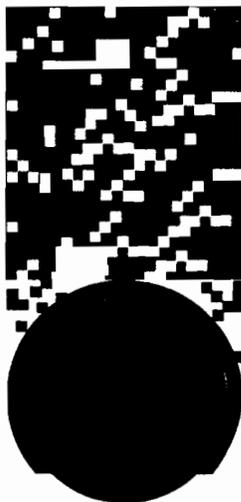


Strategic Regional Arterial

**Mannheim Road/U.S. 45
County Line Road to Touhy Avenue**

Volume I of II



**Operation
GreenLight**

Illinois Department of Transportation

MAY, 1997

*Mannheim Road/
U.S. 45 SRA*

**Summary of
Recommendations**

Summary of Recommendations

For study purposes, the Mannheim Road/U.S. 45 Strategic Regional Arterial (SRA) was divided into five segments (see Exhibit S-1, at the end of this section). The following is a summary of the major recommendations for each segment.

SRA Segment I: County Line Road to the EJ&E Railroad (13 Miles)

- From County Line Road to Stuenkel Road, construct U.S. 45 as a four-lane divided rural highway with a 50-foot grass median, within 190 feet of right-of-way
- North of Stuenkel Road, transition U.S. 45 to a four-lane suburban arterial section with curb and gutter and a 30-foot barrier median, and then to an 18-foot mountable median south of Nebraska Avenue
- When warranted, install signals at intersections with Wilmington/Peotone Road, Joliet Road, Manhattan/Monee Road, and Laraway Road
- Maintain minimum signal spacing of ½ to 1 mile and minimum spacing between median breaks of ¼ mile, and minimize direct access to U.S. 45 through construction of frontage roads as development warrants

SRA Segment II: EJ&E Railroad to 119th Street (13 Miles)

- Widen to four lanes with an 18-foot median from the EJ&E Railroad to meet four-lane roadway south of U.S. 30 intersection
- Maintain existing four traffic lanes and median from south of U.S. 30 to south approach to 191st Street intersection
- Widen to six lanes between 191st Street (and adjoining I-80 interchange) through 143rd Street

- Control access by construction of a barrier median between I-80 and 159th Street
- Where land use permits, develop alternative access service road systems between the EJ&E railroad and 143rd Street to minimize the need for direct access to U.S. 45
- Increase capacity at intersection with 159th Street (a crossing SRA)
- Widen intersections as needed to achieve necessary capacity
- Provide for new signals at existing crossroads and new access points, maintaining minimum spacing of ¼ mile

SRA Segment III: 119th Street to I-55 (7 Miles)

- Maintain existing four travel lanes within existing right-of-way
- Develop 16-foot barrier median through forest preserve where none exists
- Install left-turn bays at forest preserve access points
- Widen intersection approaches at 107th Street, 95th Street, and 87th Street

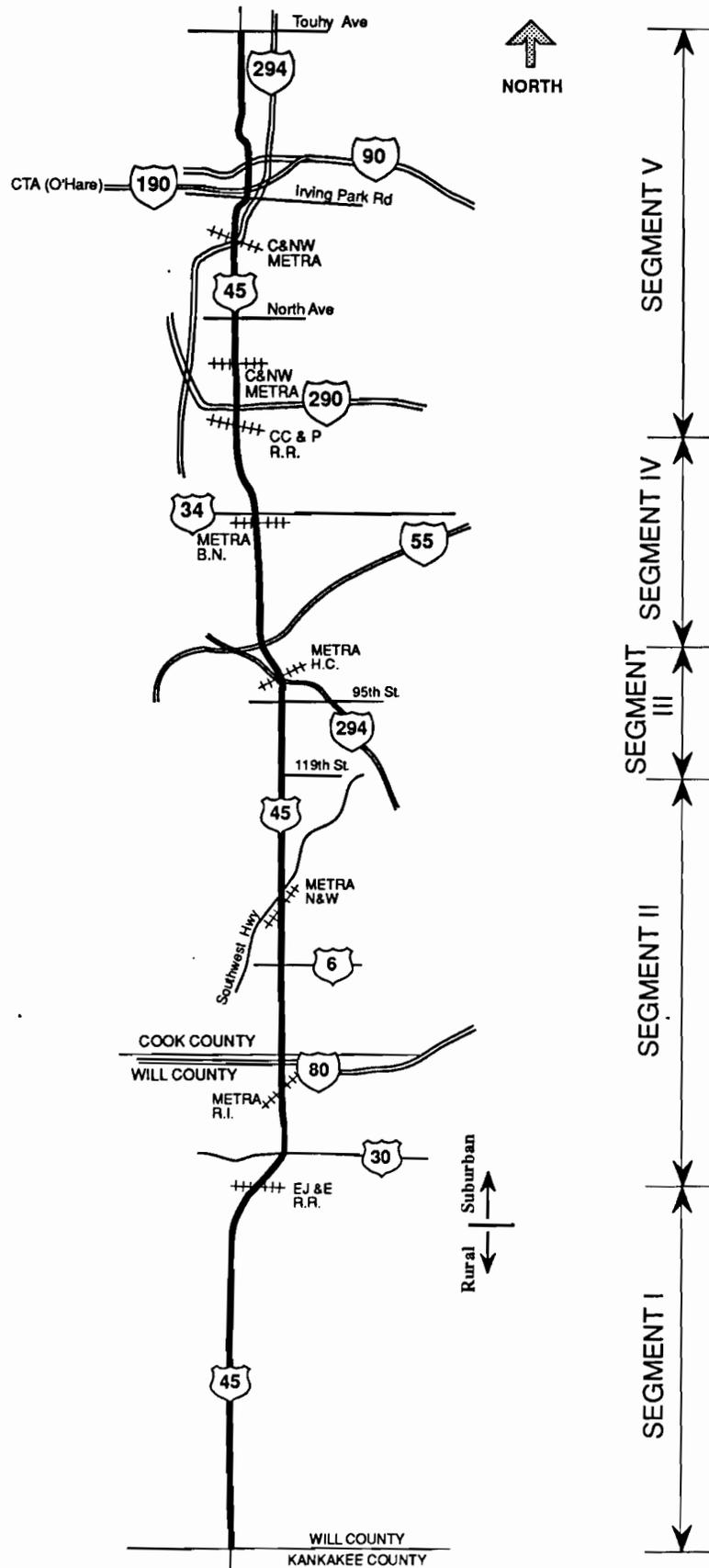
SRA Segment IV: I-55 to Roosevelt Road (7 Miles)

- Maintain existing four traffic lanes throughout the segment
- Develop flush median between I-55 and Joliet Road
- Develop left-turn lanes at 51st Street, Harding Avenue, and at Scottdale Drive and the nearby forest preserve entrance

- Restrict left turns from U.S. 45 during peak traffic periods at the signalized intersections of U.S. 45 with Cossitt St. and Harris where land use constraints preclude development of left turn lanes.

SRA Segment V: Roosevelt Road to Touhy Avenue (10 Miles)

- Widen to six lanes in each direction between Roosevelt Road and Madison Street and between Irving Park Road and Touhy Avenue
- Improve operations at the I-290 interchange
- Restrict through and left-turning traffic at Butterfield Road
- Develop a grade-separated interchange at Irving Park Road
- Consolidate access points
- Increase the number of approach lanes at major intersections, including Lake Street, Grand Avenue, Lawrence Avenue, Higgins Road, and Touhy Avenue



LOCATION MAP MANNHEIM ROAD/U.S. 45

Strategic Regional Arterial Study Mannheim Road/U.S. 45

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*Mannheim Road/
U.S. 45 SRA*

Chapter I

Introduction

Chapter I

Introduction

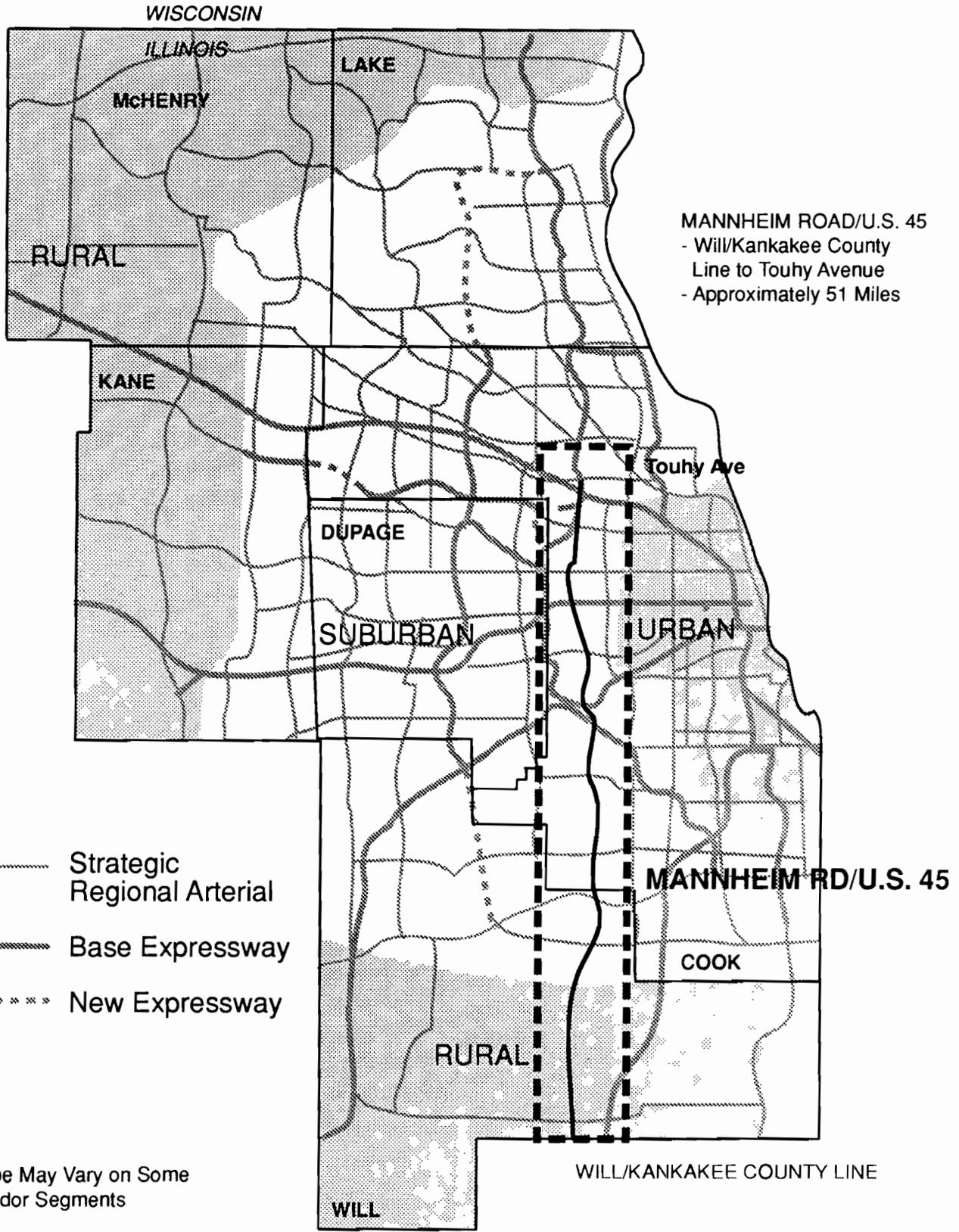
The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs). The SRA system is a 1,340-mile network of existing arterial roads in the northeastern Illinois region. The regional highway system, consisting of existing and planned expressways and SRAs, is shown in Exhibit 1.

Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about 3 miles apart in the more densely developed areas to about 8 miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment that determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment:

- Urban routes
- Suburban routes
- Rural routes

The designation of route types within the overall SRA system reflects the expected density of long-range development within the different portions of the region.

This report is concerned with Mannheim Road/U.S. Route 45 (hereafter referred to as U.S. 45), also known as La Grange Road, which has been designated a SRA corridor from the Will County/Kankakee County border north to Touhy Avenue. The corridor is highlighted in Exhibit 1. The U.S. 45 SRA, which traverses Will and Cook Counties, has been classified as a rural SRA from the Will County/Kankakee County line to Laraway Road, and suburban from Laraway Road to Touhy Avenue.



ROUTE TYPES ON THE STRATEGIC REGIONAL ARTERIAL SYSTEM

SRA Planning Objectives

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

- Address need for future highway capacity:
 - Improving access to existing expressways
 - Providing trip-making alternatives to existing expressways which can not be further expanded
 - Providing a lower-cost substitute for expressways in some corridors (typically those in rapidly developing suburban areas)

- Enhance public transportation and personal mobility by:
 - Improving access to rail transit stations
 - Improving operating conditions for buses and other transit vehicles, thereby increasing their attractiveness to auto travel
 - Identifying opportunities for future transit facilities
 - Maintaining pedestrian accessibility

- Accommodate commercial vehicle traffic by:
 - Improving structural clearances where existing deficiencies exist
 - Providing appropriate intersection design, recognizing the unique operational requirements of longer vehicles

While nominally a plan for the year 2010, the SRA network plan and individual corridor plans are intended to reflect ultimate, build-out conditions. A basic planning objective is to provide a corridor plan that is compatible with expected future land use conditions. It

is recognized that, once land use decisions are made (type, density and location) and implemented, there is a limit to what can or should be provided within a particular corridor. Where current land use patterns are well established and mature, they serve as major constraints on the cross section and operating characteristics of the corridor. Where current land use patterns are well established and mature, they serve as major constraints on the cross section and operating characteristics of the corridor.

With respect to land use, SRA planning objectives are threefold:

- To be compatible with the future or long-range land use plans of the communities through which the corridor passes
- To promote operating characteristics (speeds, accessibility and sensitivity to non-vehicular corridor uses) fully compatible with local conditions
- To represent ultimate or full build-out conditions.

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee. These concepts have been used as a guide, but not as a policy, in developing the improvement plan for the U.S. 45 SRA that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the U.S. 45 corridor. It is organized as follows:

- **Existing Conditions (Chapter II)**
 - This section describes the existing physical characteristics, traffic operation, safety, transit operations, environmental concerns, and land uses in the U.S. 45 corridor.

- **Planning Framework (Chapter III)**
 - This section describes the framework within which the recommended SRA plan will be situated. The chapter includes a description of route design characteristics, design criteria, travel forecasts, future land use zoning and development, future roadway and transit planning, future areas of concern, and a summary of the roadway recommendations.

- **Recommended SRA Plan (Chapter IV)**
 - This section describes the recommended SRA corridor plan including lane arrangement, right-of-way, an arterial operations and level of service summary, intersection capacity planning analysis, construction and right-of-way costs, and short-term recommendations.

- **Public Involvement (Chapter V)**

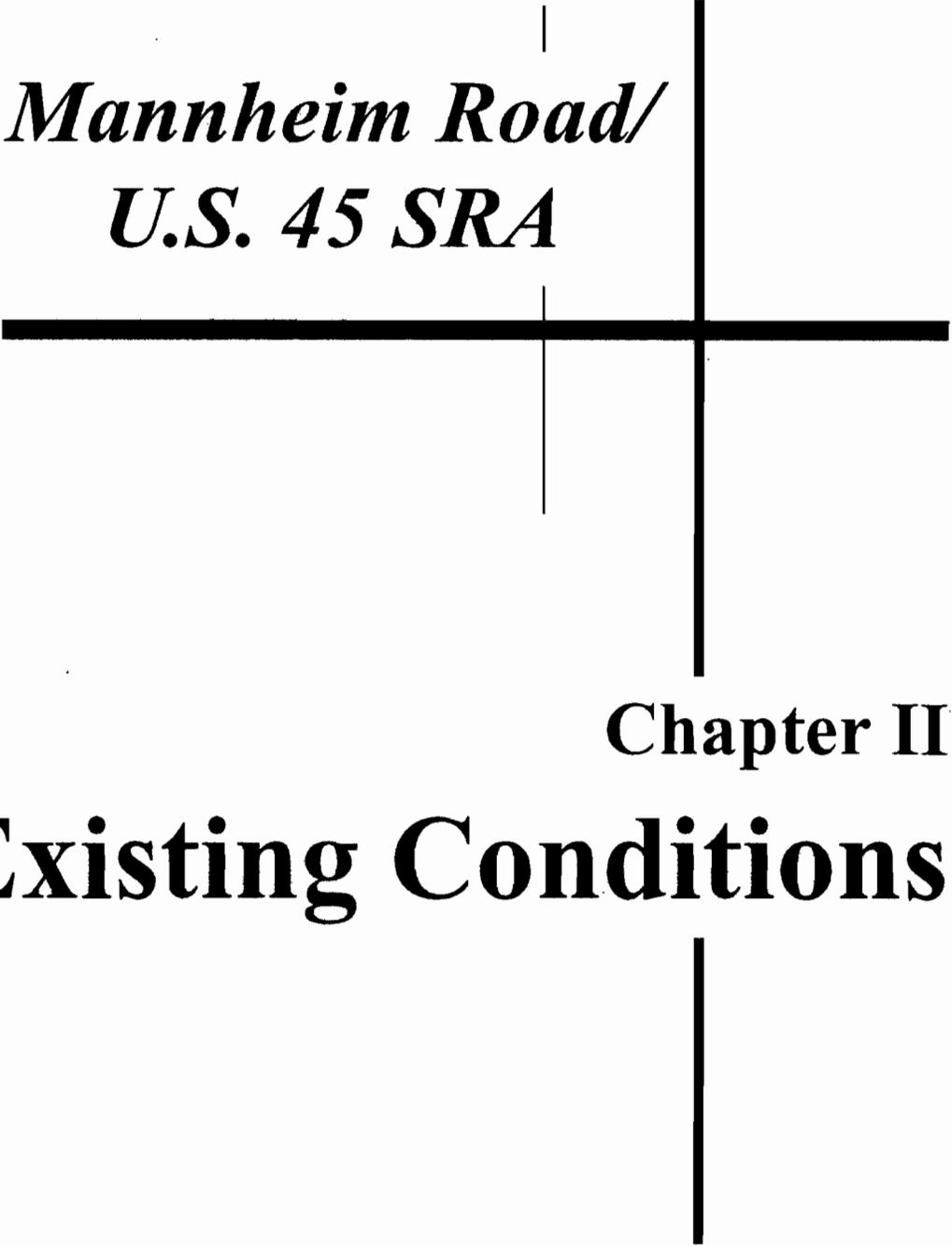
- This section documents the public involvement process undertaken for the SRA study of U.S. 45. It is divided into three major sections: Panel Advisory Meetings, Newsletters, and the Public Hearing. These three opportunities for participation allowed the general public or their elected officials to voice opinions concerning U.S. 45.

Timeframe

The SRA study of the U.S. 45 corridor began in May 1991 and has continued through calendar year 1994. Conclusions and recommendations are based on conditions existing during the study period as well as known developments and plans by others that were current at this time.

SRA planning for U.S. 45 involved the Illinois Department of Transportation (IDOT), CATS, and the numerous communities served and/or affected by the route. Input was received through a series of three meetings with two SRA Advisory Panels. Also, a series of public hearings was held during January 1994 to present the draft recommendations.

*Mannheim Road/
U.S. 45 SRA*



Chapter II

Existing Conditions

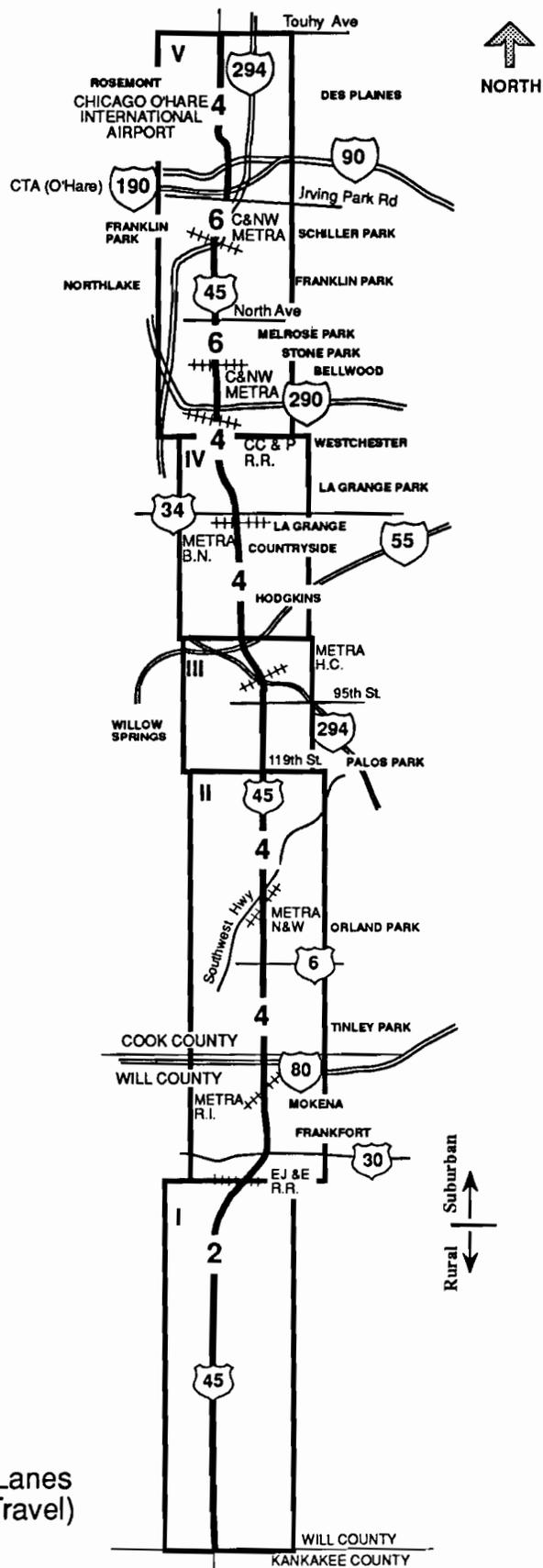
Chapter II Existing Conditions

The U.S. 45 SRA corridor study area extends from the Will County/ Kankakee County line to Touhy Avenue through Will and Cook Counties (a distance of approximately 51 miles). As shown in Exhibit 2, the corridor has been divided into five segments for more detailed discussion:

- Segment I—“Rural Will County” (County Line Road to the Elgin, Joliet and Eastern [EJ&E] Railroad)
- Segment II—“Frankfort/Orland Park” (EJ&E Railroad to 119th Street)
- Segment III—“Forest Preserve” (119th Street to I-55)
- Segment IV—“LaGrange” (I-55 to Roosevelt Road)
- Segment V—“O’Hare” (Roosevelt Road to Touhy Avenue)

The U.S. 45 corridor is a non-access controlled facility with north-south continuity through and beyond the Chicago metropolitan area. It is located approximately 13 miles west of Chicago’s downtown “Loop” area, traverses numerous near-west suburbs, and skirts O’Hare International Airport. The regional importance of U.S. 45 is emphasized by the eight SRA routes that intersect it (Wilmington/Peotone Road, U.S. 30/Lincoln Highway, U.S. 6/159th Street, Illinois 83, 95th Street, Ogden Avenue, Illinois 64/North Avenue, Illinois 19/Irving Park Road, and Touhy Avenue). U.S. 45 also has interchanges with I-90/I-294, I-290, I-55, I-80, and Archer Avenue, and serves as a major arterial roadway for both regional and local trips.

Existing physical characteristics, and safety, traffic, and transit data for each segment were collected from numerous sources (see Table 1). Information also was obtained from field reconnaissance, and through discussions with state, county, city, and village officials at Advisory Panel Meetings.



4 Number of Existing Lanes
(Both Directions of Travel)

II Segment Number

CORRIDOR MAP MANNHEIM ROAD/U.S. 45

Table 1
Sources of Data Describing Traffic and Transportation Characteristics of
Mannheim Road/U.S. 45 in 1991/1992

Item	Data Source
Traffic Volumes <ul style="list-style-type: none"> • Average Daily Traffic • Intersection Turning Movement Counts • Truck Classification 	<ul style="list-style-type: none"> - 1986 Cook County Traffic Map, and 1987 Will County Traffic Map - Illinois Department of Transportation, Office of Planning & Programming
Accidents	<ul style="list-style-type: none"> - Illinois Department of Transportation, Division of Traffic Safety, Collision Diagram Information (1987, 1988, January to October 1989)
Transit <ul style="list-style-type: none"> • Routes • Ridership 	<ul style="list-style-type: none"> - Regional Transportation Authority - Chicago Transit Authority - Metra - Pace
Traffic Control <ul style="list-style-type: none"> • Signalized Intersection Locations • Other Traffic Control 	<ul style="list-style-type: none"> - Field Reconnaissance
Cross Section <ul style="list-style-type: none"> • Lane Widths and Arrangements • Shoulder Widths • Type of Selection 	<ul style="list-style-type: none"> - As-Built Plans - Illinois Department of Transportation, Scope Report OPP-Planning Services Section - Reconnaissance
Right-of-Way	<ul style="list-style-type: none"> - Illinois Department of Transportation, Scope Report OPP-Planning Services Section - As-Built Plans, Sidwell Maps
Curb/Roadside Use <ul style="list-style-type: none"> • Parking • Bus and Loading Zones 	<ul style="list-style-type: none"> - Field Reconnaissance
Structures	<ul style="list-style-type: none"> - Illinois Department of Transportation, Scope Report OPP-Planning Services Section
Other Features	<ul style="list-style-type: none"> - Illinois Department of Transportation, Scope Report OPP-Planning Services Section

Corridor Overview

Generally, the U.S. 45 SRA corridor is a four-lane roadway with a median. Exceptions to this general section are:

- South of U.S. 30 (a rural two-lane highway with shoulders)
- Sections through forest preserve areas between 111th Street and Archer Avenue, and north of I-55 (median widths of zero to 4 feet)
- From 51st Street to Roosevelt Road (no median)
- Between Lake Street and Irving Park Road (a six-lane roadway with a 12- to 16-foot mountable median)

Although the typical existing right-of-way for this corridor is 100 feet, it ranges from as little as 66 feet to as much as 200 feet.

U.S. 45 is part of a grid system of major roadways. Harlem Avenue (Illinois 43) is located approximately 3 miles east, and Illinois 83 is located approximately 3 miles west. The Tri-State Tollway (I-294) parallels the northern half of the U.S. 45 corridor approximately 2 miles to the west. None of these routes are close enough to be considered alternate routes for short- or intermediate-length trips.

Table 2 shows that existing traffic demand for the corridor ranges from 5,000 to 45,000 vehicles per day (vpd). Under current traffic conditions, peak period congestion is evident along most of U.S. 45—particularly in the highly-developed Orland Park and LaGrange areas. In addition, there are several route segments where the spacing and number of access and driveway points along U.S. 45 detrimentally affect traffic operations (these segments generally coincide with areas of high development and congestion).

**Table 2
Average Daily Traffic Volumes Along
Mannheim Road/U.S. 45 in 1986**

Location	ADT (vpd)
County Line Road to Laraway Road	3,400
Laraway Road to U.S. 30	4,900
U.S. 30 to I-80	15,200
I-80 to 159th Street	20,400
159th Street to 135th Street	30,300
135th Street to Illinois 83	23,200
Illinois 83 to 103rd Street	25,900
103rd Street to Archer Avenue	22,600
Archer Avenue to I-55	46,600
I-55 to 67th Street	28,400
67th Street to Ogden Avenue	21,500
Ogden Avenue to Cermak Avenue	26,700
Cermak Avenue to I-290	22,500
I-290 to North Avenue	47,300
North Avenue to Grand Avenue	41,900
Grand Avenue to Franklin Street	45,100
Franklin Street to Irving Park Road	47,000
Irving Park Road to Lawrence Avenue	42,300
Lawrence Avenue to I-190	35,700
I-190 to Higgins Road	37,600
Higgins Road to Touhy Avenue	23,700

Table 3 lists the other transportation facilities that cross or are adjacent to U.S. 45 in the corridor study area: six Metra commuter rail lines (Rock Island, Norfolk & Western, Heritage Corridor, Burlington Northern, Chicago & North Western, and Milwaukee West), the Chicago Transit Authority (CTA) O'Hare rapid transit line, and four additional freight rail crossings. Two Pace bus routes operate along the corridor: Route 835 serves the Orland Park area and Route 330 operates between LaGrange and Rosemont.

There are several existing physical and environmental concerns along U.S. 45. Limited right-of-way is a concern in numerous areas because of the proximity of development to the existing right-of-way line or because of sensitive land uses (especially in the LaGrange area). Environmental concerns related to parks; historic sites; floodplains; leaking underground storage tank (LUST) sites; Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) sites; and forest/nature preserves are found throughout the corridor. Sources for these data are listed in Table 4.

Current Planning, Design, and Construction Activity

There are two ongoing projects that involve widening U.S. 45 from two lanes to four lanes with a median from I-80 south to the abandoned Penn Central Railroad in south Frankfort. Widening between I-80 and Colorado Street is almost constructed, and widening from Colorado Street south is in the design phase. This widening project also includes additional widening at the U.S. 30 intersection and providing access to the new Jewel/Osco store under construction in the southwest quadrant of the intersection.

IDOT currently is studying repaving and restriping alternatives to increase capacity by providing three through lanes between the I-55 interchange and the Archer Avenue (Illinois 171) interchange. No widening outside the existing shoulder is anticipated. IDOT is proceeding with plans to widen U.S. 45 between Dorchester Avenue and Roosevelt Road. Plans would eventually add a median to the existing four-lane roadway. Reconstruction of the U.S. 45/Joliet Road intersection was completed in 1993 as part of retail development in the southeast quadrant of the intersection.

