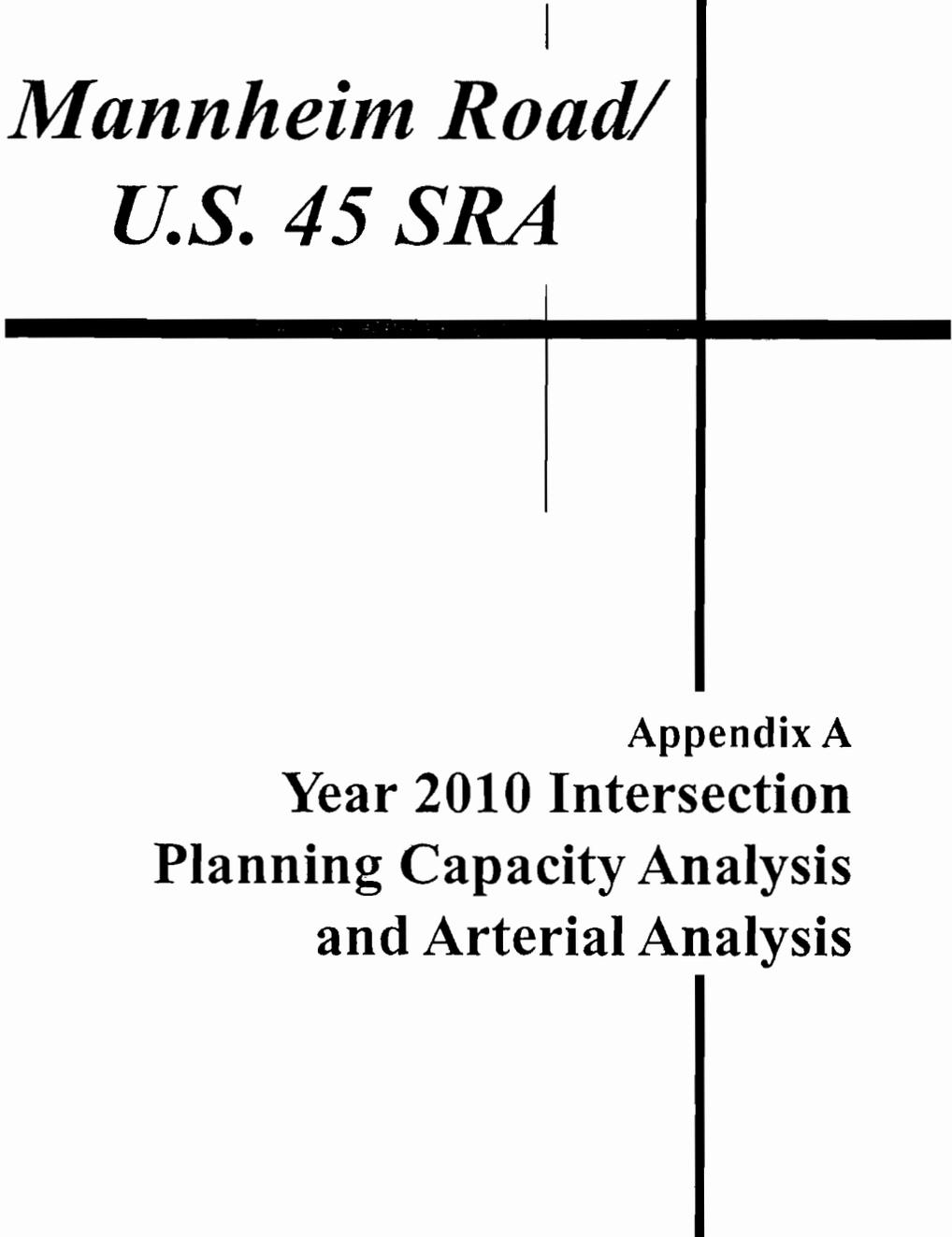


*Mannheim Road/
U.S. 45 SRA*



Appendix A
**Year 2010 Intersection
Planning Capacity Analysis
and Arterial Analysis**



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

Volume II of II

**Illinois Department of Transportation
May 1995**

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

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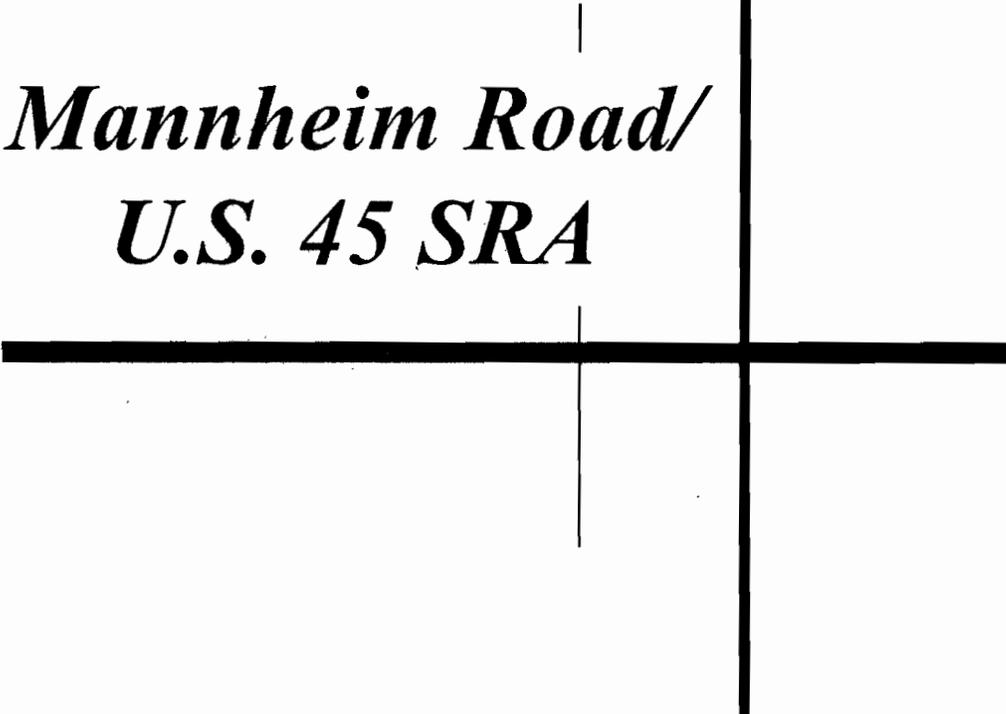
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*Mannheim Road/
U.S. 45 SRA*



Chapter IV

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



Chapter IV

Recommended Plan for the Mannheim Road/U.S. 45 SRA Corridor

This chapter describes in detail the recommended plan for the U.S. 45 SRA corridor. For clarity, the discussion has been divided into the five previously defined segments noted in Chapter II (see page II-1). Specific geometric and/or operational recommendations, and unique features or special roadway designs, are presented.

