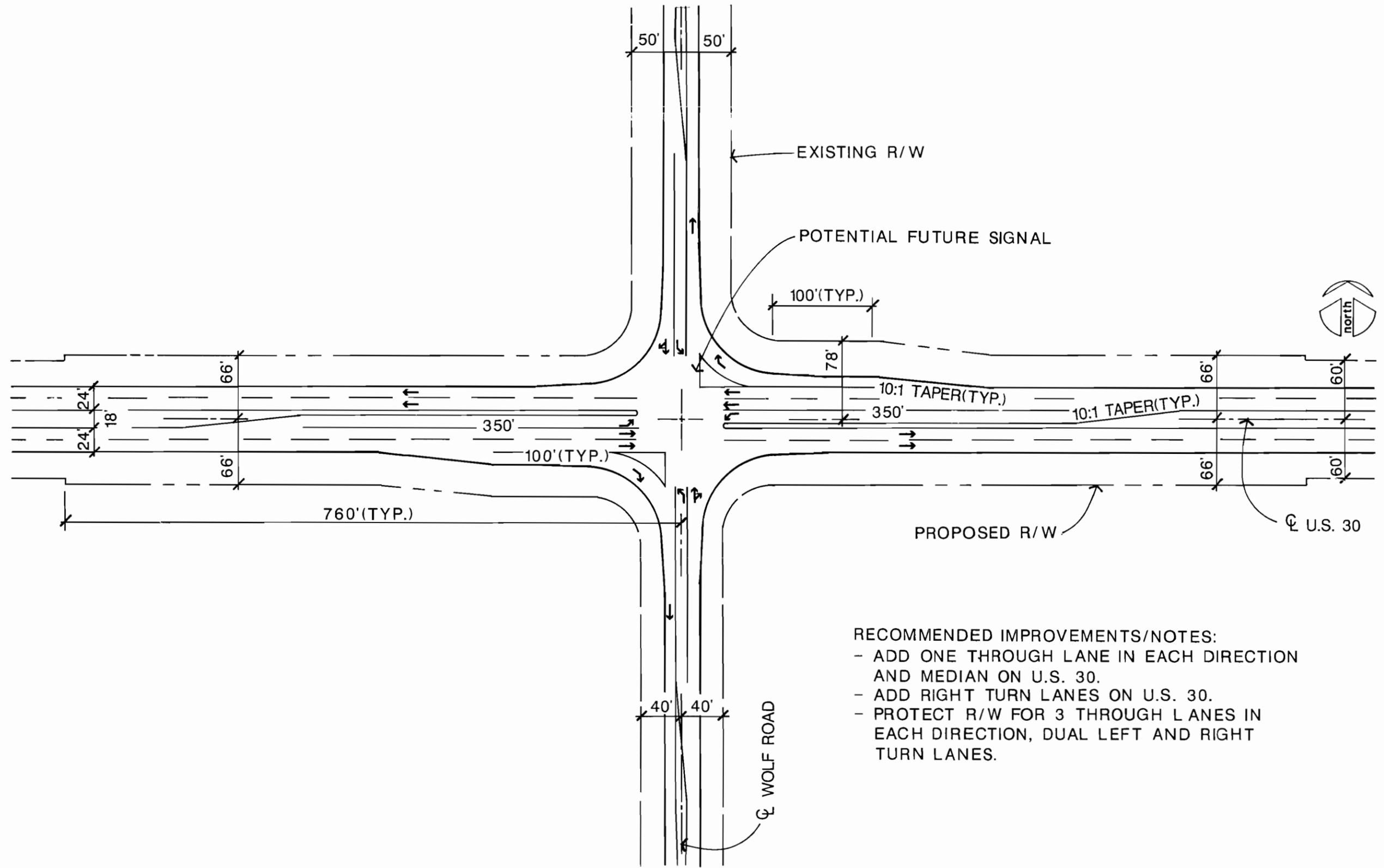


- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON U.S. 30.
 - ADD RIGHT TURN LANES ON U.S. 30.
 - PROTECT R/W FOR 3 THROUGH LANES IN EACH DIRECTION, DUAL LEFT AND RIGHT TURN LANES.

U.S. 30 @ Schoolhouse Road

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- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON U.S. 30.
 - ADD RIGHT TURN LANES ON U.S. 30.
 - PROTECT R/W FOR 3 THROUGH LANES IN EACH DIRECTION, DUAL LEFT AND RIGHT TURN LANES.

U.S. 30 @ Wolf Road

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U.S. 30 @ U.S. 45



prepared by Harland Bartholomew & Associates, Inc. for the

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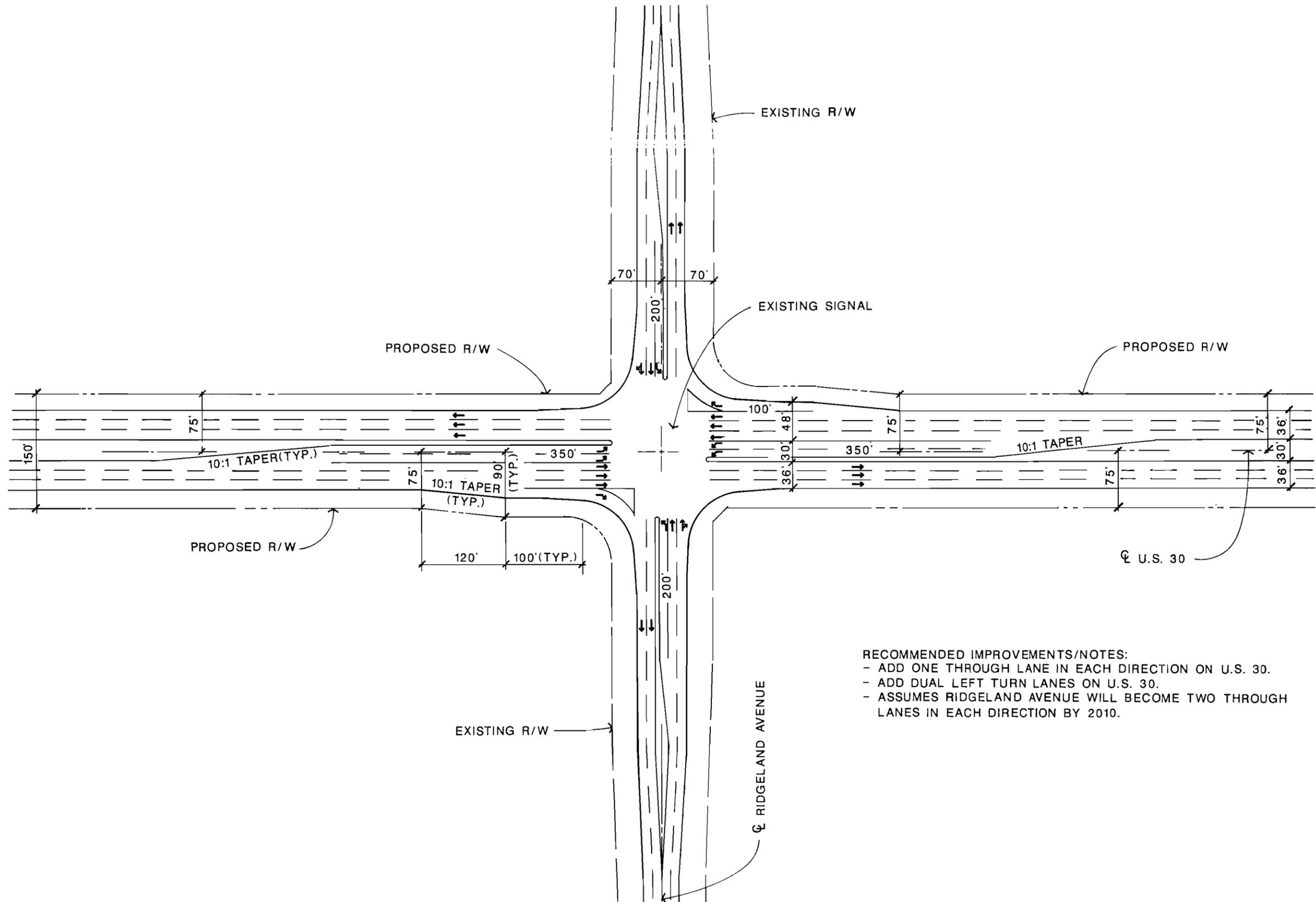
Detail 6



U.S. 30 @ IL-43 (Harlem Avenue)

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ILLINOIS DEPARTMENT OF TRANSPORTATION





RECOMMENDED IMPROVEMENTS/NOTES:
 - ADD ONE THROUGH LANE IN EACH DIRECTION ON U.S. 30.
 - ADD DUAL LEFT TURN LANES ON U.S. 30.
 - ASSUMES RIDGELAND AVENUE WILL BECOME TWO THROUGH LANES IN EACH DIRECTION BY 2010.

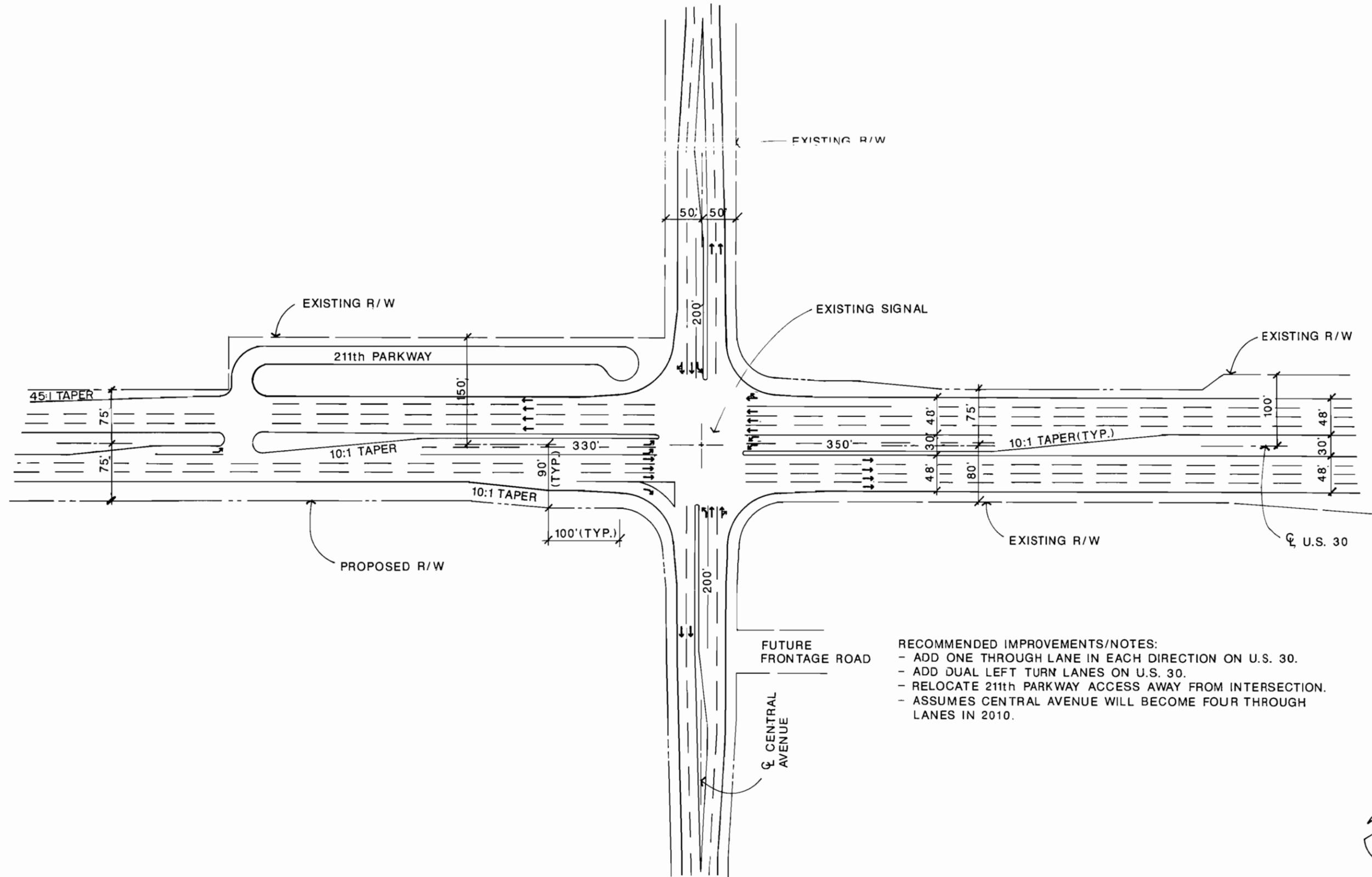


U.S. 30 @ Ridgeland Avenue

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ILLINOIS DEPARTMENT OF TRANSPORTATION





- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION ON U.S. 30.
 - ADD DUAL LEFT TURN LANES ON U.S. 30.
 - RELOCATE 211th PARKWAY ACCESS AWAY FROM INTERSECTION.
 - ASSUMES CENTRAL AVENUE WILL BECOME FOUR THROUGH LANES IN 2010.