Table 3

Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45

Facility	Frequency	Location of Facility	Number of Weekday Boardings ^a
Metra Lines and Nearest Station			
Rock Island District Line Mokena Station (Northbound access on LaPorte Rd. and Mokena St. Southbound access on 191st St.- Cleveland Ave., School House Rd., Front St., and Mokena St.)	Weekday: 23 inbound, 23 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	11040 McGovney's St.	624
Rock Island District Line Proposed Mokena/Hickory Creek Station (Access via 191st St., east of U.S. 45)	Opening in April 1993	Hickory Creek Drive near the 191st St. and U.S. 45 Intersection	—
Rock Island District Line Tinley Park/80th Ave. Station (Access on 183rd St. and 80th Ave.)	Weekday: 23 inbound, 23 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	18001 South 80th Ave.	1,268
Norfolk Southern Line Orland Park (153rd St.) Station (Access on 153rd St.)	Weekday: 3 inbound, 3 outbound No Saturday, Sunday, or holiday service	1041 West 153rd St.	197
Norfolk Southern Line Orland Park (143rd St.) Station (Access on 143rd St.)	Weekday: 4 inbound, 4 outbound No Saturday, Sunday, or holiday service	143rd St. and Southwest Highway	305
Norfolk Southern Line Palos Park Station (Access on 123rd St. and 82nd Ave.)	Weekday: 4 inbound, 4 outbound No Saturday, Sunday, or holiday service	123rd St. and 82nd Ave.	188
Heritage Corridor Line Willow Springs Station (Access on Archer Ave., Willow St., and Colonel Ave.)	Weekday: 2 inbound, 2 outbound No Saturday, Sunday, or holiday service	Colonel Ave. and Willow St. (8700 S.)	134

**Table 3
Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45**

Facility	Frequency	Location of Facility	Number of Weekday Boardings ^a
Burlington Northern Line Stone Ave. Station (Access on Burlington Ave.)	Weekday: 23 inbound, 22 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	701 Burlington Ave.	1,171
Burlington Northern Line LaGrange Road Station (Access on Burlington Ave.)	Weekday: 23 inbound, 24 outbound Saturday: 11 inbound, 11 outbound Sunday: 7 inbound, 7 outbound	LaGrange Rd. at Burlington Ave.	1,423
Burlington Northern Line Congress Park Station (Access on Ogden Ave.)	Weekday: 6 inbound, 6 outbound No Saturday, Sunday, or holiday service	1/2 mile west of Maple St. on Burlington Ave.	105
Chicago & North Western/West Line Melrose Park Station (Access on St. Charles Rd. and 19th Ave.)	Weekday: 20 inbound, 19 outbound Saturday: 9 inbound, 10 outbound Sunday: 5 inbound, 5 outbound	Broadway Ave. and Main St.	112
Chicago & North Western/West Line Bellwood Station (Access on St. Charles Rd. and Frederick Ave.)	Weekday: 20 inbound, 19 outbound Saturday: 9 inbound, 10 outbound Sunday: 5 inbound, 5 outbound	Erie Ave. and Frederick Ave.	196
Chicago & North Western/West Line Berkeley Station (Access on St. Charles Rd. and Arthur Ave.)	Weekday: 19 inbound, 19 outbound Saturday: 9 inbound, 10 outbound Sunday: 5 inbound, 5 outbound	Park Ave. and Arthur Ave.	221
Milwaukee District/West Line Franklin Park Station (Access on Belmont and Franklin St.)	Weekday: 27 inbound, 23 outbound Saturday: 11 inbound, 11 outbound Sunday: 6 inbound, 6 outbound	3148 Rose St.	490
Milwaukee District/West Line Mannheim Station (Access on Gage and Lincoln)	Weekday: 9 inbound, 9 outbound No Saturday, Sunday, or holiday service	10340 Franklin St.	48

**Table 3
Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45**

Sheet 3 of 6

Facility	Frequency	Location of Facility	Number of Weekday Boardings ^a
CTA Rapid Transit Line and Nearest Station			
O'Hare Line River Road Station (Access on Kennedy Expy.)	"AB" Stop handles all trains; 24-hour service; frequent except during late evening and owl service.	Des Plaines River Road at the Kennedy Expressway	5,250
Pace Bus Routes			
Pace 354	Weekday: 12 eastbound, 12 westbound Saturday: 5 eastbound, 5 westbound No Sunday or holiday service	Westbound: along corridor from 159th St. to Orland Park Place; Eastbound: parallels corridor on 94th Ave. from Orland Square to 159th St.	484
Pace 835	Weekday: 8 inbound, 11 outbound No Saturday, Sunday, or holiday service	Along corridor from 153rd St. to 143rd St., continues express service to 123rd St.	915
Pace 386	Weekday: 13 northbound, 14 southbound Saturday: 8 northbound, 8 southbound No Sunday or holiday service	Along corridor from Orland Square Shopping Center to 131st St.	832
Pace 384	Weekday: 12 northbound, 12 southbound Saturday: 9 northbound, 9 southbound No Sunday or holiday service	Terminates near corridor at Orland Square Shopping Center	528
Pace 831	Weekday: 4 northbound, 4 southbound Saturday: 6 northbound, 6 southbound Sunday: 8 northbound, 7 southbound	Crosses corridor on Archer Ave.	189 ^b

Table 3

Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45

Facility	Frequency	Location of Facility	Number of Weekday Boardings^a
Pace 330	Weekday: 24-28 northbound, 23-26 southbound Saturday: 10-12 northbound, 11 southbound No Sunday or holiday service	Along corridor from 55th St. to O'Hare International Airport	1,297
Pace 302	Weekday: 19-23 eastbound, 20-22 westbound Saturday: 12 eastbound, 12 westbound No Sunday or holiday service	Terminates at corridor on Ogden Ave.	916
Pace 304	Weekday: 22-23 eastbound, 23 westbound Saturday: 12 eastbound, 12 westbound Sunday: 10 eastbound, 11 westbound	Terminates at corridor on Harding Ave.	1,250
Pace 322	Weekday: 35-36 eastbound, 36-37 westbound Saturday: 22 eastbound, 25 westbound Sunday: 9 eastbound, 12 westbound	Crosses corridor on Cermak Rd.	3,635
Pace 301	Weekday: 28 eastbound, 29 westbound Saturday: 11 eastbound, 11 westbound Sunday: 8 eastbound, 8 westbound	Crosses corridor on Roosevelt Rd.	1,393
Pace 310	Weekday: 16-21 eastbound, 16-19 westbound Saturday: 12 eastbound, 11 westbound No Sunday or holiday service	Crosses corridor on Washington Blvd.	1,461
Pace 313	Weekday: 27 eastbound, 25 westbound Saturday: 13 eastbound, 14 westbound Sunday: 10 eastbound, 10 westbound	Crosses corridor on St. Charles Rd.	1,702

**Table 3
Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45**

Sheet 5 of 6

Facility	Frequency	Location of Facility	Number of Weekday Boardings ^a
Pace 441	Weekday: 14 northbound, 14 southbound Weekday: 7-14 westbound, 7-14 eastbound Saturday: 10 northbound, 10 southbound Saturday: 5-10 eastbound, 5-10 westbound No Sunday or holiday service	Crosses corridor on Lake St., Division St., and along corridor to Melrose Crossing Shopping Area (Venture)	119
Pace 309	Weekday: 26 eastbound, 27 westbound Saturday: 14 eastbound, 13 westbound Sunday: 10 eastbound, 8 westbound	Crosses corridor on Lake St.	1,266
Pace 318	Weekday: 36 eastbound, 41 westbound Saturday: 21 eastbound, 21 westbound Sunday: 16 eastbound, 18 westbound	Crosses corridor on North Ave.	1,981
Pace 319	Weekday: 14-29 eastbound, 15-27 westbound Saturday: 4-11 eastbound, 5-12 westbound No Sunday or holiday service	Crosses corridor on Grand Ave. and Belmont Ave.; uses corridor between these two streets	702
Pace 220	Weekday: 18 northbound, 18 southbound Saturday: 10 northbound, 10 southbound No Sunday or holiday service	Along corridor from O'Hare Airport to Touhy Ave.	1,022
Pace 221	Weekday: 25 northbound, 25 southbound No Saturday, Sunday, or holiday service	Along corridor from Higgins Ave. to Touhy Ave.	967
Pace 223	Weekday: 48 eastbound, 53 westbound Saturday: 14 eastbound, 12 westbound No Sunday or holiday service	Crosses corridor on Higgins Ave.	2,193

**Table 3
Existing Transit Facilities and Rail Operation Along Mannheim Road/U.S. 45**

Facility	Frequency	Location of Facility	Number of Weekday Boardings ^a
Other Rail Lines			
Elgin, Joliet, & Eastern Railroad	—	Crosses corridor in Frankfort	N/A
Burlington Northern Railroad	42 scheduled freight trains per day	Crosses corridor in La Grange near Ogden Ave.	N/A
Chicago & Central Pacific Railroad Co.	—	Crosses corridor just north of Roosevelt Rd.	N/A
Chicago & Great Western Railroad	40-60 freight trains per day	Crosses corridor between Warren and Washington	N/A

^a Pace information is reported as "Average Weekday Ridership."

^b The ridership trend for the Pace 831 route deviates from other routes. Average weekend ridership is higher than average weekday ridership. Saturday ridership is 302 and Sunday ridership is 316.

Sources: Metra and Pace, *Future Agenda for Suburban Transportation* (April 1992), and Pace, *Quarterly Route Review: January-March, 1992* (June 1992)

Table 4
Sources of Environmental and Land Use Data Along Mannheim Road/U.S. 45

Item	Data Source
Parkland and Other Open Space	<p>Listing of Land and Water Conservation Fund (LAWCON) Projects; U.S. Department of the Interior, National Park Service</p> <p>1985 Bikeways Plan; Northeastern Illinois Planning Commission</p> <p>Illinois Natural Areas Inventory; Illinois Department of Transportation, Environmental Division Files</p> <p>Illinois Nature Preserves System 1987-1988 Report and 1990 Update; Illinois Nature Preserves Commission</p> <p>Cook County Forest Preserve Maps</p> <p>Will County Conservation District Maps</p> <p>Visual Survey (7/91)</p>
Wetlands	National Wetlands Inventory Map; U.S. Department of the Interior, U.S. Fish and Wildlife Service
Floodplains	<p>FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development</p>
Hazardous Materials	<p>Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) Listing, 5/91; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank (LUST) Listing, 12/88; Illinois Department of Transportation, District 1, Project and Environmental Studies</p>
Historic Sites	<p>The National Register of Historic Places, 1990; U.S. Department of the Interior</p> <p>Illinois State Historical Markers Text Book, 1973; Illinois Historic Structures Survey</p> <p>Inventory of Historic Structures and Historic Landmarks, 1973; Illinois Historic Structures Survey</p>

For a separate study, IDOT is evaluating reconstruction alternatives for the structure that carries U.S. 45 over the Chicago & North Western (C&NW) Proviso railroad yards. The study will develop preliminary recommendations on the feasibility of widening the structure.

IDOT is committed to a new structure with two travel lanes in each direction. Other programmed projects along U.S. 45 include minor reconditioning of the I-80 interchange area (no geometric changes), a small resurfacing project, a signalization project, and two bridge maintenance projects. These activities, because of their current status, were considered existing conditions for the U.S. 45 SRA study.

Summary of Findings

The existing physical characteristics, traffic operation, safety, public transportation, environmental concerns, and land use of the five segments defined along U.S. 45 are discussed below.

Segment I——“Rural Will County” (County Line Road to the EJ&E Railroad)

Segment I of the U.S. 45 SRA, approximately 13 miles long, is located at the southern end of the corridor. This segment extends from County Line Road (at the border of Will and Kankakee Counties) to the EJ&E Railroad on the south side of Frankfort, where residential land use begins.

Physical Characteristics

Within this segment, U.S. 45 is a two-lane rural roadway with aggregate shoulders and open drainage. The horizontal alignment is generally tangent until the facility approaches Frankfort, and the vertical alignment is flat.

The right-of-way within Segment I varies from approximately 66 to 100 feet. Right-of-way limitations occur at the community of Ambrose, and near Gorman Road because of the Green Garden United Methodist Cemetery on the west side of the existing roadway. At the intersection of Monee Road, development in three of the four quadrants limits right-of-way.

Including the EJ&E Railroad structure at the north end of this segment, there are seven bridge structures in Segment I (see Table 5). The other six structures cross creeks, and have span lengths that range from 36 to 96 feet.

Table 5 Existing Structures Along Segment I (County Line Road to EJ&E Railroad) of Mannheim Road/U.S. 45		
IDOT Structure Reference	Feature	
	Over	Under
099-0122	Smale Stream	—
099-0121	South Branch of Forked Creek	—
099-0243	Forked Creek	—
099-0119	Prairie Creek	—
099-0118	North Branch of Prairie Creek	—
016-2005	Jackson Creek	—
016-0223	—	EJ&E Railroad

Traffic Control, Operations, and Safety

U.S. 45 is a rural highway in this segment. There are 14 crossroad intersections spaced at 1-mile intervals. Eleven of the intersections are two-way stop controlled, and the three remaining intersections (with Wilmington/Peotone Road, Joliet Road, and Manhattan/Monee Road) are four-way stop controlled.

Traffic volumes within this segment currently range from 3,000 to 4,000 vpd and do not result in congestion. Parking is not allowed in this segment of U.S. 45, and speed limits range from 45 to 50 miles per hour (mph).

Accident rates with Segment I vary from 1.2 to 4.0 accidents per million vehicle miles (MVM) based on accident data from 1987 to 1989. With the exception of the 1-mile segment between Barr Road and Wilmington/Peotone Road (a rate of 4.0 accidents

per MVM), accident rates for the segment all fall well below the Illinois average rate for typical two-lane rural roadways (4.3 accidents per MVM).

Public Transportation

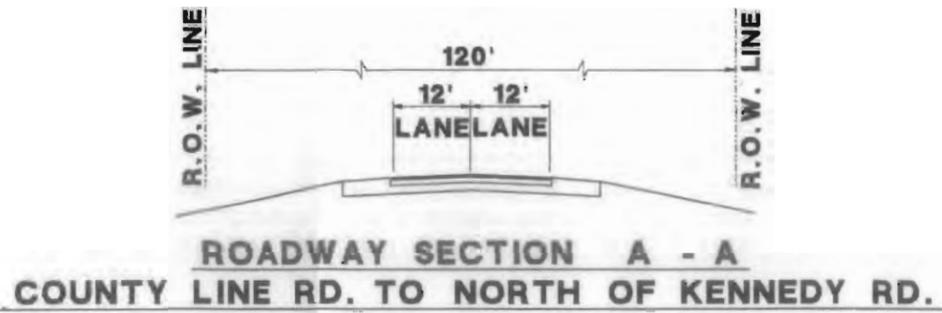
There is no public transportation service within this segment.

Environmental Constraints and Land Use

There are two areas of environmental concerns within this segment, from south to north (see Exhibits B-1 to B-7): a cemetery on the northwest corner of the Gorman Road-U.S. 45 intersection (Exhibit B-5), and wetlands on the east and west sides of U.S. 45 just south of Steger Road.

Land within this segment is generally zoned agricultural, but non-agricultural uses are evident at isolated locations along the corridor. The community of Ambrose contains several residences and a feed and grain storage facility, and single-unit commercial uses exist at Joliet Road and at Manhattan/Monee Road.

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

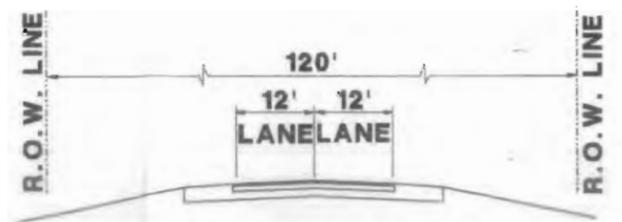
	2,200	
		1.95/MVM
	METRA RAIL RIDERSHIP - NONE	
	PACE BUS ROUTE - NONE	
EAST	P	P
WEST	P	P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

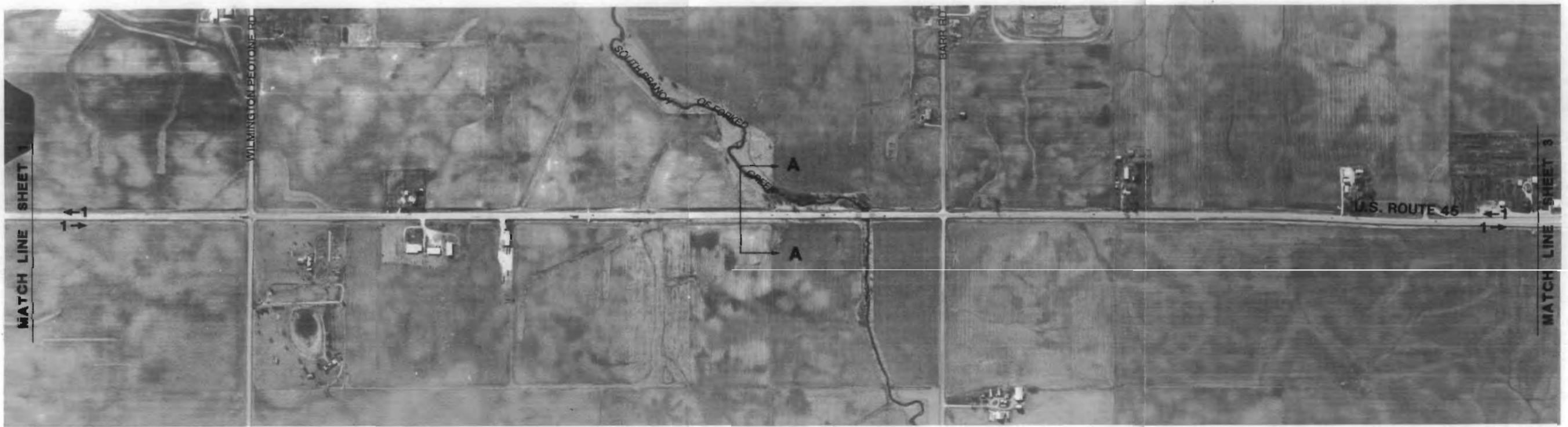


LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A
WILMINGTON-PEOTONE RD. TO NORTH OF BARR RD.**

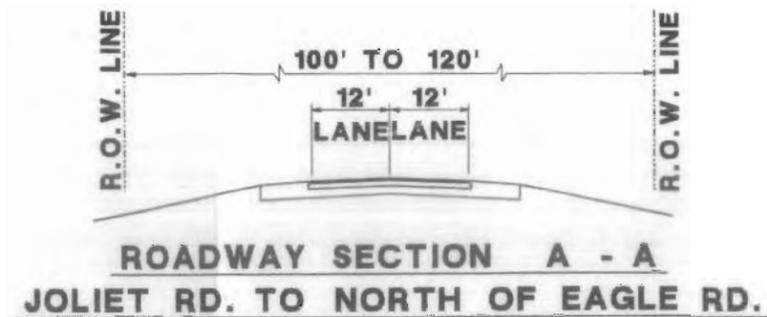


1988 - 1990 AVERAGE DAILY TRAFFIC	2,200		2,250
ACCIDENT RATE	4.03/MVM		3.47/MVM
TRANSIT ROUTES	METRA RAIL RIDERSHIP - NONE PACE BUS ROUTE - NONE		
EDGE OF ROAD USE	(P)	(P)	(P)
WEST	(P)	(P)	(P)
EAST			

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

LEGEND

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

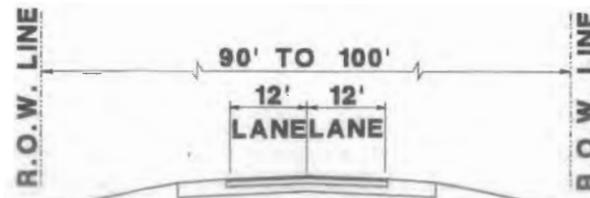
EDGE OF
ROAD USE

	2,250	
3.47/MVM		1.75/MVM
	METRA RAIL RIDERSHIP - NONE	
	PACE BUS ROUTE - NONE	
WEST	(P)	(P)
EAST	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(F)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
⊙	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
MANHATTAN WILTON RD. TO NORTH OF PAULING RD.



1988 - 1990
 AVERAGE
 DAILY
 TRAFFIC

2,300

ACCIDENT
 RATE

1.75/MVM

1.20/MVM

TRANSIT
 ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE - NONE

EDGE OF
 ROAD USE

WEST
 EAST

(P)

(P)

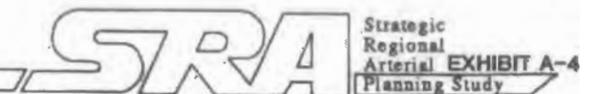
(P)

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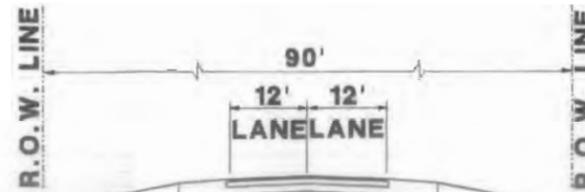
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



Prepared by CH2M HILL in association with
 METRC Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
F	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
GORMAN RD. TO NORTH OF MANHATTAN MONEE RD.



1988 - 1990
 AVERAGE
 DAILY
 TRAFFIC

ACCIDENT
 RATE

TRANSIT
 ROUTES

EDGE OF WEST
 ROAD USE EAST

	2,300	
	1.55/MVM	2.30/MVM
	METRA RAIL RIDERSHIP - NONE	
	PACE BUS ROUTE - NONE	
	P	P
	P	P

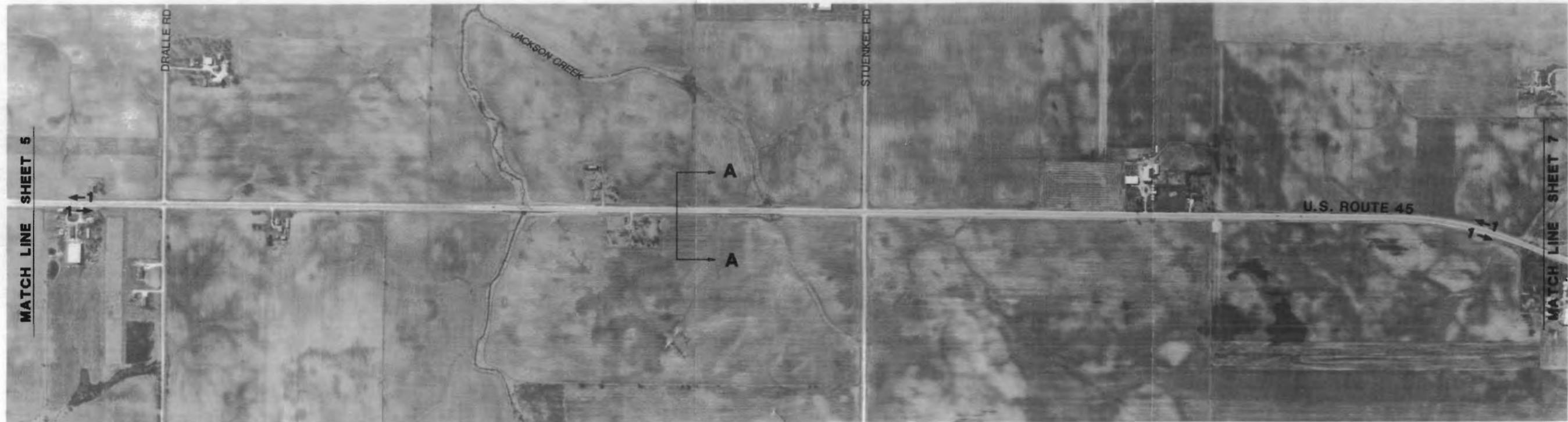
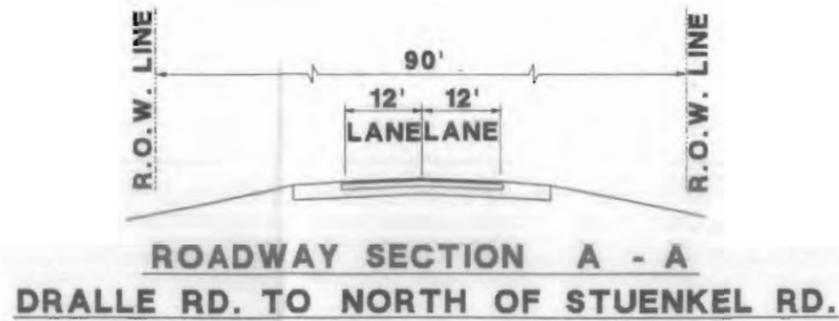
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

SRA Strategic
 Regional
 Arterial EXHIBIT A-5
 Planning Study

Prepared by CH2M HILL in association with
 METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

3,350

ACCIDENT
RATE

2.30/MVM

2.49/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE
PACE BUS ROUTE - NONE

EDGE OF WEST
ROAD USE EAST

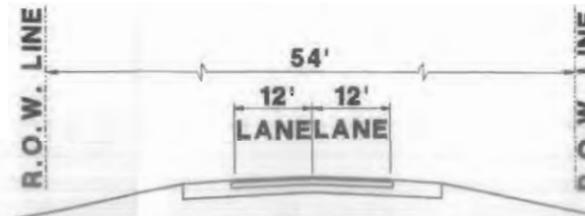
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



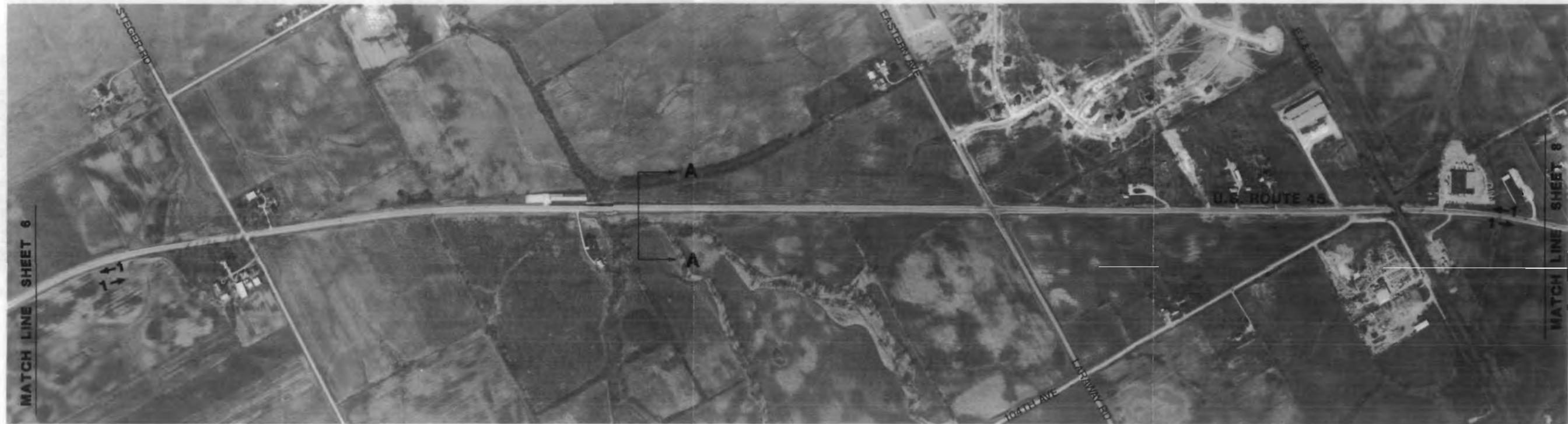
Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
STEGER RD. TO NORTH OF EASTERN RD.



1988 - 1990

AVERAGE
DAILY
TRAFFIC

4800

ACCIDENT
RATE

2.49/MVM

9.44/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE - NONE

EDGE OF ROAD USE
WEST EAST

P

P

P

P

P

P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

SRA Strategic Regional Arterial Planning Study
EXHIBIT A-7

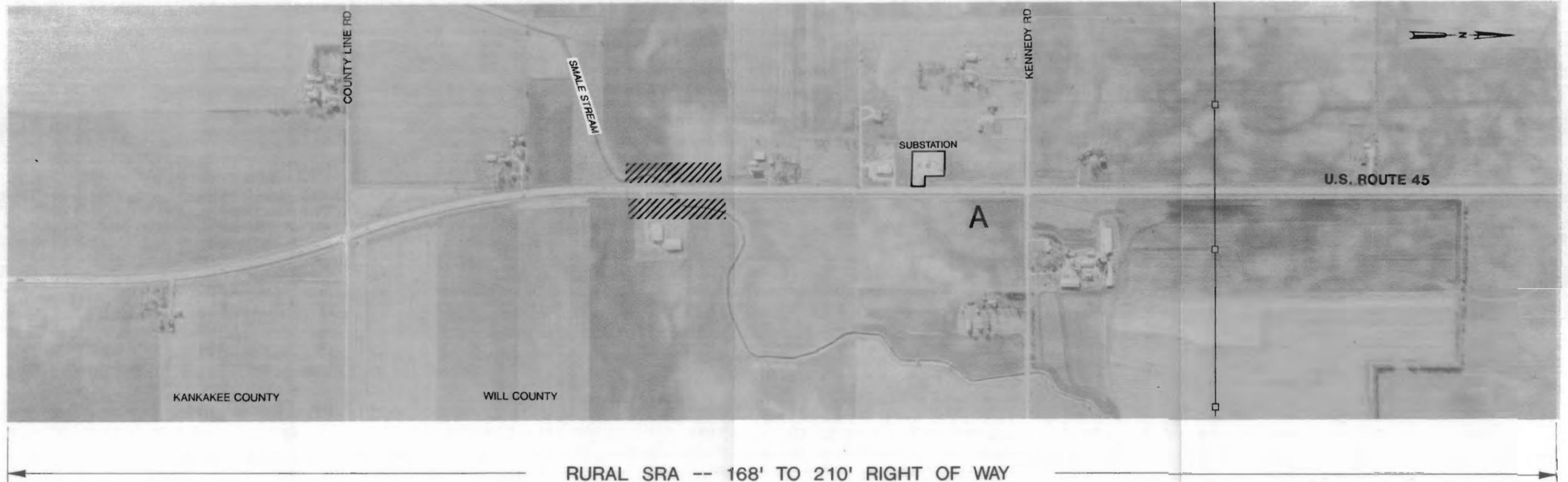
Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

PLANNING FOCUS AREAS

A. COUNTY LINE ROAD TO KENNEDY ROAD AND NORTH

- Adjacent buildings could limit improvement options



LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland // Floodplain/Floodway
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-1**

U.S. ROUTE 45



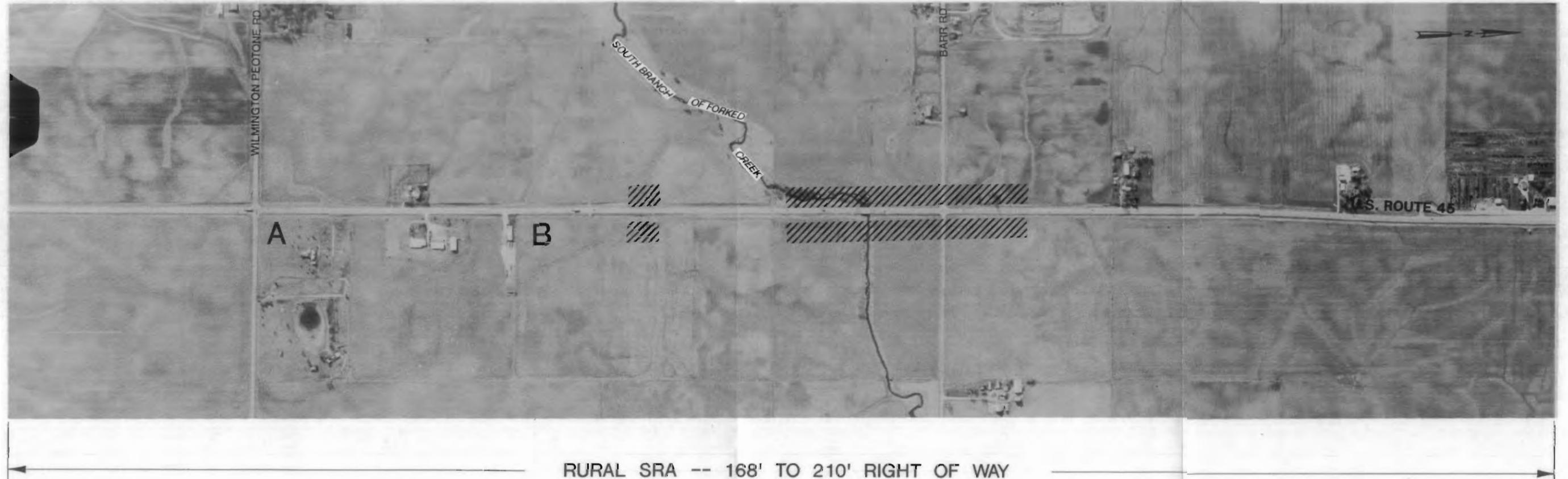
PLANNING FOCUS AREAS

A. WILMINGTON/PEOTONE ROAD INTERSECTION

- Intersection of two SRA routes
- Four-way stop control inhibits SRA operation

B. NORTH OF WILMINGTON PEOTONE ROAD

- Adjacent buildings could limit improvement options



LEGEND

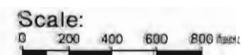
- Ⓐ Planning Focus Area I.D.
- ☠ Hazardous Waste Site
- ⚠ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland // Floodplain/Floodway
- ✠ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-2**