The plan is supplemented by an evaluation of the operational characteristics of the plan (i.e., level of service and operating speed under future traffic conditions). In addition, a planning-level opinion of potential construction and right-of-way acquisition costs is presented for each segment of the corridor. All costs are based on unit, generalized costs as furnished by IDOT for SRA planning purposes.

The exhibits that accompany each segment discussion present the layout of the proposed roadway in relation to the existing roadway. The traveled way (i.e., edge of pavement to edge of pavement) is highlighted in the plan. Additional right-of-way required, lane arrangements at intersections, locations of proposed and existing signals, and the proposed cross sections also are shown.



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

Segment I of the U.S. 45 SRA is approximately 13 miles long, extending north from County Line Road to the EJ&E Railroad overpass in south Frankfort (see Exhibits C-1 to C-7). Segment I includes unincorporated Will County and the currently undeveloped southern sections of Frankfort.

Cross Section and Geometric Characteristics

The recommended cross section within this segment includes four basic through lanes (two in each travel direction), a 50-foot grass median with shoulders, outside shoulders, and a grass safety clear zone to be constructed generally within 190 feet of right-of-way. This right-of-way should provide a sufficient border area for establishing safety clear zones, for making profile ties to crossroads, and for implementing an open drainage system.

As shown on the plans in Exhibits C-1 to C-7, throughout most of this segment the existing roadway would be retained for travel in one direction and a second two-lane roadway would be constructed for travel in the other direction. Preliminary studies indicate that constructing the new roadway on the east side of the existing roadway would minimize the overall impacts to the adjacent natural environment and man-made surroundings. There are two major exceptions to this general plan:

- Approaching Eagle Road (see Exhibits C-3 and C-4), it is proposed to construct a portion of U.S. 45 on a new location west of Ambrose, an unincorporated community. Under this scenario, U.S. 45 would continue on a new alignment for approximately 1.8 miles, thereby avoiding effects to Ambrose and four farmsteads along U.S. 45 on either side of Manhattan/Wilton Road.
- Approaching Gorman Road (see Exhibit C-5), the proposed alignment would be shifted east to maintain the existing west right-of-way line between Gorman Road and Manhattan/Monee Road (1 mile). This shift would avoid adverse effects to the cemetery located in the northwest corner of the Gorman Road intersection, a stream crossing near the middle of this



roadway section, and an agricultural chemical dealer located in the southwest corner of the Manhattan/Monee Road intersection.

Approaching Steger Road toward the northern end of this segment, U.S. 45 would transition from a rural, four-lane divided roadway section to an urban, four-lane section with a raised median. U.S. 45 would transition from open to closed drainage with curb and gutter. At the same time, the median would narrow from 50 to 30 feet. Nominal required right-of-way would be reduced from 190 to 150 feet. North of Steger Road, widening would occur predominantly on the west side of the existing roadway to minimize effects to a stream crossing located midway between Steger Road and Laraway Road. North of the stream crossing, the proposed widening shifts to the east to avoid impacts to existing buildings along the west side of U.S. 45.

The four-lane roadway would continue through the end of Segment I at the EJ&E Railroad overpass. The EJ&E Railroad overpass would require reconstruction to accommodate the additional width of the proposed roadway.

In this segment of U.S. 45, there are a number of floodplain crossings that will require hydraulic analysis to assess the impact of the proposed roadway improvements. Compensatory storage, in accordance with local ordinances, will be required to replace lost storage due to the floodplain encroachments.

Traffic Control, Operations, and Safety

There are no existing signalized intersections in Segment I. Several intersections with four-way stop control are suggested for potential signalization when traffic or safety warrants are met. In Segment I, suggested future signal locations include:

- Wilmington/Peotone Road (a SRA)
- Joliet Road
- Manhattan/Monee Road
- Laraway Road

Table 20 notes the proposed lane arrangements and results of planning-level operational analysis at these intersections. In this segment, future traffic volumes are not expected to be heavy and congestion is not anticipated.



<p align="center">Table 20 Evaluation of Signalized Intersection Operations Along Segment I (County Line Road to the EJ&E Railroad) of Mannheim Road/U.S. 45</p>					
<p align="center">Intersection of Mannheim Road/U.S. 45 and:</p>	<p align="center">Lane Arrangements^b</p>		<p align="center">Year 2010 ADT (vpd)^c</p>		<p align="center">V/C for Intersection^d</p>
	<p align="center">SRA</p>	<p align="center">Crossroad</p>	<p align="center">SRA</p>	<p align="center">Crossroad</p>	
*Wilmington/Peotone Road ^a	L-TT-R	L-T-TR	4,900	20,000	0.54
Joliet Road (Illinois 52) ^a	L-TT-R	L-TR	4,900	12,000	0.60
Manhattan/Monee Road ^a	L-TT-R	L-TR	4,900	12,000	0.60
Laraway Road ^a	L-TT-R	L-TT-R	11,900	12,000	0.48

Note: *Denotes SRA corridor
^aAssumed for unavailable volumes: 20,000 vpd for major arterials. 12,000 vpd for minor arterials.
5,000 vpd for local roadways
^bL = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
^cADT = Average Daily Traffic
^dV/C = Volume to Capacity Ratio

Because these intersections are signalized, improved channelization will be required. Exhibit D-1 illustrates intersection improvement details for the U.S. 45 intersection with Wilmington/Peotone Road. The design features shown on the exhibit also are appropriate for the other intersections just noted.

The SRA plan for Segment I would not change posted speed limits, which now range from 45 to 50 miles per hour. (See Chapter II.)

The recommended SRA plan for Segment I would have positive effects on access control. The small amount of existing development in this segment represents an opportunity to develop good access spacing and control as development proceeds. The proposed 30-foot to 50-foot median would act as a barrier to crossing and left-turning traffic except at crossover points as noted specifically on the plan. The proposed positioning of crossover points is preliminary and would allow traffic from existing farmsteads and other development, as necessary, to approach properties without excessive adverse travel. These locations can change as development dictates; however, the plan notes a minimum ¼-mile spacing interval between access points, a minimum spacing that is intended to be maintained for roadway access to U.S. 45 as adjacent lands develop. Furthermore, it is

recommended that signalized access points be spaced 1 mile apart, preferably, and never less than ½ mile apart, regardless of the level of development. As development warrants, a system of local frontage roads would be constructed to collect local traffic and to connect with the proposed adequately spaced, signalized access points.

The proposed plan illustrates another feature of access control: at several locations, existing driveways that are connected directly to U.S. 45 would be rerouted to adjacent crossroads. This repositioning should be done wherever it is feasible, and all future development should follow this pattern.

Safety on this segment of U.S. 45 should be enhanced by the proposed median and clear zones, both of which would protect vehicles leaving the roadway. Improved channelization of major intersections and ultimate signalization, where warranted, should improve crossroad safety. Limited access, as discussed previously, should minimize vehicular conflicts.