U.S. 30 @ Central Avenue



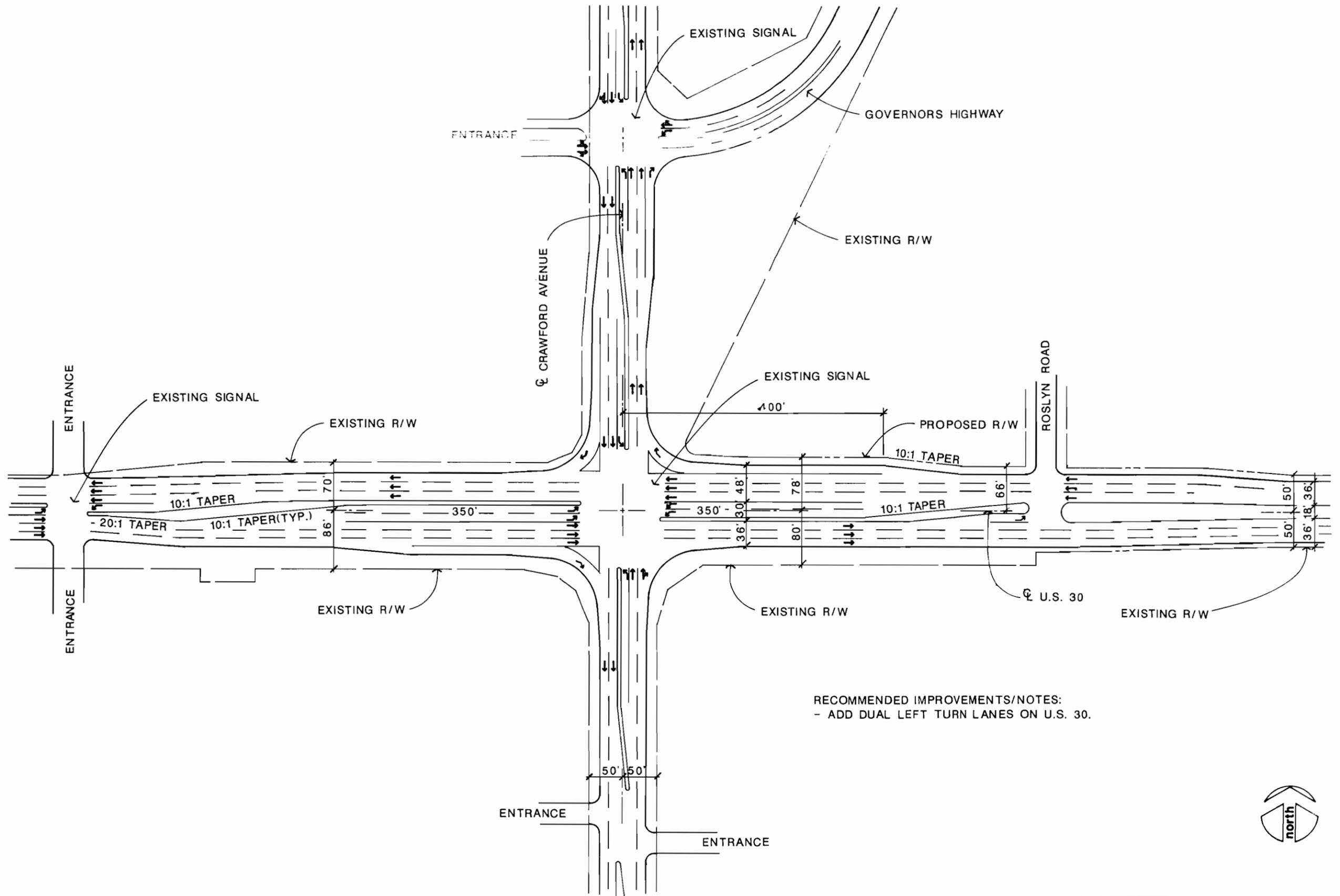


- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD LOOP RAMPS NORTH OF U.S. 30 AND REMOVE DIRECT RAMPS AS SHOWN.
 - ADD AUXILIARY LANES ON INTERSTATE 57 AND U.S. 30 TO ACCOMMODATE THE RECOMMENDED LOOP RAMPS.
 - CLOVERLEAF INTERCHANGE LAYOUT SHOWN REPRESENTS CONCEPTUAL GEOMETRICS ONLY. FINAL GEOMETRY IS SUBJECT TO A DETAILED STUDY OF TURNING VOLUMES, WEAVING DISTANCES, AND OTHER FACTORS.

U.S. 30/I-57 Interchange Improvement

prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION





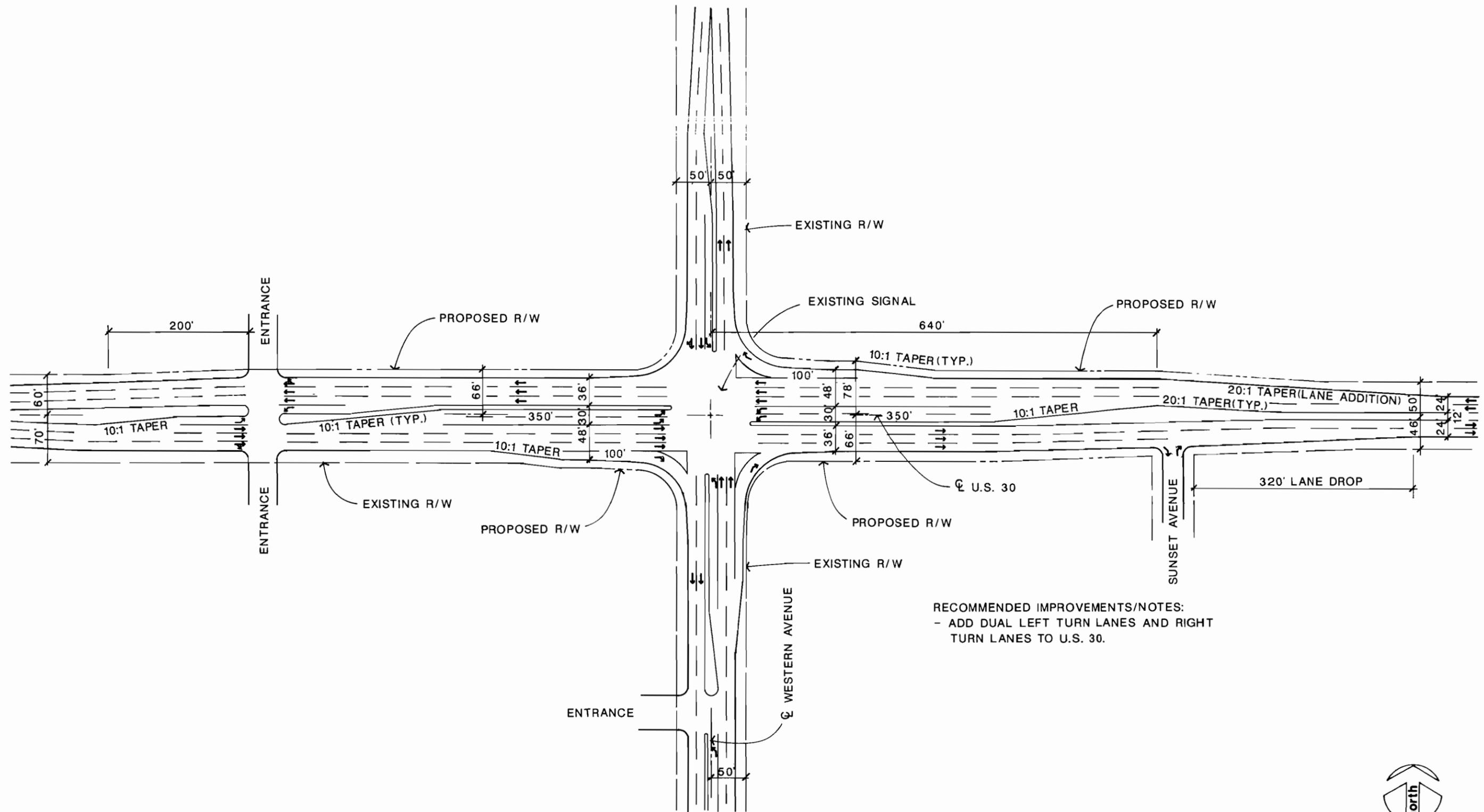
U.S. 30 @ Governors Highway



prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

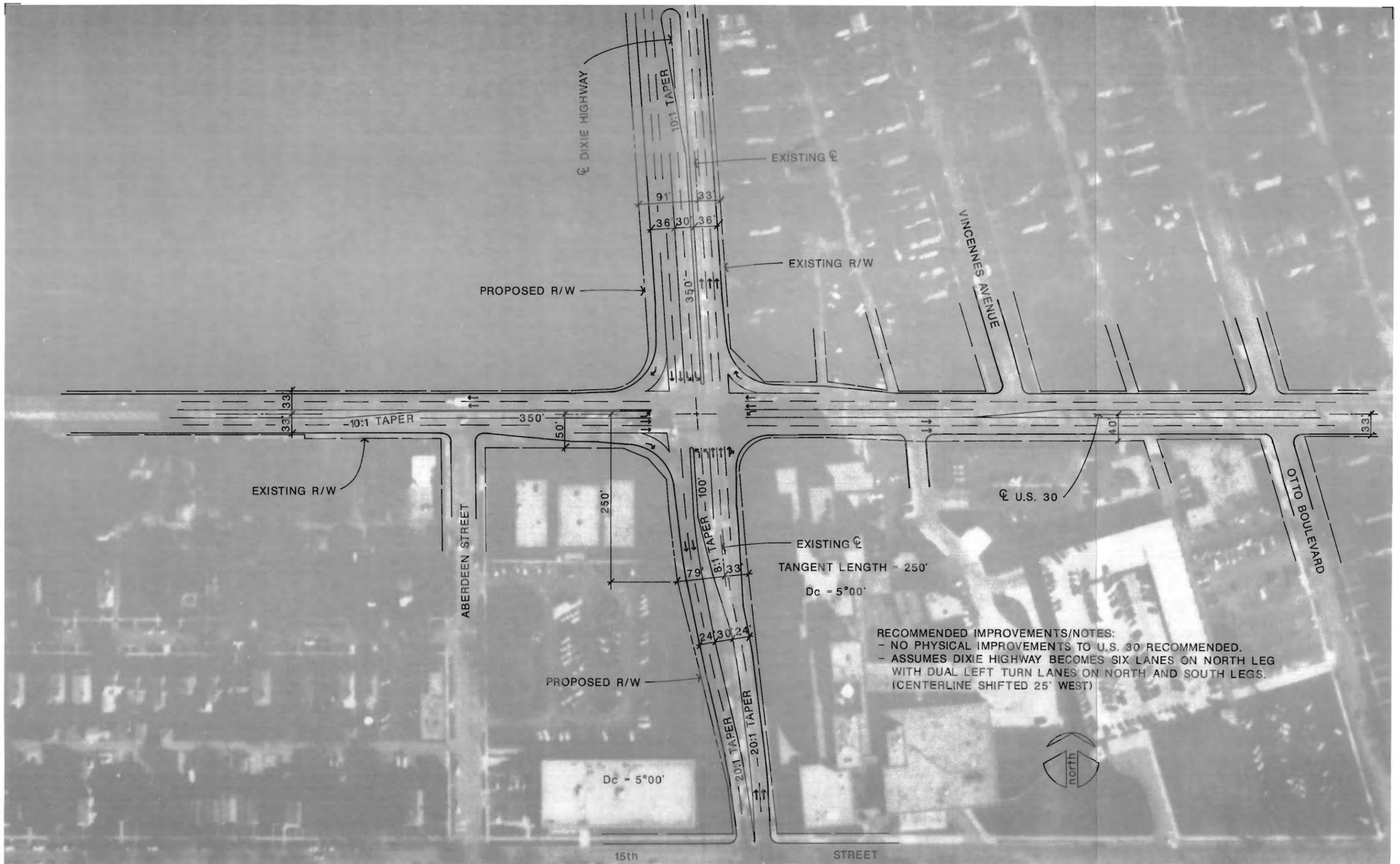
Detail 12



RECOMMENDED IMPROVEMENTS/NOTES:
 - ADD DUAL LEFT TURN LANES AND RIGHT TURN LANES TO U.S. 30.