U.S. ROUTE 45

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

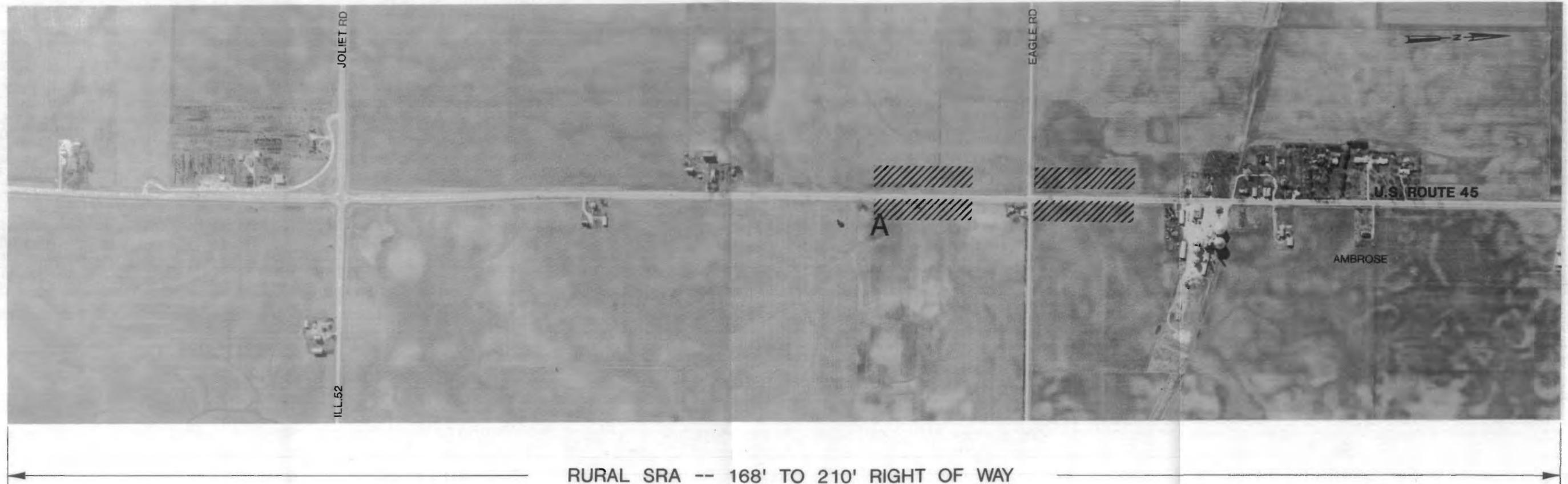
ILLINOIS DEPARTMENT OF TRANSPORTATION



PLANNING FOCUS AREAS

A. SOUTH OF JOLIET ROAD TO SOUTH OF MANHATTAN WILTON ROAD

- Adjacent buildings could limit improvement options



LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LI Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- ⬮ Floodplain/Floodway
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-3

U.S. ROUTE 45

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

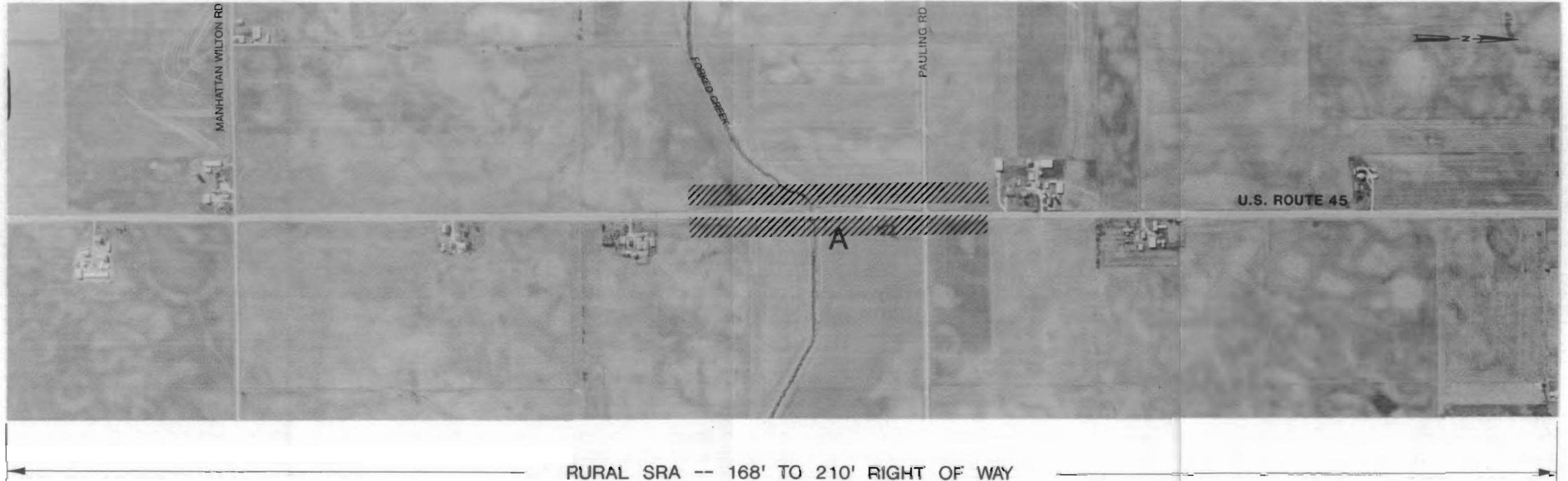
ILLINOIS DEPARTMENT OF TRANSPORTATION



PLANNING FOCUS AREAS

A. SOUTH OF MANHATTAN WILTON ROAD TO SOUTH OF GORMAN ROAD

- Adjacent buildings could limit improvement options



LEGEND

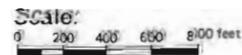
- A Planning Focus Area I.D.
- ⚠ Hazardous Waste Site
- ⚠ Leaking Underground Storage Tank
- ⚠ Historic Building/District
- * Wetland // Floodplain/Floodway
- † ⚠ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-4**

U.S. ROUTE 45

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

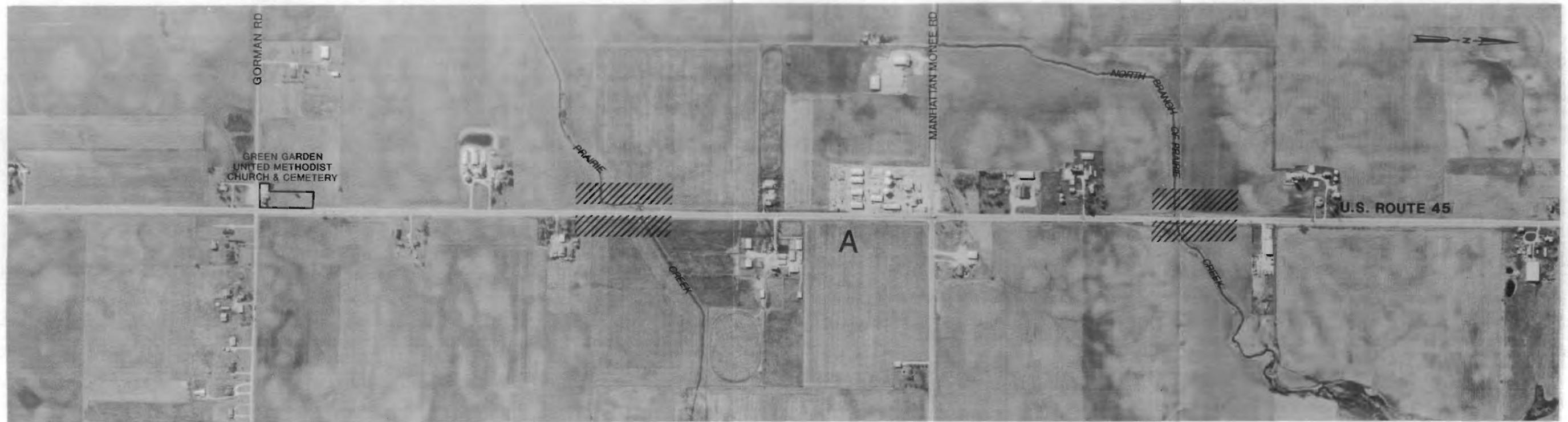
ILLINOIS DEPARTMENT OF TRANSPORTATION



PLANNING FOCUS AREAS

A. SOUTH OF GORMAN ROAD TO SOUTH OF DRALLE ROAD

- Adjacent buildings could limit improvement options



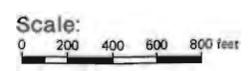
RURAL SRA -- 168' TO 210' RIGHT OF WAY

LEGEND

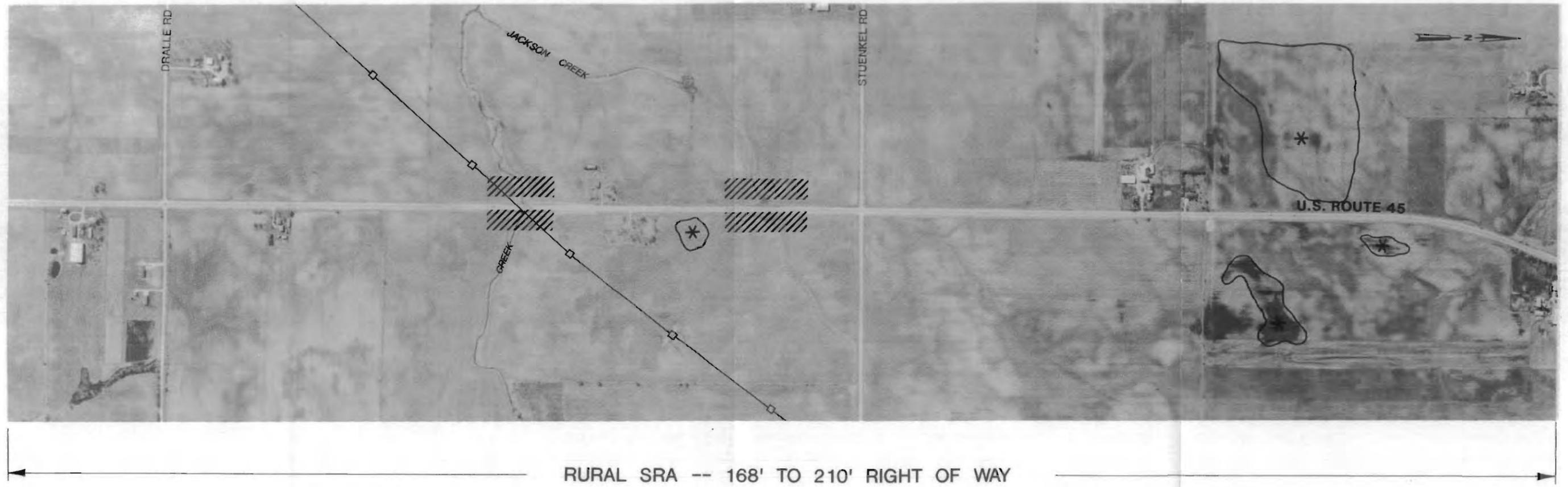
- A Planning Focus Area I.D.
- ⚠ Hazardous Waste Site
- ⚠ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland // Floodplain/Floodway
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

SRA Strategic Regional Arterial Planning Study EXHIBIT B-5



PLANNING FOCUS AREAS



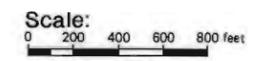
LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- /// Floodplain/Floodway

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-6

U.S. ROUTE 45

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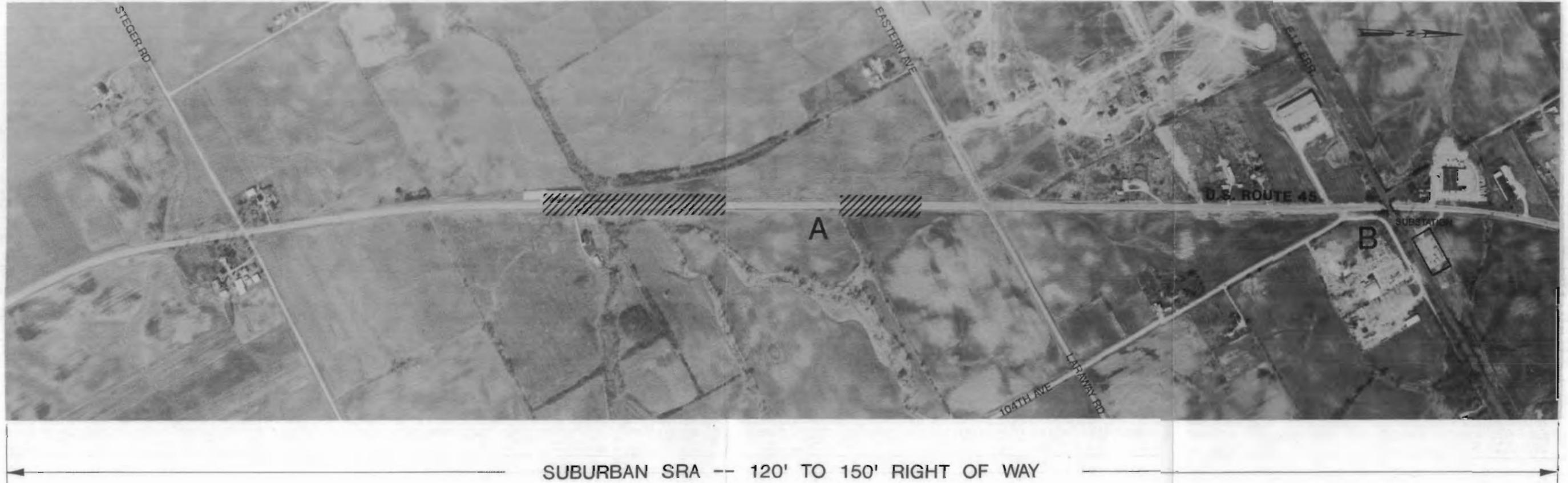
PLANNING FOCUS AREAS

A. SOUTH OF STEGER ROAD TO SOUTH OF NEBRASKA AVENUE

- Adjacent buildings could limit improvement options

B. UNDERPASS AT EJ&E RAILROAD

- Limited horizontal clearance under EJ&E RR



LEGEND

A	Planning Focus Area I.D.
(H)	Hazardous Waste Site
(L)	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—○—	Major Utility Lines
///	Floodplain/Floodway

U.S. ROUTE 45

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION



SRA Strategic Regional Arterial Planning Study
EXHIBIT B-7

Segment II——“Frankfort/Orland Park” (EJ&E Railroad to 119th Street)

Segment II of the U.S. 45 SRA is approximately 13 miles long. It extends from the EJ&E Railroad tracks south of Frankfort to 119th Street in Palos Park. Communities served by this segment include Frankfort, Mokena, Tinley Park, Orland Hills, Orland Park, and Palos Park.

Physical Characteristics

In this segment, U.S. 45 is a two-lane roadway in the southernmost 2-mile section between the EJ&E Railroad and Colorado Street. (IDOT is currently studying widening alternatives for this 2-mile section.) A second 2-mile section between Colorado Street and 191st Street has been reconstructed to four lanes with a median. The remaining portions of this segment are four-lane roadway typically with a flush 12-foot median.

Typical existing right-of-way in Segment II is 100 feet. Exceptions include south of White Street (80 feet), U.S. 30 to 179th Street (130 to 140 feet), 147th to 143rd Street (83 feet), and in the vicinity of 125th Street (83 feet). Refer to Exhibits A-8 to A-10, A-13, and A-14.

There are seven major structures noted in the IDOT Scoping Report structures data listing (see Table 6): two bridges over Hickory Creek, three structures that carry railroads over U.S. 45, and grade separations at I-80 and Illinois 7. One of these structures, the Pennsylvania Central crossing in Frankfort, currently is scheduled for removal when U.S. 45 is improved south of U.S. 30.

Traffic Control, Operations, and Safety

Speed limits through this segment vary according to the level of development. The speed limit reduces from 50 to 35 mph through the U.S. 30 intersection. North of this intersection, the speed limit increases to 45 mph until I-80, and to 55 mph from I-80 to 159th Street where development is lightest. The speed limit reduces to 45 mph through the retail commercial district in Orland Park and north to 119th Street (see Exhibits A-8 to A-14).

**Table 6
Existing Structures Along Segment II
(EJ&E Railroad to 119th Street) of Mannheim Road/U.S. 45**

IDOT Structure Reference	Feature	
	Over	Under
099-0225	—	Pennsylvania Central Railroad ^a
099-2004	Hickory Creek	—
099-0117	Hickory Creek	—
099-0116	—	CRI&P Railroad
099-0115	I-80	—
016-0345	—	Norfolk & Western Railroad
016-0465	—	Illinois 7

^aThis railroad line will be abandoned and the structure will be removed as part of improvements currently being designed between this structure and Colorado Street.

There are 17 signalized intersections generally spaced at ¼- or ½-mile intervals. Shorter spacings are found particularly in the Orland Park retail district (see Exhibits A-12 and A-13). U.S. 45 has an interchange with I-80 and intersects with two other SRAs in this segment (U.S. 30 and 159th Street). Other high-volume crossroads include 143rd and 131st Streets.

Existing average daily traffic (ADT) is approximately 15,500 vpd south of I-80 (see Exhibits A-8 to A-10). North of I-80 and through the Orland Park retail district, traffic builds from 21,200 to 31,000 vpd (see Exhibits A-10 to A-13). ADT levels range from 22,000 to 27,000 vpd between 143rd and 119th Streets (see Exhibits A-13 and A-14). Operations within Segment II of U.S. 45 are relatively smooth. Congestion occurs in the vicinity of the U.S. 30 intersection and in the retail area between 159th and 143rd Streets.

Accidents per MVM range from 3.0 to 11.4 over fourteen 1-mile sections of this segment. Three sections with higher-than-average rates are associated with U.S. 30, the 191st Street/I-80 interchange area, and the 151st Street to 143rd Street retail area. Accident rates in these three sections range from 10.4 to 11.4 accidents per MVM (higher than the comparable state average of 6.2 accidents per MVM for similar roadways).

Intersection accidents rates (see Exhibits A-8 to A-14), calculated in accidents per million entering vehicles (MEV), ranged from 1.3 to 5.3. Intersection accident rates were considered high at 159th Street (2.5 accidents per MEV) and at U.S. 30 (5.3 accidents per MEV). Most of the remaining intersections in Segment II were near the average for all intersections studied on U.S. 45 (2.1 accidents per MEV).

Public Transportation

Two rail transportation facilities operate within this segment (see Table 3 and exhibits A-10 and A-13). The Metra-Rock Island District commuter rail crosses U.S. 45 just south of I-80. Stations at Mokena and Tinley Park/80th Avenue are closest to the corridor, although both stations are over 2 miles from U.S. 45. A new station is proposed for construction on the Metra-Rock Island line east of Old U.S. 45 and north of Hickory Creek Drive in the northeast quadrant of the 191st Street/U.S. 45 intersection (see Exhibit A-10). The Mokena/Hickory Creek Station is expected to be

open by April 1993. The Metra-Norfolk Southern commuter line crosses U.S. 45 just south of Illinois 7, with stations nearest to the corridor at Orland Park (153rd Street), Orland Park (103rd Street), and Palos Park. Pace Routes 835 (Express and Local), 386, and 354 travel portions of this segment, and Routes 354 and 384 cross the corridor.

Environmental Constraints and Land Use

Table 7 summarizes information regarding hazardous waste sites and potentially historic sites. Table 7 does not note any CERCLIS sites or potentially historic sites, but does indicate seven possible LUST sites. Some of these sites may have been remediated since this list was compiled.

Exhibits B-8 through B-14 indicate various environmental constraints in Segment II. Major adjacent forest preserve and/or wetland areas in Segment II are shown between 179th and 167th Streets, and from 159th to 155th Streets. Sensitive wetlands and habitat occur north of the Illinois 7 crossing, and in the ½ mile preceding 119th Street.

Land use in Segment II varies (see Exhibits B-8 to B-14). South of U.S. 30 within the Village of Frankfort, adjacent land use is generally commercial/retail. Open space exists further south, but is filling in with residential development. Between U.S. 30 and I-80, there are areas of open land that are currently undergoing commercial/retail development. Some residential use abuts U.S. 45 on the east side of the road, just south of 191st Street. Office and industrial uses are focused at 191st Street and north to I-80.

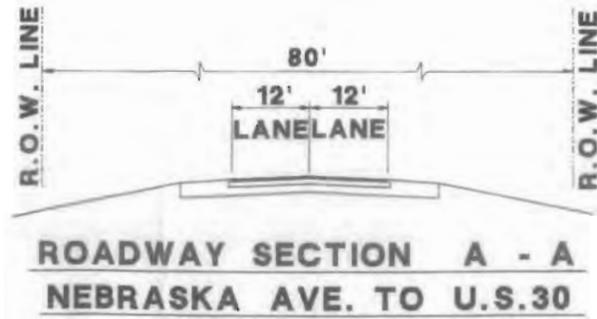
Between I-80 and 159th Street, the land use adjacent to U.S. 45 is open and filling in with commercial uses, with residential use beyond the U.S. 45 frontage. The land west of U.S. 45 between 179th and 167th Streets is forest preserve property.

North of 159th Street past 143rd Street to the Illinois 7 crossing, intensive retail use exists. Beyond Illinois 7, forest preserve (see Exhibit B-14) and residential uses predominate. Carl Sandburg High School and the Palos Country Club (and golf course) are adjacent to U.S. 45 between 135th and 131st Streets (see Exhibits B-13 and B-14).

Table 7
Summary of Environmentally Sensitive Land Uses and Sites Along
Segment II (EJ&E Railroad to 119th Street) of Mannheim Road/U.S. 45

Item	Exhibit No.	Reference	Description
Historic Sites	—	—	None Noted
CERCLIS Sites ^a	—	—	None Noted
LUST Sites ^b	B-8	L-1	Amoco Oil, U.S. 30 and U.S. 45, Frankfort
	B-8	L-2	Phillips 66, U.S. 30 and U.S. 45, Frankfort
	B-10	L-3	Clark Oil and Refining, 19301 96th Avenue, Mokena
	B-10	L-4	Fleckensteins Bakery, 19225 S. LaGrange Road, Mokena
	B-10	L-5	Shell Oil, 1900 S. LaGrange Road, Mokena
	B-13	L-6	Shell Oil, 14360 S. LaGrange Road, Orland Park
	B-14	L-7	Carl Sandburg High School, 133rd Street and LaGrange Road, Orland Park
^a CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System. ^b LUST: Leaking Underground Storage Tank.			

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
■	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

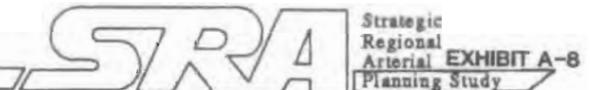
ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

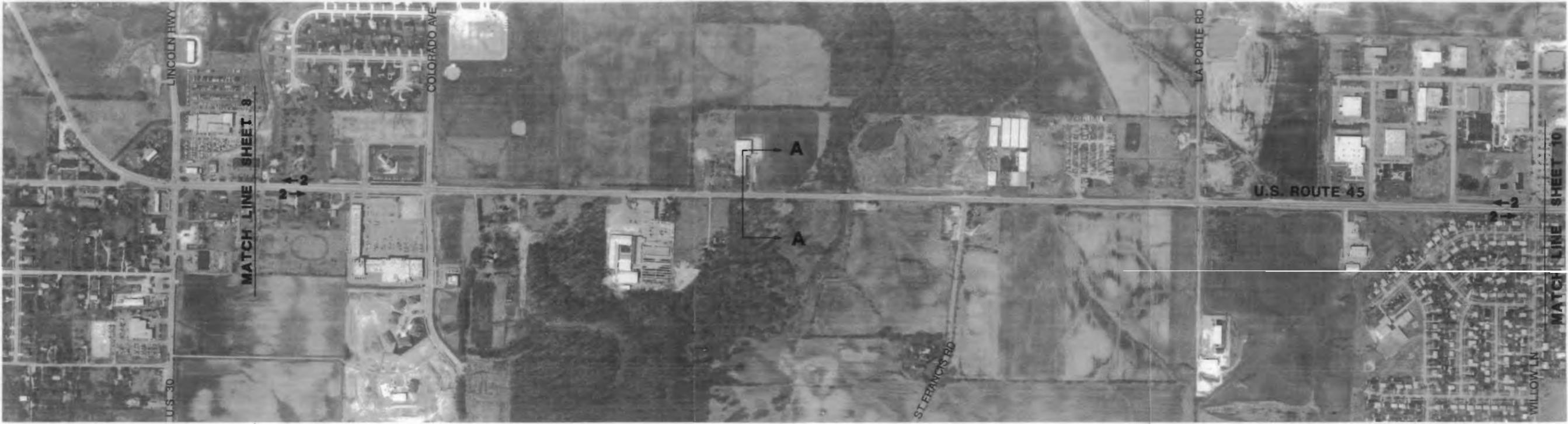
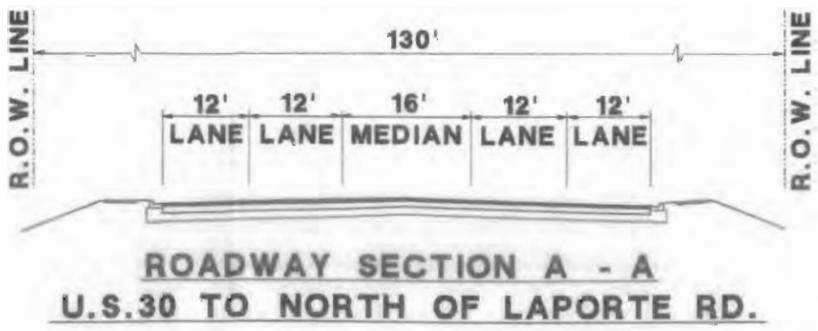
	4850	13800
	9.44/MVM	5.29/MEV
	METRA RAIL RIDERSHIP - NONE	
	PACE BUS ROUTE - NONE	
WEST	(P)	(P)
EAST	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- PARKING PROHIBITED
- NO POSTED RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION



**1988 - 1990
AVERAGE
DAILY
TRAFFIC**

**ACCIDENT
RATE**

**TRANSIT
ROUTES**

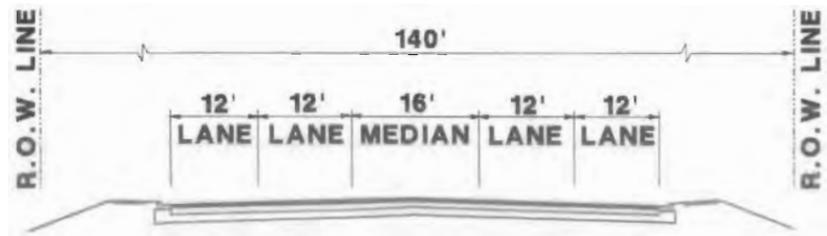
**EDGE OF
ROAD USE**

	13,800		
	10.99/MVM		8.42/MVM
	METRA RAIL RIDERSHIP - NONE		
	PACE BUS ROUTE - NONE		
WEST			
EAST			

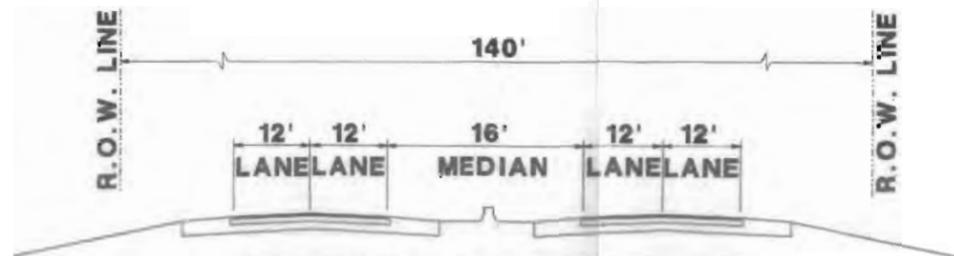
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
WILLOW LN. TO 191ST ST.



ROADWAY SECTION B - B
191ST ST. TO NORTH OF I-80



1988 - 1990
AVERAGE
DAILY
TRAFFIC

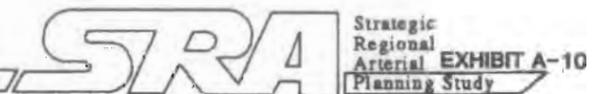
ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF ROAD USE
WEST EAST

	14,100	17,300	21,200
	10.41/MVM	4.42/MVM	2.97/MVM
	METRA RAIL RIDERSHIP - NONE		
	PACE BUS ROUTE - NONE		
	P	P	P
	P	P	P

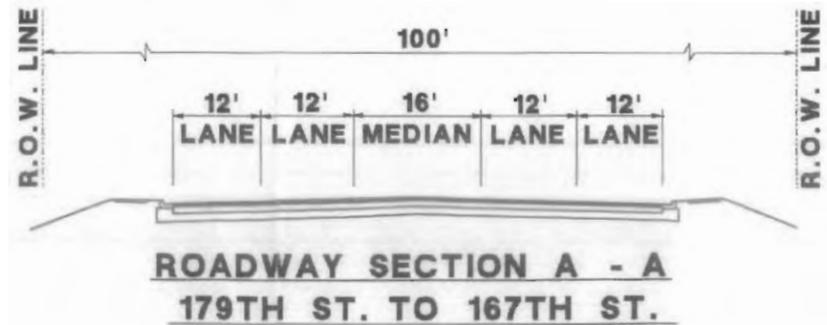
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



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LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

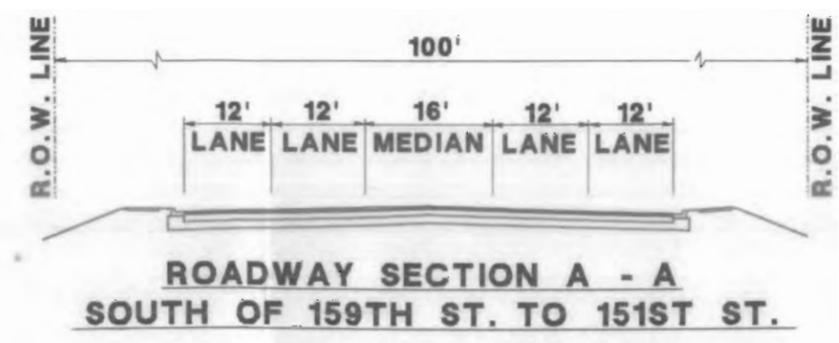
	21,200		13,100	
	3.24/MVM	2.22/MVM	1.29/MEV	
	METRA RAIL RIDERSHIP - NONE			
	PACE BUS ROUTE - NONE			
WEST	P	P	P	P
EAST	P	P	P	P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- PARKING PROHIBITED
- NO POSTED RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION



**1988 - 1990
AVERAGE
DAILY
TRAFFIC**

**ACCIDENT
RATE**

**TRANSIT
ROUTES**

EDGE OF ROAD USE
WEST EAST

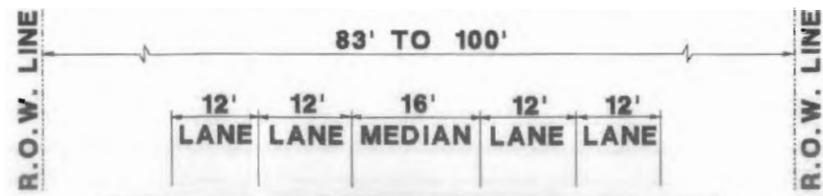
18,600	21,800	29,100
4.59/MVM	2.48/MEV	8.64/MVM
METRA RAIL RIDERSHIP - NONE		
PACE BUS ROUTE 835		

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A
147TH ST. TO 135TH ST.**



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

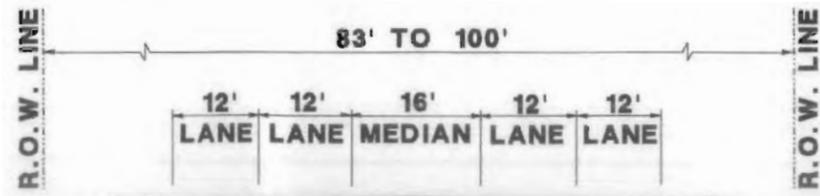
EDGE OF
ROAD USE

	29,100			31,300			23,200		
	11.43/MVM			3.89/MVM			7.78/MVM		
	METRA RAIL RIDERSHIP - NONE								
	PACE BUS ROUTE 835								
WEST	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)
EAST	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
MR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
131ST ST. TO 119TH ST.