Public Transportation

No public bus or rail transportation exists currently in this segment, and no new services have been recommended. However, as population and development increase in the future, bus routes may be warranted. Consideration should be given to bus turn-out areas, waiting shelters, and paved sidewalks for pedestrians. Appropriate standards for locating and marking bus stops should be followed.

Although a segment of the EJ&E Railroad (a “corridor of the future”) within Segment I of U.S. 45 is not being evaluated currently by Metra, it is recommended that right-of-way be reserved for a possible train station commuter parking area in the long range (post-2010). Consideration also should be given to reservation of right-of-way for a possible park-n-ride facility at or near the U.S. 45 intersections with Wilmington/Peotone Road. A park-n-ride facility near the EJ&E Railroad also should be contemplated.

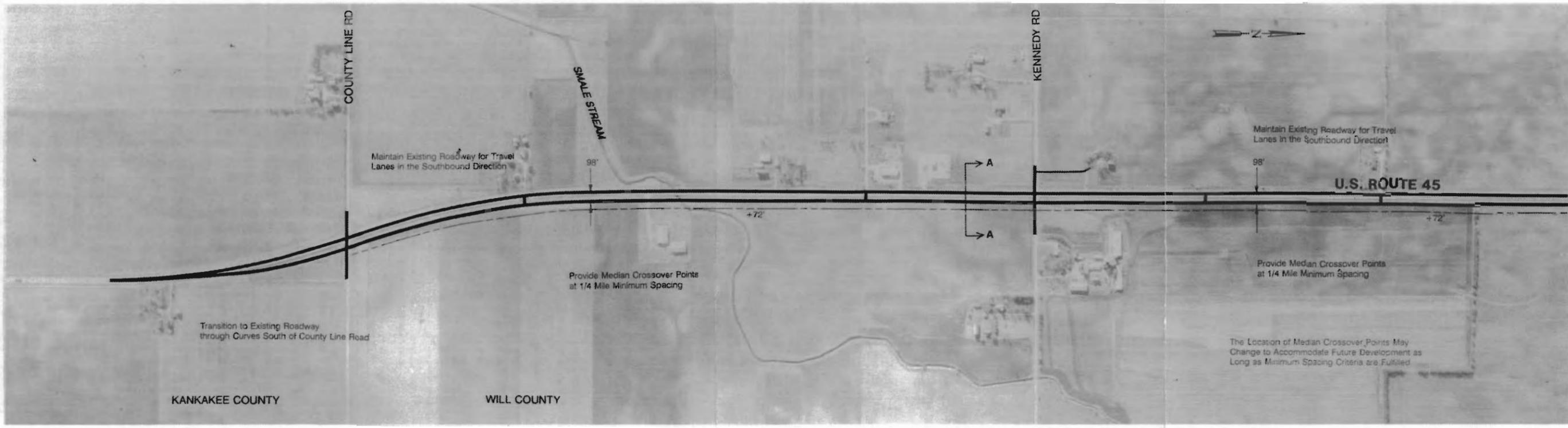
Construction and Right-of-Way Costs

The consultant’s opinion of the total cost of the recommended plan for Segment I is approximately \$57.5 million in 1991 dollars (see Table 21). This total cost includes costs of construction, acquisition of right-of-way, and reconstruction of structures. (In

Segment I, bridges crossing the Smale Stream, South Branch of the Forked Creek, Forked Creek, Prairie Creek, North Branch of Prairie Creek, Jackson Creek, and under the EJ&E Railroad require reconstruction. The roadway construction cost is estimated at \$44.4 million, which includes improving U.S. 45 from a two-lane roadway to a four-lane divided roadway with open drainage from County Line Road to north of Steger Road, and to a four-lane roadway with a raised median and closed drainage from north of Steger Road to the EJ&E Railroad. Costs for reconstructing the bridges are estimated at \$7.0 million, and intersection improvement costs are approximately \$1.4 million. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 165 acres of right-of-way would need to be acquired at a cost of \$4.7 million.

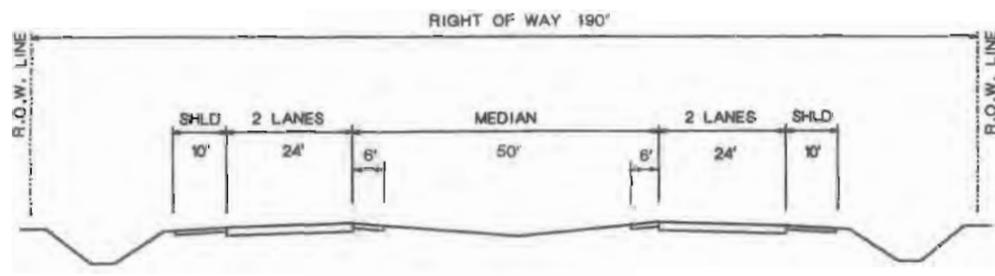
Table 21
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment I
(County Line Road to the EJ&E Railroad)
of Mannheim Road/U.S. 45
(1991 Dollars)

Roadway Reconstruction	\$44,400,000
Intersections/Interchanges (Wilmington/Peotone Road, Joliet Road (Illinois 52), Manhattan/Monee Road, and Laraway Road/Eastern Avenue)	1,400,000
Structures and Retaining Walls (Smale Stream, South Branch of Forked Creek, Forked Creek, Prairie Creek, North Branch of Prairie Creek, Jackson Creek, and EJ&E Railroad)	7,000,000
Other	0
Subtotal	52,800,000
Right-of-Way	<u>4,700,000</u>
TOTAL	<u>\$57,500,000</u>



LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS



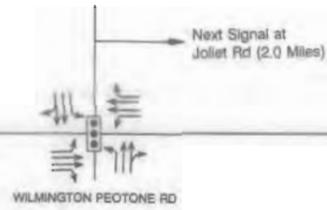
ROADWAY SECTION A-A
COUNTY LINE RD TO NORTH OF KENNEDY RD

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION



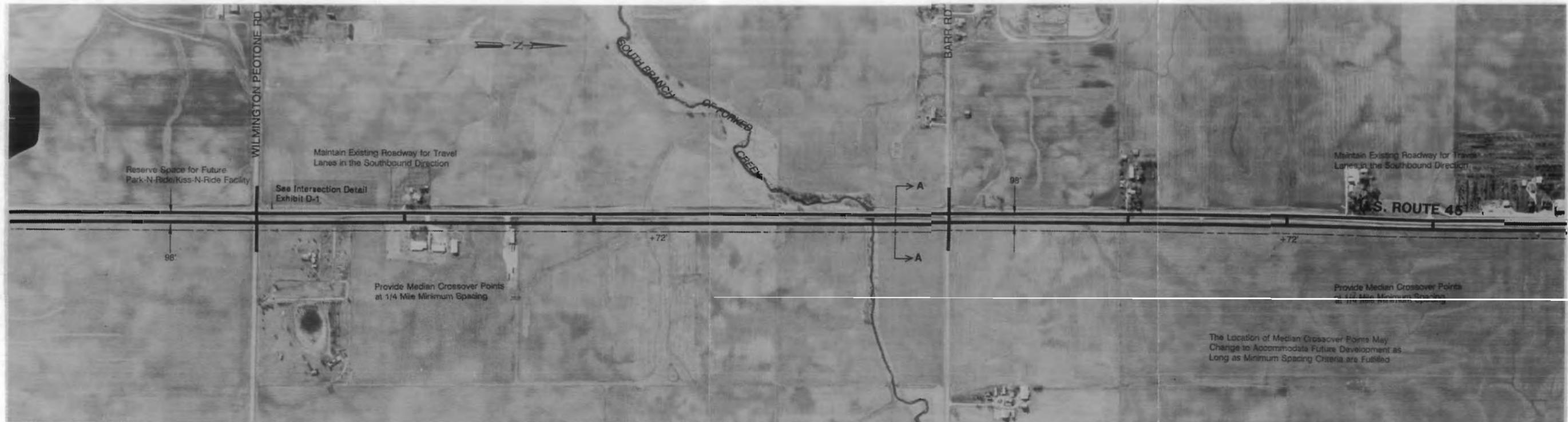
TRAFFIC CONTROL AND LANE ARRANGEMENT



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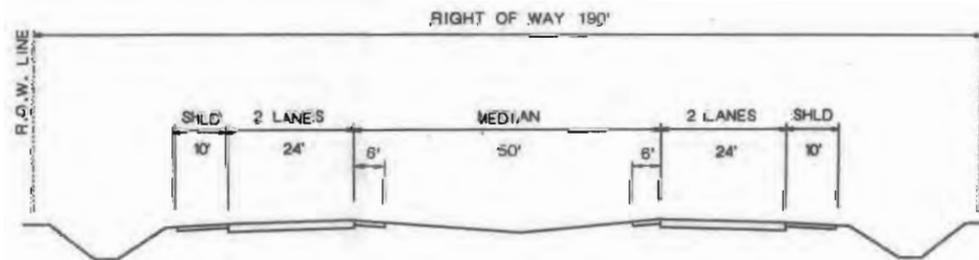
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All Crossroads Stop Controlled Unless Otherwise Indicated



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
SOUTH OF WILMINGTON PEOTONE RD TO NORTH OF BARR RD

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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TRAFFIC CONTROL AND LANE ARRANGEMENT

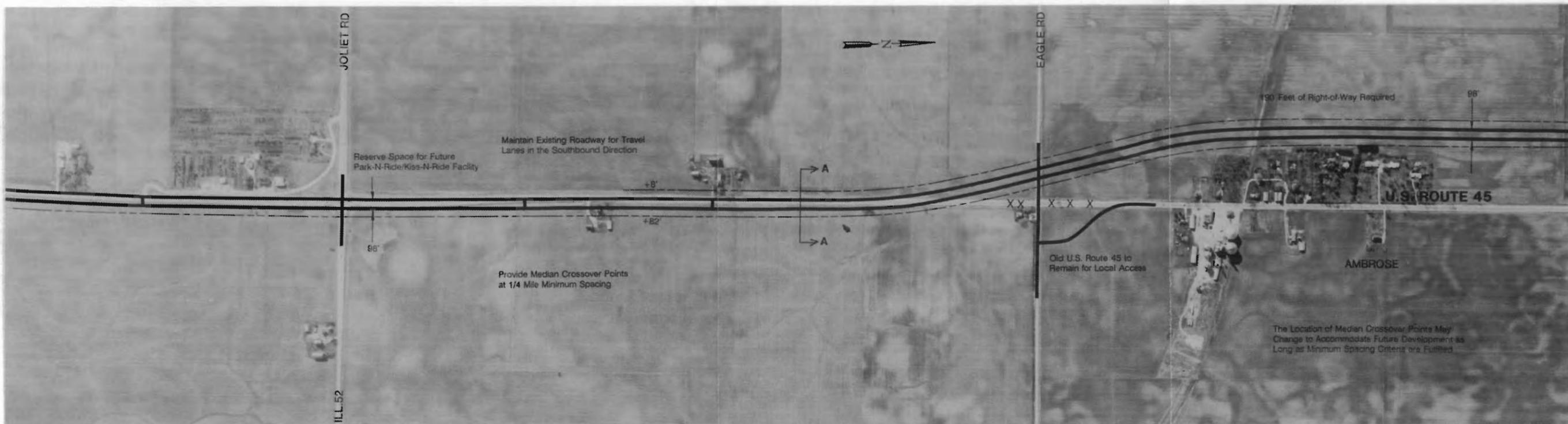
Next Signal at
Wilmington Peotone Rd (2.0 Miles) Next Signal at
Manhattan Monee Rd (5.11 Miles)



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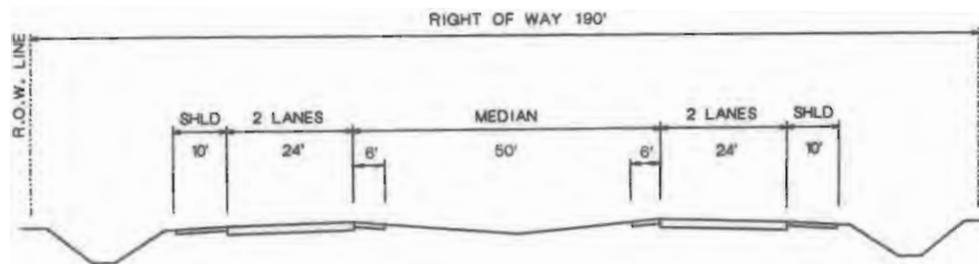
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All Crossroads Stop Controlled Unless Otherwise Indicated



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
SOUTH OF JOLIET RD TO NORTH OF EAGLE RD

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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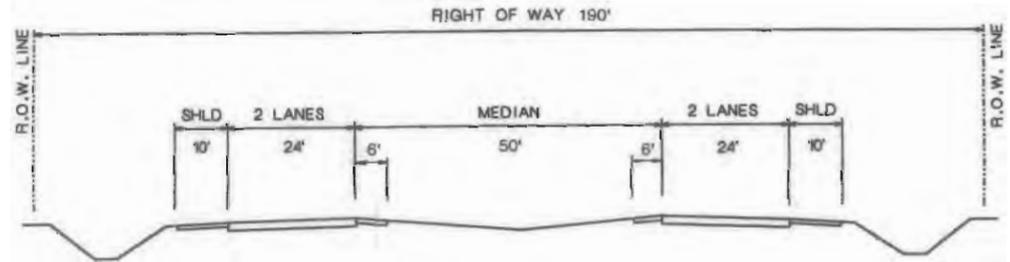
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TRAFFIC CONTROL AND LANE ARRANGEMENT



LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

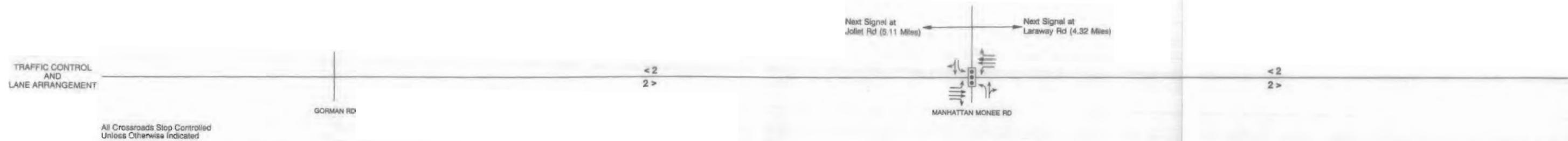


ROADWAY SECTION A-A
SOUTH OF MANHATTAN WILTON RD TO NORTH OF PAULING RD

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

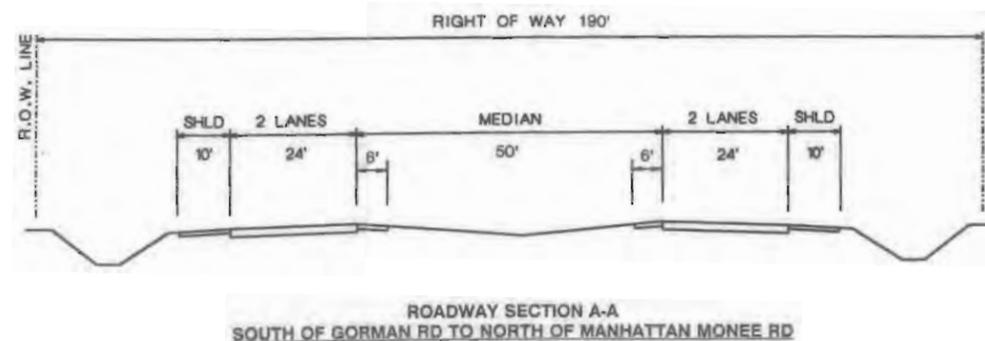
Prepared by CH2M HILL in association with
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LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS



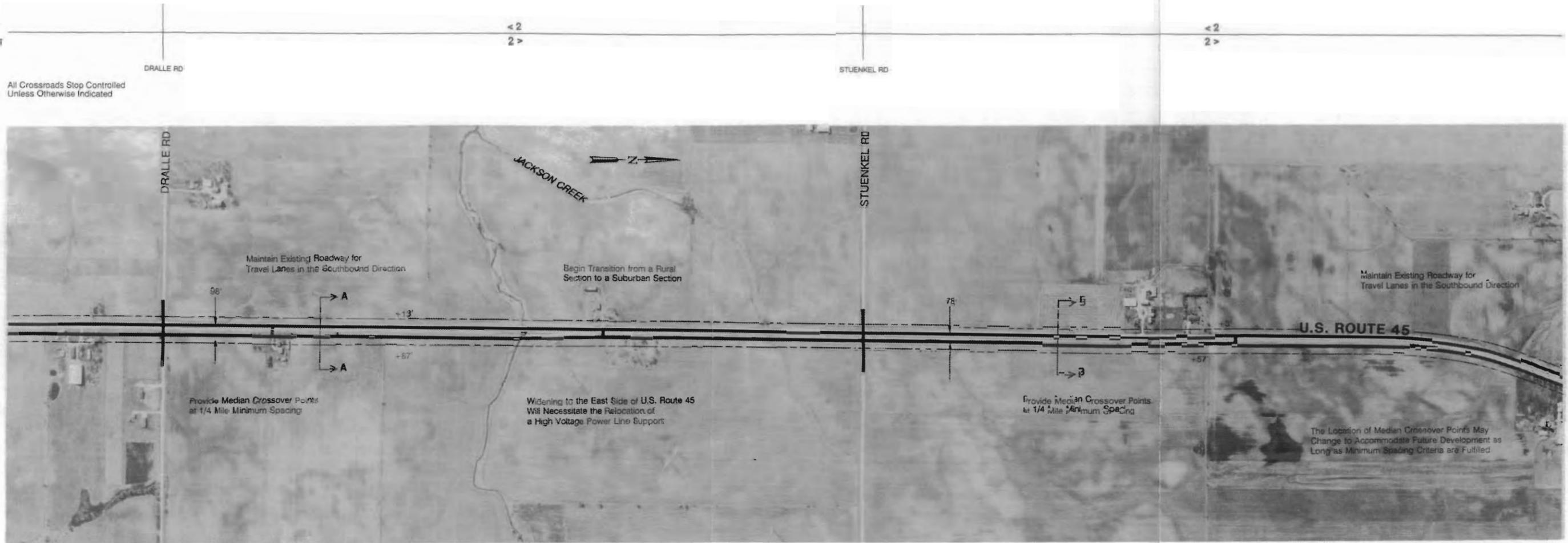
MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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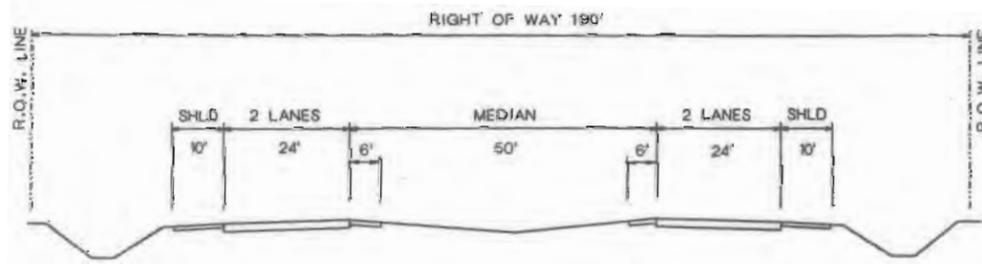
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TRAFFIC CONTROL AND LANE ARRANGEMENT



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
DRALLE RD TO SOUTH OF STUENKEL RD