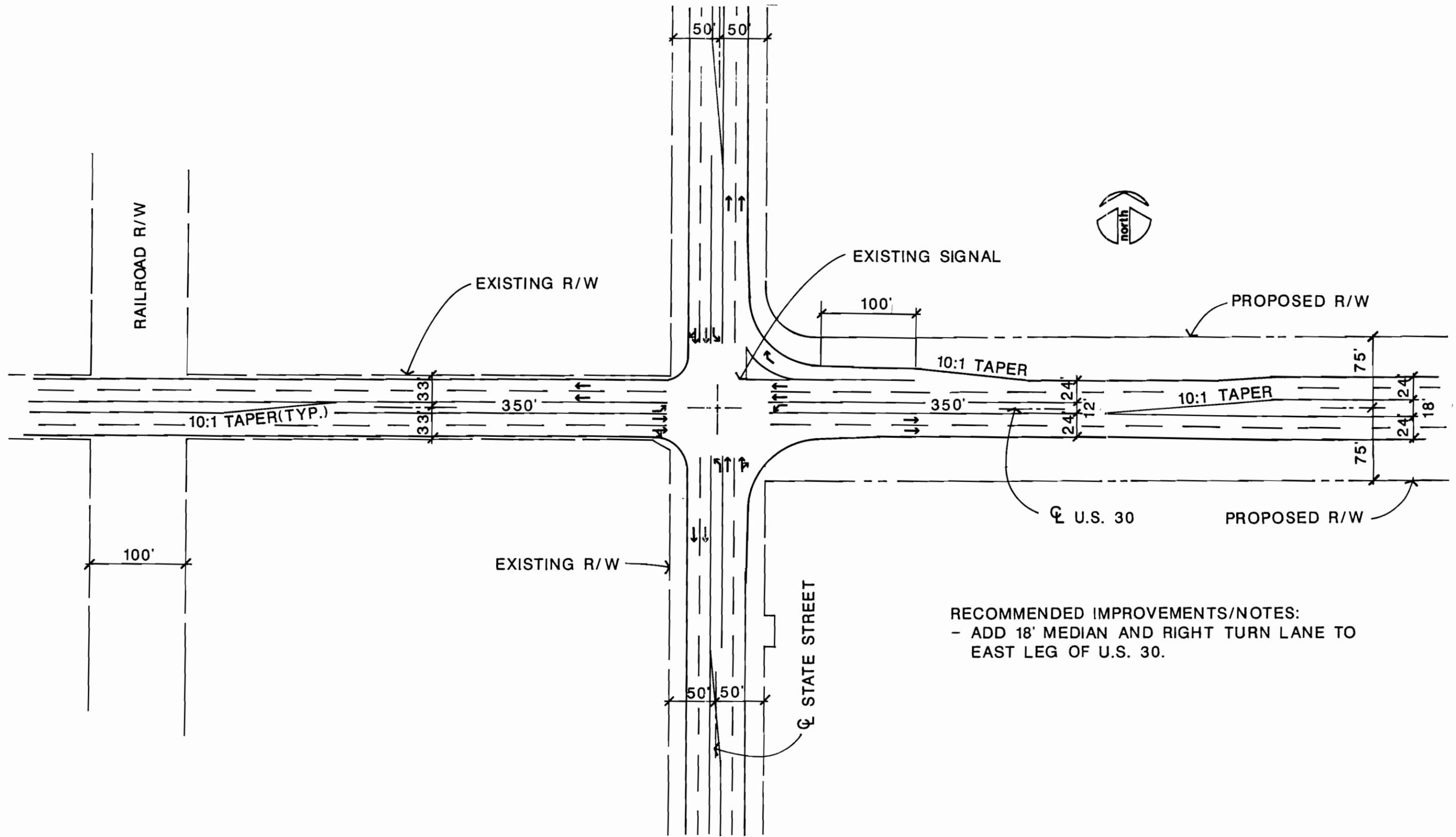


U.S. 30 @ Western Avenue



U.S. 30 @ IL-1 (Dixie Highway/Vincennes Road)





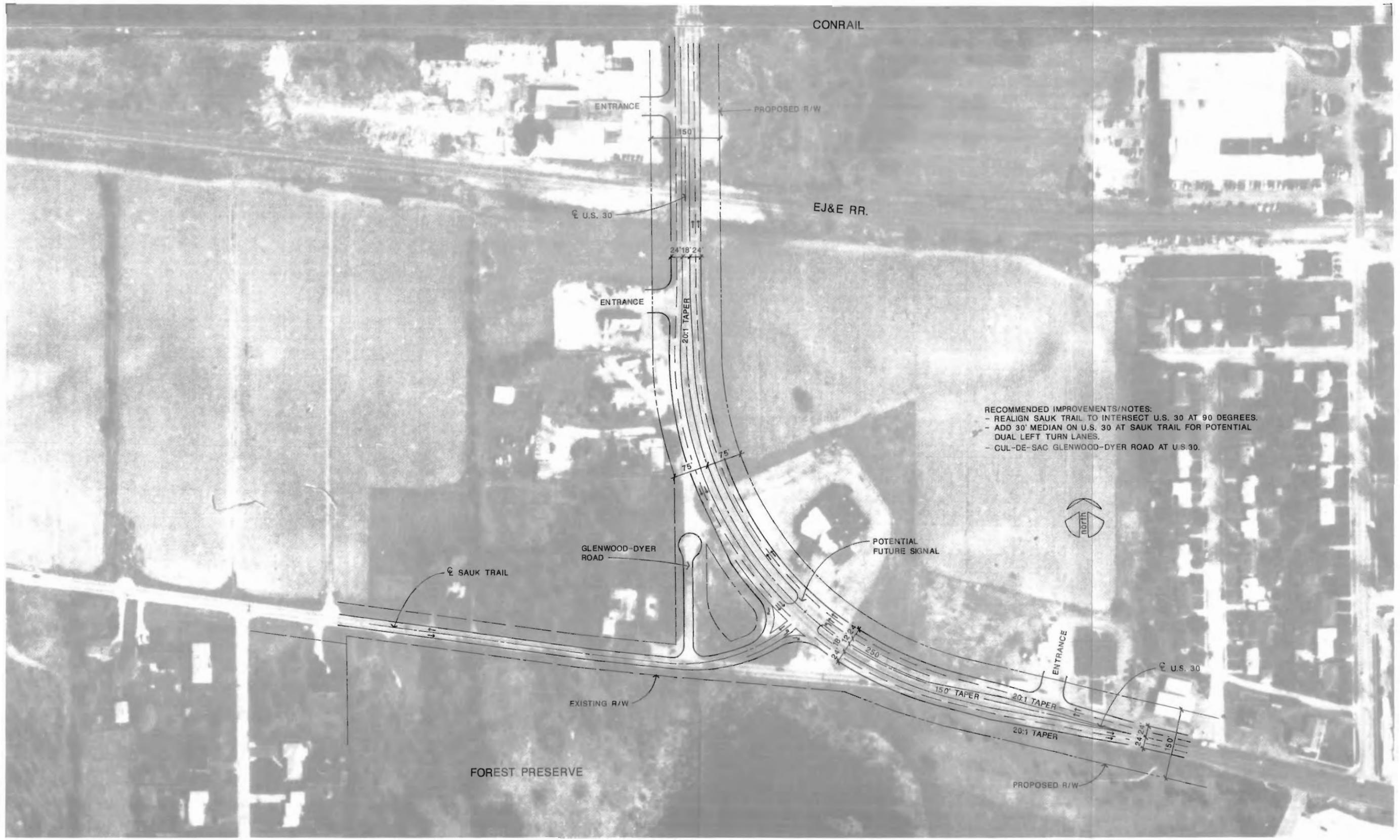
RECOMMENDED IMPROVEMENTS/NOTES:
 - ADD 18' MEDIAN AND RIGHT TURN LANE TO EAST LEG OF U.S. 30.

U.S. 30 @ State Street



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RECOMMENDED IMPROVEMENTS/NOTES:
 - REALIGN SAUK TRAIL TO INTERSECT U.S. 30 AT 90 DEGREES.
 - ADD 30' MEDIAN ON U.S. 30 AT SAUK TRAIL FOR POTENTIAL DUAL LEFT TURN LANES.
 - CUL-DE-SAC GLENWOOD-DYER ROAD AT U.S.30.

U.S. 30 @ Sauk Trail



SECTION FOUR PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel meetings, a public hearing, and newsletters to the Panel members and coordinator. The Panel Meetings were held on March 14, 1990; November 29, 1990; and July 24, 1991. Public hearings were held September 5 and September 10, 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 meetings minutes, public hearing minutes and comments, and newsletters are included in Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETINGS

Meetings of the U.S. Route 30 SRA Advisory Panel were held on March 14, 1990; November 29, 1990; and July 24, 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 meeting, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for U.S. Route 30. 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 municipalities and counties along the route, panel members included representative of other organizations such as local chambers of commerce.

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

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
U.S. ROUTE 30**

7:00 PM - MARCH 14, 1990
MATTESON POLICE FACILITY
20500 SOUTH CICERO AVENUE
MATTESON, IL

=====
The SRA Advisory Panel Meeting for U.S. Route 30 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 14, 1990 at the Matteson Police Facility. 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. Richard Starr (IDOT) provided the Introduction to the SRA Study.
3. Robert Duchek (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

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

1. Will the recommendations of this study wait for implementation until all five phases of the SRA project are complete? Ans: No, projects will be prioritized within the framework of the 5-year plan as soon as each phase of the project is complete.
2. Will the consultants be available to meet separately with representatives of all the communities along the route? Ans: No, the Advisory Panels are the only formal format included within the contract for contact between the consultant and each community.
3. How many consultants will be working on the SRA system? Ans: HBA is the only consultant working on this first phase of the project. Each phase of the



project will be advertised and contracted for separately.

4. Will Part I of the study develop a range of alternates specifically for U.S. 30? Ans: No, Part I will develop concepts and recommendations for the entire network.
5. Will there be more public input before the Part I concepts and recommendations are applied to U.S. 30? Ans: Yes, the second meeting of the Advisory Panel will provide an opportunity for review of the alternates developed for U.S. 30 using Part I results.
6. Are the consultants interested in local concerns and needs regarding U.S. 30? Ans: Yes.
7. Will the result of this pre-Phase I study be an ideal scheme or plan? Ans: Yes, the study will provide optimal goals to work toward.
8. Will the study's scope include U.S. 30's interface with northwestern Indiana? Ans: Yes. Indiana is now conducting a similar study and buying right-of-way to expand the route to four lanes.
9. How do other studies, including those now underway, relate to this study? Ans: This study will accept completed and on-going studies as existing conditions of the roadway. Recommendations may include adding to current expansion and improvements planning, e.g. if a route is now planned for four lanes, recommendations may include further expansion to six.
10. As the traffic demand projections are based on Census population and employment estimates, will these projections be recast using 1990 data as it becomes available? Ans: 1990 Census data will not be available in time for use in this study. The consultants will contact local governments to study land use plans and to check the validity of estimates and projections.
11. Will the impact of the third airport be included? Ans: Not unless and until it becomes definite.

The Panel elected the Mayor of Matteson as its Chair.



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

Respectfully Submitted,

A handwritten signature in black ink that reads "Paulette M. Carolin". The signature is written in a cursive style with a large initial 'P'.

Paulette M. Carolin, AICP

PMC:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: U.S. HIGHWAY 30

Meeting Location: MATTESON POLICE DEPT

Date: MARCH 14, 1990

Name	Representing
JIM BAKER	VILLAGE OF MOKENA
MARK STRICKER	VILLAGE OF MATTESON
Barb Sloan	SSMMA
BOB HEARICK	COOK COUNTY HWY DEPT
NANCY HIRTZ	VILLAGE OF OLYMPIA FIELDS
DENNIS VALY	VILLAGE OF NEW LENOX
Richard Dieterich	Village of Seek Village
Bill Braun	NIRPC
Jack Marahan	Village of Park Forest (Jerry Mathews)
RICHARD GALE	FRANKFORD
TOM WILLMAN	CATS
Jerry McGuire	LINCOLN-WAY H/S
CAROL VANDERVELDE	J.V.A. COUNCIL OF MAYORS

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
U.S. 30**

7:30 P.M. - NOVEMBER 29, 1990
MATTESON POLICE STATION
205000 CICERO AVENUE
MATTESON, IL

The SRA Advisory Panel Meeting for U.S. 30 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 29, 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. Bob Duchek (HBA) provided a review of the SRA study process and discussed the physical relationship between U.S. 30 and intersecting major transit corridors. Afterwards he presented a mile by mile description of the individual route analysis for U.S. 30 showing the application of general design concepts, and major areas of concern for further more detailed study.

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

1. Ken Biel of the Village of Frankfort asked why they can't receive State cooperation when it comes to restricting access (particularly on the south side of the route in Frankfort.) Village officials come off as bad guys when developers are refused access. Ans: Part of the purpose of the SRA study is to identify specific access recommendations so that local, county and state agencies can coordinate actions.

How do you come up with the appropriate spacing of curb cuts and access and know which access to close? Ans: We haven't recommended any closings yet but we are studying these spacing at individual locations and will make those kind of recommendations.

2. Barb Sloan of South Suburban Mayors and Managers inquired as to whether there are any other SRA's where right-of-way and setbacks are as insufficient as they are for U.S. 30. Ans: Other routes have restricted segments but none are comparable as for as total percentage of route in restricted right-of-way.
3. Village of Lynwood representatives asked whether the State will wait until 2010 to buy the 150' right-of-way in the segment of U.S. 30 from the Calumet Expressway to Indians since the current IDOT study recommends 100' of right-of-way in this segment. Ans: IDOT would like to buy the right-of-way now for 2010 use but we aren't sure if that is feasible due to the magnitude of the project.