**1988 - 1990
AVERAGE
DAILY
TRAFFIC**

**ACCIDENT
RATE**

**TRANSIT
ROUTES**

**EDGE OF
ROAD USE**

	23,200				26,800			
	6.11/MVM	2.09/MEV	5.09/MVM					3.72/MVM
	METRA RAIL RIDERSHIP - NONE							
	PACE BUS ROUTE 835							
WEST	P	P	P	P	P	P	P	P
EAST	P	P	P	P	P	P	P	P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



PLANNING FOCUS AREAS

A. SOUTH OF NEBRASKA AVENUE TO WHITE STREET

- Transition from rural to suburban SRA section

B. U.S. ROUTE 45 AND U.S. 30 INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection constrained by adjacent land use
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

C. U.S. 30 TO COLORADO AVENUE

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † ☆ Church/Synagogue/Religious Institution
- - - Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale:
0 200 400 600 800 feet

SRA Strategic
Regional
Arterial Planning Study
EXHIBIT B-8

PLANNING FOCUS AREAS

A. COLORADO AVENUE TO WILLOW LANE

- Limited available right-of-way



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

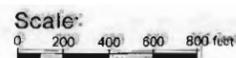
LEGEND

- A Planning Focus Area I.D.
- G1 Hazardous Waste Site
- L Leaking Underground Storage Tank
- H1 Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- /// Floodplain/Floodway
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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SRA Strategic Regional Arterial Planning Study
EXHIBIT B-9

PLANNING FOCUS AREAS

A. WILLOW LANE TO 191st STREET

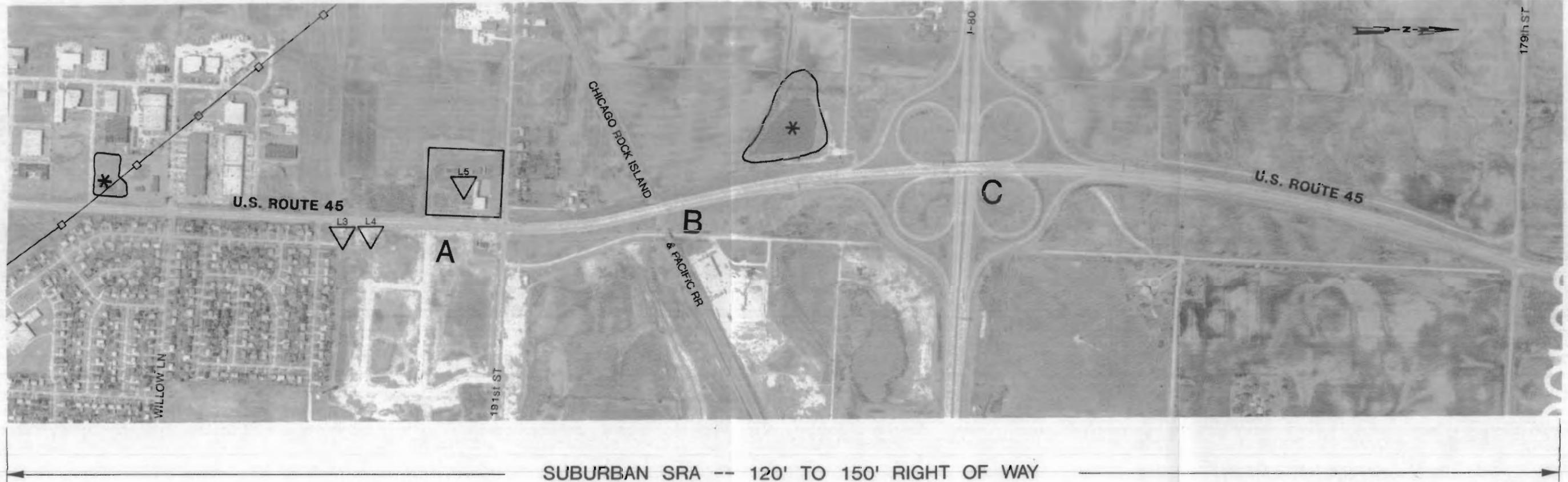
- Limited available right-of-way
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

B. U.S. ROUTE 45 OVER CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

- Existing structure may require widening/replacement

C. U.S. ROUTE 45 AND I-80 INTERCHANGE

- Existing structure may require widening/replacement
- Capacity improvements to U.S. Route 45 at I-80 could result in redesign of interchange



LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- L Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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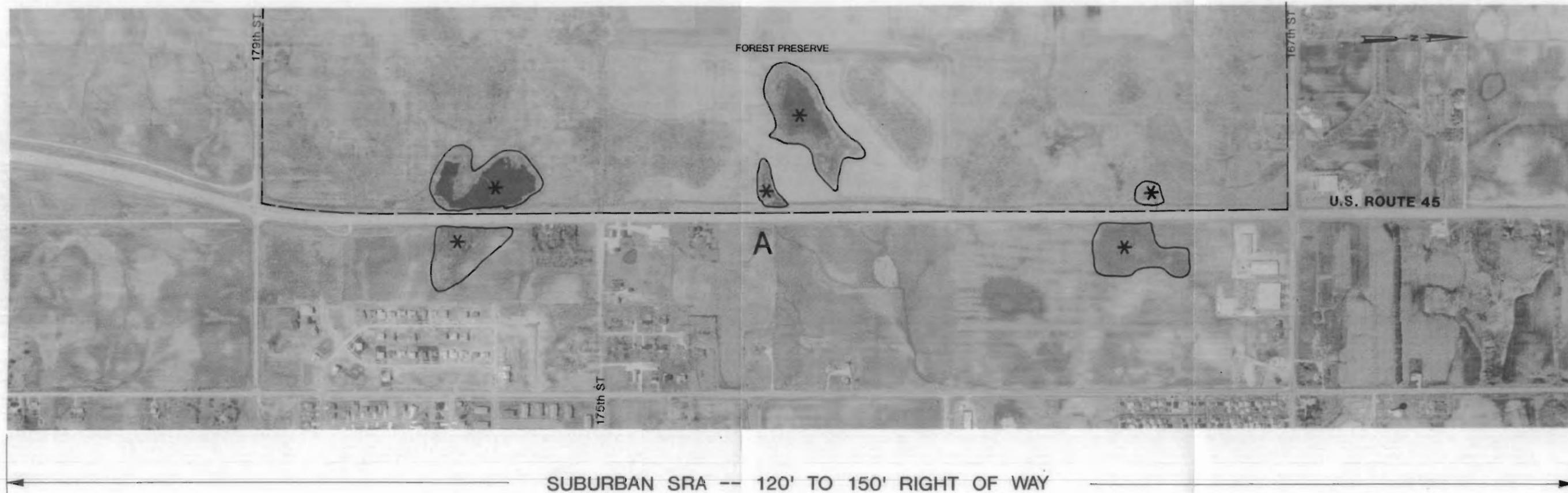


SRA Strategic Regional Arterial Planning Study
EXHIBIT B-10

PLANNING FOCUS AREAS

A. 179th STREET TO 167th STREET

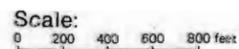
- Adjacent forest preserve/wetlands could limit improvement options



LEGEND

A	Planning Focus Area I.D.
⊖	Hazardous Waste Site
∇	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
□	Major Utility Lines

U.S. ROUTE 45



PLANNING FOCUS AREAS

A. NORTH OF 167th STREET TO 159th STREET

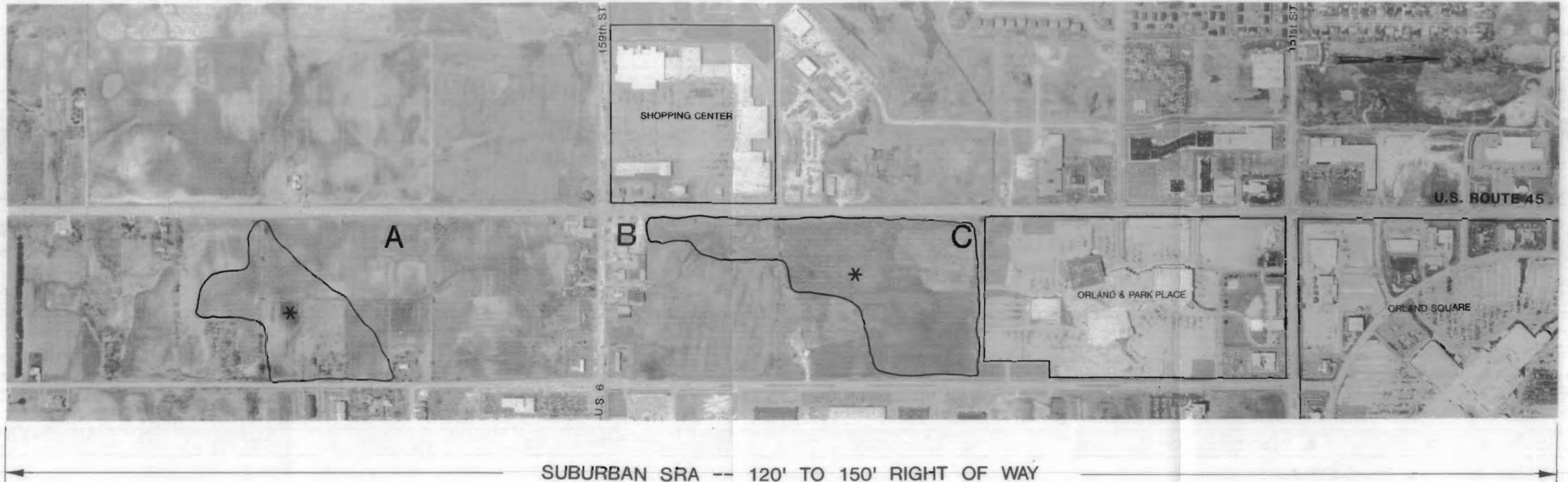
- Adjacent buildings could limit improvement options

B. U.S. ROUTE 45 AND 159th STREET INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection constrained by adjacent land use

C. NORTH OF 159th STREET TO ORLAND SQUARE SHOPPING CENTER

- Limited available right-of-way



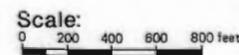
LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † ☆ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-12**

U.S. ROUTE 45

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PLANNING FOCUS AREAS

A. 147th STREET TO 143rd STREET

- Limited available right-of-way
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs
- Multiple driveway/cross street access points may affect SRA operation

B. U.S. ROUTE 45 AND 143rd STREET INTERSECTION

- Capacity improvements for high-volume intersection constrained by adjacent land use

C. NORFOLK AND WESTERN RAILROAD AND ILLINOIS ROUTE 7 UNDERPASSES

- Limited horizontal clearance under railroad and Illinois Route 7 underpasses

D. ILLINOIS ROUTE 7 TO CARL SANDBURG HIGH SCHOOL

- Limited available right-of-way



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- ☠ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland // Floodplain/Floodway
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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SRA Strategic Regional Arterial Planning Study
EXHIBIT B-13

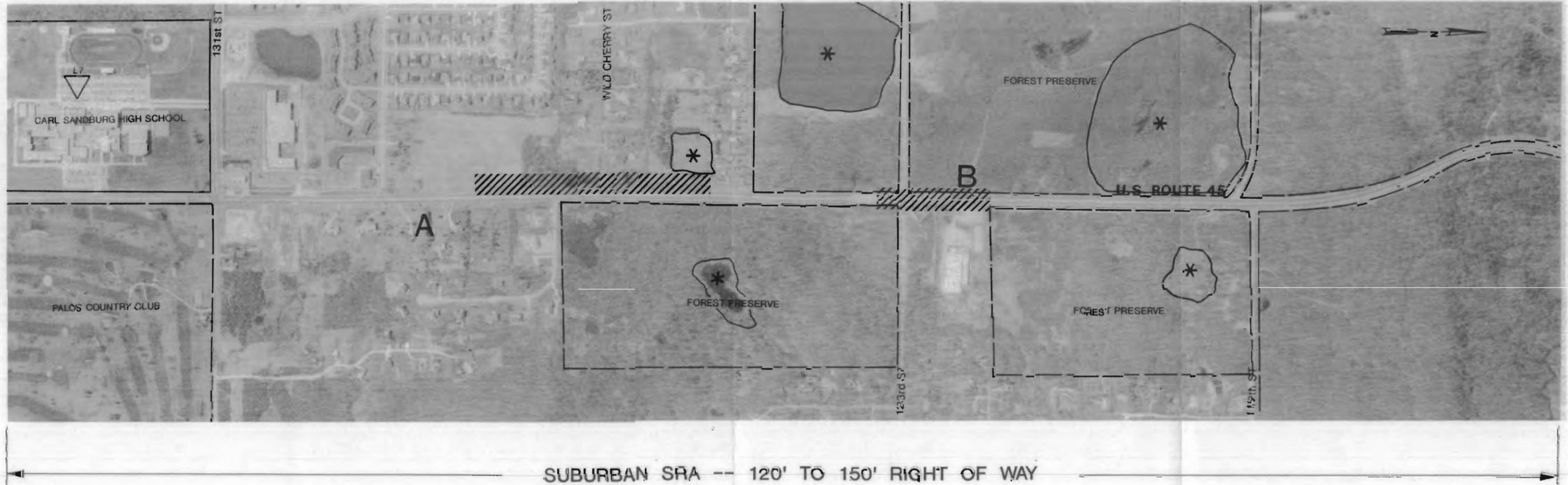
PLANNING FOCUS AREAS

A. 131st STREET TO WILD CHERRY STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation

B. WILD CHERRY STREET TO ILLINOIS ROUTE 83

- Adjacent forest preserve/wetlands could limit improvement options



U.S. ROUTE 45

Segment III—“Forest Preserve” (119th Street to I-55)

Segment III of the U.S. 45 SRA is approximately 7 miles long. It extends from 119th Street in Palos Park to its interchange with I-55. Communities served by this segment include Palos Hills, Hickory Hills, Justice, Willow Springs, Hodgkins, and portions of unincorporated Cook County.

Physical Characteristics

Within Segment III, U.S. 45 is a four-lane roadway with widely variable median types. Between 119th Street and Illinois 83, the median consists of a concrete barrier with approximately 4 feet of clearance between the barrier face and the traffic lanes. From Illinois 83 to 111th Street, the median is a 16-foot-wide barrier median. Beyond 111th Street, the median reduces first to a 4-foot painted median until 95th Street, and then to no median until the interchange at Archer Avenue (Illinois 171). Median and/or bridge parapet separation exists in advance of and through the Archer Avenue and I-55 interchanges.

The existing right-of-way throughout Segment III is 100 feet (see Exhibits A-15 to A-17). Hilly terrain necessitates the use of retaining walls on the east side of U.S. 45 for approximately ½ mile south of Illinois 83.

There are 11 major structures noted in the IDOT Scoping Report structures data listing (see Table 8), including two bridges over the Cal Sag Channel, Archer Avenue, and I-294. Also, there are structures over 4,000 feet long—all located between the Archer Avenue and I-55 interchanges—that carry the U.S. 45 SRA over several railroads, the Sanitary and Ship Canal, and the Des Plaines River

Traffic Control, Operations, and Safety

The speed limit in this segment is 45 mph. There are four signalized intersections ½ mile to 1 mile apart. In addition to interchanges with Illinois 83, Archer Avenue (Illinois 171), and I-55, major intersections occur at 95th and 87th Streets. U.S. 45 intersects two SRAs in this segment: Illinois 83 and 95th Street (a SRA to the east of U.S. 45 only).

Table 8
Existing Structures Along Segment III
(119th Street to I-55) of Mannheim Road/U.S. 45

IDOT Structure Reference	Feature	
	Over	Under
016-0344	Cal Sag (Northbound)	—
016-0343	Cal Sag (Southbound)	—
016-0208	—	Archer Avenue
016-0518	—	79th Street
016-9823	—	I-294 Southbound
016-9822	—	I-294 Northbound
016-2468	Railroad Yard	—
016-2406	Railroad/Canal	—
016-2467	Railroad/River (Northbound)	—
016-2407	Railroad/River (Southbound)	—
016-0340	I-55	—

Existing ADT is approximately 22,500 vpd between 119th Street and Illinois 83 (see Exhibit A-15). North of Illinois 83 and through 103rd Street, traffic levels decline from 27,000 to 18,000 vpd (see Exhibits A-15 and A-16). From 103rd Street to Archer Avenue, the existing ADT is 29,000 vpd. Between the Archer Avenue and I-55 interchanges (see Exhibit A-17), traffic increases to 47,000 vpd (a result of the overlap in traffic attracted to each of these major routes).

Because adjacent forest preserve areas limit development activity, traffic congestion does not disrupt operations within Segment III. Existing traffic does not exceed capacity at any of the intersections, and the absence of multiple access points (driveways or cross streets) allows nearly free-flow operation along this segment.

Congestion currently occurs between the Archer Avenue and I-55 interchanges where traffic overlaps (see Exhibit A-17). A current IDOT project would restripe this portion of Segment III; this project would achieve three through lanes in each travel direction without major widening between the interchanges.

Accidents per MVM range from 1.6 to 9.2 over six approximate 1-mile sections of Segment III (see Exhibits A-15 to A-17). Two sections with higher-than-average rates are between Illinois 83 and 107th Street (9.23 accidents per MVM) and between 95th and 87th Streets (7.48 accidents per MVM). These rates are higher than the comparable state average of 6.2 accidents per MVM for similar roadways.

Intersection accidents rates (see Exhibits A-15 to A-17), calculated in accidents per MEV, range from 1.7 to 3.3. Intersection accident rates were considered high at 95th Street (3.3 accidents per MEV) and at 107th Street (2.3 accidents per MEV). The rate for the 87th Street intersection falls below the average for all intersections studied on U.S. 45 (2.1 accidents per MEV).

Public Transportation

One rail transportation facility—the Metra-Heritage Corridor commuter rail line—operates within this segment (see Table 3 and Exhibit B-17), crossing U.S. 45 immediately north of I-294. The Metra station closest to the corridor is at Willow Springs (approximately 1.7 miles away). No Pace bus routes operate along this segment of U.S. 45, although Route 832 does cross the corridor at I-55.

Environmental Constraints and Land Use

A review of information regarding hazardous waste sites and potentially historic sites indicated that no CERCLIS sites or potentially historic sites exist in Segment III (see Table 9). One possible LUST site is noted. This site may have been remediated since this review was completed.

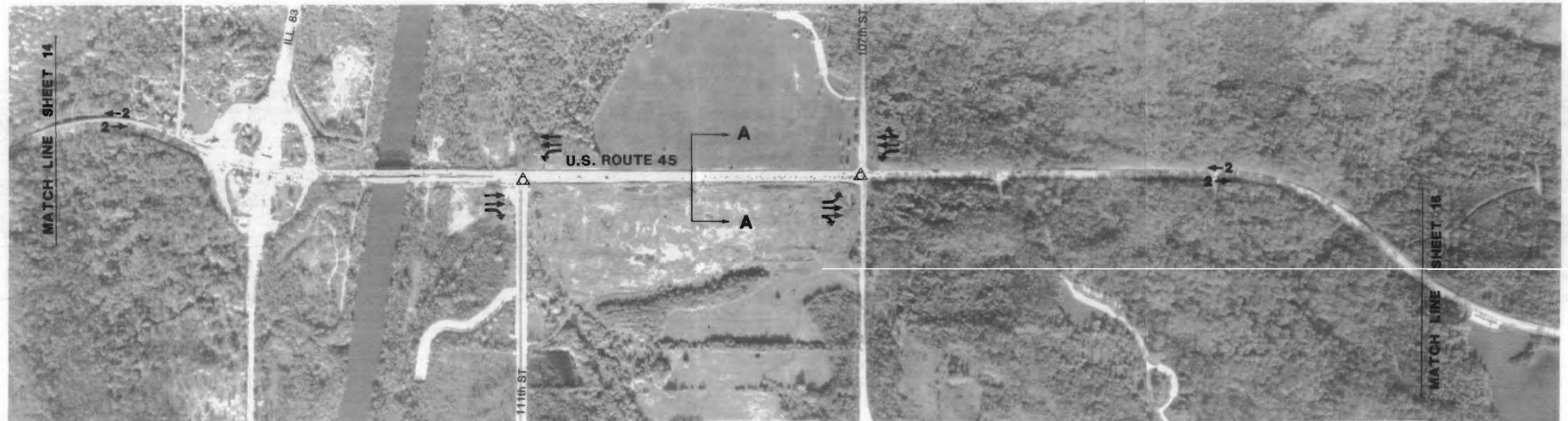
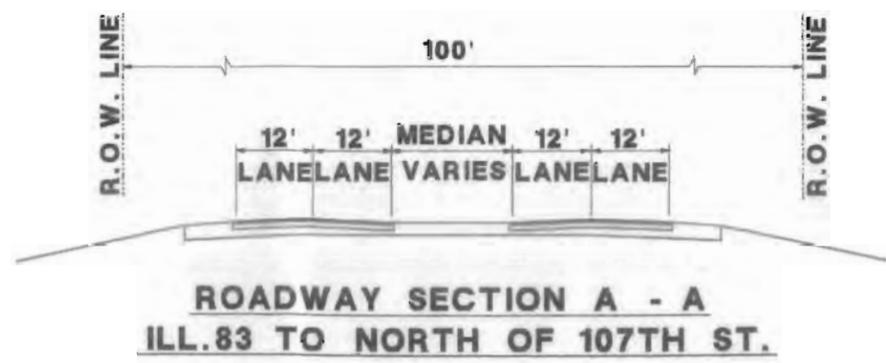
Table 9			
Summary of Environmentally Sensitive Land Uses and Sites Along Segment III (119th Street to I-55) of Mannheim Road/U.S. 45			
Item	Exhibit No.	Reference	Description
Historic Sites	—	—	None Noted
CERCLIS Sites ^a	—	—	None Noted
LUST Sites ^a	B-17	L-8	Marathon Petroleum, 7600 LaGrange Road, Willow Springs
^a CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Act Information System. ^b LUST = Leaking Underground Storage Tank.			

Exhibits B-15 through B-17 note the locations of adjacent forest preserve and/or wetland areas in Segment III. Forest preserve land borders virtually all of U.S. 45 in this segment. Numerous wetlands are present, and are particularly prevalent in the vicinity of the intersection with 95th Street (see Exhibit B-16).

Between the Archer Avenue and I-55 interchanges, structures carry Segment III over minor adjoining commercial/industrial uses.

LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- ⊙ DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**1988 - 1990
AVERAGE
DAILY
TRAFFIC**

**ACCIDENT
RATE**

**TRANSIT
ROUTES**

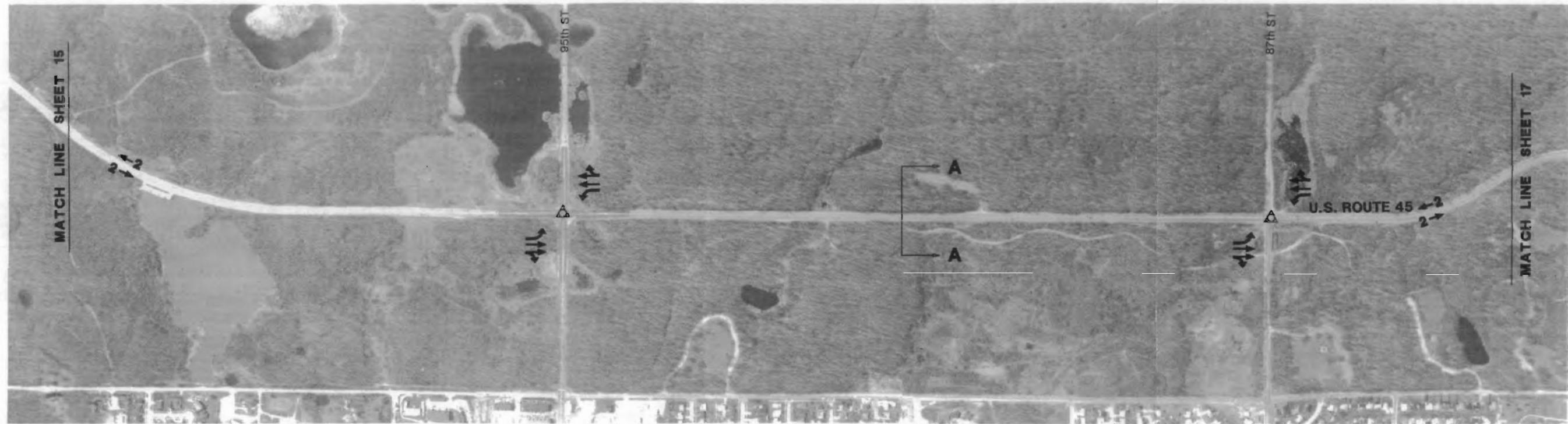
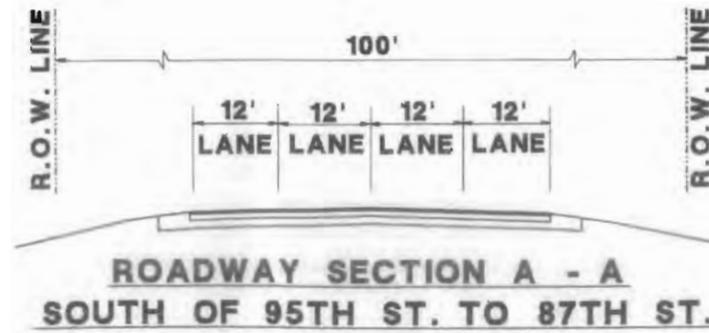
**EDGE OF
ROAD USE**

	27,200		24,600
	3.72/MVM	9.23/MVM	9.23/MVM
			2.31/MEV
	METRA RAIL RIDERSHIP - NONE		
	PACE BUS ROUTE - NONE		
WEST	(P)	(P)	(P)
EAST	(P)	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
■	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

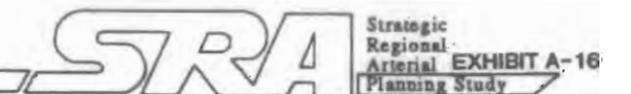
ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

	24,600	22,000
	5.17/MVM	7.48/MVM
	3.31/MEV	1.69/MEV
	METRA RAIL RIDERSHIP - NONE	
	PACE BUS ROUTE - NONE	
WEST	(P)	(P)
EAST	(P)	(P)

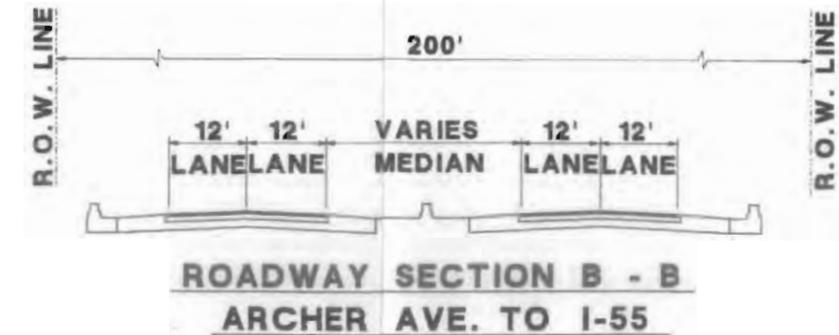
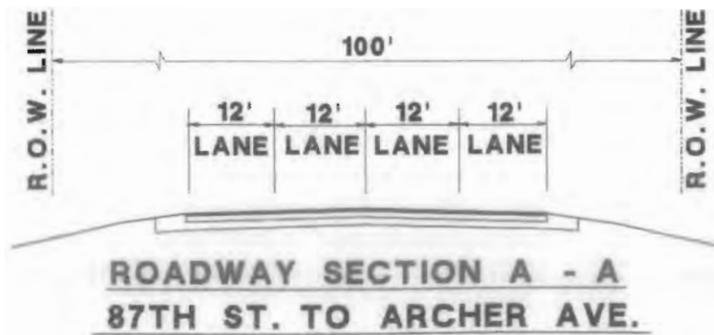
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



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LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
■	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

22,600

47,500

ACCIDENT
RATE

3.47/MVM

1.61/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE - NONE

EDGE OF
ROAD USE

WEST

EAST

P

P

P

P

P

P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



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PLANNING FOCUS AREAS

A. U.S. ROUTE 45 AND ILLINOIS ROUTE 83 INTERCHANGE

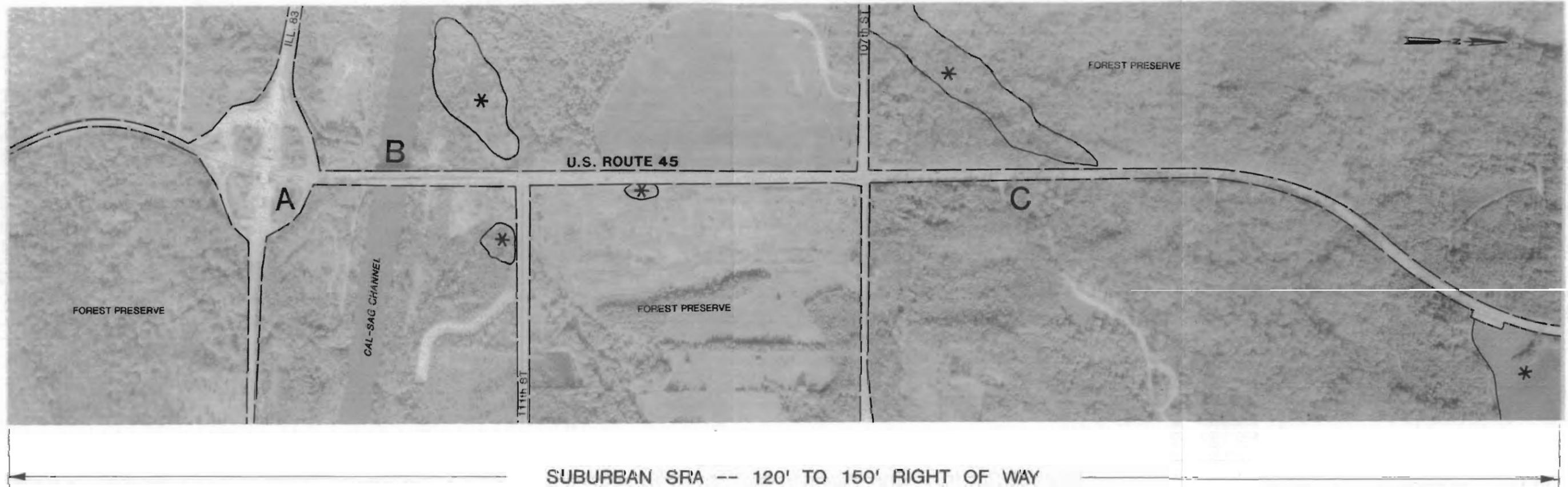
- Intersection of two SRA routes
- Limited horizontal clearance under Illinois Route 83
- Capacity improvements to U.S. Route 45 at Illinois Route 83 could result in redesign of interchange

B. BRIDGE OVER CAL-SAG CHANNEL

- Existing structure may require widening/replacement

C. ILLINOIS ROUTE 83 TO SOUTH OF 95th STREET

- Adjacent forest preserve/wetlands could limit improvement options



LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LUST Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study

EXHIBIT B-15

U.S. ROUTE 45

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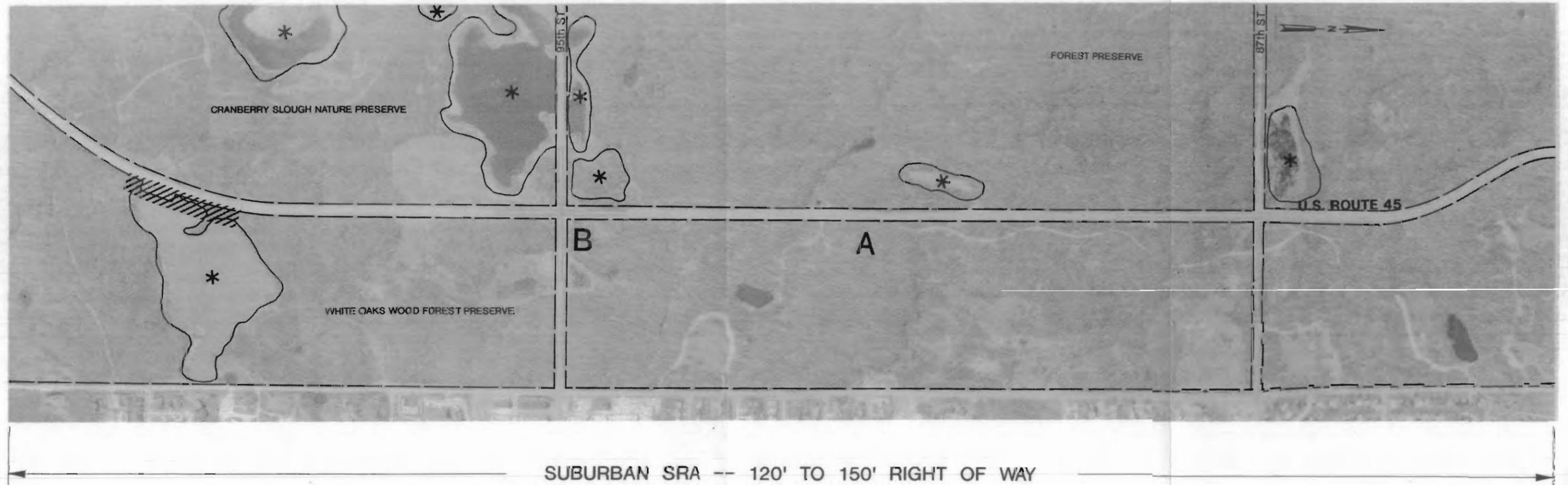
PLANNING FOCUS AREAS