ROADWAY SECTION B-B
SOUTH OF STUENKEL RD TO NORTH OF STUENKEL ROAD

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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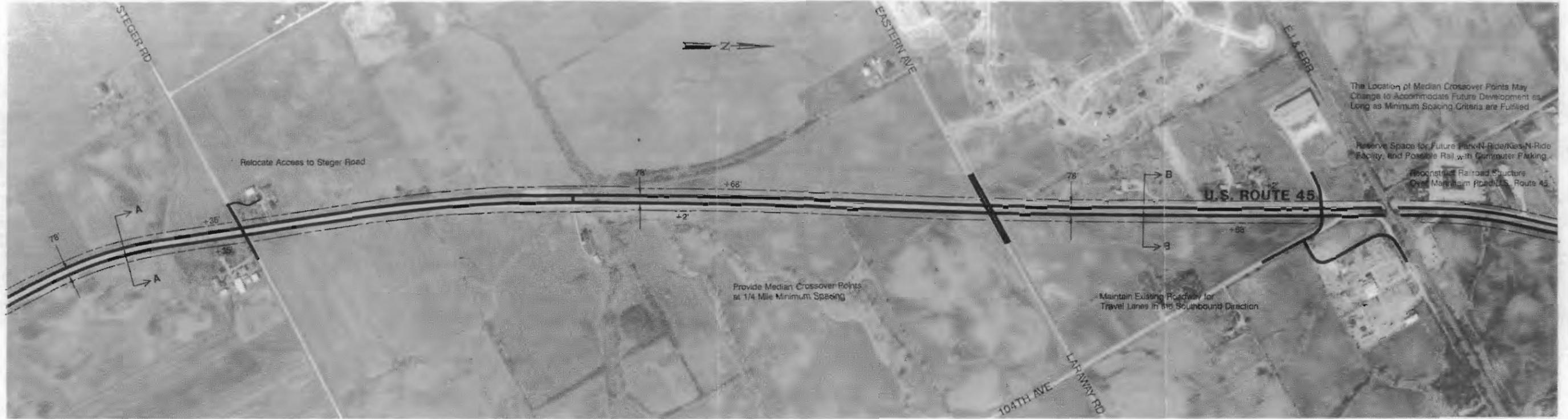


Scale:

TRAFFIC CONTROL AND LANE ARRANGEMENT

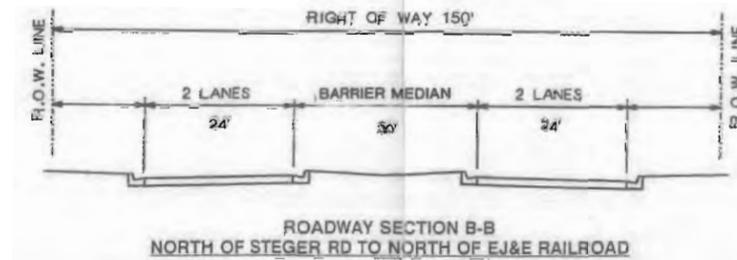
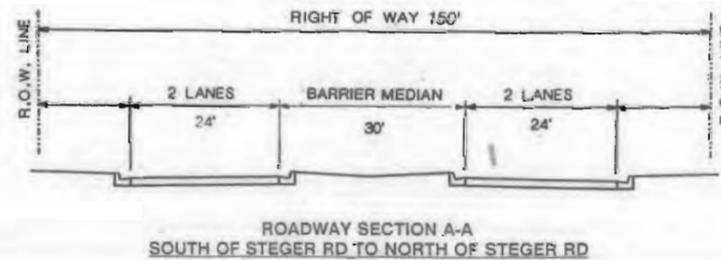
All Crossroads Stop Controlled Unless Otherwise Indicated

Next Signal at Manhattan Monree Rd (4.32 Miles) Next Signal at Nebraska Ave (1.09 Miles)



LEGEND

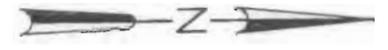
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-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



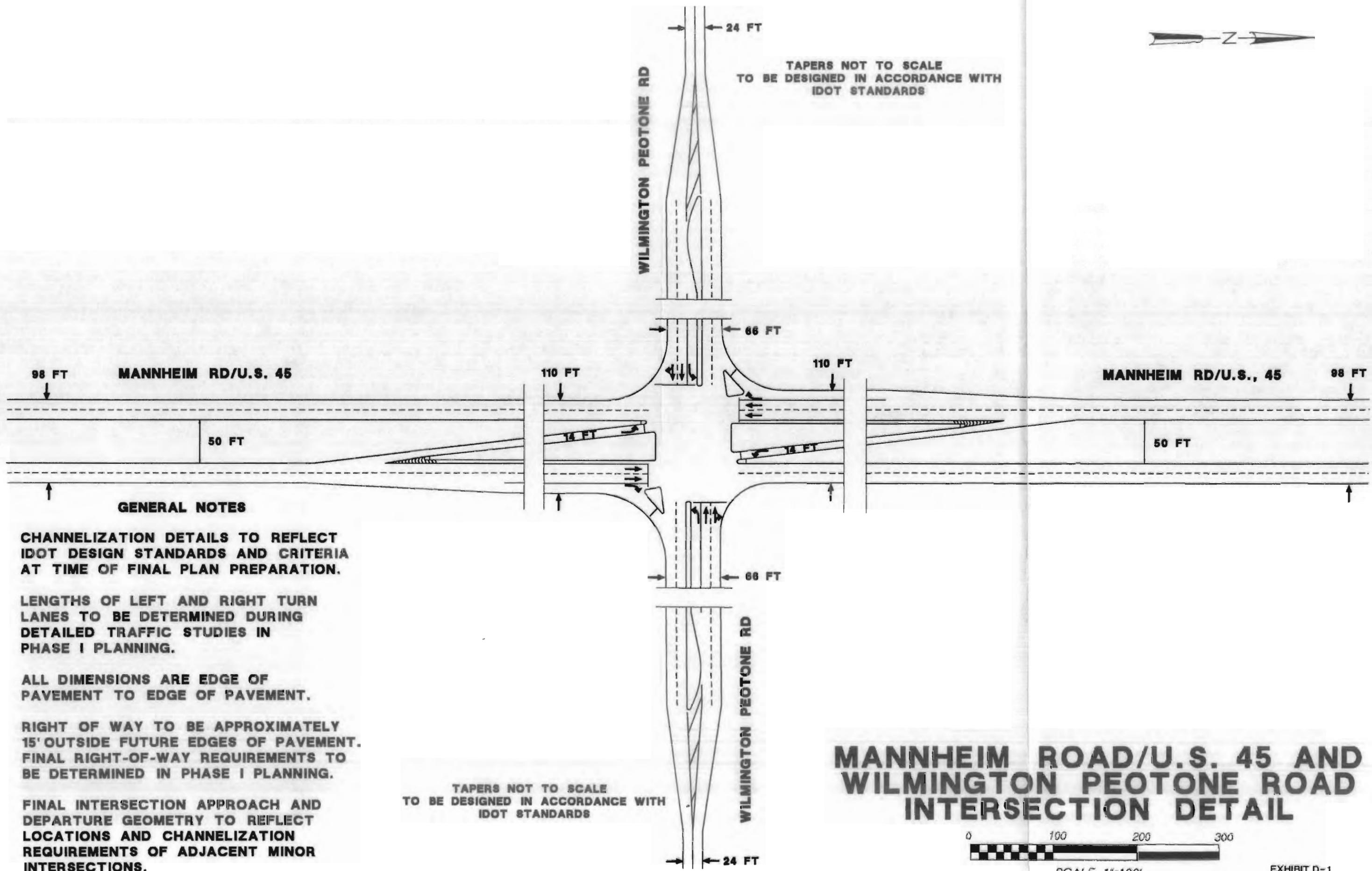
MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45 AND
WILMINGTON PEOTONE ROAD
INTERSECTION DETAIL**



SCALE 1"=100'

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

Segment II of the U.S. 45 SRA corridor extends from the EJ&E Railroad crossing in Frankfort south of U.S. 30 to 119th Street in Palos Park (a distance of approximately 13 miles). Communities served by this segment include Frankfort, Mokena, Tinley Park, Orland Hills, Orland Park, and Palos Park. Exhibits C-7 through C-13 depict the SRA plan.