As far as the community is concerned, are we supposed to protect the 150' of right-of-way until it is eventually needed? Ans: If that is possible.

4. Barb Sloan asked whether corridors of the future, such as the South Suburban Expressway, were recognized for these recommendations. Ans: These corridors were not considered since their location and construction schedule are unknown.

Do you envision a scenario where it is just not feasible to obtain additional right-of-way?

Ans: If this occurs we will have three options in these areas: use what right-of-way is available, remove the SRA designation from the route, or look for an alternative route.

Mr. Biel asked whether funding alternatives would be investigated since many properties will undoubtedly turn over in the next twenty years and could be obtained. Ans: Yes, funding alternatives are being investigated for right-of-way purchases.



5. Years ago when the Crosstown Expressway was being investigated, the proposed one way roadways were being separated by some distance. Is that an option? Ans: It is an option, but it may be undesirable since two streets with heavy volumes would create problems in two locations instead of one.
6. Are you looking at elevated roadways? Ans: Realistically no, due to cost and environmental considerations.
7. Do you have traffic volumes available for communities? Ans: We are getting 2010 demand volumes which are not design volumes.

When will these become available and can we have a copy of them? Ans: These can be made available when they are complete.

What are the variables in the traffic demand model? Ans: These can be made available with the demand volumes.

8. Mark Stricker of the Village of Matteson commented that six through lanes between I-80 and I-55 would be desirable for regional traffic movement.
9. Are any alternative routes being investigated? Ans: Yes, Joe Orr Road on the north and Laraway Road to the south are being considered as reliever routes.
10. To what extent has the county been involved with Laraway Road as a bypass route? Ans: Laraway Road is just a suggestion and not fully investigated. We would be glad to take your recommendations for relievers or alternate routes.
11. How does IDOT prioritize and fund the improvements? Ans: Could be a special designation and funding category.
12. Are you looking for individual inputs? Ans: Yes, input is desirable in any form. The Advisory Panel coordinator is the best person to contact.



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

Respectfully submitted,

A handwritten signature in cursive script that reads 'Mark W. Peterson'.

Mark W. Peterson

MWP:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: MS 30

Meeting Location: Matteson Police Facility

Date: November 29, 1990

Name	Representing
Wayne Daele	New Lenox Chamber of Commerce
ROU FRANCISKOVICH	VILLAGE OF NEW LENOX
Bill Brown	NIRPC
LINDA BOLTE	IDOT
Mark Peterson	Havland Bartholemew & Assoc.
Eugene Ryan	Chicago Area Transportation Study
Dick Marnon	NIPC
MARK W STRICKER	VILLAGE OF MATTESON
RICH STALL	IDOT
BOB HEDRICK	Cook County Hwy DEVT
Ken Biel	Village of Frankfort
Richard Tracy	Board of Education #757
Jim Baker	VILLAGE OF MOKENA
Barb Sloan	So. Suburban Mayors & Managers
Dick Dieterich	Village of Sook Village
Carol Underwold	TVA Council of Mayors

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
U.S. 30**

**7:30 P.M. - JULY 24, 1991
MATTESON POLICE FACILITY
205000 CICERO AVENUE
MATTESON, ILLINOIS**

The third SRA Advisory Panel Meeting for U.S. 30 was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), Study Advisory Panel Members and other attendees on July 24, 1991. Attendees are listed on the attached Meeting Register. Results and specific items are outlined as follows:

1. Robert Duchek of HBA provided a brief review of the goals and objectives of the SRA system and discussed progress to date achieved on the SRA project. Mr. Duchek then presented all recommended improvements that were detailed in the draft SRA report for U.S. 30 (which had been previously transmitted to all Advisory Panel Members).

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

1. Question was asked about coordination between ongoing design and construction IDOT projects and SRA project recommendations.

Response: SRA project recommendations are those required to handle traffic in year 2010 and beyond. IDOT has begun to attempt to incorporate SRA project recommendations and design criteria where possible. In the meantime, certain routes have near-term needs that are being met with ongoing design and construction projects.



2. Question was asked about what IDOT does after SRA system studies are complete.

Response: IDOT will determine what total cost estimate for SRA system improvements are after all SRA studies are complete and then seek funding sources at the federal and state levels. There is currently no money programmed for SRA project recommendation improvements.

3. Advisory Panel Members concurred with SRA project recommendations to increase accessibility to Metra stations and the interconnection of traffic signals.

4. Question was asked if IDOT has the authority to implement access consolidation recommendations.

Response: IDOT does not have the authority at this time, however IDOT is evaluating possible legislative changes that may make it possible. In the interim, access consolidation and management can best be pursued by local governments.

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

Respectfully submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

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

Robert F. Hull, P.E.
Project Manager

RFH/bp

cc: Nancy Magnus, IDOT
Advisory Panel Members



ADVISORY PANEL MEETING

Route: U.S. ROUTE 30

Meeting Location: MATTESON POLICE FACILITY

Date: 7/24/91

Name	Representing
Jack Manahan	Park Forest
Jim Baker	VILLAGE OF MOKENA
Bill Brown	NIRPC
Nancy Nitz	Village of Olympia Fields
Barb Sloan	SSMKA
Mark Thomas	CRSS CONSULTING ENG.
Bob Hull	Harland Bartholomew & Assoc
Rich Star	IDOT
Bob Duchule	Harland Bartholomew Assoc.
RICHARD GALE	Village Admin. Frankfort
Richard Dierwisch	Village of Sack Village
John H. Borge	NIRPC
CAROL VANDERVELDE	Joliet Urbanized Area Council of 1991-2000

4.3 PUBLIC HEARINGS

Two public hearings were held to present recommended improvements to U.S. Route 30 as part of the SRA system and to obtain public input. A hearing in Will County was held on September 5, 1991; a hearing in Cook County was held on September 10, 1991. The public hearings were held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical roadway cross-sections. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of U.S. Route 30 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 hearing. An additional period of 30 days following the hearings was provided for submission of written statements to the IDOT District One offices.

Copies of the public hearing minutes, recorded comments and statements are contained in the following pages.



**Illinois Department
of Transportation**

**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**U.S. 30 (LINCOLN HIGHWAY)
from I-80 to INDIANA/ILLINOIS STATE LINE
in COOK and WILL COUNTIES**

**Please plan to attend one of
the following meetings:**

**THURSDAY, SEPTEMBER 5, 1991
4 p.m. - 8 p.m.
LINCOLN-WAY EAST HIGH SCHOOL
(Cafeteria & Music Room)
US ROUTE 45 & COLORADO AVENUE
FRANKFORT, IL 60423**

(or)

**TUESDAY, SEPTEMBER 10, 1991
2 p.m. - 8 p.m.
CITY HALL
(Lower Level)
1601 CHICAGO ROAD
CHICAGO HEIGHTS, IL 60411**

PURPOSE OF MEETING:

- * To present recommended improvements for US 30 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**

**Summary of Public Hearings
U.S. 30 Strategic Regional Arterial**

Thursday, September 5, 1991
4 pm to 8 pm

Lincoln-Way East High School
U. S. Route 45 and Colorado Avenue
Frankfort, Illinois

and

Tuesday, September 10, 1991
2pm to 8pm

Chicago Heights Municipal Building
1601 Chicago Road
Chicago Heights, Illinois

Two public hearings were held by the Illinois Department of Transportation to present recommendations for improvements to U.S. Route 30 as part of the Strategic Regional Arterial System and to obtain public input. The recommended improvements include the following:

- **Between Interstate 80 and U.S. Route 45** - Two traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.
- **Between U.S. Route 45 and Western Avenue** - Three traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.
- **Between Western Avenue and the Illinois-Indiana State Line** - Two traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.

Acquisition of additional right-of-way is recommended between Haven Avenue in New Lenox and Central Avenue in Matteson; between State Street and Cottage Grove Avenue in Chicago Heights; and between Woodlawn Avenue in Ford Heights and the Illinois-Indiana State Line.

The public hearings were conducted in an open house format. A copy of the attendance register for both hearings are provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing. During the hearing, a narrated slide presentation was given every 30 minutes. This presentation 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 presentation 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 hearing to answer questions and discuss the project recommendations. Also, a court reporter was present during the hearing to take oral comments, and provision was made for submission of written comments at the hearing and for a period of 30 days following the hearing. 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. 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:

- A need was expressed to lengthen the left-turn lane from eastbound U.S. Route 30 to northbound Schoolhouse Road to accommodate the heavy morning peak traffic.
- Concern was expressed about the need for additional right-of-way at the Frankfort Township offices on the north side of U.S. Route 30 east of Wolf, and support was expressed for acquiring any additional needed right-of-way on the south side of the route as recommended in the SRA study.
- Questions were asked about the timing of recommended improvements, particularly those involving acquisition of right-of-way; questions were also asked about how additional right-of-way would be acquired.
- Concern was expressed by an affected property owner about the acquisition of property and disruption caused by the proposed alignment of Stony Island Avenue in the approved Design Location Report for the widening of U.S. 30 east of Illinois Route 394; support was expressed for the realignment of Stony Island Avenue as recommended in the U.S. 30 SRA Study as an alternative to the approved location.
- A representative of St. James Hospital in Chicago Heights expressed the need to maintain access to the hospital as provided for in the SRA Study recommendations.

PUBLIC HEARING REGISTER

Project: U.S. 30/SRA

Date: SEPTEMBER 5, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
RAY ROSS	938 Snetland Frankfort Il. 60423	Frankfort Township
DON RENICK	1216 OLIVE ROAD HOMERWOOD, IL 60430	FOLKS ON SPOKE BICYCLE
Barbara Sturges	6 Chestnut Ct Park Forest, IL 60466	FOLKS ON CLUB Spokes Bicycle Club
D-3 Detail #6 D-3 Detail #6 HARRY DERCOLE JR	P.O. Box 446 838-OVERLOOK CT W FRANKFORT IL 60423	ENRICO'S FRANKFORT CHAMBER
Jim CLARKE	28 So. LA GRANGE RD. FRANKFORT, IL.	Jim CLARKE + Assoc.
Eugene Ryan	CATS 300W. ADAMS CHICAGO, IL 60606	CATS
DON SOMERVILLE	CHICAGO ILL 900-W-49 PL 60609	Self
Patrick O'Malley	13100 Southwest Hwy Palms Park, IL 60464	Self
Donald Huske	10362 East Street Franklin Park, IL 60131	Self
JAMES STRAKA	123 W. KANSAS FRANKFORT, IL 60423	U of FRANKFORT
Michael Speakman	701 Spruce Rd. Frankfort, Ill. 60423	Self
Karla Toomey	8232 Woodvale Frankfort IL 60423	Board member Frankfort Library DISTRICT
Mark + Carmen Talyarto	8252 W Lincoln Hwy Frankfort IL 60423	Self
Lisa Sturges	8346 W. Lincoln Hwy Frankfort Ill	Self (Request for Mar 9-13)

PUBLIC HEARING REGISTER

Project: U.S. 30/SRA

Date: SEPTEMBER 5, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Donna Lee Jay	130 E. Circle Dr. New Lenox, Ill.	Lenoxwood Steel Sub
Michael J. Fitzgerald	300 Caterpillar Drive Joliet IL 60436	Joliet Herald-News
Richard J. Wurzigger	121 WILLIAM NEW LENOX, ILL	
John R. Stock	110 WILLIAM ST New Lenox IL	Myself as a TAXPAYER
Gary L. Chase	10820 FIRST ST- MOKENA, ILL 60466	U.I. OF MOKENA
Richard W. White	1045 P. AMICODX CHICAGO HEIGHTS, ILL	
Michael Brown	501 Ella Ave Joliet IL 60540	Will County Land Use Dept.
Margaret Hansen	318 Gentry Park Forest 60466	
JOSEPH HANSEN	318 GENTRY PARK FOREST 60466	
Dennis + Tasha ^{Clelia}	63 E Craig Dr. Chgo Hts IL 60411	
Nicholas Klodis	287 W 14th Pl - Chgo Hts IL 60411	
Roe J. Abshire, JR	196 Gbushire Dr. Frankfort, IL	Self
Gary J. Kroll	RT 307 45	Self -
Richard Gier	2645 Federal Signal Dr Geniv. PK IL 60466	Federal Signal