A. SOUTH OF 95th STREET TO NORTH OF 87th STREET

- Adjacent forest preserve/wetlands could limit improvement options

B. U.S. ROUTE 45 AND 95th STREET INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection constrained by adjacent land use

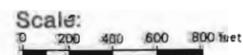


LEGEND

A	Planning Focus Area I.D.
(Hazardous Waste Site symbol)	Hazardous Waste Site
(Leaking Underground Storage Tank symbol)	Leaking Underground Storage Tank
(Historic Building/Business symbol)	Historic Building/Business
*	Wetland
///	Floodplain/Floodway
†	Church/Synagogue/Religious Institution
(Agricultural Land symbol)	Agricultural Land
(Special Use Areas symbol)	Special Use Areas
(Major Utility Lines symbol)	Major Utility Lines

U.S. ROUTE 45

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-16**



PLANNING FOCUS AREAS

A. U.S. ROUTE 45 UNDER ARCHER AVENUE

- Limited horizontal clearance under Archer Avenue
- Capacity improvements to U.S. Route 45 at Archer Avenue could result in redesign of interchange

B. U.S. ROUTE 45 UNDER I-294

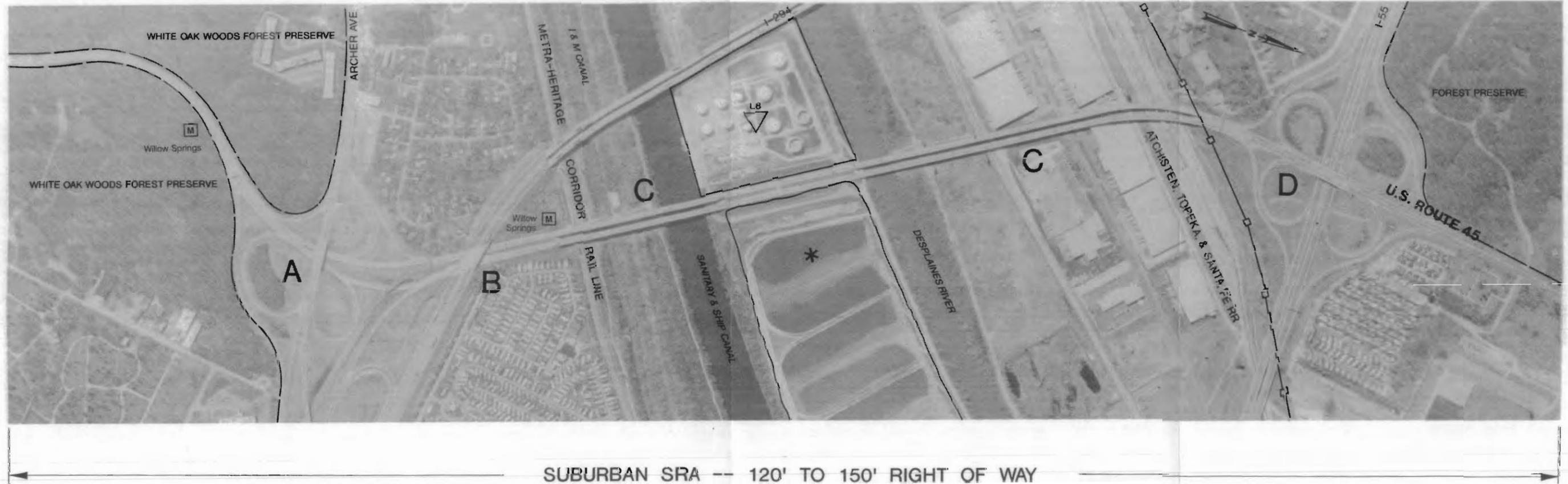
- Limited horizontal clearance under I-294

C. STRUCTURES OVER SANITARY & SHIP CANAL AND DES PLAINES RIVER

- Existing structure may require widening/replacement

D. U.S. ROUTE 45 OVER I-55

- Existing structure may require widening/replacement
- Capacity improvements to U.S. Route 45 at I-55 could result in redesign of interchange



LEGEND	
A	Planning Focus Area I.D.
⊕	Hazardous Waste Site
▽	Leaking Underground Storage Tank
Ⓜ	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—○—	Major Utility Lines

U.S. ROUTE 45

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SRA Strategic Regional Arterial Planning Study
EXHIBIT B-17

Segment IV—“LaGrange” (I-55 to Roosevelt Road)

Segment IV of the U.S. 45 SRA is approximately 7 miles long. It extends from the crossing of I-55 at Hodgkins to the intersection with Roosevelt Road in Westchester. Communities served by this segment include Hodgkins, Countryside, LaGrange, LaGrange Park, and Westchester.

Physical Characteristics

Most of this segment is comprised of four-lane undivided roadway. Short portions with a median exist north of the I-55 interchange and between Joliet Road and 52nd Street. Although 11-foot lane widths are most prevalent in this segment, the facility has 10-foot lanes through the LaGrange Historic District, and 12-foot lanes are found north of 31st Street.

Two sections of U.S. 45 have on-street parking within Segment IV. A parking lane is located on the east side of the roadway between 49th and 47th Streets. Parking lanes extend through the LaGrange central business district between Cossitt Street and Ogden Avenue on both sides of the roadway.

Existing right-of-way varies between 66 and 100 feet (see Exhibits A-18 to A-24). The existing right-of-way is 100 feet for approximately 4 miles from I-55 to north of Ogden Avenue (with the exception of a ½-mile section between 51st and 47th Streets, where it reduces to 66 to 83 feet). The northernmost 3 miles of Segment IV consist of 2 miles of existing 66- to 83-foot right-of-way within LaGrange Park, and 1 mile of 100-foot existing right-of-way between Cermak Road and Roosevelt Road.

The IDOT Scoping Report structures data listing notes one major structure in this segment (see Table 10)—a three-span, 148-foot bridge over the Salt Creek, located in the Salt Creek Forest Preserve south of Cermak Road.

<p align="center">Table 10 Existing Structures Along Segment IV (I-55 to Roosevelt Road) of Mannheim Road/U.S. 45</p>		
<p align="center">IDOT Structure Reference</p>	<p align="center">Feature</p>	
	<p>Over</p>	<p>Under</p>
<p>016-0339</p>	<p>Salt Creek</p>	<p>—</p>

Traffic Control, Operations, and Safety

Speed limits vary through the segment, beginning at 45 mph for 1 mile north of I-55 and then reducing to 35 mph until the segment reaches the LaGrange Historic District and downtown area. The speed limits through these areas are 25 and 20 mph, respectively. North of downtown LaGrange, the limit increases to 30 mph (except in a ½-mile section through a forest preserve area south of Cermak Road, where the speed limit is 40 mph).

There are 14 signalized intersections generally spaced at ¼- or ½-mile intervals. Shorter spacings are found in downtown LaGrange. As shown on Exhibit A-21, the U.S. 45 SRA intersects with one SRA in this segment (Ogden Avenue). Other high-volume crossroads include 47th Street, 31st Street, Cermak Road, and Roosevelt Road. Existing ADT varies between 20,000 and 22,000 vpd between I-55 and Ogden Avenue (see Exhibits A-18 to A-21). North of Ogden Avenue to Roosevelt Road, ADT levels range from 28,500 to 23,400 vpd (see Exhibits A-21 to A-24).

Traffic operations are constrained throughout Segment IV. High traffic volumes, significant truck traffic, less-than-desirable lane widths, and no median contribute to congestion and delay. Particularly during peak hours, congestion is apparent in downtown LaGrange at the at-grade crossing of the Burlington Northern commuter rail line, which closes the roadway and attracts traffic associated with the commuter station one block west of U.S. 45.

Planning-level analyses (see Appendix A) indicate that four of the five major intersections within this segment operate at or above capacity; long delays can be expected at 47th Street, Ogden Avenue, 31st Street, and Cermak Road.

Segment IV contains three sections with high current accident rates. The highest rate occurs between 47th Street and Ogden Avenue (13.0 accidents per MVM) in a section that includes downtown LaGrange and the LaGrange Historic District (see Exhibits A-20 and A-21). Most of the accidents in this section (over 60 percent) can be attributed to cross section elements—including narrow lane widths, the presence of parking lanes, and no median.

The section between Roosevelt Road and Cermak Road (see Exhibits A-23 and A-24) also experiences a high accident rate—11.4 accidents per MVM. This is the result of a high number of accidents occurring at the two ending intersections and an equal number of accidents occurring within this segment at essentially residential cross streets in the vicinity of Canterbury Lane (signalized) and Oxford Street (unsignalized).

The third high-accident section of this segment, from 67th to 47th Streets, experiences a rate of 9.2 accidents per MVM (see Exhibits A-18 to A-20). This rate probably reflects the effects of a commercial area and multiple access points associated with commercial development.

Intersection accident rates (see Exhibits A-18 to A-24) were calculated in terms of accidents per MEV. Of the four intersections for which the calculation was made, only Roosevelt Road, with an intersection accident rate of 2.3 accidents per MEV, was considered to be “high.” Rates calculated for Ogden Avenue, 31st Street, and Cermak Road range from 0.97 to 1.50 accidents per MEV.

Public Transportation

One transportation rail facility operates within this segment (see Table 3 and Exhibit A-21): the Metra-Burlington Northern rail line crosses U.S. 45 in LaGrange between Burlington Avenue and Hill Grove Avenue, and has stations located at Congress Park, U.S. 45, and Stone Avenue. All of these stations are less than 0.75 mile from U.S. 45. Pace Route 330 travels along U.S. 45 from 55th Street north

to O'Hare International Airport. Pace Routes 301, 302, 304, and 322 all intersect U.S. 45 within this segment.

Environmental Constraints and Land Use

Table 11 summarizes information regarding hazardous waste sites and potentially historic sites within Segment IV. Eight possible LUST sites are listed in Table 11 (no CERCLA sites are listed). Some of these LUST sites may have been remediated since this list was compiled.

Table 11 also lists the locations of four residences considered to be potential historic sites. Two sites, including the four-block LaGrange Historic District and the Lyons Township Hall, are listed in the National Register of Historic Places. Environmental constraints in Segment IV are shown in Exhibits B-18 to B-24.

Other sensitive land uses include forest preserves located in the first and last miles of this segment (see Exhibits B-18 and B-24), the LaGrange Cemetery just north of I-55 (see Exhibit B-18), the Kiwanis Park within the LaGrange Historic District (see Exhibit B-21), Salt Creek and its associated floodplain, an adjoining bicycle path south of Cermak Road, and the Glen Oak Cemetery located south of Roosevelt Road.

The general land use in the area served by Segment IV is residential with a considerable amount of open space. The land use directly fronting on U.S. 45 changes on a mile-to-mile basis from south to north: open space, including forest preserve and a cemetery (1 mile); commercial/retail (1 mile); residential and the LaGrange Historic District (1 mile); downtown LaGrange (0.4 miles); residential (1 mile); and mixed residential and open space, including forest preserve and a cemetery (3 miles).

Table 11
Summary of Environmentally Sensitive Land Uses and Sites Along
Segment IV (I-55 to Roosevelt Road) of Mannheim Road/U.S. 45

Item	Exhibit No.	Reference	Description
Historic Sites	B-20	H-4	Residence, 429 LaGrange Road, LaGrange
	B-20	H-3	Residence, 425 LaGrange Road, LaGrange
	B-21	H-2	Residence, 211 LaGrange Road, LaGrange
	B-21	H-1	Residence, 136 LaGrange Road, LaGrange
	B-20,B-21	H-5 ^c	LaGrange Historic District, 49th Street to Cossitt Street, LaGrange
	B-20,B-21	H-6 ^c	Lyon's Township Hall, 53 S. LaGrange Road, LaGrange
CERCLIS Sites ^a	—	—	None Noted
LUST Sites ^b	B-18	L-9	Westfield Ford, 6200 S. LaGrange Road, Countryside
	B-18,B-19	L-10	Van Goethen-Prast Lincoln Mercury, 5859 S. LaGrange Road, Countryside
	B-19	L-11	Jiffy Lube, 5550 S. LaGrange Road, Countryside
	B-19,B-20	L-12	Clark Oil, 5300 S. LaGrange Road, Countryside
	B-21	L-13	LaGrange and Ogden Phillips 66, 40 N. LaGrange Road, LaGrange
	B-21	L-14	Shell Oil, 101 N. LaGrange Road, LaGrange
	B-21	L-15	LaGrange Amoco, 100 N. LaGrange Road, LaGrange
	B-24	L-16	Amoco Oil, 1950 S. Mannheim Road, Westchester

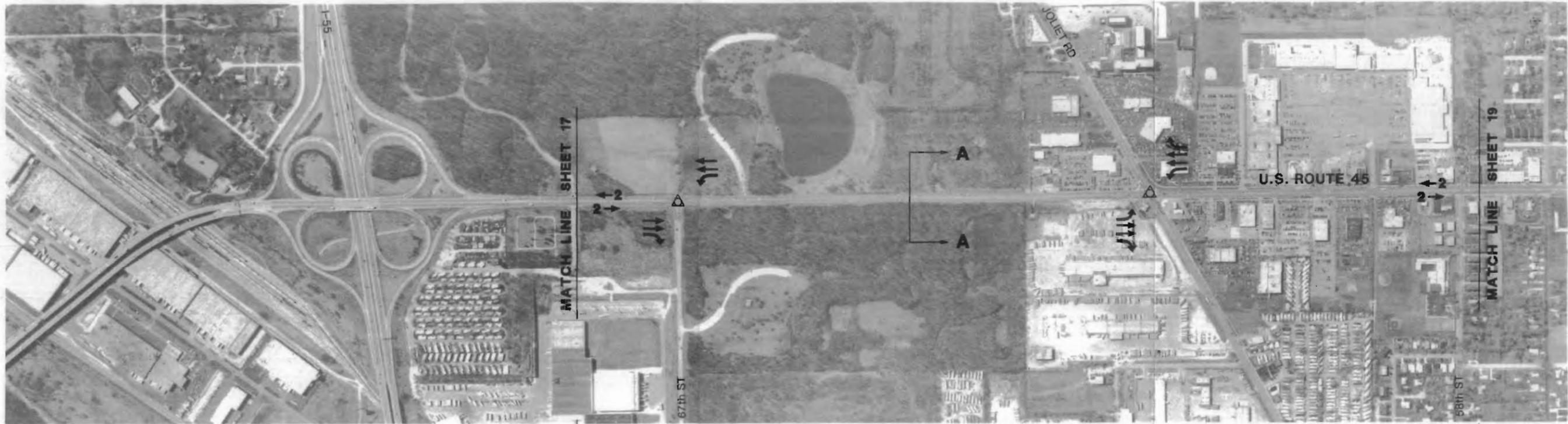
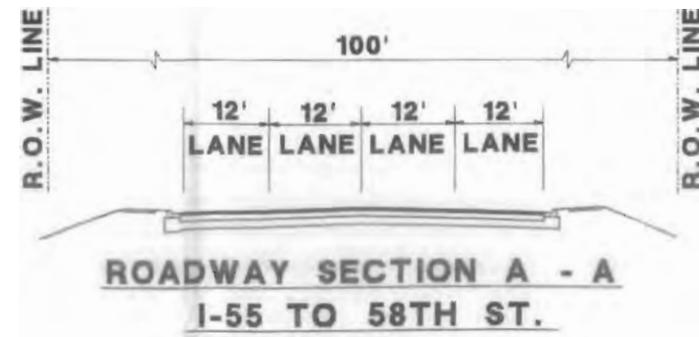
^aCERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System.

^bLUST: Leaking Underground Storage Tank.

^cThis site is included in the National Register of Historic Places.

LEGEND

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

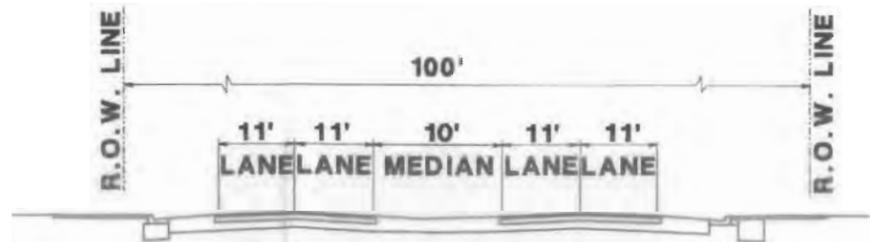
	28,400		
	5.10/MVM	9.24/MVM	
	METRA RAIL RIDERSHIP - NONE		
	PACE BUS ROUTE - NONE		
WEST			
EAST			

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



ROADWAY SECTION A - A
57TH ST. TO 52ND ST.



1988 - 1990
AVERAGE
DAILY
TRAFFIC

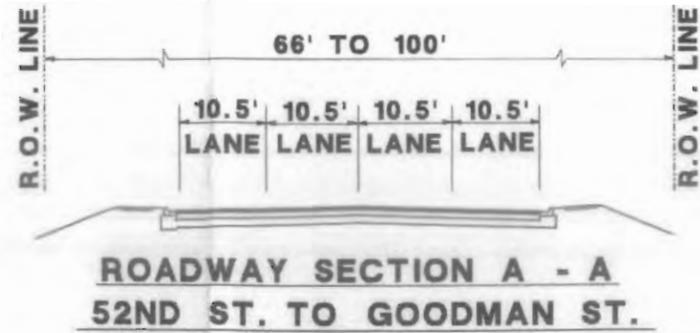
ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF
ROAD USE

	28,400			
	9.24/MVM			
	METRA RAIL RIDERSHIP - NONE			
	PACE BUS ROUTE 330			
WEST	(P)	(P)	(P)	(P)
EAST	(P)	(P)	(P)	(P)

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

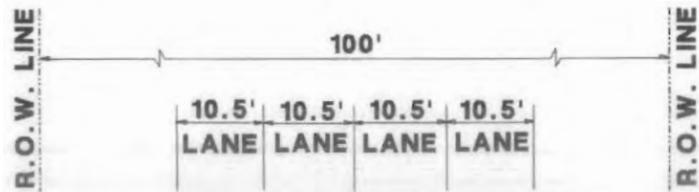
EDGE OF
ROAD USE

	11,000											
	9.24/MVM											
	METRA RAIL RIDERSHIP - NONE											
	PACE BUS ROUTE 330											
WEST	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)
EAST	(P)	(P)	(P) ^{2HR}	(P)								

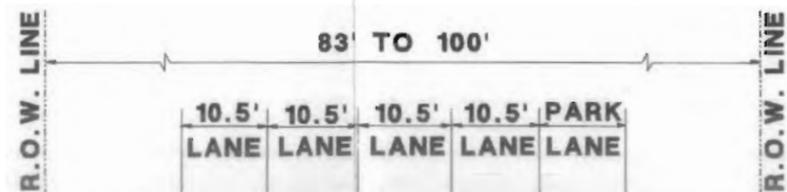
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
⊞	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
MAPLE ST. TO RAILROAD



ROADWAY SECTION B - B
RAILROAD TO BREWSTER ST.



1988 - 1990
 AVERAGE
 DAILY
 TRAFFIC

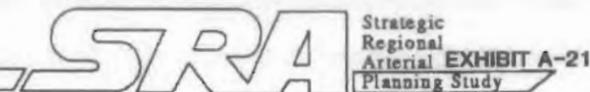
ACCIDENT
 RATE

TRANSIT
 ROUTES

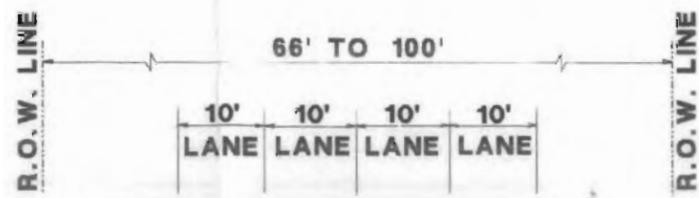
EDGE OF
 ROAD USE

	21,700													
	13.04/MVM							1.27/MEV	4.95/MVM					
	METRA RAIL RIDERSHIP - NONE													
	PACE BUS ROUTE 330													
WEST	(P)	(P)	(P)	(P) 2HR	(P) 2HR	(P) 1HR	(NR)	(P)	(P)	(P)	(P)	(P)	(P)	(P)
EAST	(P)	(P)	(P)	(P) 2HR	(P) 2HR	(P) 1HR	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
S	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
OAK AVE. TO 31ST ST.



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

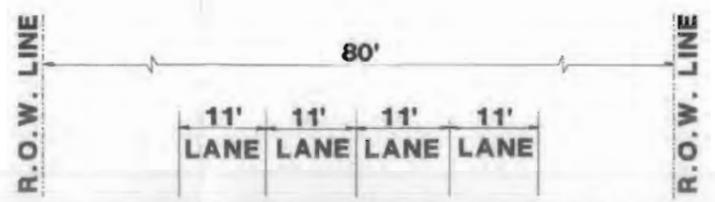
EDGE OF
ROAD USE

	11,000									
	4.95/MVM									
	METRA RAIL RIDERSHIP - NONE									
	PACE BUS ROUTE 330									
WEST	P	P	P	P	P	P	P	P	P	P
EAST	P	P	P	P	P	P	P	P	P	P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
→	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO ROSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



ROADWAY SECTION A - A
29TH ST. TO CERMAK RD.



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF ROAD USE WEST EAST

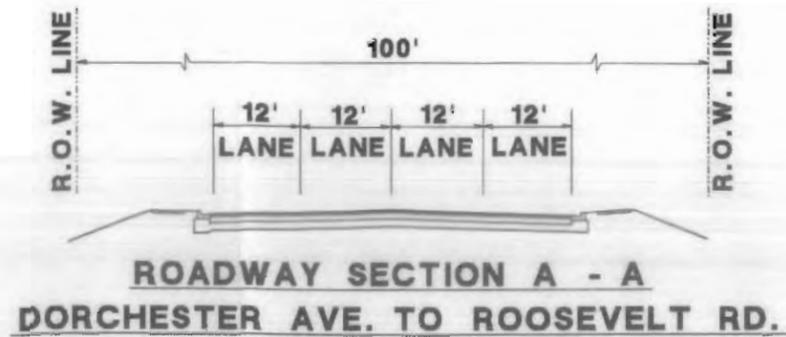
	25,700									
	4.49/MVM									
	METRA RAIL RIDERSHIP - NONE									
	PACE BUS ROUTE 330									
	P		P		P		P		P	
	P		P		P		P		P	

1.50/MEV

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
→	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

22,400

ACCIDENT
RATE

11.44/MVM

2.54/MEV

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE 330

EDGE OF
ROAD USE

WEST
EAST

P

P

P

P

P

P

P

P

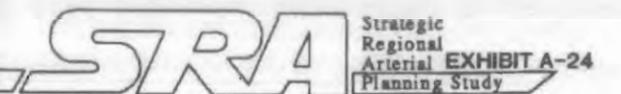
P

P

P

P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

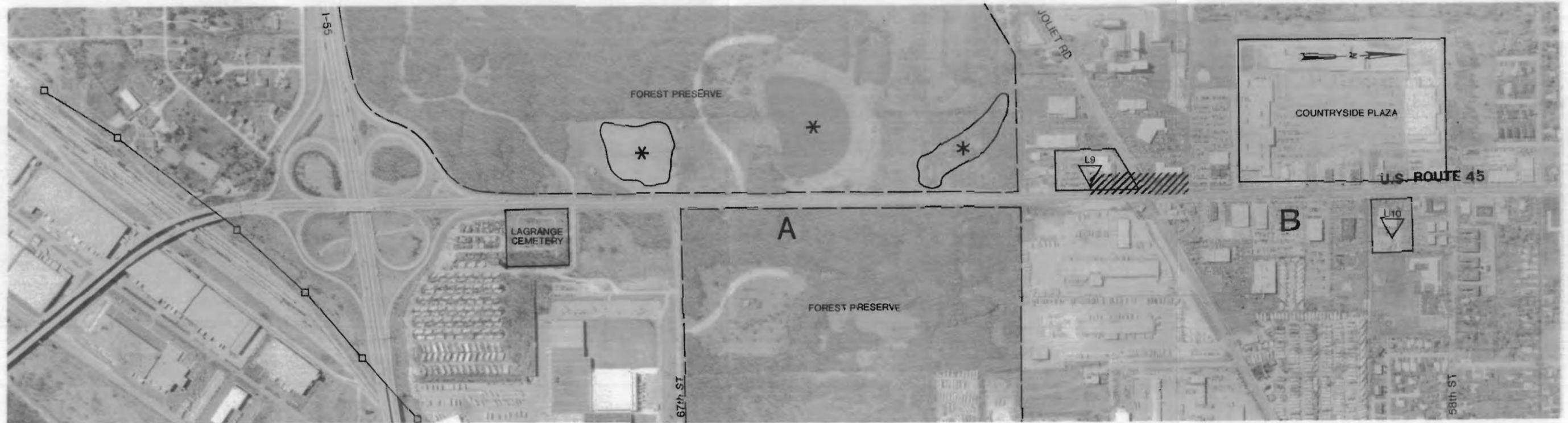
PLANNING FOCUS AREAS

A. I-55 TO SOUTH OF JOLIET ROAD

- Adjacent forest preserve/wetlands could limit improvement options

B. JOLIET ROAD TO 58th STREET

- Limited available right-of-way
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs
- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- (GT) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland // Floodplain/Floodway
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

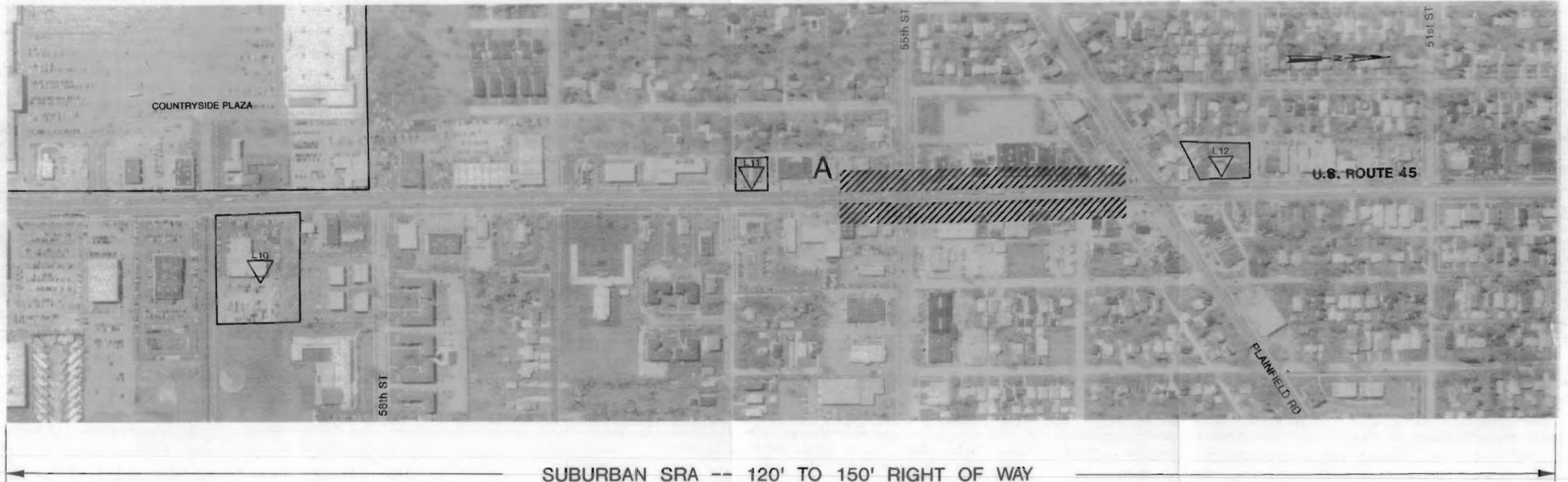
U.S. ROUTE 45



PLANNING FOCUS AREAS

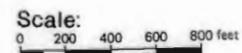
A) 58TH STREET TO PLAINFIELD ROAD

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation



LEGEND	
A	Planning Focus Area I.D.
(C1)	Hazardous Waste Site
L1	Leaking Underground Storage Tank
(H1)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
□-□	Major Utility Lines
///	Floodplain/Floodway

U.S. ROUTE 45



PLANNING FOCUS AREAS

A) PLAINFIELD ROAD TO 47TH STREET

- Limited available right-of-way
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs
- Multiple driveway/cross street access points may affect SRA operation

B) U.S. ROUTE 45 AND 47TH STREET INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use

C) 47TH STREET TO 46TH STREET

- Historic district limited available right-of-way
- Adjacent historic district buildings could limit improvement options



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- G1 Hazardous Waste Site
- L1 Leaking Underground Storage Tank
- H1 Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale:
0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-20

PLANNING FOCUS AREAS

A) 46TH STREET TO COSSITT AVENUE

- Limited available right-of-way
- Historic district adjacent buildings could limit improvement options

B) COSSITT AVENUE TO BN RAILROAD

- LaGrange central business district require special consideration

C) U.S. ROUTE 45 AND BN RAILROAD INTERSECTION

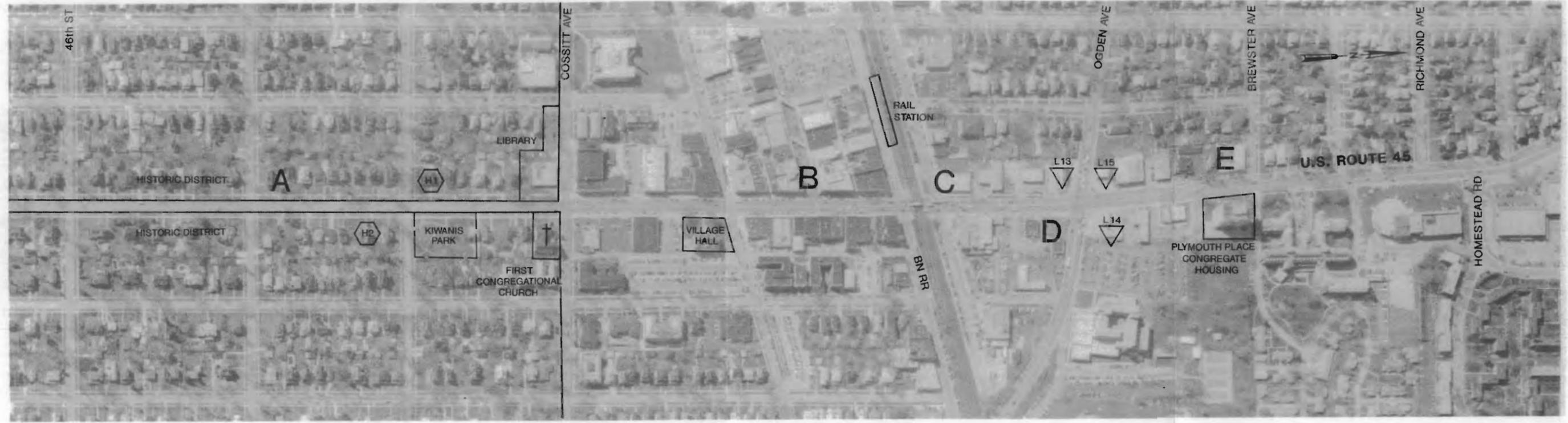
- At grade rail crossing may impede SRA flow