Cross Section and Geometric Characteristics

From the EJ&E Railroad to south of Nebraska Avenue, the recommended plan for U.S. 45 is a four-lane roadway with a 30-foot median, located within 150 feet of right-of-way. The proposed plan shows widening initially on the east side of the existing roadway. The 30-foot raised median that would be implemented in this section could be crossed only where crossover points are indicated on the proposed plan (normally at crossroad intersections). Existing and future driveways that are not located at crossover points would be limited to right-in/right-out movements only.

From north of Nebraska Avenue to U.S. 30, the proposed plan would be fully compatible with the final recommended improvements to U.S. 45 being studied by IDOT as this report was completed. IDOT Phase I preliminary recommendations as of early 1995 call for development of a 4-lane roadway with an 18-foot mountable median within 150 feet of right-of-way. Nebraska Avenue would be realigned to cross U.S. 45 more at right angles, and the Nebraska Avenue intersection would be designed to accommodate signalization when warranted. Also in this segment, the SRA plan specifies development of a grade-separated crossing for the Old Plank bicycle trail just north of Nebraska Avenue.

Due to land use constraints, further improvements to the U.S. 30 intersection beyond those currently being designed by IDOT are not recommended. These improvements will add one lane to each approach (see Exhibit D-2). From U.S. 30 to 191st Street, U.S. 45 has been reconstructed to include four lanes and a 16-foot mountable median (see Exhibit C-9). The proposed SRA plan in this portion of the facility would retain these improvements without change.

A system of local parallel and crossing roadways should be developed to provide an alternate means for accessing properties along U.S. 45 (other than driveways connecting directly to U.S. 45). These roadways would allow vehicles to travel between adjoining properties without conflicting with traffic on U.S. 45. A series of dashed lines on the proposed plan exhibits (see Exhibits, C-8 and C-9) illustrates a local access and circulation system. These lines are not meant to specify a specific location for the circulation system, but rather to indicate such a need. It is the intent of the SRA plan to allow the design and location of the system to be compatible with the specific development of a given area.

As noted on the plan, all approaches to the 191st Street intersection would require widening to accommodate additional approach lanes (see Exhibits C-10 and D-3). Up to 40 feet of additional right-of-way would be required on the northbound approach, and up to 30 feet would be required on the southbound approach.

A six-lane roadway is recommended between 191st Street and 143rd Street. The portion of Segment II between 191st and 179th Streets (see Exhibit C-10) would require one additional lane in each travel direction through the interchange with I-80. This lane addition would necessitate widening the existing bridges that carry U.S. 45 over I-80 and adjusting the geometry of the existing ramps to meet the widened facility. The median is a barrier median in this area, and access control for the interchange is established between 191st and 179th Streets. Additional intersecting crossroads cannot be connected to U.S. 45 within this area of access control.

The proposed plan from 179th Street through 143rd Street is shown in Exhibits C-11, C-12, and C-13. The primary components of the proposed SRA improvements include widening to accommodate one additional lane in each direction of travel, reconstructing the median to a barrier median where feasible, and developing and improving parallel and crossing local circulation roadways.

Between 179th Street to 143rd Street, the following specific improvements are proposed:

- The basic widening to six lanes would require increasing the existing right-of-way from 100 feet to 120 feet. Because the Cook County Forest Preserve District owns the land on the west side of U.S. 45 between 179th and 167th Streets, all widening would occur to the east side of the existing roadway in this area. Widening would continue to occur on the east side

of the existing roadway until north of 159th Street to avoid development on the west side.

- The improvement plan includes developing parallel local circulation routes. Elements of such a system are already in place north of 153rd Street.
- The plan notes spacing of median breaks at a minimum distance of $\frac{1}{4}$ mile and suggests that placement of future crossroad connections and signals maintain a minimum spacing of $\frac{1}{2}$ mile.
- The barrier median would be discontinued between 159th Street and 151st Street and north of 151st Street because existing development and access patterns make this impractical. In these above sections a mountable median is recommended to maintain reasonable access to existing development.

Exhibit D-4 is a detail of the U.S. 45 intersection with 179th Street. In addition to the general widening noted above, the recommended plan indicates specific intersection improvements at 159th Street, a crossing SRA corridor, and at 143rd Street.

The intersection of U.S. 45 and 159th Street (a SRA) should include three through lanes in all directions, double left-turn lanes, and right-turn lanes. This lane arrangement is required for the high amount of traffic at this intersection.

Major widening is proposed at the 143rd Street intersection (see Exhibits C-13 and D-5). Widening of the U.S. 45 approaches would require approximately 24 feet of additional right-of-way for a total width of approximately 150 feet.

North of 143rd Street, U.S. 45 is proposed to narrow from six lanes to four (existing) lanes with a median, and maintain this cross section through 119th Street, where Segment II ends. The existing 16-foot mountable median would remain. Various factors discourage implementation of the six-lane improvement north of 143rd Street:

- Wetlands on both sides of U.S. 45 just north of Illinois 7 constrain widening options.

- Available right-of-way is limited by Carl Sandburg High School on the west side of U.S. 45 and at the Palos Country Club to the east of the existing roadway.
- U.S. 45 enters into an area where land use is predominately forest preserve, which limits available additional right-of-way. However, the presence of forest preserve also lessens the need to improve operations on U.S. 45 because only infrequent, relatively low-volume access points occur within the forest preserve.

Improvements proposed for this portion of Segment II include:

- Reconstruction and widening of the structures that carry the Norfolk and Western Railroad and Illinois 7 over U.S. 45 (see Exhibit C-13): This is necessary to achieve a proper transition from six to four lanes past 143rd Street, and to maintain a median on U.S. 45 under the structures.
- Minor approach widening at the intersections of 131st Street and 123rd Street: In both cases, a right-turn lane would be added to the U.S. 45 approaches, which could require an additional 12 feet of right-of-way in the vicinity of the intersections. Exhibit D-6 presents details at the U.S. 45 and 123rd Street intersection.