PUBLIC HEARING REGISTER

Project: U.S. 30/SRA

Date: SEPTEMBER 5, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
A-3 ERNIE TONELLI	110 OREGON ST FRANKFORT, IL 60423	FRANKFORT SCHOOL - DIST. 157 C
Karen Forte	Cherry Hill Rd + Rt 52 RR4 Joliet IL 60433	Forest Preserve Dist. of Will Co.
Tim Good	Cherry Hill Rd + Rt 52 RR4 Joliet IL 60433	Forest Preserve Dist. of Will Co.
KEITH CONROY	116 N. CHICAGO ST. JOLIET 60438	C.E.D
DICK BRANDOLINO	157 WALLACE NEW LENOX	Will County Bd DIST. 2
RADE REPKE FRANKFORT VENTURES, INC	600 OGDEN OWNERS GROUP	LAND OWNER ON RT 30
Cong. George & Sangmeister Erin Dwyer	101 N Joliet St Joliet, IL 60431	LONG SANGMEISTER
Engineer M. M. M. M.	8305 W 30 6020 W 92ND OAKHURST	60453 D-3
Robert Erickson	905 S Cooper Rd, New Lenox	
Joseph Wright	2645 Federal Highway Kenosha, WI, Ill	Federal Signal CORP
Donald & Graves	333 HOLY FRANKFORT TOWNSHIP S	Redevison
Barb Sloan	1154 Ridge Road Homewood, Illinois 60430	South Suburban Mayors & Managers Association
MARIAN M. GLONZ	535 HAWTHORNE RD. FRANKFORT, IL 60423	VILLAGE of FRANKFORT TRUSTEE

PUBLIC HEARING REGISTER

Project: U.S. 30/SRA

Date: SEPTEMBER 5, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
LYNN STARR		TODAY PUB.
Doraine M. Brown	370 Butterant Frankfort	
Donald J. Brown	370 Butterant TOLL Frankfort, IL.	
Bob Denton	960 Trow Trail Frankfort, IL	
Judy Schiffer for At Rep Manny Hoffman	2030 Glassman Glassman Sp 60120	
David M Howard	248 Royce Ct Frankfort - Ill	Myself -

PUBLIC HEARING REGISTER

Project: U.S. 30/SRA

Date: SEPTEMBER 18, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Max Kaufman		Star Newspapers
Gary Enos	450 E DEWOL, Suite 250 Itasca, IL	Trident Develop'ts
Ed Paesel	1655 Union Ave Chicago Heights IL 60411	Third Airport Information Clearinghouse
Marie Koster	17100 Kimbark Ave So. Holland, IL 60473	Trust 212
Mike Duggan	10 S. Madison Kensdale, IL 60521	Quincy City #3
ANITA W. HEALEY	20700 COVEREDS th O'HAY FIELDS 60461	O'HAY FIELDS
RANDY STANICK	5800 W. 95th St Oak Lawn IL 60453	PACE
DICK MALIVER	1252 Catalpa, Chicago	NIPK
* Tom Barton	Southtown Economist 5959 Harlem, Chicago	* H62.1, Tom Finck Editor
ALBERT MARCONI	1601 CHICAGO RD CHICAGO HTS, IL 60444	CITY OF CHICAGO HEIGHTS
ALMA PAARLBERG	2214 E. JOE ORR CHICAGO HTS	Ourselves
MARK ANDERSON	7 STIRLING ST. CHARLES, IL 60174	ME
JOAN SUMMIT / SENATOR ALDO DIANGELO'S	P.O. Box 520 CHICAGO HEIGHTS, IL 60444	SENATOR DIANGELO'S
RICHARD W. PRENDERGAST	CHICAGO RD & LINCOLNWAY CHICAGO HTS IL	ST JAMES HOSPITAL & HEALTH CENTERS

want copy of report from D-6

U.S ROUTE 30 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 U.S. Route 30 between Interstate 80 and the Illinois-Indiana state line as part of the Strategic Regional Arterial System.
- 2 -- Route 30 Location Map
- 3 -- SRA Logo
- 4 -- SRA System Map(CATS)

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.
- 5 -- Operation GreenLight Logo
- 6 - View of Expwy Congestion
- 7 - View of Arterial Congestion

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.
- 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.

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.

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 U.S. Route 30.

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.

11 - View of Ohio Street

12 - View of North Avenue

13 - View of Rural Route(Typical)

14 - SRA Design Concept Report Cover

15 - SRA Route Map w/Year 1 and Year 2 Routes

16 - SRA Objectives

- 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 U.S. Route 30 studies have been carried out over the past twelve months. The studies began with the collection and analysis of information about conditions along both 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 meetings 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 - Route 30
Location Map**

U.S. Route 30 is designated as a Strategic Regional Arterial from Interstate 80 on the west to the Illinois-Indiana state line on the east, a distance of approximately 25 miles. The route passes through the communities of New Lenox, Mokena, Frankfort, Matteson, Olympian Fields, Park Forest, Chicago Heights, Ford Heights, Sauk Village and Lynwood. Between Interstate 80 and Harlem Avenue, the route is in Will County; between Harlem Avenue and the Illinois-Indiana state line, 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** U.S. Route 30 intersects three other SRA routes: U.S. Route 45; Illinois Route 43; and Illinois Route 1. It is also connected to the regional transportation system by full interchanges with three expressways: Interstate 80; Interstate 57; and Illinois Route 394.
- 20 - View of New Lenox Station** Commuter rail service is provided on two Metra lines which cross U.S. Route 30. The Rock Island District, operating between Joliet and the LaSalle Street Station in Chicago, has a station in New Lenox located just north of U.S. Route 30. The Metra Electric District, operating between University Park and the Randolph Street Station in Chicago, has a station at U.S. Route 30 and Olympian Way. Pace provides bus service along U.S. Route 30 between Matteson and Ford Heights.
- 21 - View of Olympian Way Station**
- 22 - View of Pace Bus Service**
- 23 - Typical Suburban Cross-Section** U.S. Route 30 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. At present, there are three through lanes in each direction on Route 30 only between Interstate 57 and Western Avenue. Most of the route has less than 120 feet of right-of-way, and in some areas as little as 66 feet.
- 24 - View of Rush Hour Traffic on Route 30** The projected travel demand in the year 2010 for U.S. Route 30 ranges from over 50,000 vehicles per day between Interstate 57 and State Street, to less than 30,000 vehicles per day west of U.S. Route 45 and east of Illinois Route 394. In comparison, the most recent recorded traffic volumes range from over 30,000 vehicles per day between Interstate 57 and Western Avenue, to less than 12,000 vehicles per day west of Cedar Road in New Lenox and east of Illinois Route 394.
- 25 - View of Traffic in New Lenox**
- 26 - View of I-80 Interchange Area** Between Interstate 80 on the west and U.S. Route 45 on the east the recommended roadway improvement for Route 30 provides a consistent two through traffic lanes in each direction. At the western end of the route through the Interstate 80 interchange, the existing four-lane cross section with a barrier median would be retained. Through New Lenox, to Haven Avenue on the east, the recommended four-lane cross section with a 12-foot wide flush median can be accommodated within the existing right-of-way, which varies from 66 to 80 feet wide. In this segment, it is also recommended that Vine Street be realigned north of Route 30 to eliminate the present offset intersection, and that Haven Avenue be realigned to intersect Route 30 at the easterly Metra station entrance. From Haven Avenue to U.S. Route 45, a four-lane cross-section with an 18-foot wide barrier median is recommended, with an ultimate desirable right-of-way width of 120 feet. In this segment, the realignment of Spencer Road to intersect Marley Road at U.S. 30 is recommended. Also recommended is the modification of the existing structure at the Norfolk Southern rail line, in order to provide adequate clearance for the recommended roadway.
- 27- Cross Section 1(New Lenox)**
- 28 - View of Vine Street**
- 29 - View of Haven Location**
- 30 - Cross Section 2**
- 31- View of Spencer and Marley**
- 32 - View of NS Structure**

33 - Cross-Section 3

34 - View of I-57 Interchange

35 - View of Existing Road

36 - Cross Section 4

37 - View of Existing Road

38 - Cross-Section 5

39 - Cross-Section 6

40 - View of Existing Road

41 - Cross-Section 7

42- View of IL394 Interchange

43- View at Transportation Road

44 - Cross-Section 8

Between U.S. Route 45 and Western Avenue, the recommended roadway improvement provides a consistent three through lanes in each direction. From U.S. Route 45 to Cicero Avenue, the recommended cross-section within a 150-foot wide right-of-way provides six through traffic lanes with a 30-foot wide barrier median which would allow for dual left-turn lanes at major intersections. Consideration of a full cloverleaf interchange at Interstate 57 is recommended along with an auxiliary lane in each direction between Central Avenue and Cicero Avenue to handle turning and weaving movements in this area. From Cicero Avenue to Western Avenue, the existing roadway provides three through traffic lanes in each direction. It is recommended that the existing right-of-way with a six-lane cross-section be retained in this area, but ultimately with development of an 18-foot wide barrier median.

East of Western Avenue, the recommended improvements provide two through traffic lanes in each direction. Although additional lanes would be required to carry the projected travel demand between Western Avenue and Illinois Route 394, 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 Western Avenue and Illinois Route 1, it is recommended that the existing roadway cross-section of two through traffic lanes in each direction with a painted median be retained.

From Illinois Route 1 to State Street in Chicago Heights, and from Cottage Grove Avenue to Woodlawn Avenue in Ford Heights, the recommended roadway cross-section has two through lanes in each direction with a four-foot wide barrier median. This would be similar to the existing improvement between Illinois Route 1 and Halsted Street, providing channelized left-turn lanes at major intersections, and restricting left-turns at other intersections. Between State Street and Cottage Grove Avenue, where the existing right-of-way is wider, the recommended cross-section provides two through lanes in each direction with a 18-foot wide barrier median and an ultimate right-of-way width of 120 feet. This cross-section is also recommended between Woodlawn Avenue and Illinois Route 394. At Illinois Route 394, modification of the interchange is recommended to provide an auxiliary lane on Route 30 in each direction between the interchange ramps. Also, realignment of Stony Island Avenue is recommended to intersect Route 30 at Transportation Road.

From Illinois Route 394 to the end of the SRA route at the Illinois-Indiana state line, an ultimate right-of-way width of 150 feet is recommended, with a recommended cross-section of two through lanes in each direction and an

- 45 - View of IL83 Intersection
- 46 - View of Sauk Trail Intersection
- 47 - View of Existing Road
- 48 - View of Consolidated Access
- 49 - View of Route 30 Signal System
- 50 - View of Pace Shelter
- 51 - View of Park-and-Ride Lot
- 52 - SRA Logo
- 53 - Hearing List
- 54 - IDOT Logo

18-foot wide barrier median. The 150-foot wide right-of-way could accommodate additional traffic lanes or other improvements in this segment of the route if needed beyond the year 2010. Improved alignments at both the Illinois Route 83 and Sauk Trail intersections are also recommended in this segment.

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 Route 30 between Cicero Avenue and Ashland Avenue, 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 for U.S. Route 30 as part of the Strategic Regional Arterial system may be viewed in the adjoining room, and representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

Ernest J. Tonelli I represent the Frankfort school district. Our concern is that our school district is going to be separated by Route 30, whether it be the four-lane or six-lane sections. We have schools both to the north and to the south of Route 30 and will be transporting students across and on Route 30.

Right now we are operating at least ten bus routes. We are concerned about the accessibility and timeliness that maybe created by medians and so on both from the time situation and from the safety situation, so I hope that IDOT will address the safety and the flow of busses and the transportation of children.

Also, be concerned of the fact that we do have students crossing that street certainly they're -- hopefully being transported but with playground equipment at the school sites and so on. Right now students and young children are crossing those intersections and those streets, and certainly that's going to make it a very hazardous situation.

So in future planning I would certainly hope consideration of the school district, which is going to be separated by such an artery, would be considered in the planning. Thank you.

My name is Harry D'Ercole Jr., and I would like to voice the following concerns. The loss of potentially four to five driveway accesses at the intersection of U.S. 30 and 45 on the northeast corner, which is real estate held by my family.

My other concern would be what would happen to the newly moved historic landmark building referred to as The Creamery that is now located on Lincoln Highway, Route 30, approximately three miles east of Route 45, approximate cost to move the building, \$115,000 and now it is sitting very close to the potential widening of that artery.

And the last concern would be the fact that we are going to put in two double left-hand turn lanes, one on Lincoln Highway and one on LaGrange Road and what the effects of a non-mountable median would be and where they would start and stop. That's it, thank you.

My name is Marian Glunz I am a village trustee in the Village of Frankfort and these are my statements on the proposed Route 30 improvements. I noticed that there is a 30-foot non-mountable median, I propose that within this non-mountable median that there be specific areas where it can house trees.

I also noticed that there's concern about curb

cuts in existing areas of ownership of large developments and that I hope that state would support the local communities of not allowing curb cuts where we're trying to have frontage type roads or something to that sort.

Someone else stated I think, but I'll state again, that the historic building known as The Creamery has recently been moved to a foundation on Route 30 commonly known at Windy Hill Farm and I hope it's far enough off the right-of-way so it doesn't have to be moved again.

Right now, that's all I have to say; I will put in writing if I have further statement. I thank you for this opportunity.

Folks on Spokes Bicycle Club
PO Box 824
Homewood, IL 60430

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

RE: Public Hearing on Route 30 -- September 5, 1991

Dear Sirs:

Four lane highways and interstate highways are barriers to cyclists wishing to travel from one suburb, town, or county to another. We of the Folks on Spokes Bicycle Club, one of the largest and most active in the state of Illinois, request that you consider some modifications in your Route 30 design that would make this road less dangerous to cross. The following are specific locations that present a problem for the cyclist:

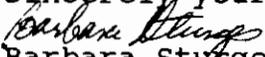
1. The intersection of Route 30 and Route 45 presents a problem for cyclists travelling south across Route 30 and immediately having to thread his/her way through southbound and northbound traffic to access the main street in Frankfort.