D) U.S. ROUTE 45 AND OGDEN AVENUE INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection, constrained by adjacent land use

E) BN RAILROAD TO RICHMOND AVENUE

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND	
A	Planning Focus Area I.D.
	Hazardous Waste Site
	Leaking Underground Storage Tank
	Historic Building/District
*	Wetland
	Church/Synagogue/Religious Institution
	Agricultural Land
	Special Use Areas
	Major Utility Lines

U.S. ROUTE 45

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-21**

PLANNING FOCUS AREAS

A) RICHMOND AVENUE TO 30TH STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation

B) U.S. ROUTE 45 AND 31ST STREET INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use



LEGEND

- A Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-22

U.S. ROUTE 45



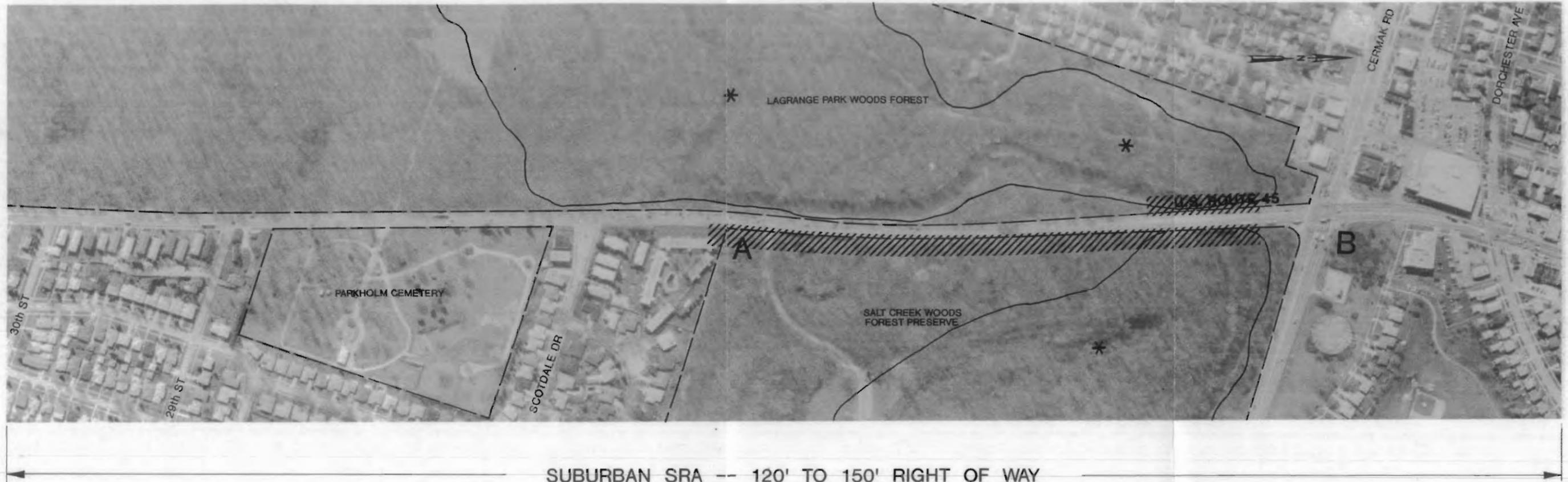
PLANNING FOCUS AREAS

A) 30TH STREET TO CERMAK ROAD

- Limited available right-of-way
- Adjacent forest preserve/wetlands could limit improvement options

B) U.S. ROUTE 45 AND CERMAK ROAD INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- ⬢ Agricultural Land
- ⬢ Special Use Areas
- ⬢ Major Utility Lines
- ⬢ Floodplain/Floodway

U.S. ROUTE 45

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale:
0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-23

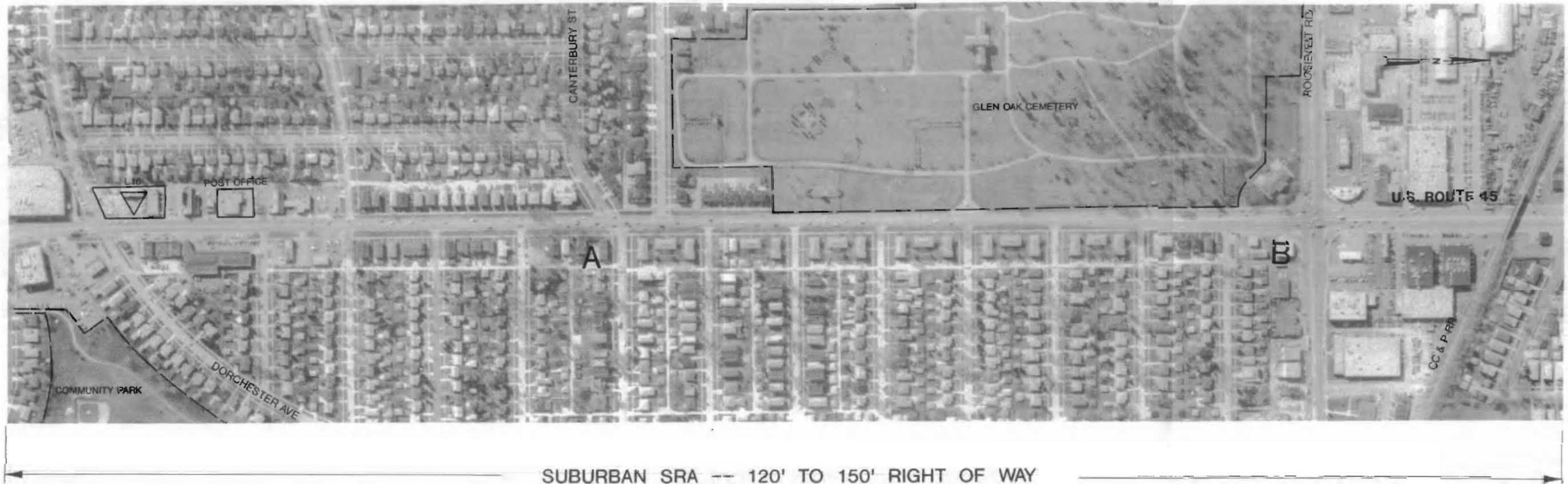
PLANNING FOCUS AREAS

A) DORCHESTER AVENUE TO ROOSEVELT ROAD

- Limited available right-of-way

B) U.S. ROUTE 45 AND ROOSEVELT ROAD INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use



LEGEND	
A	Planning Focus Area I.D.
	Hazardous Waste Site
	Leaking Underground Storage Tank
	Historic Building/District
*	Wetland
	Church/Synagogue/Religious Institution
	Agricultural Land
	Special Use Areas
	Major Utility Lines

U.S. ROUTE 45

SRA Strategic Regional Arterial Planning Study EXHIBIT B-24



Segment V—“O’Hare” (Roosevelt Road to Touhy Avenue)

Segment V of the U.S. 45 SRA, which is approximately 10 miles long, extends from Roosevelt Road in Westchester to Touhy Avenue in Des Plaines. Communities served by this segment include Westchester, Hillside, Bellwood, Stone Park, Melrose Park, Franklin Park, Schiller Park, Rosemont, and Des Plaines.

Physical Characteristics

The existing roadway within Segment V has four subsections:

- A four-lane roadway section with a 12-foot flush median between Roosevelt Road to Lake Street (2.3 miles)
- A six-lane roadway section with a 16-foot mountable median between Lake Street to Irving Park Road (4.2 miles)
- A four-lane roadway section with a 30-foot grass median between Irving Park Road and Zemke Road (2.9 miles)
- A four-lane roadway section with a 16-foot mountable median between Zemke Road and Touhy Avenue (1 mile)

Existing right-of-way in Segment V is typically 100 feet, except in a 1.8-mile portion between I-290 and Lake Street where right-of-way width is 66 to 83 feet (see Exhibits A-25 to A-27), and next to O’Hare International Airport where right-of-way width is 200 feet (see Exhibits A-31 and A-32).

There are 12 major structures noted in the IDOT Scoping Report structures data listing (see Table 12), including structures over two creeks, grade separations with three railroad facilities, and four interstate roadway crossings.

**Table 12
Existing Structures Along Segment V
(Roosevelt Road to Touhy Avenue) of Mannheim Road/U.S. 45**

IDOT Structure Reference	Feature	
	Over	Under
016-2024	Illinois Central Railroad	---
016-0338	---	I-290
016-0337	---	C & NW Proviso Yard
016-1036	---	Addison Creek
016-0336	North Avenue	---
016-0335	CMSTP Railroad	---
016-9785	---	I-294
016-0334	I-190 (Northbound)	---
016-0333	I-190 (Southbound)	---
016-0976	Willow Creek	---
016-9875	---	I-90 (Eastbound)
016-9865	---	I-90 (Westbound)

Traffic Control, Operations, and Safety

The Segment V speed limit is marked as 30 or 35 mph between Roosevelt Road and Armitage Avenue. North of Armitage Avenue to Touhy Avenue, the speed limit is 40 mph.

There are 23 signalized intersections along Segment V, generally spaced at ¼- or ½-mile intervals. Shorter spacings are found at only two locations: between a signal pair that includes Armitage Avenue and a mall entrance drive south of Armitage Avenue, and at a signal pair located at Washington and Randolph Streets.

Segment V intersects with three crossing SRAs: North Avenue, Irving Park Road (Illinois 19), and Touhy Avenue. Three interchanges in this segment are located at I-290, at North Avenue, and at I-190. Other major cross street intersections include Lake Street, Grand Avenue, Lawrence Avenue, and Higgins Road.

Existing ADT between Roosevelt Road and Irving Park Road is approximately 47,000 vpd. Existing U.S. 45 carries 36,000 vpd between Irving Park Road and Higgins Road; north of Higgins Road, ADT drops to 24,000 vpd (see Exhibits A-25 to A-33).

Congestion results throughout this segment from the combined effects of high volumes on U.S. 45, high crossing volumes, and multiple access points. The presence of O'Hare International Airport creates traffic pressure for two reasons: the high traffic volume it generates and its locational, physical effect on the roadway system. Moving southbound, significant delays occur ahead of the Lake Street intersection where the number of travel lanes reduces from six to four.

Accidents per MVM range from 1.3 to 17.5 over nine sections for which calculations were made (see Exhibits A-25 to A-33). Three sections were considered to have high accident rates. The section between Zemke Road and Touhy Avenue (17.5 accidents per MVM) not only includes a large number of accidents at the Higgins Road intersection, but also a considerable number of "mid-block" accidents north of Higgins Road. Between Roosevelt Road and St. Charles Road, the accident rate of 17.4 accidents per MVM is affected by a cluster of accidents that occurred in the vicinity of Washington Street and Butterfield Road. The section between Belmont

Avenue and Grand Avenue also has a high accident rate of 14.1 accidents per MVM, which results from a combination of numerous accidents at Belmont Avenue and other mid-block accidents.

Intersection accident rates were calculated in terms of accidents per MEV only for Touhy Avenue because sufficient traffic volume data does not exist. The rate for Touhy Avenue is 1.9 accidents per MEV (roughly average). Irving Park Road had the highest number of accidents per year (an average of 114) of all intersections along the U.S. 45 SRA, and is consistently high on statewide listings of high accident locations.

Public Transportation

Three rail transportation facilities operate within this segment (see Table 3 and Exhibits A-26, A-30, and A-32). The Metra C&NW (west line) commuter rail line crosses U.S. 45 just north of St. Charles Road. It has stations at Bellwood (immediately adjacent to U.S. 45) and Berkeley (approximately 2 miles from U.S. 45). The Metra-Milwaukee District (west line) commuter rail line crosses U.S. 45 just south of I-294. It has stations at Franklin Park (approximately 1.2 miles from U.S. 45) and at Mannheim Road (immediately adjacent to U.S. 45). The CTA O'Hare commuter line crosses U.S. 45 in the median of I-190. Its nearest station to the corridor is at River Road, approximately 1 mile to the south.

Numerous Pace bus routes also travel along, or cross, the U.S. 45 SRA in this segment. Pace Route 330 travels from 55th Street to O'Hare International Airport. Pace Routes 319, 220, and 221 also travel portions of this segment. Pace Route 319 travels from Grand Avenue to Belmont Avenue on U.S. 45, Route 220 travels U.S. 45 from O'Hare International Airport to Touhy Avenue, and Route 221 travels U.S. 45 from Higgins Avenue to Touhy Avenue. Pace Routes 310, 313, 441, 309, 318, 319, and 223 intersect U.S. 45 within this segment.

Environmental Constraints and Land Use

Table 13 summarizes information regarding hazardous waste sites and potential historic sites. Table 13 lists two CERCLIS sites and 14 possible LUST sites (some of which may have been remediated since this list was compiled). No potential historic sites are noted in this segment.

Exhibits B-25 through B-33 illustrate areas of environmental constraints. On Exhibit B-31, wetlands adjacent to the roadway are present in the vicinity of Irving Park Road. Other special or sensitive land uses include an electrical substation north of Madison Street in Bellwood (see Exhibit B-26), a school at Grand Avenue (see Exhibit B-29), and a gas transmission substation north of I-190 (see Exhibit B-32).

Land use directly fronting on U.S. 45 is typically commercial/retail. Uses behind the immediate frontage are typically residential. There are also several large tracts of industrial use in this segment: between St. Charles Road and Lake Street, in the northeast quadrant of the North Avenue crossing, and west of U.S. 45 between Grand Avenue and Irving Park Road.

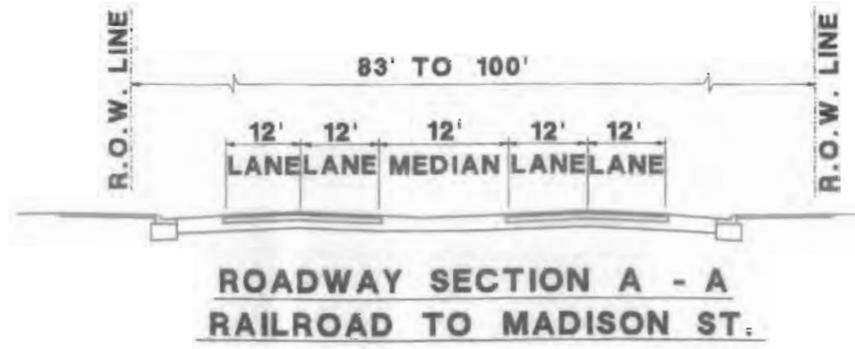
Table 13
Summary of Environmentally Sensitive Land Uses and Sites Along
Segment V (Roosevelt Road to Touhy Avenue) of Mannheim Road/U.S. 45

Item	Exhibit No.	Reference	Description
Historic Sites	—	—	None Noted
CERCLIS Sites ^a	B-25	C-1	Proviso Township Sexton #2, Eisenhower Expressway and Mannheim Road, Hillside
	B-33	C-2	O'Hare Air Reserve Facilities, Chicago
LUST Sites ^b	B-25	L-17	Ivex Corp., 50 S. Mannheim Road, Hillside
	B-25	L-18	Mannheim Car Wash Co., 1059 S. Mannheim Road, Bellwood
	B-25	L-19	Bellemead Development Corp., 200 N. Mannheim Road, Hillside
	B-27	L-20	Spider Staging Corp., 1550 N. Mannheim Road, Stone Park
	B-28	L-21	Bob Degrace, 2315 N. Mannheim Road, Melrose Park
	B-29	L-22	Thornton Oil Corp., 2640 N. Mannheim Road, Franklin Park
	B-29	L-23	Shell Oil, 2748 N. Mannheim Road, Franklin Park
	B-32	L-24-L-32	O'Hare Airport
	B-33	L-33	Ramada Inn, 6600 N. Mannheim Road, Rosemont
	B-33	L-34	Ace Rent-A-Car, 2985 N. Mannheim Road, Des Plaines
	B-33	L-35	Mr. Mimer, 2985 N. Mannheim Road, Des Plaines
	B-33	L-36	Sheraton International O'Hare, 6810 N. Mannheim Road,
	B-33	L-37	Rosemont
	B-33	L-38	Durabond Products Co., 7100 N. Mannheim Road, Rosemont
			Alamo Pria's Service Station, 7190 N. Mannheim Road, Rosemont

^aCERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System.

^bLUST: Leaking Underground Storage Tank.

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

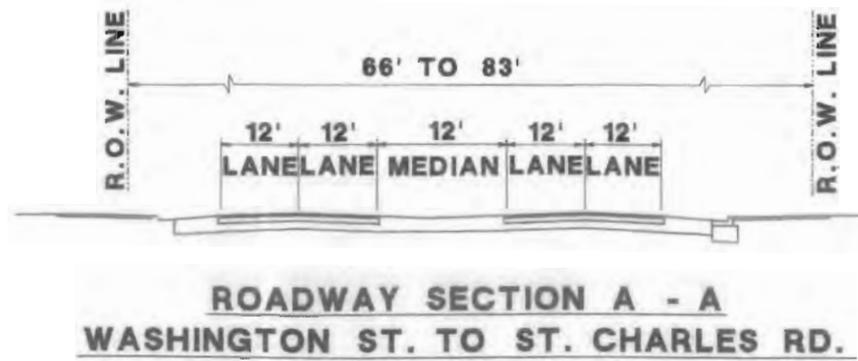
EDGE OF
ROAD USE

	21,700									
	17.40/MVM									
	METRA RAIL RIDERSHIP - NONE									
	PACE BUS ROUTE 330									
WEST	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)
EAST	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

21,700

ACCIDENT
RATE

17.40/MVM

9.36/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE 330

EDGE OF
ROAD USE

WEST
EAST

(P)								
(P)								

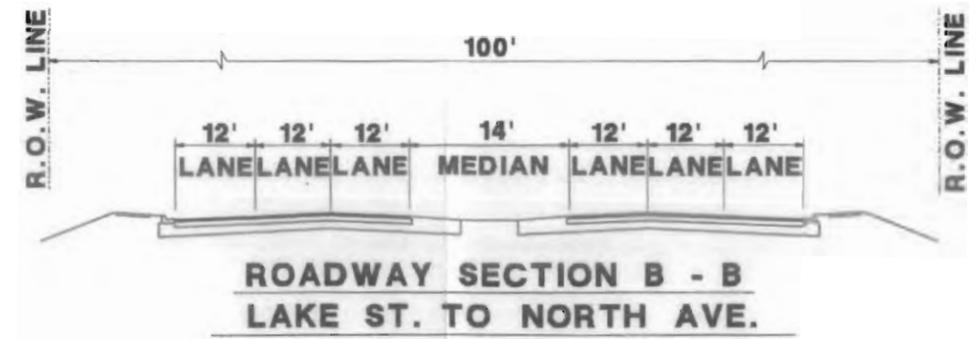
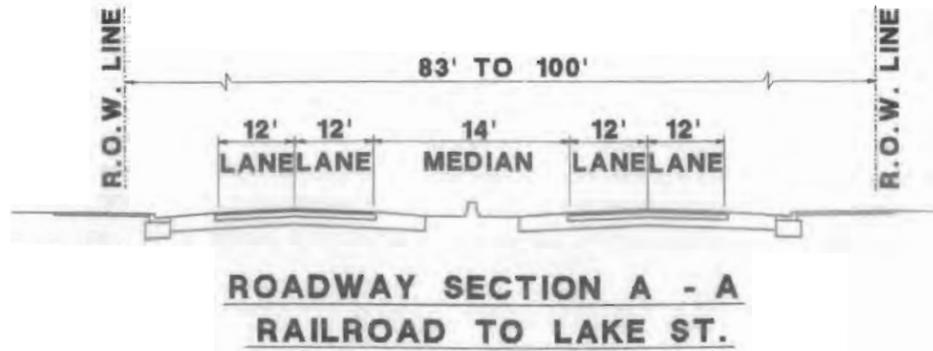
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



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ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

47,300

ACCIDENT
RATE

9.36/MVM

69.3/MEV

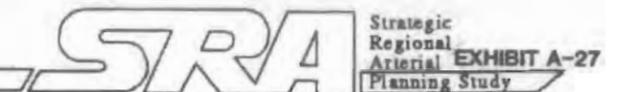
TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE
PACE BUS ROUTE 330

EDGE OF
ROAD USE

WEST	(P)	(P)	(P)	(P) ^{1HR}	(P)	(P)
EAST	(P)	(P)	(P)	(P)	(P) ^{1HR}	(P) ^{1HR}

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

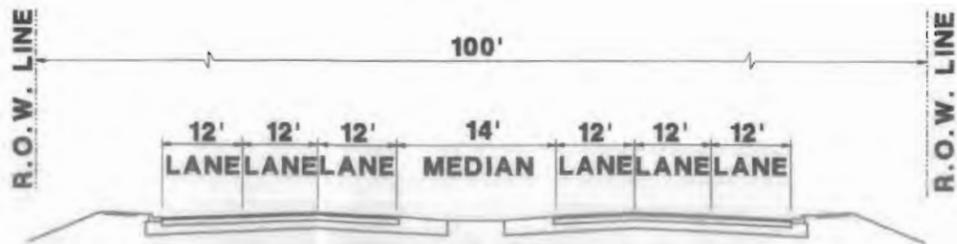


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LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- ⊞ DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A
NORTH AVE. TO MEDILL AVE.**



1988 - 1990
AVERAGE
DAILY
TRAFFIC

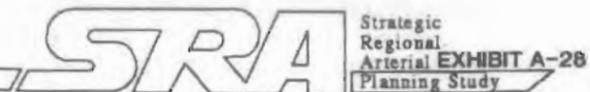
ACCIDENT
RATE

TRANSIT
ROUTES

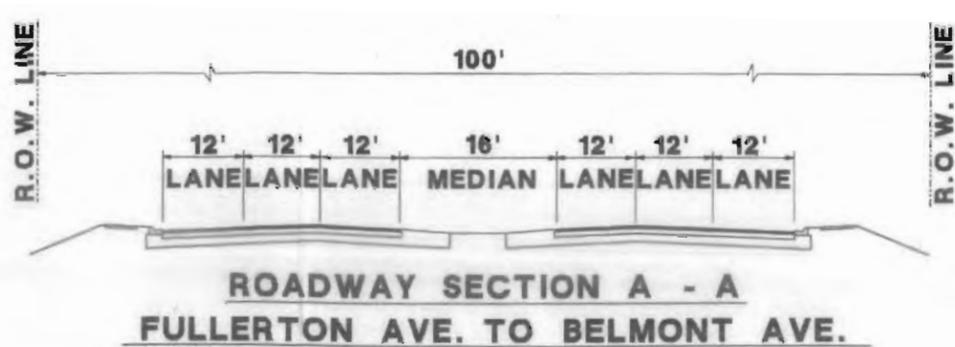
EDGE OF
ROAD USE

	47,300												
	9.36/MVM												
	METRA RAIL RIDERSHIP - NONE												
	PACE BUS ROUTE 330												
WEST	(P)		(P)		(P)		(P)		(P)		(P)		(P)
EAST	(P)		(P)		(P)		(P)		(P)		(P)		(P)

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
⊙	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

41,900

ACCIDENT
RATE

9.36/MVM

14.09/MVM

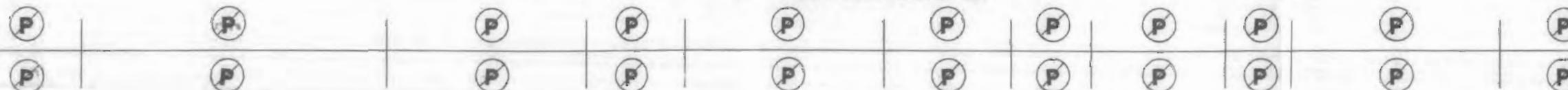
TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE 330

EDGE OF
ROAD USE

WEST
EAST



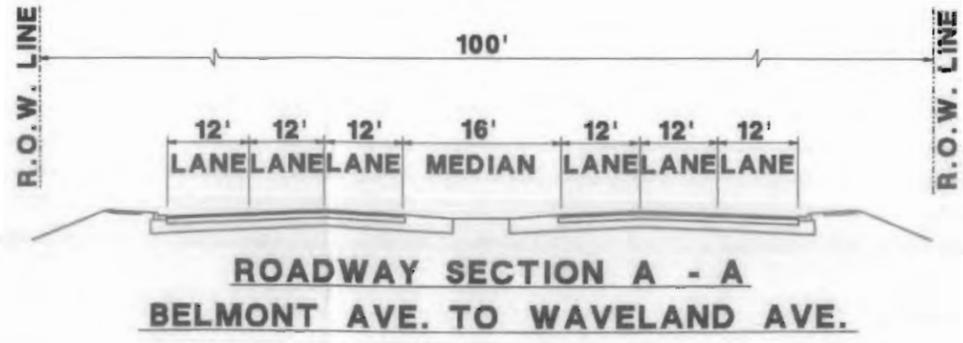
MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

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LEGEND

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

45,100

ACCIDENT
RATE

5.09/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE 330

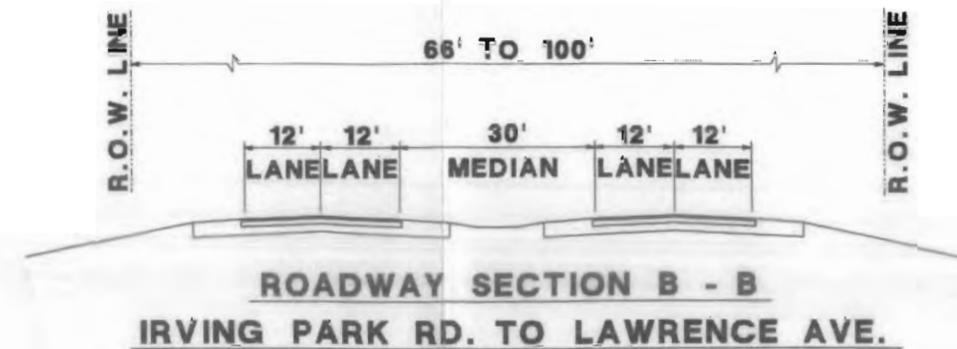
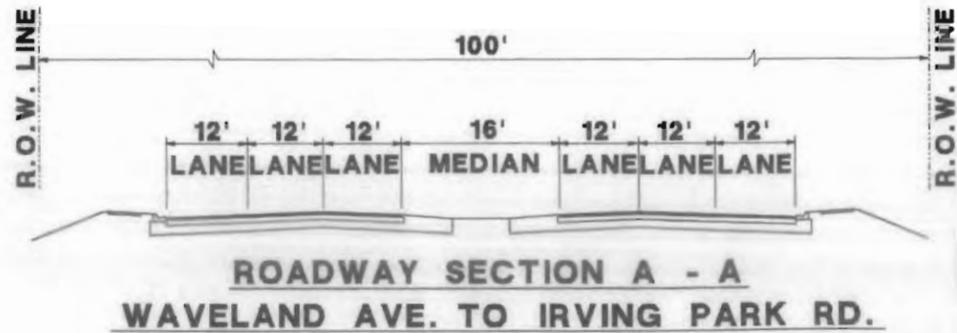
EDGE OF
ROAD USE



MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

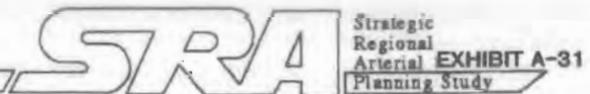
ACCIDENT
RATE

TRANSIT
ROUTES

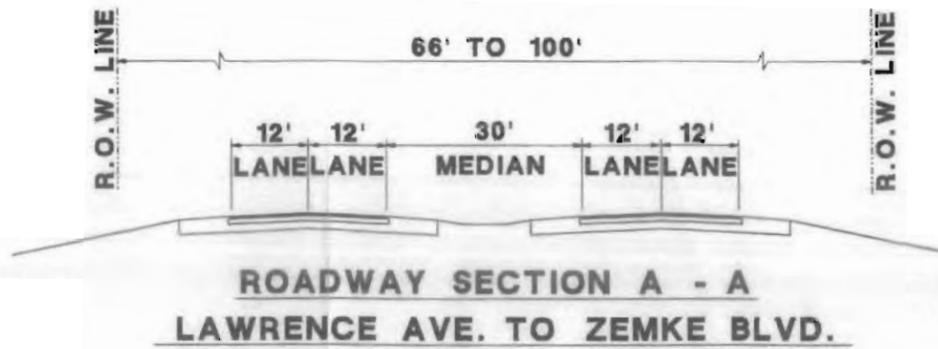
EDGE OF
ROAD USE

	42,300			
	8.00/MVM	3.90/MEV	6.27/MVM	
	METRA RAIL RIDERSHIP - NONE			
	PACE BUS ROUTE 330			
WEST	P	P	P	P
EAST	P	P	P	P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

35,050

37,600

ACCIDENT
RATE

2.83/MVM

1.30/MVM

TRANSIT
ROUTES

METRA RAIL RIDERSHIP - NONE

PACE BUS ROUTE 330

EDGE OF WEST
ROAD USE EAST

P

P

P

P

P

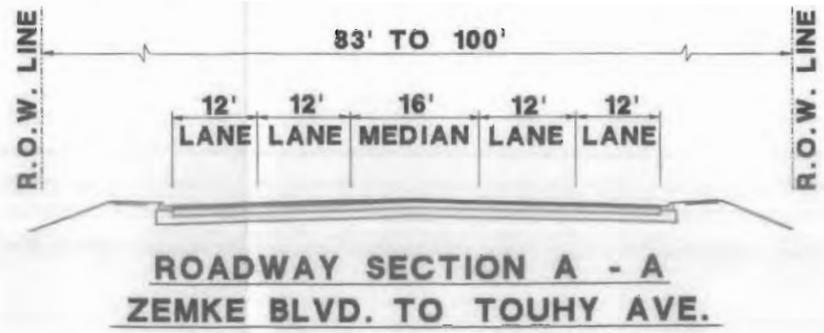
P

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS

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LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
⊘	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
■	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990
AVERAGE
DAILY
TRAFFIC

ACCIDENT
RATE

TRANSIT
ROUTES

EDGE OF EAST
ROAD USE WEST

23,700
17.51/MVM
1.87/MEV
METRA RAIL RIDERSHIP - NONE PACE BUS ROUTE 330
<div style="display: flex; justify-content: space-around; width: 100%;"> ⊘ ⊘ ⊘ </div>
<div style="display: flex; justify-content: space-around; width: 100%;"> ⊘ ⊘ ⊘ </div>