2. Traffic signals should be modified to be sensitive to bicycles and to offer manual controls for pedestrians at:
Route 30 and Ridgeland
Route 30 and Olympia Way (going south)
Route 30 and Central Avenue
Route 30 and Torrence
Route 30 and Cottage Grove
Route 30 and State Street

3. We do ride on Route 30 between Stony Island and Torrence. A 30" strip of asphalt on both sides of Route 30 there would provide a safe riding surface.

We would like very much to meet with your engineers and IDOT Bicycle Coordinator Rich Nowack to review these problems and discuss possible resolutions. We appreciate the opportunity to attend this public hearing and congratulate you on the wisdom of seeking public input from the communities affected by the construction project.

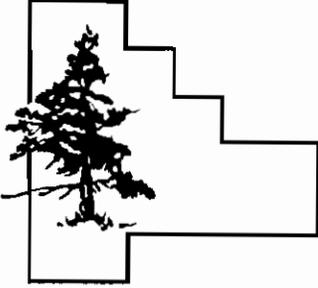
Sincerely yours


Barbara Sturges, President

Don Renick, Govt Relations Advocate

cc: Rich Nowack, IDOT
Joliet Bicycle Club
Chicagoland Bicycle Federation

Attachment D



FOREST PRESERVE DISTRICT

OF WILL COUNTY

CHERRY HILL RD. & RT. 52 R.R. 4

JOLIET, ILLINOIS 60433

PHONE 815 - 727-8700

FAX: 815 - 727-9415

KERRY SHERIDAN, PRESIDENT
JUDITH BREDEWEG, VICE PRESIDENT
JAMES BLACKBURN, SECRETARY
WILLIAM BLATNIK, TREASURER
JOHN DINOFFRI, DIRECTOR



September 10, 1991

CERTIFIED MAIL

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

Re: U.S. Route 30 Improvements through Will County

Dear Mr. Slifer:

We would like to thank you for the opportunity to attend the September 5, 1991 open house on this project at Frankfort. There are six locations in which we are particularly interested.

*US 30
SRA
PUB MTC*

- 1) Pottawatamie Woods- Will a clover leaf be constructed on the north side of Lincoln Highway to improve traffic flow? We would be concerned as to the impact upon the creek, wetlands, and to our access of property.
- 2) Hickory Creek Preserve, Schoolhouse Road Area- Will right of way be required from the Forest Preserve District? Will the road widening and increased traffic stop us from placing public access here?
- 3) Linkage between Hickory Creek Preserve and Old Plank Road Trail- This is a very important connection of a two bike trail system. The road widening and increased traffic will make it much more difficult and dangerous to get across. We would need an underpass with 10' x 10' openings.
- 4) Wolf Road- Will Wolf Road be straightened or widened as a north-south arterial?

Attachment D

Mr. James C. Slifer, P.E.
September 10, 1991
Page Two

- 5) Van Horne Woods- Is there a possibility of constructing right and left turn lanes?
- 6) Hunters Woods- This will be a rest node along the Old Plank Road Trail, and a pick up/drop off point. The existing 78th Avenue is the only means of access. Will there be a turn lane, stop light, and turn signal in this location?

If you have any questions, please feel free to contact Tim Good, Karen Fonte or myself. Thank you for your time and assistance.

Sincerely,

Michael A. Pasteris / kla

Michael A. Pasteris
Assistant Director

MAP/TWG/kla

Enclosures

cc: District file

Mr. Pete Godowski, Illinois Department of Transportation

Mr. Walter S. Kos, Illinois Department of Transportation



Forest Preserve District of Will County



Attachment D

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the U.S. Route 30 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 U.S. Route 30 study. In addition, a Question and Answer section addressed specific concerns about U.S. Route 30 in relation to the SRA study.

Copies of all seven issues of the **Spotlight** prepared for the U.S. Route 30 SRA Advisory Panel are contained in the following pages.

SRA SPOTLIGHT

US ROUTE 30 ADVISORY PANEL

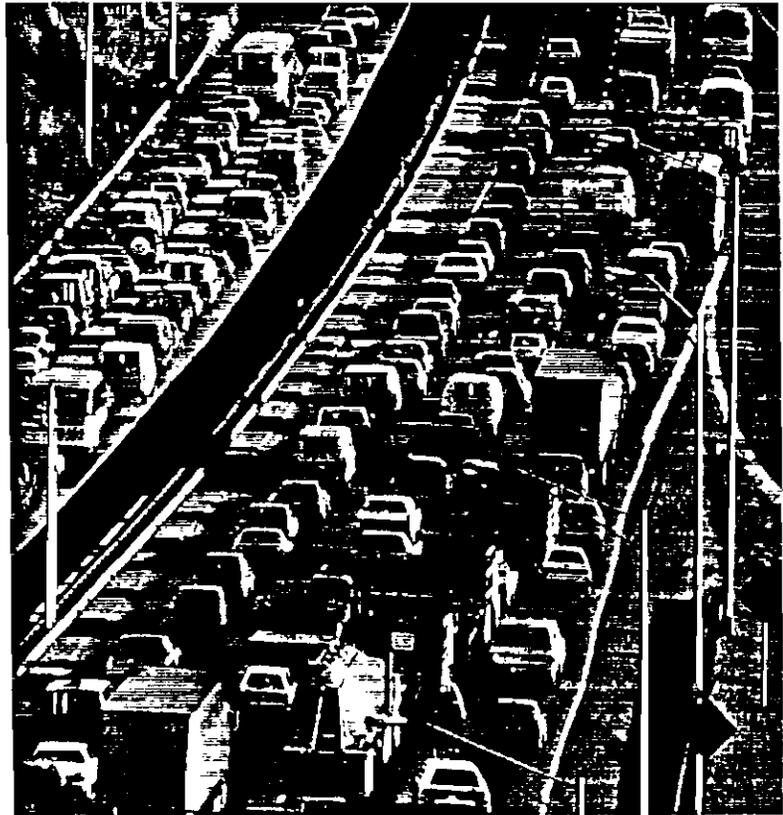
THE SRA PROJECT

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

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

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

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



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

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

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

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

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

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

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

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

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

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

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

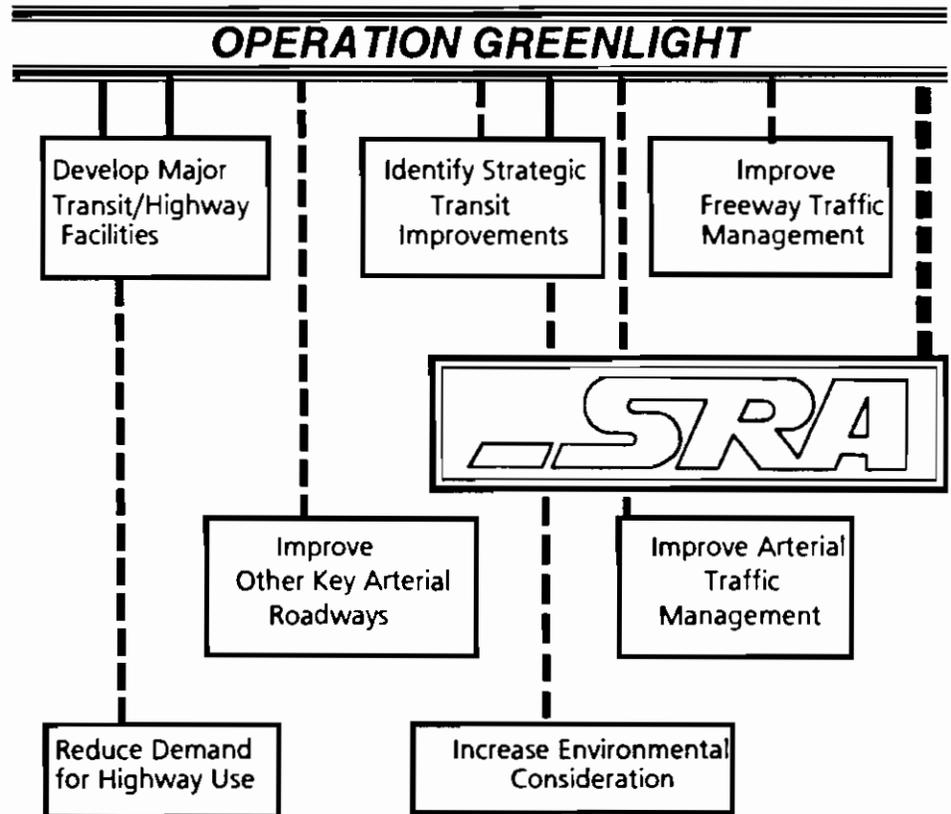
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

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

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

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

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



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

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

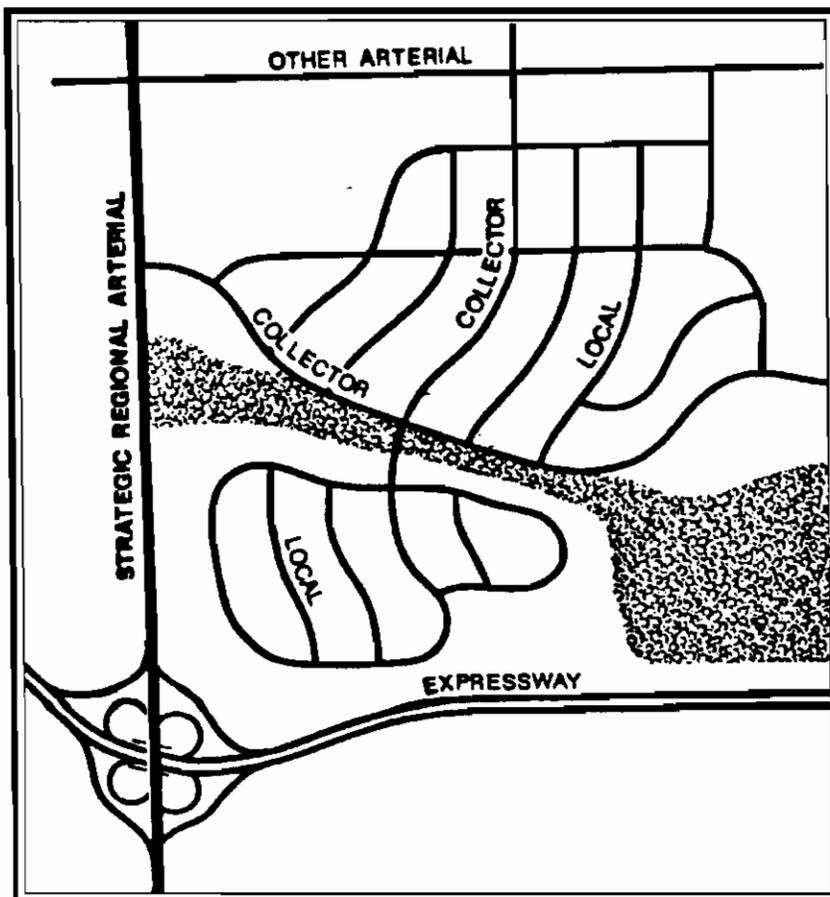
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the 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)

- 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 is-

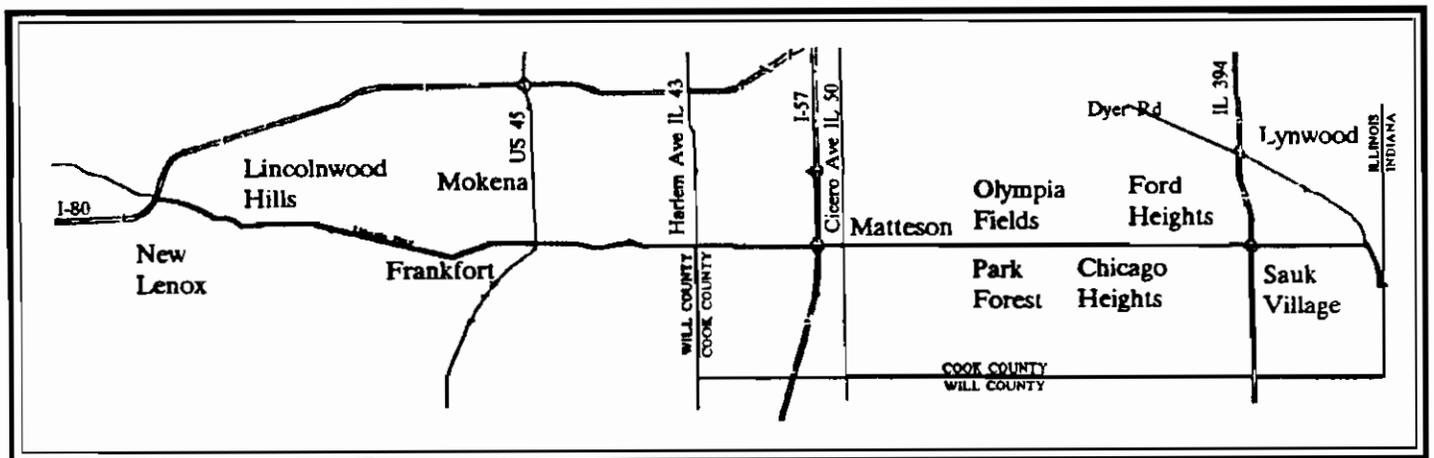
sues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the 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.