MANNHEIM ROAD/U.S. ROUTE 45 - EXISTING CONDITIONS



PLANNING FOCUS AREAS

A) CC&P RAILROAD UNDERPASS

- Limited horizontal clearance under CC&P

B) CC&P RAILROAD TO I-290

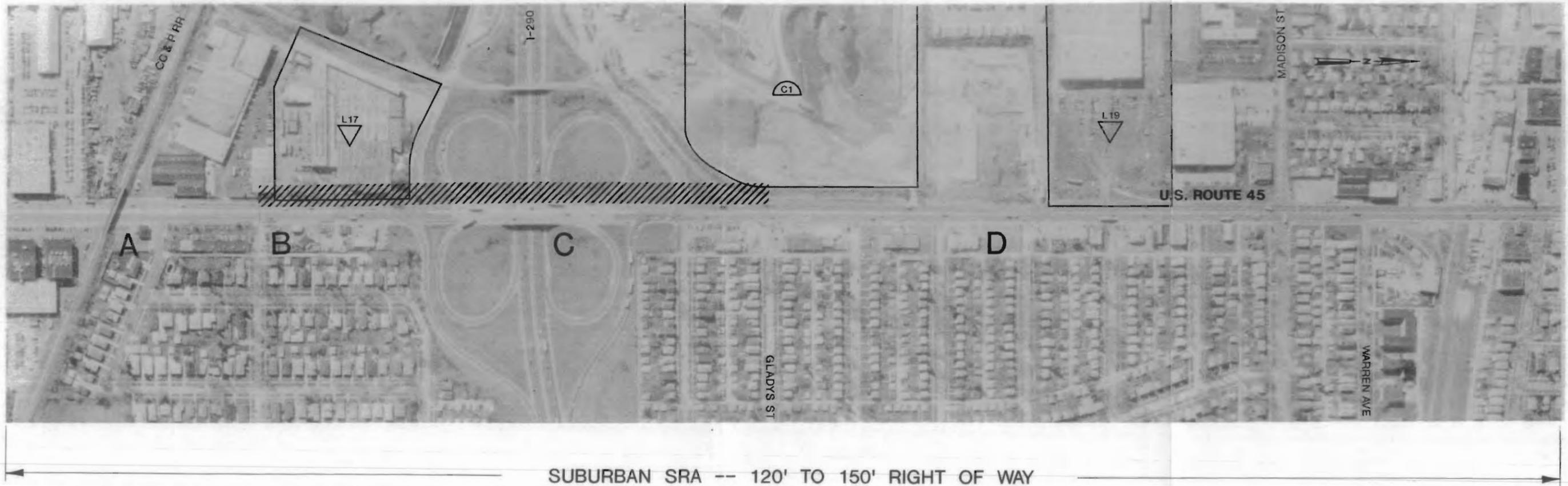
- Limited available right-of-way
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

C) I-290 AND U.S. ROUTE 45 INTERSECTION

- Existing structure may require widening/replacement
- Capacity improvements to U.S. Route 45 at I-290 could result in redesign of the interchange

D) I-290 TO WARREN AVENUE

- Limited available right-of-way commercial/industrial land use
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs



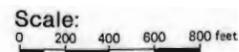
LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- /// Floodplain/Floodway
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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SRA Strategic
Regional
Arterial Planning Study
EXHIBIT B-25

PLANNING FOCUS AREAS

A) WARREN AVENUE TO OAK STREET

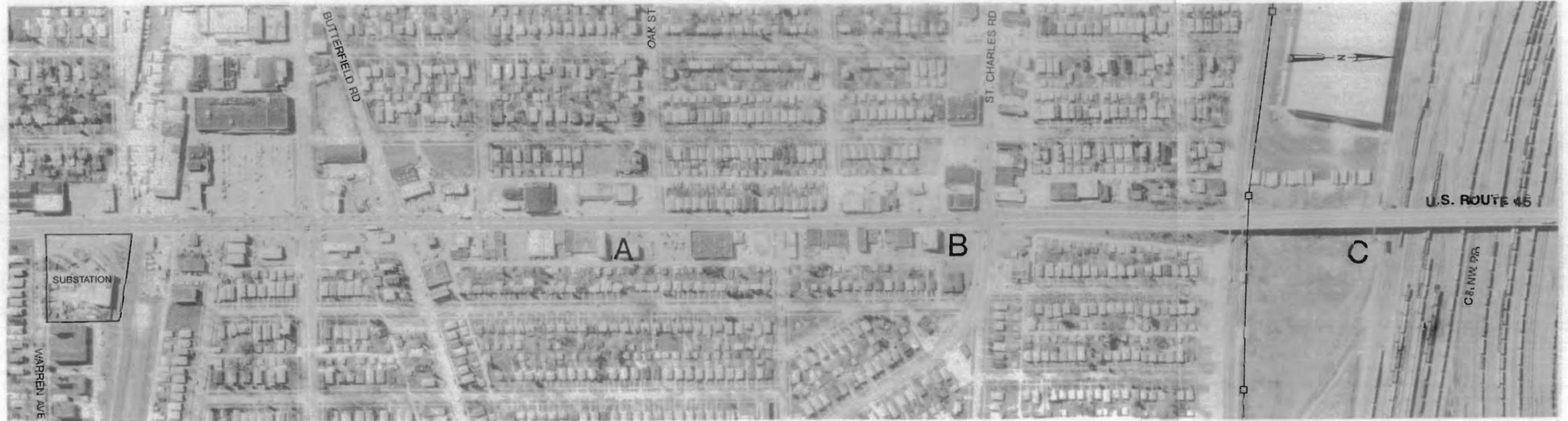
- Multiple driveway/cross street access points may affect SRA operation

B) U.S. ROUTE 45 AND ST. CHARLES ROAD INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use

C) U.S. ROUTE 45 OVER C&NW RAILROAD

- Existing structure may require widening/replacement



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- CI Hazardous Waste Site
- LI Leaking Underground Storage Tank
- HT Historic Building/district
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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Scale:
0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-26

PLANNING FOCUS AREAS

A) U.S. ROUTE 45 OVER C&NW RAILROAD

- Existing structure may require widening/replacement

B) U.S. ROUTE 45 AND LAKE STREET INTERSECTION

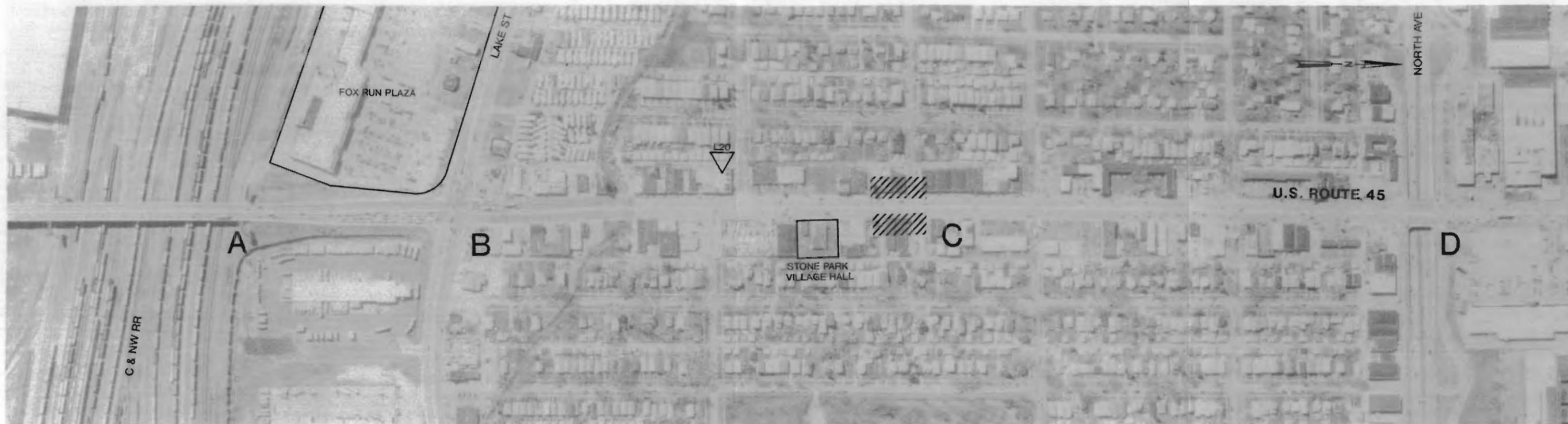
- Capacity improvements for high-volume intersection, constrained by adjacent land use

C) LAKE STREET TO NORTH AVENUE

- Multiple driveway/cross street access points may affect SRA operation
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

D) U.S. ROUTE 45 AND NORTH AVENUE INTERSECTION

- Intersection of two SRA routes



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- /// Floodplain/Floodway

U.S. ROUTE 45

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Scale: 0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study EXHIBIT B-27

PLANNING FOCUS AREAS

A) ARMITAGE AVENUE TO MEDILL AVENUE

- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area I.D.
- C1 Hazardous Waste Site
- L1 Leaking Underground Storage Tank
- H1 Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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Scale:
0 200 400 600 800 feet

SRA Strategic Regional Arterial Planning Study EXHIBIT B-28

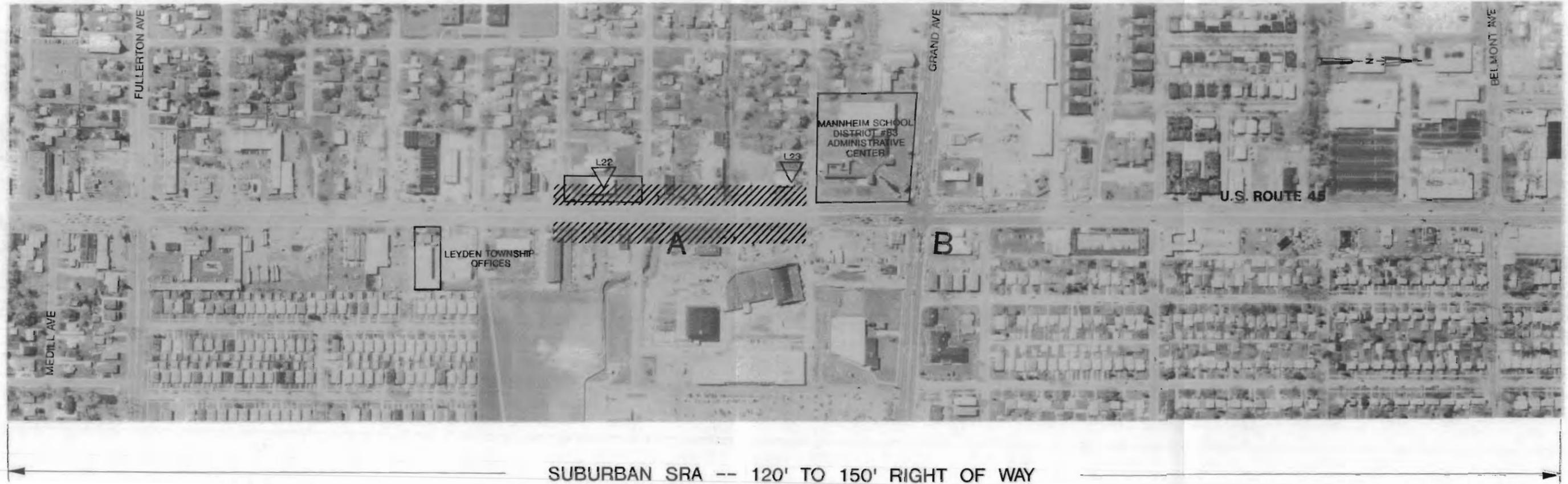
PLANNING FOCUS AREAS

A) MEDILL AVENUE TO BELMONT AVENUE

- Multiple driveway/cross street access points may affect SRA operation
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

B) U.S. ROUTE 45 AND GRAND AVE INTERSECTION

- Capacity improvements for high-volume intersection, constrained by adjacent land use



LEGEND

- A Planning Focus Area I.D.
- ⊖ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- * Wetland // Floodplain/Floodway
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-29**

U.S. ROUTE 45

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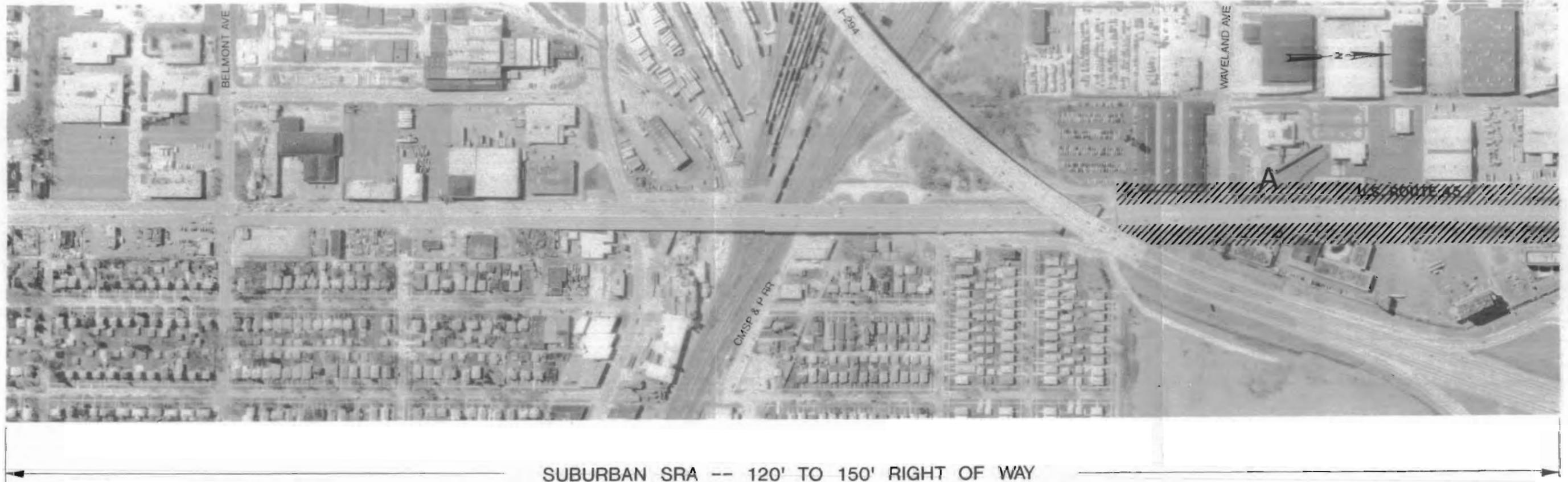
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 200 400 600 800 feet

PLANNING FOCUS AREAS

A) NORTH OF I-294

- Multiple driveway/cross street access points may affect SRA operation



LEGEND

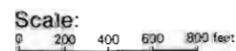
A	Planning Focus Area I.D.
⬇️	Hazardous Waste Site
⬇️	Leaking Underground Storage Tank
⬇️	Historic Building/District
*	Wetland
⬇️	Church/Synagogue/Religious Institution
⬇️	Agricultural Land
⬇️	Special Use Areas
⬇️	Major Utility Lines
⬇️	Floodplain/Floodway

SRA Strategic Regional Arterial Planning Study **EXHIBIT B-30**

U.S. ROUTE 45

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PLANNING FOCUS AREAS

A) U.S. ROUTE 45 AND IRVING PARK ROAD INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection, constrained by adjacent land use



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Floodplain/Floodway
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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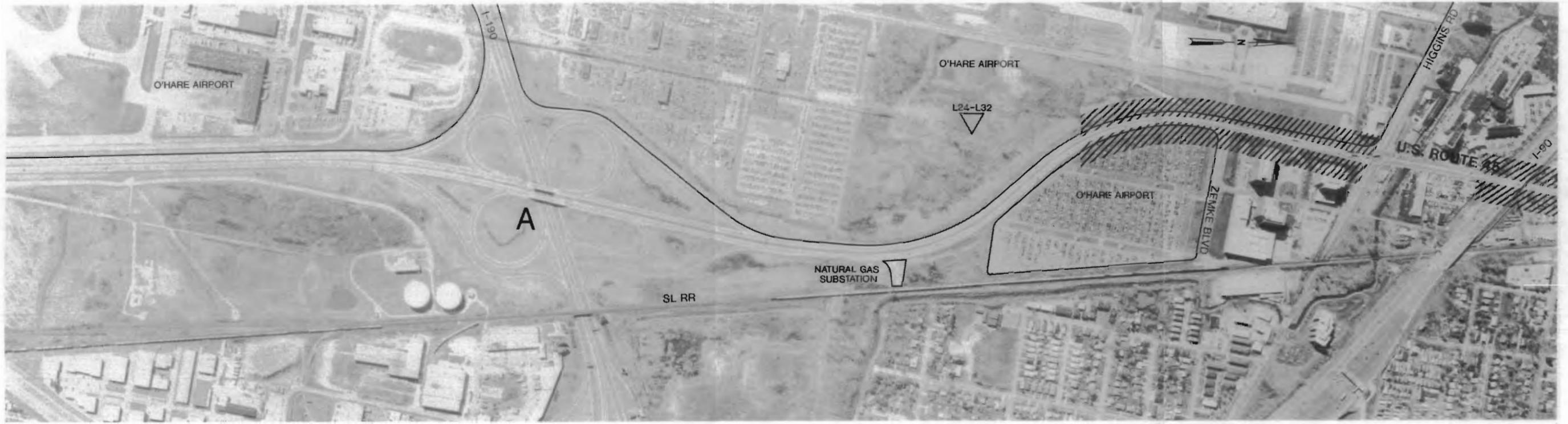
Scale:
 0 100 200 300 400 Feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-31

PLANNING FOCUS AREAS

A) U.S. ROUTE 45 OVERPASS AT I-190

- Existing structure may require widening/replacement
- Limited horizontal clearance under U.S. Route 45



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY

LEGEND

- A Planning Focus Area 1.D.
- (C1) Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- (H1) Historic Building/District
- * Wetland
- † Church/Synagogue/Religious Institution
- ▨ Floodplain/Floodway
- Agricultural Land
- Special Use Areas
- Major Utility Lines

U.S. ROUTE 45

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Scale:
0 100 200 300 400 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-32

PLANNING FOCUS AREAS

A) HIGGINS ROAD TO TOUHY AVENUE

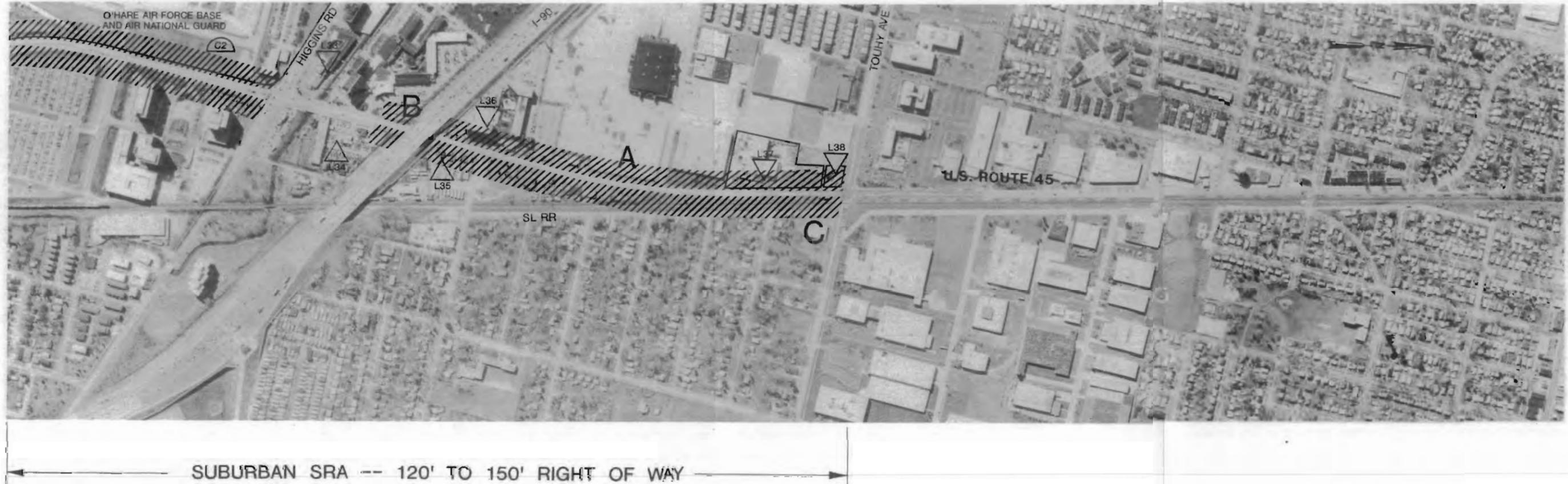
- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

B) U.S. ROUTE 45 UNDERPASS AT I-90

- Limited horizontal clearance under U.S. Route 45

C) U.S. ROUTE 45 AND TOUHY AVENUE

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection, constrained by adjacent land use
- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs



U.S. ROUTE 45

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Scale:
0 100 200 300 400 feet

SRA Strategic Regional Arterial Planning Study
EXHIBIT B-33

Summary

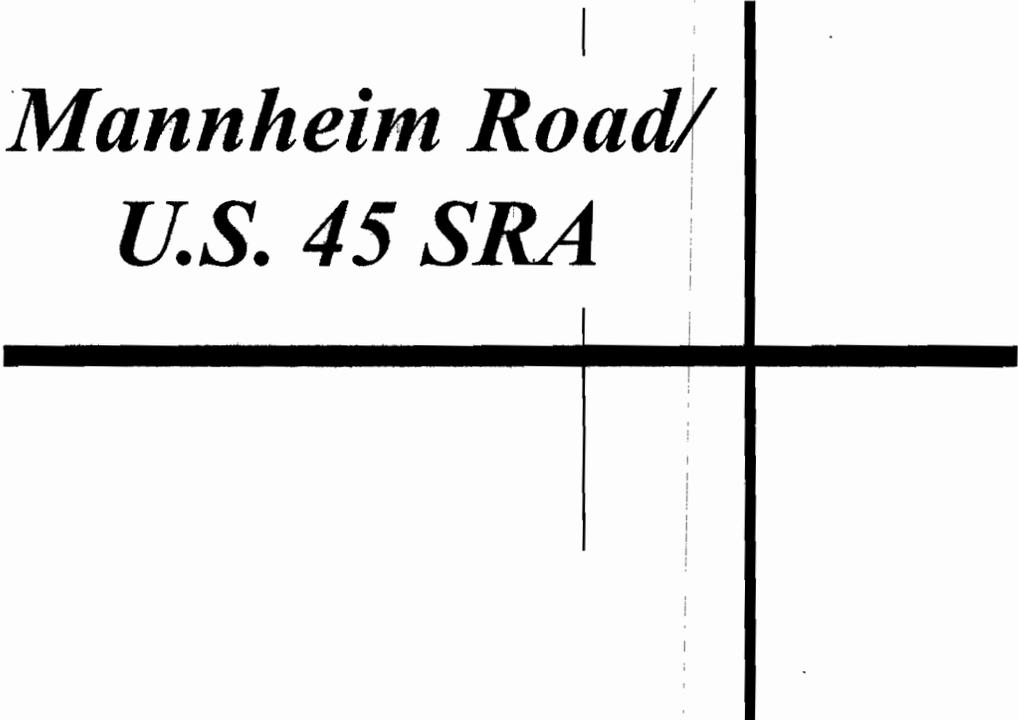
The U.S. 45 SRA corridor, which is approximately 51 miles long, traverses a full range of land uses, from open, rural areas in southern Will County, through growing suburban retail centers of Orland Park, extensive forest preserve, established suburban residential and downtown areas of LaGrange and LaGrange Park, and north through a mature urban mix of industrial, retail, and residential development. A major traffic influence at the north end of the corridor is O'Hare International Airport.

Traveling from south to north, traffic volumes range from 4,000 vpd in the rural portions, and increase rapidly north of U.S. 30 to 20,000 to 30,000 vpd throughout most of the corridor. Peak volumes of 45,000 vpd are reached in the vicinity of O'Hare International Airport. Future traffic will follow a similar pattern, with a general increase on the order of approximately 10,000 to 15,000 vpd.

North of the rural sections, existing U.S. 45 has at least four lanes, although lane widths seldom satisfy the SRA desirable 12-foot width. Much of the corridor lacks a median to separate traffic and to shelter left turns. Heavy crossing volumes at numerous major east-west streets and inadequate cross section elements contribute to significant and increasing traffic congestion and delays.

The planning framework within which the recommended plan was developed is detailed in Chapter III. Topics in Chapter III include route design considerations, expected year 2010 transportation system changes and traffic volumes, year 2010 land use planning and development information, and any future areas of concern identified during improvement planning.

*Mannheim Road/
U.S. 45 SRA*



Chapter III

**Mannheim Road/
U.S. 45 SRA**

Planning Framework

Chapter III

Mannheim Road/U.S. 45 SRA Planning Framework

Long-range planning for the U.S. 45 SRA corridor must be based on a range of transportation, land use, and community concerns. Regional transportation needs require balancing with local interests, plans, and constraints.

This chapter outlines the planning framework within which the U.S. 45 SRA corridor should be viewed. Discussion in this chapter addresses both existing problems and conditions as well as expected or forecast conditions for the long range. The following is a summary of the important elements of the U.S. 45 planning framework:

- Functional classification (the roles of SRAs in general and U.S. 45 specifically in serving regional transportation needs)
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along U.S. 45
- Other planned transportation improvements within, crossing, or near the U.S. 45 corridor
- Long-range land use plans for the communities along U.S. 45 and for Will and Cook Counties
- Existing safety and traffic operational problems along U.S. 45
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

These comprehensive and often conflicting inputs were used to establish a basic concept for U.S. 45, which specifies the following:

- The number of continuous through lanes in each direction along U.S. 45
- Locations of future major signalized intersections
- Locations of special intersection design needs (i.e., possible interchanges)
- A general approach to access management
- The need for and locations of special or unique highway solutions

Functional Classification

Previous planning efforts by IDOT and CATS have established U.S. 45 as a SRA. The U.S. 45 corridor is classified “rural” between the Will County/Kankakee County line and Laraway Avenue (13.2 miles) and “suburban” north from Laraway Avenue to Touhy Avenue (36.7 miles). Route classification is based on the expected type and density of development as forecast for the year 2010 by the Northeastern Illinois Planning Commission (NIPC).

Basic guidelines for planning the SRA system were established in a report for IDOT by Harland Bartholomew & Associates. These guidelines were endorsed by the Chicago Area Transportation Study Policy Committee. The guidelines identify, among other features, desirable cross section and access control features of SRAs. Where U.S. 45 is a rural SRA, the desirable characteristics include four basic through lanes (two in each travel direction), a wide grass median, and shoulder and clear zones for safety. Where U.S. 45 is a suburban SRA, the desirable characteristics include six basic continuous through lanes (three in each direction of travel) with a raised median for access control (see Exhibit 3). Note that the six-lane cross section is an initial goal in planning every suburban SRA, with recognition that it may not be achievable. However, it is considered essential that any SRA be planned for a minimum of four continuous basic through lanes (two in each direction of travel).

Route Design Considerations

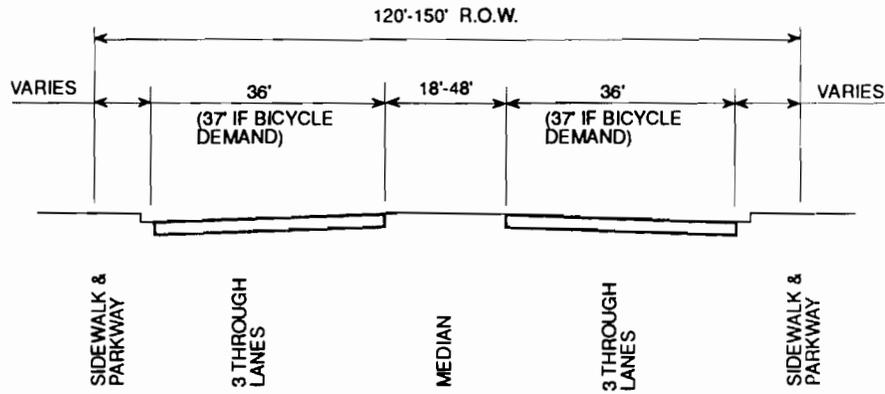
The SRA Design Concept Report, which serves as a guide in the planning of the SRA system, presents desirable cross sections for each SRA route designation. These are established to provide safe and efficient traffic service within the right-of-way width indicated. The SRA desirable cross sections for the rural and suburban designation are shown in Exhibit 3.

For the rural portion of U.S. 45, the desirable SRA concept cross section requires 186 to 210 feet of right-of-way. This width accommodates a four-lane roadway (two lanes in each travel direction) with a 46- to 70-foot raised median. The typical cross section utilizes an open drainage system. As development increases, the right-of-way also would enable implementation of a four-lane primary roadway and a frontage road system. Other information about the desirable route characteristics of a rural SRA is listed in Table 14.

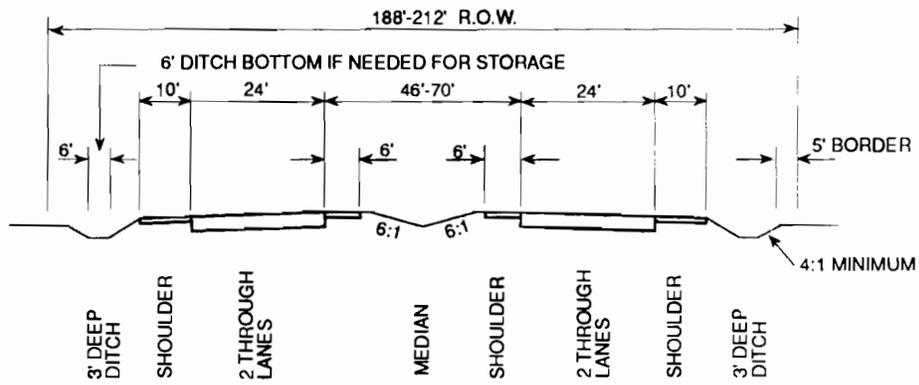
The desirable suburban SRA concept cross section requires 120 to 150 feet of right-of-way for implementation. This width accommodates a six-lane roadway (three lanes in each direction) with an 18- to 46-foot raised median. The typical cross section implies a closed drainage system by including curb and gutter at the pavement edge and border area of 15 to 30 feet. Other information about the desirable route characteristics of a suburban SRA are listed in Table 15.

Note that the existing two-lane, open-drainage cross section along rural U.S. 45 is considerably different than the desirable rural SRA cross section. Right-of-way is significantly less than the 210-foot maximum desirable rural SRA right-of-way. Existing right-of-way in the suburban sections of the route varies from 60 to 100 feet, which is much less than the SRA maximum desirable width of 150 feet.

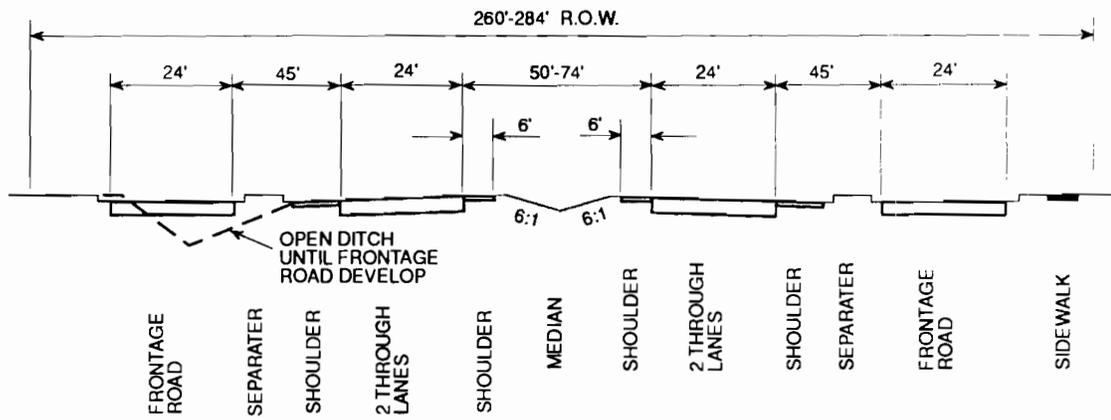
Nearly continuous development and forest preserve land along U.S. 45 severely limit the possibility of acquiring significant, continuous right-of-way. There are many segments along the SRA with existing right-of-way less than 100 feet. These segments range in length from 0.3 mile (in suburban areas) to 11.2 miles (in rural areas). Three segments a total of 3.9 miles long have existing right-of-way of only 66 feet.



Suburban Classification
Laraway Road to Touhy Avenue



RURAL



RURAL WITH FRONTAGE ROADS

Rural Classification
Will/Kankakee County Line To Laraway Road

DESIRABLE RURAL AND SUBURBAN SRA CROSS-SECTIONS

Table 14
Year 2010 Desirable Route Characteristics for Rural SRAs

Right-of-Way Width	188 to 284 feet with frontage roads
Level of Service (Peak Hour)/Design Speed	C/60 mph
Number of Through Lanes	Two in each direction; 12-foot width; provision for future expansion to six total lanes
Median Width	50 to 74 feet
Right Turns	Turn lanes at major cross streets
Left Turns	Turn lanes at all intersections
Shoulders	10 feet paved (right), 6 feet paved (left)
Curbs	No
Sidewalks	If needed, along outside of frontage roads
Bicycle Accommodation	Paved shoulder (minimum 6')
Parking	No
Cross-Street Intersections	Permitted; stop sign control for cross street; crossovers permitted at ½ mile spacing until frontage roads constructed
Curb Cut Access	Project right-of-way for post-2010 construction of two-way frontage roads; right-in/right-out until frontage roads are constructed
Transit	Bus pull-off and shelter; express bus service and signal preemption potential
Number of Traffic Signals per Mile	Two signals spaced ½ mile apart until frontage roads are constructed
Signalization	Fully actuated
Freight: Radii Vertical Clearances	WB-60; standard New structures: 16' - 3" Existing structures: 14' - 6"
Loading	Off-street loading
Railroads	Consider a grade separation at all railroads

Table 15
Year 2010 Desirable Route Characteristics for Suburban SRAs

Right-of-Way Width	120 to 150 feet
Level of Service (Peak Hour)/Design Speed	C or D/45 mph
Number of Through Lanes	Two in each direction; 12-foot width; provision for future expansion to six total lanes
Median Width	18 to 48 feet, raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at major cross streets
Left Turns	Dual left-turn lanes at all major intersections
Shoulders	10 feet paved, where appropriate
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 shelter; express bus service; signal preemption 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
Railroads	Evaluate the need for a grade separation at all railroads

The 2010 Transportation Network

Exhibit 4 illustrates U.S. 45 in a regional context. The corridor is crossed by eight other SRA routes (Wilmington/Peotone Road, U.S. 30, 159th Street, Illinois 83, 95th Street, Ogden Avenue, North Avenue, Irving Park Road, and Touhy Avenue). These routes, in combination with U.S. 45, form a network of roadways intended to serve regional travel in the area. Numerous other major arterials that cross U.S. 45 are part of the urban grid pattern of roadways in this region.

North of U.S. 30, U.S. 45 is paralleled by two other SRA routes, Illinois 83 and Harlem Avenue, which are approximately 4 miles west and east, respectively. Other routes that travel parallel to the U.S. 45 SRA include 1st Avenue, also an SRA route, (2.5 miles to the east) between I-55 and I-90, I-294 (2 miles to the west), between Irving Park Road and I-55. Numerous “lower-class” roads parallel U.S. 45 at much closer distances, but none has the necessary continuity or functional classification to act as an alternate route for the trips that U.S. 45 serves.

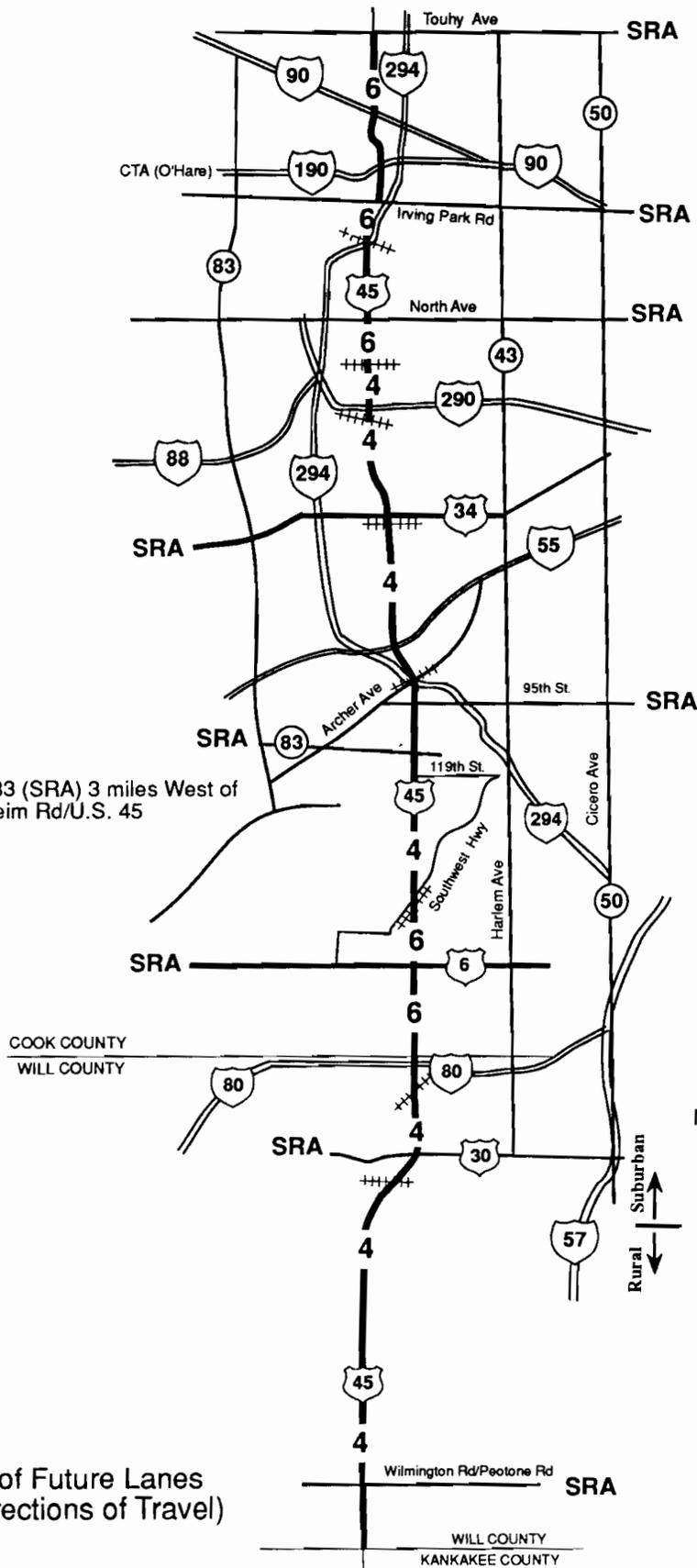
U.S. 45 also is crossed by nine railroad facilities, of which six carry commuter rail lines. Table 16 describes these crossing railroad facilities. The Soo Line Railroad is located next to U.S. 45 south of Touhy Avenue for approximately ¼ mile.

Year 2010 and Existing Traffic

Forecasts of traffic volumes were prepared by CATS to illustrate the level and pattern of traffic under expected future conditions. The forecasts were based on regional land use assumptions furnished by NIPC, and assume a network as specified in the officially adopted year 2010 plan, with the full SRA system in place. Specific to U.S. 45, the forecasts also assume that the Elgin-O’Hare Expressway is in place.

The traffic forecasts are presented here as a reference only. They were not used as a primary tool in corridor sizing. They provide a means, particularly when compared to existing traffic, of judging the long-range need for corridor improvements, and of assessing the quality of operation of the recommended plan.

In short, traffic volumes can be expected to increase over the next 20 years. This is a direct result of expected employment and population growth in the southern



Note: Illinois 83 (SRA) 3 miles West of Mannheim Rd/U.S. 45

Note: Harlem Ave (SRA) 3 miles East of Mannheim Rd/U.S. 45

4 Number of Future Lanes
(Both Directions of Travel)

CORRIDOR MAP MANNHEIM ROAD/U.S. 45



**Table 16
Mannheim Road/U.S. 45
Crossing Railroad Facilities**

Crossing Location	Railroad	Crossing At-Grade	Commuter Rail Line
South of Frankfort	EJ&E	No	—
South of I-80	CRI&P	No	Metra Rock Island
At Illinois 7	N&W	No	Metra Norfolk & Western
I-294/I-55	ATSF ^a	No	Metra Heritage Corridor
LaGrange	BN	Yes	Metra Burlington Northern
North of Roosevelt Avenue	CC&P	No	—
South of Lake Street	C&NW ^a	No	Metra Chicago & North Western
South of I-294	CMSP&P	No	Metra Milwaukee West Line

^aCrossing includes extensive freight and yards.

portions of the corridor. In addition, overall regional traffic growth is expected to contribute to increased travel on U.S. 45 in the northern segments.

As Table 17 shows, the projected volume of traffic along U.S. 45 varies from as low as 5,000 vpd in the southern, rural sections of the corridor to over 50,000 vpd in the middle to northern areas that are influenced by high-traffic volumes generated by O'Hare International Airport and numerous major arterial and expressway crossings. It is forecast that the traffic volumes along the entire U.S. 45 SRA will increase, although at different rates from south to north. In general, the southern end of the corridor is expected to experience more growth in land development, with a corresponding greater proportionate traffic volume increase (50 to 100 percent). At the northern end of the corridor, growth in land use activity is expected to slow because the area is currently more fully mature, developed resulting in an increase in traffic of 20 to 30 percent over existing levels.

Other Corridor Planning Activities

Roadway Improvements

Previous and current planning information was obtained for the U.S. 45 SRA corridor from IDOT, CATS, Will County, Cook County, and surrounding communities. Several of the projects that are covered in these documents were considered as existing conditions, and are discussed in Chapter II. These projects were expected to be complete within the next 5 years. A list of previous and current studies relevant to U.S. 45 is presented in Table 18. There are no current or planned projects of sufficient scale to be expected to significantly affect U.S. 45 traffic.

Table 17
Year 2010 Average Daily Traffic (ADT) Forecast for the
Mannheim Road/U.S. 45 SRA

Location	Existing ADT (vpd) in 1988-1989	Forecast 2010 ADT (vpd)
County Line to U.S. 30	3,000-5,000	5,000-10,000
U.S. 30 to 159th Street	10,000-20,000	20,000-30,000
159th Street to Cermak Road	20,000-30,000	30,000-40,000
Cermak Road to Grand Avenue	30,000-40,000	40,000-50,000
Grand Avenue to Irving Park Road	40,000-50,000	> 50,000
Irving Park Road to Touhy Avenue	30,000-40,000	30,000-40,000

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Table 18
Summary of Previous and Current Planning Studies Relevant to Mannheim Road/U.S. 45

Sheet 2 of 2

Study, Plan, or Report	Source	Status
<p>Other Plans and Studies</p> <ul style="list-style-type: none"> • Traffic and Impact Studies for the Hickory Creek Mall and Environs, Donohue (1988) • Legislative Report on the LaGrange Road Truck Problem • Priority Planning Area I. The Mannheim & Higgins "Triangle"—1989 • Comprehensive Traffic Study, Oakton Street/Lee-Mannheim Road (1990) • Description of the Balmoral Avenue Improvement (1990) • Executive Summary, Site Traffic Analysis, United Parcel Service, Chicago Area Consolidation Hub (1990) • Traffic Planning Analysis of United Parcel Service, Chicago Area Consolidation Hub Memorandum (1991) • Site Traffic Analysis for a Proposed Shopping Center Memorandum (1991) 	<p>Mokena</p> <p>LaGrange Park, Des Plaines, Rosemont</p> <p>Des Plaines Des Plaines Rosemont</p> <p>Hodgkins Hodgkins Hodgkins</p>	<p>Presented to Village</p> <p>Public Knowledge; Construction Plans Complete</p> <p>Complete — Construction Plans Complete</p> <p>Currently Being Constructed</p>

City and Village Comprehensive Plans

Information regarding local transportation plans, land use plans, and community objectives was gathered from the comprehensive plans of the villages and cities along U.S. 45. Table 18 lists the plans that were reviewed in conjunction with overall corridor planning.

Transit Improvements

Metra currently is evaluating the feasibility of improving service to all of its existing lines. Metra's booklet "Future Agenda For Suburban Transportation" discusses plans to evaluate the present and future demand for commuter rail service, to improve the speed and capacity of existing lines, to maintain the integrity of existing railroad bridges, to meet future station and parking needs, to improve road conditions affecting traffic to Metra stations including highway grade separations, to improve road access to stations, and to extend and add Metra rail lines into newly developing areas.

In addition, Metra and Pace have developed joint rail corridor service proposals, two of which will affect U.S. 45. Pace proposes to operate additional morning inbound, afternoon outbound, and evening buses to supplement the existing Metra Heritage Corridor train service. Also, Pace proposes to enhance its current Route 835 service to initiate 15 trips both northbound and southbound on Saturday, and eight trips both northbound and southbound on Sunday. This enhancement would precede full rail service on the Metra Norfolk Southern Line in the future. No new Pace bus routes are planned in the next 3 years. There are also no new rail lines or extensions of existing lines currently under evaluation by Metra, although upgrade plans are proposed to improve service.

A new station (the "Mokena/Hickory Creek Station") will be constructed on the Metra Rock Island line northeast of the intersection of U.S. 45 and 191st Street in Mokena. It will be located on Hickory Creek Drive and is expected to open in April 1993.

IDOT is currently studying the feasibility of improved access to the Bellwood Station on the Metra C&NW west line. Current access is from U.S. 45 via stairways from the viaduct carrying U.S. 45 over the C&NW Proviso railyards. Improvements being considered include bus pull-outs on U.S. 45 (which would be on structure).

The CTA and Pace are currently evaluating the benefits and costs of installing signal preemption devices to aid buses in maintaining schedules. The benefits to transit operations and the effects to cross-street traffic are being evaluated. The type of “smart” systems being evaluated would only operate if buses are behind schedule. Bus-mounted equipment would transmit location and schedule information. Equipment at the traffic controller would evaluate the information and determine a method to modify the signal cycle as the bus arrived, thus minimizing delay. No direct operator intervention is part of normal operations. In this way, it is expected that transit operations can be improved with minimal effect on other traffic.

Table 19 lists transit-related improvements proposed, studied, or planned in the vicinity of U.S. 45.

<p align="center">Table 19 Future Transit Facilities and Operations Proposed and/or Planned by Others for Mannheim Road/U.S. 45</p>		
Transit Facility or Route	Location	Status/Comment
New Bus Routes	None	—
Upgraded Service on Existing Routes	Improvement to Pace Route 835 and routes to supplement Metra Heritage Corridor service	Trial evaluation of preemption equipment is ongoing
	Signal preemption equipment to be studied in city and suburbs	—
New Metra Stations/Stops	Mokena/Hickory Creek Station on the Rock Island line at 191st Street	Open April 1993
New Metra Service	None	—
New Park-n-Ride Facilities/Operation	None	—

Future Land Use and Development

Future Conditions

Current land development trends evident along U.S. 45 are expected to continue in the future. This study obtained no specific information to suggest that rural land in the south end of the project area would develop in the foreseeable future. (Note that land use and traffic assumptions do not include a regional airport in the southwest suburban area.)

The Village of Frankfort anticipates expansion south from existing development as far as Steger Road. Its land use planning indicates general commercial uses adjoining U.S. 45 south to Laraway Road. South of Laraway Road, Frankfort land use plans envision a combination of residential development and open space. The Old Plank Trail bicycle path is planned to occupy the abandoned Pennsylvania Central Railroad right-of-way and cross U.S. 45 on a new structure.

Most of the areas available for future development within the corridor are located between U.S. 30 and the shopping areas of Orland Park. Based on zoning and land use plans from the communities along U.S. 45 (see Table 18), development of this area directly adjacent to the roadway will be for commercial/retail or office use, except in an area east of U.S. 45 and south of St. Francis Road, where park land is shown in the land use plan. Office development is shown for an area 1 mile on either side of I-80 and at an area just south of 159th Street. The land use plans indicate an industrial area southwest of the 191st Street intersection.

North of 143rd Street and extending throughout the remainder of the project corridor, land use is unlikely to change dramatically. This portion of the corridor includes extensive stretches of forest preserve; commercial areas within the community of Countryside; residential and business district areas in LaGrange, LaGrange Park, and Westchester; and more densely developed commercial and industrial areas north of I-290.

At the north end of the corridor, the City of Des Plaines Department of Municipal Development has prepared a redevelopment plan for the triangular area east of U.S. 45, north of Higgins Road and west of the Wisconsin Central Railroad. The plan calls for development of hotel and office support services serving the O'Hare market.

Existing Environmental Constraints, Unique Conditions, and Areas of Concern

County Line Road to EJ&E Railroad

Bordered entirely by agricultural uses, this segment of U.S. 45 is fully rural in character. Homesteads stand adjacent to the road and would be affected should widening occur to the side on which they are located. Some commercial/retail development in the vicinity of larger intersections could be affected by intersection improvements. Residential and commercial development in unincorporated Ambrose will require consideration of relocating U.S. 45.

There are few wetlands in this segment, but several minor stream crossings would be encountered with implementation of the proposed improvements. A church, a cemetery, and a potential hazardous waste site are located on the west side of U.S. 45 between Gorman Road and Manhattan/Monee Road. Existing right-of-way in this segment is consistently less than desirable right-of-way for rural SRAs.

EJ&E Railroad to 119th Street

Within this segment, expansion of the intersections at U.S. 30, 159th Street, and 143rd Street may not be accomplished without affecting the existing development. Although the southern areas of this segment are not developed densely, right-of-way generally is not available to enable implementation of the desirable six-lane SRA suburban section without affecting adjacent land uses. Between 148th and 143rd Streets, limited right-of-way and multiple commercial access points potentially limit the extent of future improvements. North of 143rd Street, lateral clearance under the Illinois 7 and the Norfolk & Western Railroad overpasses and the presence of forest preserve wetlands (the McGinnis Slough) and the Carl Sandburg High School limit right-of-way options. Forest preserve areas between 179th and 167th Streets and north of 123rd Street, require special consideration. The southwest quadrant of the 119th Street intersection features a large wetland area.

119th Street to I-55

Forest preserve lands border approximately 5 miles of this 7-mile segment. A primary concern within this area is developing adequate improvements without continuous, extensive impacts to the forest preserve properties. Although there are few access points within the forest preserves, these points should be accessible in a safe manner to both directions of traffic. Improvements at several major crossing facilities, including Illinois 83 (a SRA), 95th Street (a SRA for its east leg only), and 87th Street, must be considered carefully to eliminate or minimize the potential for right-of-way acquisition from forest preserve lands. Wetlands in the vicinity of 95th Street further complicate improvement plans.

Between Archer Avenue (Illinois 171) and I-55, U.S. 45 is either within an interchange area or travels on extended structure. The structures carry U.S. 45 over the Sanitary and Ship Canal, the Des Plaines River, and industrial land uses developed in former railroad yards.

I-55 to Roosevelt Road

Established suburban residential communities make up the predominant land use in this segment of the roadway corridor. The proximity of existing structures or other sensitive land uses limits right-of-way throughout this segment. The LaGrange Cemetery is situated on the east side of U.S. 45 just north of I-55, and forest preserve lands are located on the west side of the facility.

A major retail development has been completed in the southeast quadrant of the U.S. 45 and Joliet Road intersection. This development includes a large car dealership and three large retail stores, and is consistent with the commercial nature of this area (which continues to 51st Street). Traffic operations in this area are affected by multiple access points, and right-of-way is constrained by the proximity of development on both sides of the roadway.

The LaGrange Historic District, between 47th Street and Cossitt Street, is a prominent feature north of 51st Street. Any widening improvement within the historic district would encounter strong local opposition. Right-of-way in the LaGrange central business district (north of the historic district) is limited to the existing 100 feet by storefronts directly

beyond the right-of-way limits. Within this area, roadway improvements must consider the competing use of right-of-way, including travel lanes, median, parking lanes, and sidewalk. The Village of LaGrange completed a streetscaping and reconstruction project of LaGrange Road through the downtown in 1993.

Improvements to the remaining portions of this segment could potentially reduce parkway or yard green space associated with residential frontage development and impact mature vegetation including trees. Between 31st Street and Cermak Road, U.S. 45 is fronted by the Parkholm Cemetery to the east and forest preserve to the west. In this same section, the Salt Creek flows directly adjacent to U.S. 45 on the west side of the roadway.

U.S. 45 crosses the Salt Creek and a bicycle path just south of Cermak Road.

Major intersections in this section include the Ogden Avenue SRA (U.S. 34), 31st Street, and Cermak Road.

Roosevelt Road to Touhy Avenue

Land use in this segment of U.S. 45 is urban in character. Adjacent uses are almost entirely commercial/retail or industrial. O'Hare International Airport produces significant traffic effects for this segment.

The section between I-290 and Lake Avenue is a critical portion of the corridor. In the northeast quadrant of the I-290 crossing of U.S. 45, a large quarry area is being landfilled and will eventually represent a large tract of developable land. North of Washington Street, a 2-mile stretch of U.S. 45 is a narrow five-lane roadway within 66 feet of right-of-way, and buildings are located with little or no setback. Any widening in this area would require relocations.

Through the commercial/industrial area between Lake Street and Irving Park Road, U.S. 45 has been widened previously to six lanes and a median. The intersection of Irving Park Road represents a particular challenge to improvement planning. It has one of the highest accident rates in the Chicago area, and approach volumes are expected to exceed 100,000 vpd (total) for both streets. Private development in the south interchange quadrants and airport ownership of the north quadrants complicate acquisition of additional right-of-way. Also, drainage channels and low-lying lands occupy the northeast

quadrant, and the airport is considering further private development in the northwest quadrant.

Land use is essentially open north of Irving Park Road in the area where U.S. 45 passes O'Hare International Airport. Beyond the airport, past Higgins Road and approaching Touhy Avenue, the existing land use is composed of a mixture of high- and low-level uses, including hotels, open parking, and industrial and commercial properties. The Wisconsin Central Railroad travels adjacent and parallel to U.S. 45 for approximately 800 feet south of Touhy Avenue.

Community Concerns, Interests, and Attitudes

The interests of the communities through which the U.S. 45 SRA passes are important factors in the development of a reasonable consensus plan for improving the facility. Two Advisory Panels were established that were made up of elected officials and technical staff from the communities along the U.S. 45 corridor. A series of three meetings were held with the two panels to present SRA concepts, to discuss the corridor, and to provide the IDOT consultant with background on community interests and concerns.

Chapter V contains minutes from the Advisory Panel meetings. The following is a summary of key concerns discussed during these meetings (with commenting parties italicized in parentheses):

- The effects of widening U.S. 45 would be detrimental to adjoining commercial properties (*Hillside*)
- Attempts should be made within IDOT to coordinate current projects with SRA intentions (*Orland Park and Frankfort*)
- It is important to maintain access to current businesses (*Countryside*)
- Current cross-street access is important; the I-290 interchange should be evaluated (*Hillside*)

- The SRA plan is likely to increase traffic—especially truck traffic—and, therefore, is not compatible with the residential and community nature of adjacent land use (*LaGrange, LaGrange Park, and Westchester*)
- Widening U.S. 45 would have an unacceptable effect on parkway vegetation and downtown parking (*LaGrange, LaGrange Park*)
- Widening would have an unacceptable effect on commercial development along Mannheim Road (*Bellwood*)

Recommended SRA Corridor Concept for U.S. 45

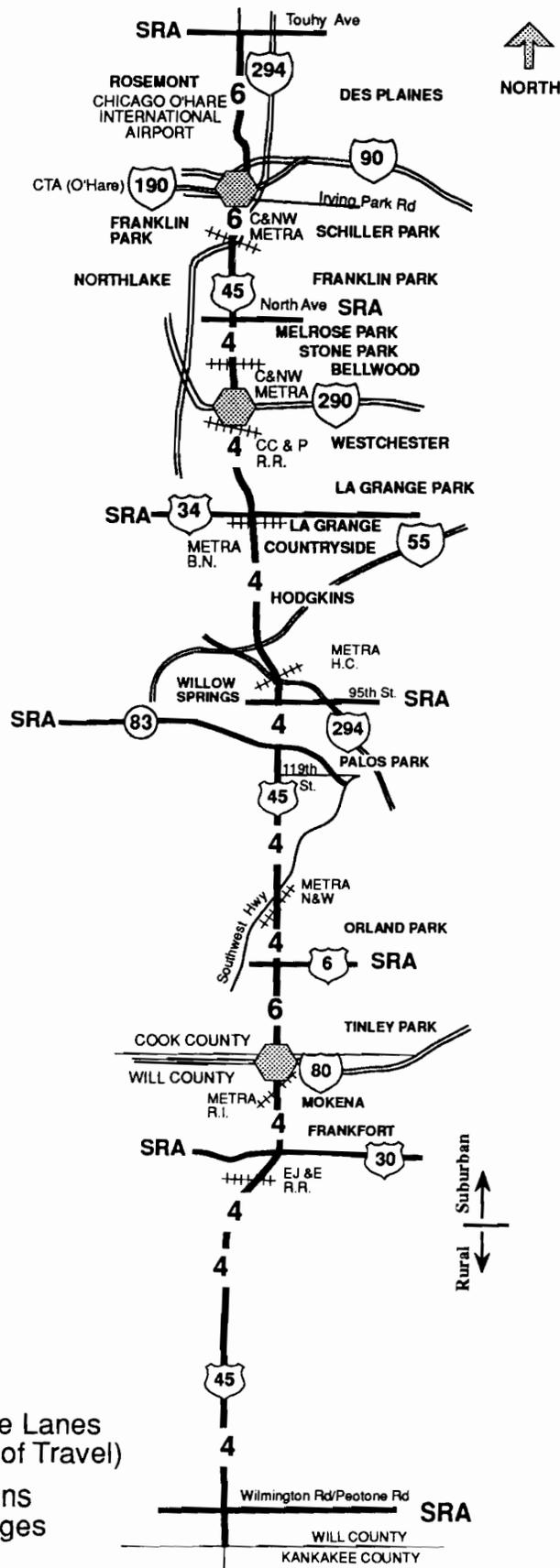
Based on the listed input and SRA requirements, the recommended corridor concept illustrated in Exhibit 5 was established for the U.S. 45 SRA. The concept's elements include basic number of through lanes, intersection and interchange requirements, access control and median treatments, traffic control improvements, and special design features.

Basic Number of Lanes

As noted earlier, the desirable number of basic lanes for a SRA route traversing rural and suburban areas is four lanes in rural areas and six lanes in suburban areas. Examination of the regional transportation system shows that few other routes have the overall north-south continuity of U.S. 45. This continuity and high existing and projected traffic demand argue strongly for full implementation of the desirable SRA improvements in this corridor.

However, as noted above, land use adjacent to the corridor significantly reduces the amount of right-of-way available for increasing roadway or right-of-way width. Forest preserves, a historic district, established business districts, and development with little or no setback from the existing right-of-way all are present along U.S. 45; these characteristics require balancing the desire for improved transportation service on U.S. 45 with the potential effects on adjacent properties. Decisions concerning the basic number of lanes are key factors in this process.

The following basic lane arrangements, by segment, are recommended.



4 Number of Future Lanes
(Both Directions of Travel)

 Grade Separations
and/or Interchanges

RECOMMENDED SRA CORRIDOR CONCEPT MANNHEIM ROAD/U.S. 45

Segment I—“Rural Will County”

This segment of U.S. 45 should be improved to meet the rural SRA standard of four basic lanes. Although adjacent properties would be affected and relocations would be necessary, there are no critical barriers in this corridor segment that would preclude implementation of the SRA concept.

Segment II—“Frankfort/Orland Park”

Improvements to the southern end of this segment, from south of U.S. 30 to 191st Street, are being designed (south of and through the U.S., 30 intersection) or have recently been constructed with four lanes and a median. These improvements are considered to meet the long-range SRA goals. Although the SRA plan between U.S. 30 and I-80 calls for a four-lane facility, zoning decisions that lead to denser land uses than currently anticipated could lead to the need for a future six-lane facility.

At the north end of Segment II (I-80 to 143rd Street) a significant regional shopping complex in Orland Park continues to expand. Implementation of a six-lane roadway in this area will help link this growing regional activity center to areas of increased growth to the south along U.S. 45 and provide a link with the interstate system (I-80). Continued growth along U.S. 45 and throughout the northern section will require that the SRA serve both midrange distance trips and substantial traffic associated with the adjacent land uses. A six-lane facility north of I-80 is proposed to meet these demands.

Segment III—“Forest Preserve” and Segment IV—“LaGrange”

In Segments III and IV, and in the northern 24 blocks of Segment II (143rd Street to 119th Street), four basic lanes are recommended. Beginning north of 143rd Street and continuing to Archer Avenue (Illinois 171), forest preserve property limits available right-of-way, which would be necessary to implement a six-lane cross section. However, these extended areas of forest preserve eliminate friction from numerous access points, allowing the facility to operate effectively without six basic lanes.

North of Archer Avenue, maintenance of the existing four lanes is recommended to minimize potential adverse impacts to adjacent lane use. Within LaGrange, the LaGrange Historic District and the central business district preclude widening to six basic lanes

without serious and essentially unjustifiable effects on adjacent properties. Portions of U.S. 45 north and south of central LaGrange could be widened, but only at the expense of virtually all frontage properties and through numerous relocations.

Segment V—“O’Hare”

Six basic lanes are desirable from Roosevelt Road to the northern corridor terminus at Touhy Avenue to accommodate high traffic volumes. This segment carries the highest volume of the corridor segments (volumes are forecast to reach from 40,000 to greater than 50,000 vpd), and serves and distributes a heavy volume of through traffic from O’Hare International Airport, I-190, Irving Park Road, Grand Avenue, North Avenue, Lake Street, I-290, and Roosevelt Road.

North of Roosevelt Road, and particularly north of I-290, there is ample justification for implementing a six-lane SRA plan. Mannheim Road traffic demand increase significantly—from 30,000 vpd south of Roosevelt Road to over 50,000 vpd north of I-290. This pattern is expected to continue, with CATS forecast traffic exceeding 50,000 vpd.

One short but significant segment of U.S. 45 north of I-290 presents a major problem in implementing a six-lane cross section. Between Madison Avenue and St. Charles Road, U.S. 45 passes through the major commercial area of Bellwood within 66 feet of right-of-way. Construction of even a compromised six-lane facility would not be possible without acquisition of one side or the other through Bellwood.

The implications of construction of a six-lane SRA are severe for Bellwood. These were extensively discussed at Advisory Panel Meetings and separate meetings with Village staff. While meeting regional traffic needs is key to SRA planning, sensitivity to local impacts and concerns is of vital importance. In the case here, it is the recommendation of this study that the SRA plan call for maintenance of the existing cross section (4 lanes plus a flush median) through Bellwood. Bellwood officials and IDOT have agreed that consideration of future widening of U.S. 45 would occur only in conjunction with future major redevelopment plans initiated by Bellwood. Bellwood officials recognize that heavy through traffic demands will continue on this constrained segment. It is therefore acknowledged that special efforts will be necessary to maximize the safety and operational efficiency of traffic on this 2-mile section of the U.S. 45 SRA.

Intersection and Interchange Improvements

An effective and generally less disruptive strategy (in terms of overall effects) for SRA corridor improvements focuses on the major intersections. Maintaining reasonable average speeds, and achieving peak period levels of service per SRA criteria, and maximizing safety will require geometric upgrading for major intersections along U.S. 45. Spot widening (requiring additional right-of-way) for additional approach lanes (left turn, through, or right turn) will be essential elements of an overall corridor concept, particularly at the U.S. 45 intersections with east-west SRAs (see Exhibit 5).

At various locations, interchanges will be added or upgraded. These locations include crossing freeways or tollways (I-80, Illinois 83, Archer Avenue, I-55, I-290, and I-190). Also, Irving Park Road is noted for special consideration for an interchange.

Access Control

To provide for and maintain safe and efficient operation of the roadway, access points should be minimized throughout the length of the corridor. The proposed plan seeks to reduce interference from access points, as feasible and appropriate, by incorporating the following measures:

- Noting desired minimum spacing between signalized intersections
- Recommending raised medians, where feasible, to limit interference from left-turning and crossing traffic, and recommending minimum spacing between median crossover points
- Suggesting a system of local roads in developing areas that would eliminate the function of local distribution from U.S. 45
- Eliminating unnecessary or duplicate access points

Because access requirements are a function of land use, many existing access points cannot be eliminated without a major restructuring of the land use and access patterns adjacent to U.S. 45. It is acknowledged that many existing access points must remain until redevelopment provides the opportunity for restructuring or minimizing access.

Where it is necessary to maintain driveway access, provision of safe storage of vehicles turning left off the SRA is a key planning feature. Medians of sufficient width enable left turns to safely occur with minimum impact and risk to through traffic.