US Route 30 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).

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.

Will the traffic demand projections use the 1990 Census results?

The 1990 Census data will not be available in time for this study. HBA will contact local governments to insure projections based on 1980 Census data are consistent with local land use plans and growth expectations.

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Will the study include the impact of the third airport?

Not unless and until it becomes definite.

Will the final recommendations set the design standard for the roadway?

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

Which part(s) of the study will develop alternatives specifically for U.S. 30?

Part I will develop design concepts and recommendations for the entire network. Part II will address U.S. 30 specifically.

Will the study address how U.S. 30 meets the Indiana portion of the roadway?

Yes. Indiana is now conducting a similar study of their portion of the route. The State is acquiring the right-of-way to expand the route to four lanes.

Can U.S. 30 be improved before all the routes are studied?

Yes. 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 concerns and needs important to the study?

Yes. HBA and the Illinois Department of Transportation (IDOT) are interested in local concerns and needs. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 14, 1990
First Advisory
Panel Meeting*
- *April 16, 1990
Draft Part One
Design Concept
Report Submitted
for review*
- *October 1990
Final Part One
Design Concept
Report*

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

Name

Please send to:

Barb Sloan
1154 Ridge Rd., Suite 100
Hometown, IL 60430
(708) 957-6970

SRA SPOTLIGHT

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for:
The Strategic Regional Arterials Plan

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Barclay Fleming, President, Lynwood
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Richard Dieterich, Sauk Village
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Nancy Hirtz, Olympia Fields
Jack Manahan, Park Forest
Charles Panici, Mayor, Chicago Heights
Dennis Valy, President, New Lenox
Bobbie Baird, New Lenox Chamber
Betty Lou Botta, Frankfort Chamber
John Hobscheid, Lynwood Chamber
James Lamberta, Sauk Village Chamber
Duane Nieland, Chamber of the Parks
Richard Treichel, Matteson-Olympia Fields
Chamber
Roy S. Cousins, Will County Hwy. Dept.
Robert Hedrick, Cook County Hwy. Dept.
Jerry McGuire, Lincolnway High School
Bill Brown, NW Indiana Regional
Planning Commission
Carol Vandervelde, Council of Mayors

For more information,
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Hometown, IL 60430
(708) 957-6970

A LOOK AT THE SPOTLIGHT

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

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

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

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

_____ Please change my address on the mailing label to:
_____ Please add the following name and address to your
mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

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



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

Postage

SRA SPOTLIGHT

US ROUTE 30 ADVISORY PANEL

ROUTE TYPES DESIGNATED

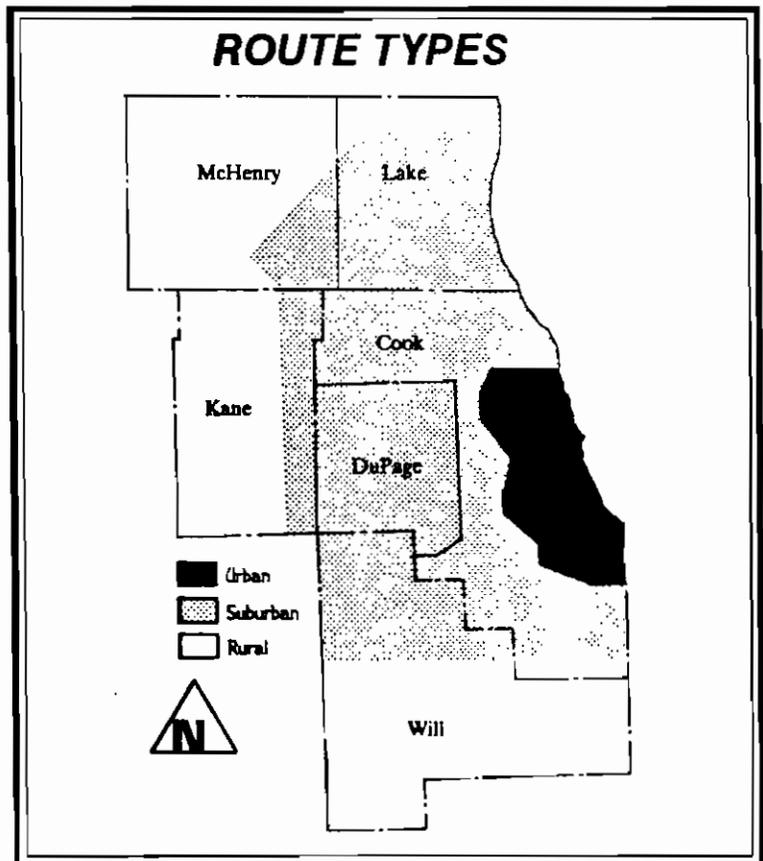
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

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

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

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

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



US 30 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

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.

If it is decided that the best way to reduce congestion in the commercial districts is to reduce the frequency of access points, will this study look into the design and construction of frontage roads?

Dennis Valy, President, New Lenox

Yes. This study will review all viable alternatives to reduce congestion. If there is not enough right-of-way available to build frontage roads, consolidation of access points and removal of parking on the street will be considered. As a last resort, a bypass for the route segment will be considered.

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.

Is most of the ROW on US 30 about the same width?

No. ROW on US 30 varies from about 66 feet to over 150 feet.

Are there many segments where the ROW is only 66 feet?

Yes. In part of New Lenox, in Chicago Heights, east of Ford Heights and for most of the distance between the Calumet Expressway and the Indiana state line.

Where is the ROW wider than 100 feet?

Except for short, isolated segments, only the portions between Western Avenue and I-57, and between US 45 and Elsner Road have more than 100 of ROW.

SIGNAL TIMING AND COORDINATION

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

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

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

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

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

(Continued on page 3)

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ROUTES

(Con't from page 1)

- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

Two segments have particularly narrow rights-of-way which will make meeting these desirable standards more difficult — through central New Lenox and from Chicago Heights to Ford Heights. These segments will require some special consideration.

Preliminary improvement recommendations with alternatives for these segments will be presented at the next Advisory Panel Meeting. 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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SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *August, 1990
Final Draft Part One
Design Concept
Report*
- *October 1990
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SRA SPOTLIGHT

U.S. 30 ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second US-30 Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 29, 1990 at the Matteson Police Facility. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for US-30. Preliminary analysis included applying the desirable suburban SRA route characteristics to US-30, and identifying both the impacts and some alternatives to those impacts.

The desirable configuration for a suburban SRA route includes three lanes of through traffic in each direction, a median 18 feet wide that can be widened at major intersections to accommodate right and dual left turn bays, sidewalks, and such appurtenances as curbs and gutters. (Please see the October **Spotlight** for a more complete explanation of the three route types.)

This configuration can carry approximately 45,000 vehicles per day. A minimum right-of-way width of 120 feet is desirable to accommodate the suburban SRA design, although additional right-of-way could be necessary to provide turning lanes at intersections or to allow for factors such as drainage or utility lines. Additional right-of-way is also desirable in undeveloped areas.

Application of the suburban SRA configuration as the preliminary design concept would provide for six through lanes along the entire route, with an ultimate minimum right-of-way of 120 feet, except between Harlem Avenue and Interstate 57, and east of I-394 (the Calumet Expressway). In these two segments an ultimate minimum right-of-way of 150 feet is recommended. This wider right-of-way could accommodate a higher level of service, with potential for additional through traffic lanes, turn lanes, or transit facilities to accommodate long-range travel needs.

Other features being considered in the preliminary design concepts for US-30 include:

- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Access improvements to the Metra stations at New Lenox and Olympian Way;
- Coordinated signal systems including some additional signalized intersections to facilitate traffic progression (Please see the October 1990 **Spotlight** for a description

tion of signal timing and coordination.);

- Intersection improvements, such as lengthened or additional turn lanes, with priority for those with other SRA routes;
- Consideration of improvements to ramps at interchanges with Interstate 57 and I-394; and
- Modifications to existing angled intersections at Haven Street, Illinois 83, and Sauk Trail to improve their operation.

Specifically, the potential right-of-way protection strategy could include:

- Protection of additional right-of-way through New Lenox, Chicago Heights, and Ford Heights as land in these communities is redeveloped;
- Management of access to US-30 through any segments of the route not yet brought to the desirable width;
- Protection of additional right-of-way east of the Metra station at New Lenox, between west of 96th Street and west of Harlem Avenue (IL-43), through parts of Matteson,

ARTERIAL ANSWERS

What specifically will be done to control access to US-30 from new and existing developments?

Access management is an important part of the planning for US-30. Specific recommendations concerning access spacing in new development, and consolidation of curb and median cuts, will be offered as part of the recommended overall route improvements.

Are the corridors of the future, such as the South Suburban Expressway, considered in planning for US-30?

These corridors are not being considered since their location and construction schedule are unknown.

Are there any other SRAs that have rights-of-way as restricted and set backs as narrow as those of US-30?

Yes. However, on other routes such narrow rights-of-way do not make up as large a proportion of the route.

An Illinois Department of Transportation (IDOT) study now underway recommends only 100 feet of right-of-way for the segment between the Calumet and Indiana. Will IDOT wait until 2010 to acquire the additional 50 feet of right-of-way? Should communities protect this additional right of way until it is needed?

IDOT would like to be able to acquire the right-of-way needed in 2010 now, but this may not be feasible. One of the major purposes of the SRA study is to begin to protect right-of-way before it is developed, so that communities and property owners are not surprised by additional acquisitions after land is developed. It is critical for local communities to protect the entire right-of-way until IDOT can purchase it. Otherwise, acquisition costs will be considerably higher.

What happens if it is simply not feasible to acquire the additional right-of-way to bring the roadway to a desirable width?

There are several segments of US-30 where, until they are redeveloped, this may well be the case. There are two general alternatives: make operational changes to the existing roadway which will improve capacity enough to handle projected traffic, or remove the SRA designation from the route and relocate it to an alternate.

Have any alternative routes such as Laraway Road been investigated?

Yes. Joe Orr Road on the north and Laraway Road to the south have been considered, among others, as alternatives, but no corridor yet studied offers the continuity necessary to the SRA system. As a matter of policy, the SRA study is considering all possibilities for the route, including those which may have been rejected in other studies.

This does not mean that an unsatisfactory alternative will be extensively developed. Please contact your Panel Coordinator if you have suggestions for other route alignments.

Is the use of one-way street pairs an option for US-30?

It is an option, but not the most desirable. Two streets used as a one-way pair outside business districts can introduce significant traffic on residential streets. Also, continuity at the ends of the one-way pair can be a problem.

How will the Illinois Department of Transportation (IDOT) prioritize and fund the improvements identified in the SRA plan?

Improvements and acquisitions will first be prioritized by when they will be needed. As appropriate, they will be included in the 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 similar projects on other routes.

Could an alternate route be funded even if it were not now a State route or a street at all?

Several of the existing SRA routes are not State routes, e.g. Lake-Cook Road. Connectors and bypasses are being considered on others. Acquisition of land for a new corridor would be the most expensive of alternatives without extensive cooperation of the land owners and communities along the proposed route.

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ROUTE CONCEPTS

(Can't from page 1)

and east of I-394 (the Calumet) to the
Indiana border as soon as possible; and

- Improvement of access to Metra stations
including any new signals.

Intersection improvements may include:

- As warranted, provision of signals at the
frontage road with I-80, between I-80 and
Vine, at Haven, at Anderson, at School-
house, at West Circle, between West Circle
and 116th Street, at 116th Street, at 108th
Street, at Locust, at 94th Street, at Pfeif-
fer, at 84th Street, at 80th Street, at
Frankfort Square, between Frankfort
Square and Harlem (IL-43), Indiana, Cen-
ter;
- As warranted, provision of right and dual
left turn bays at Schoolhouse, Wolf, US-
45/96th Street, Harlem (IL-43), Ridgeland,
Central, Cicero (IL-50), Governors High-
way, Western, Torrence, and Glenwood
Dyer;
- Consolidation of offset intersections at
Vine, Marley and Spencer, and Elsner;
- Closing access from the frontage road at
Hackberry and Elm;
- Construction of mid-mile collector streets
with signals between 96th Street and
Pfeiffer, between Harlem (IL-43) and Ridgeland,
between Ridgeland and Central,
between I 394 (the Calumet) and Tor-
rence, and between Torrence and Glen-
wood Dyer (IL-83);
- Modification of the interchanges with I-57
and I-394 (the Calumet);
- Modification of the five-legged intersec-
tion with Governors Highway and
Crawford; and
- Modification of the intersection with Sauk
Trail to eliminate diverging movements.

These specific concepts are logical applica-
tions of desirable design concepts to US-30, but
are not to be considered final recommenda-
tions. See **Arterial Answers** else-
where in this **Spotlight** for a summary of
the topics raised at the Advisory Panel Meeting
at which these alternatives were discussed.

Q&A

(Can't from page 2)

Are elevated roadways a pos- sibility?

Not realistically, because of their
cost and environmental impacts.

Are projected traffic volumes available for the SRA routes? Will the projected volumes include an explanation of the assump- tions used in the model?

Projected 2010 volumes for the SRA
routes are being prepared by the Chi-
cago Area Transportation Study (CATS).
When completed, these can be made
available to the Advisory Panel along
with information about the assump-
tions on which the projections are based.

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 consult-
ant 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.

SRA

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U.S. 30 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 US 30

Each of the local jurisdictions along US 30 can act to improve traffic conditions on the route. The majority of the route is currently less than the 120 foot right-of-way which is desirable for this type of route. While the entire 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.

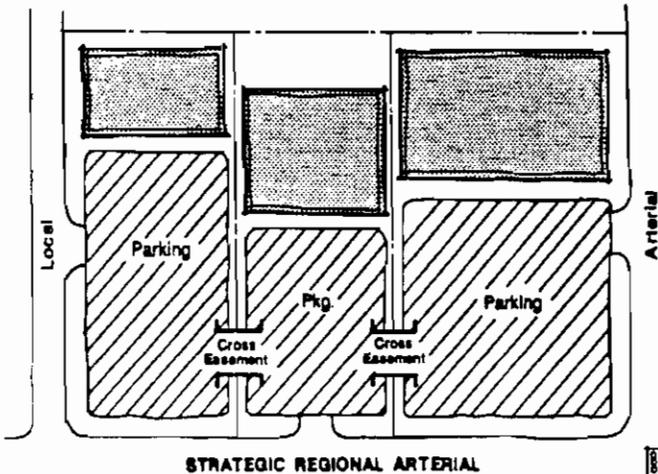
- Local planning and zoning agencies in Cook and Will Counties, City of Chicago Heights, and the Villages of New Lenox, Frankfort, Matteson, Olympia Fields, Park Forest, Lynwood, Ford Heights, and Sauk Village should require dedications or set backs adequate for the desirable cross section each time a parcel is subdivided or redeveloped.
- Comprehensive and specific plans should include designation of the full desirable right-of-way for US 30.

Saving right-of-way as it becomes available will insure that, as the roadway must be widened, that

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

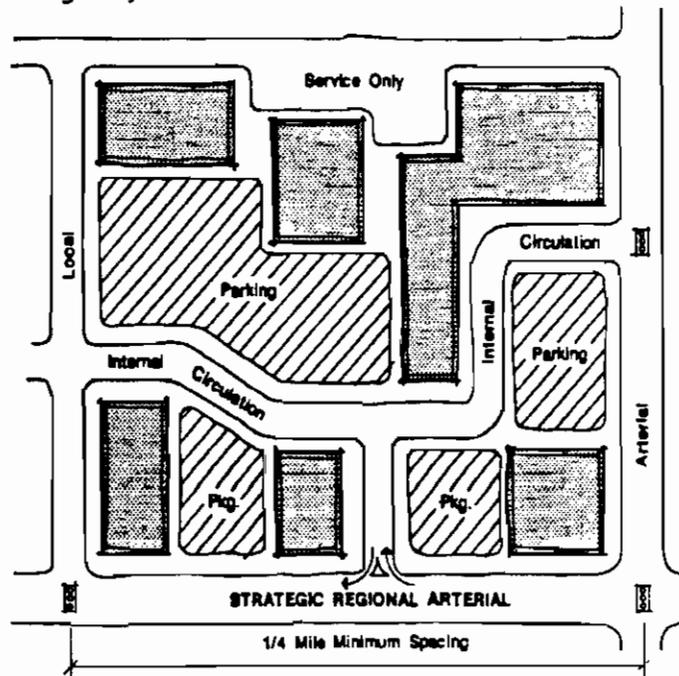
- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for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

there is right-of-way available.

County, village and city governments can also effectively create additional roadway capacity by making operational changes. The Village of New Lenox and the City of Chicago Heights have particularly narrow segments of right-of-way and could benefit most from the following:

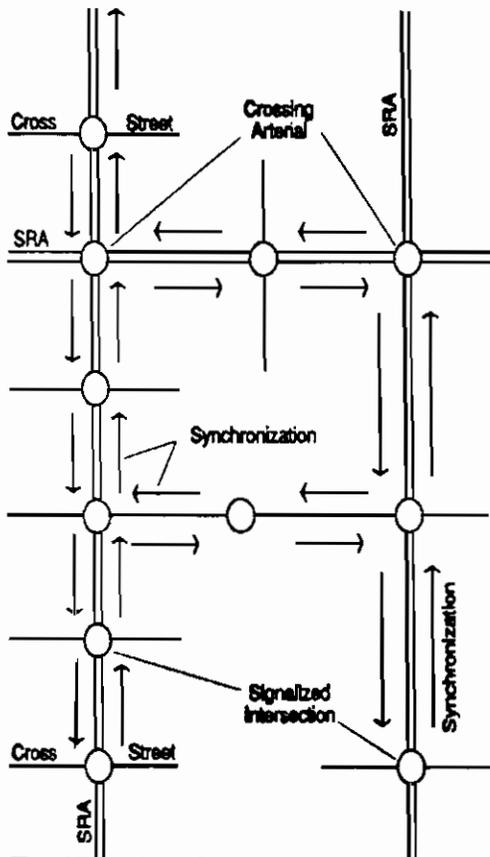
- Access consolidation,
- Accommodation of selected uses in parallel rights-of-way,
- Road realignments similar to

(Continued on page 3)

(TMA) 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.

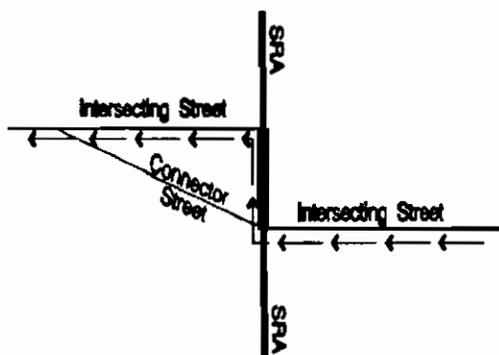
WORKING WITH LOCAL GOVERNMENTS

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



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.

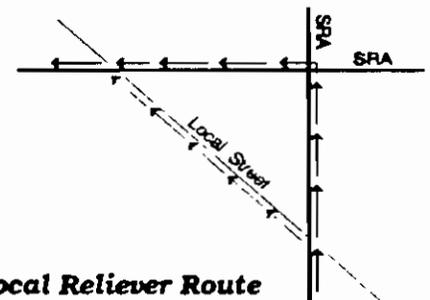
- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing

...TO IMPROVE

(Continued from page 2)

connecting Marley Road with Spencer Road directly,

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



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

(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.

Where would interconnecting traffic signals be most effective in reducing delay?

Wherever groups of signals are no more than one-half mile apart.

Would adding traffic signals to allow interconnection increase delay — especially on the cross streets?

Not if the signals are coordinated in a network that includes signals on the cross streets. Traffic could actually flow more smoothly, because vehicles would be more likely to travel in clusters that reach each signal during its green phase. Thus, having stopped at one signal in the network, a vehicle could well stop for another signal in the network only after having made a turn.

The study alternatives showed several potential future mid-mile collector routes intersecting US 30. Is there any roadway standard which the one-half mile spacing meets?

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

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)

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

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

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

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to U.S. 30.

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Street _____

City _____ State _____ Zip _____

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MILESTONES

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SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 29, 1990
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Panel Meeting*
- *February 1991
Design Concept
Report
Published*

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

_____ Name

Please send to:

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STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

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U.S. 30 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 about 70 percent of the roadways des-

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

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

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

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

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

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

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ARTERIAL ANSWERS

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

What if the Year 2010 SRA system travel demand projections for US 30 show that traffic will continue to increase? Are there other factors that will go into the improvement plans?

Travel demand projections are important to the SRA planning process, but they will not be the only determinant of the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

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

Q

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Will improvements necessary to meet these criteria always be recommended?

A

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.

Does this mean that adding lanes to a road is not the only way to reduce its congestion?

Yes. 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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U.S. 30 ADVISORY PANEL

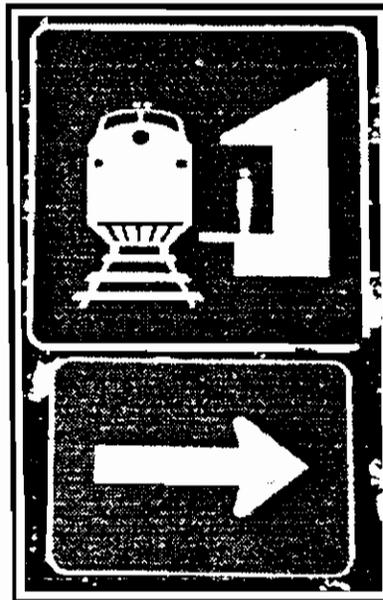
TRANSIT AND THE SRA SYSTEM

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

For U.S. 30 as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

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



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

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;

- Transit stop safety, convenience and comfort; and
- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for U.S. 30 - were evaluated for application to the specific route. For example, turn-outs are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

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

ARTERIAL ANSWERS

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

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

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

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

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

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

Diamond Lane - An HOV lane marked with painted diamonds.

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

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

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

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

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

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

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

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

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

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

Pace - Operating agency for suburban bus service.

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

Parking Facility - A parking lot or garage.

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

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

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

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

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

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

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

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

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

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

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

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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.

(Continued from Page 3)

ARTERIAL ANSWERS

Are there suburban downtowns on U.S. 30?

Yes. New Lenox, Chicago Heights, and Ford Heights all have areas in which the roadway is very narrow and buildings abut the sidewalk.

Is traffic heavy enough through these areas that adding a lane of roadway would be beneficial?

Not in all of them. Projections for the segment between Interstate 80 and Haven Avenue in the New Lenox show less than 30,000 vehicles per day expected. This number can be accommodated in four through lanes, if other improvements in left turn lanes and access management are made.

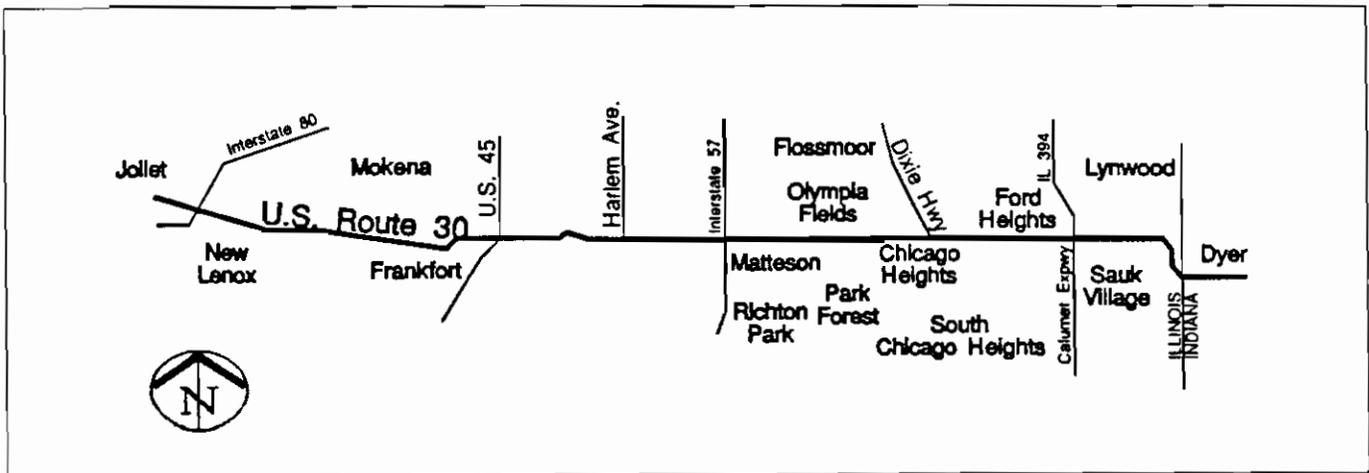
In the downtown areas of Chicago Heights and Ford Heights, would three through lanes in each direction accommodate the traffic expected to use the roadway by the year 2010?

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

Why is the desirable suburban cross section not being recommended in these areas?

The right-of-way through Chicago Heights is not wide enough to expand the roadway to the desirable suburban SRA standard of three through lanes in each direction. Access management, barrier medians, traffic signal coordination, provision of left-turn lanes long enough to accommodate those turning left, and right turn lanes are expected to improve traffic flow within the existing right-of-way.

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Suburban Town Centers

(Continued from page 1)

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

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

Relocating transit stops to the far sides of intersections in areas currently used for parking can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right

and, where no stopping area is provided, prevents a current practice of stopping in the through lane.

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

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

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

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