The plan also notes that if the Palos Country Club area is developed as residential use, primary access requirements should be met by access from either 135th Street or 131st Street, not off U.S. 45.

In this segment of U.S. 45, there are a number of floodplain crossings that will require hydraulic analysis to assess the impact of the proposed roadway improvements. Compensatory storage, in accordance with local ordinances, will be required to replace lost storage due to the floodplain encroachments.

Traffic Control, Operations, and Safety

Much of the land use and local street system in Segment II is undergoing transition or evolution. It is essential that the SRA corridor plan for this segment establish a long-

range framework that reinforces the operational and safety objectives of the SRA system. The keys to establishing this framework are the location of future traffic signals, local circulation roadways, and maintenance of median access control.

The diagrams along the top of each SRA plan exhibit indicate locations of existing and proposed signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. The plan itself indicates the locations of median access breaks in areas where barrier medians are proposed (e.g., between I-80 and 159th Street). For the most part, these are limited to at-grade intersections or major retail entrances. Where no break is shown in a barrier median, it is the intent of the plan that vehicles entering or exiting driveways or other existing and future access points be restricted to right-in/right-out movements only.

The traffic control and geometric plan for Segment II south of 143rd Street responds to the developing and existing retail character of the area and should result in significant improvements to safety as well as traffic operations. Existing and potential signal locations should meet SRA spacing guidelines of ¼ mile or greater. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the plan's intent is to provide direction to Frankfort, Mokena, Tinley Park, Orland Hills, Orland Park, Palos Park, and developers regarding acceptable local circulation and access to U.S. 45.

The addition of a raised median and through lanes also should improve safety along the segment of U.S. 45 between I-80 and 159th Street. The raised median allows left turns only at selected locations, thereby reducing the number of vehicular conflict points and, consequently, the number of opportunities for the most severe accident types. The addition of through lanes at intersections also reduces the potential for accidents by removing the turning vehicles from through traffic lanes and decreases the amount of accelerating and braking at intersections (with a consequent improvement in air quality).

To verify the reasonableness of the recommended improvements, a planning-level intersection capacity analysis was performed. Table 22 shows the results of the analysis for all existing and future signalized intersections along U.S. 45. The analysis utilizes CATS year 2010 SRA forecast traffic volumes as a general reference. As noted in the table, assumptions for unavailable minor crossroad traffic volumes were made. Other capacity analysis assumptions are detailed in Appendix A.

The capacity analysis indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios for Segment II, which, in turn, would result in reasonable levels of service during peak periods. The analysis notes several intersections where the V/C ratio is greater than 1.00. Given the nature of the planning-level analysis and the uncertainty of forecast volumes, an intersection was assumed to operate at an acceptable level of service if the V/C was calculated as high as 1.10 or less. One intersection, 131st Street, shows a higher calculated V/C, although traffic volumes were not forecast specifically for 131st Street. For purposes of the evaluation, the average daily traffic was assumed to be 20,000 vpd—the maximum value used for specific traffic forecasts at other locations. A future volume of 15,000 vpd or less would result in an acceptable V/C ratio at 131st street.

The SRA plan does not recommend any change in posted speed limits in Segment II. Speed limits currently range from 35 to 50 miles per hour. (See Chapter II.) When development occurs in undeveloped areas, speed limits could be reduced if safety and compatibility with adjacent land uses warrant such considerations.

Public Transportation

Metra is currently evaluating the feasibility of improving service to the two existing rail lines that operate in this segment. Both the Metra Rock Island line and the Metra Norfolk Southern line have been proposed for an upgrade of service through physical improvements and additional parking availability. A new station also is being constructed at U.S. 45 and 191st Street along the Rock Island line. Access to the new station will be via 191st Street and a yet to be constructed roadway serving both the Metra station and other development in the northeast quadrant of the U.S. 45/191st Street intersection. As noted on Exhibits C-10 and D-3, the access point should be no closer than 600 feet to U.S. 45 to provide for sufficient left-turn lane length. Direct access to U.S. 45 is not recommended because of proximity to the I-80 interchange and grade differentials between U.S. 45 passing over the railroad and the railroad station. Installation of directional signing from U.S. 45 to the Mokena, 80th Avenue (Tinley Park), 183rd Street, Orland Park, Pace Route 384, and Palos Park train stations is recommended (locations are noted on Exhibits C-8 to C-14).

Table 22
Evaluation of Signalized Intersection Operations Along
Segment II (EJ&E Railroad to 119th Street) of Mannheim Road/U.S. 45

Intersection of Mannheim Road/U.S. 45 and:	Lane Arrangements ^b		Year 2010 ADT (vpd) ^c		V/C for Intersection ^d
	SRA	Crossroad	SRA	Crossroad	
Nebraska Avenue ^a	L-T-TR	L-TR	13,000	12,000	0.78
U.S. 30/Lincoln Highway*	LL-T-TR	LL-T-TR	17,500	29,700	0.94
Colorado Avenue ^a	L-T-TR	L-TR	17,500	5,000	0.59
Access Drive ^a	L-T-TR	L-TR	17,500	5,000	0.59
St. Francis Road ^a	L-T-TR	L-TR	23,000	12,000	1.00
Laporte Road ^a	L-T-TR	L-TR	23,500	12,000	1.01
Willow Lane ^a	L-T-TR	L-TR	23,500	5,000	0.72
191st Street ^a	LL-TTT-R	L-TT-R	24,800	20,000	0.71
179th Street ^a	L-TT-TR	L-T-TR	28,800	12,000	0.70
175th Street ^a	L-TTT	LL-R	23,300	5,000	0.53
171st Street ^a	L-TTT	LL-R	23,000	5,000	0.52
167th Street ^a	L-TT-TR	L-T-TR	23,000	20,000	0.79
Access Road ^a	L-TT-TR	L-TR	20,200	5,000	0.52
159th Street*	LL-TTT-R	LL-TTT-R	37,900	31,300	0.88
Mall Drive ^a	L-TTT	LL-R	37,900	5,000	0.82
Access Road ^a	L-TT-TR	L-TR	37,900	5,000	0.79
153rd Street ^a	L-TT-TR	L-T-TR	37,900	12,000	0.84
151st Street ^a	L-TT-TR	L-T-TR	37,900	20,000	0.99
149th Street ^a	L-TT-TR	L-T-TR	33,100	5,000	0.62
147th Street ^a	L-TT-TR	L-TR	33,100	5,000	0.72
144th Place ^a	L-TT-TR	L-TR	33,100	5,000	0.72
143rd Street	LL-TTT-R	LL-TTT-R	35,600	46,400	1.04
135th Street ^a	L-TT	L-R	39,400	5,000	0.97
High School Drive ^a	L-TT	L-R	39,400	5,000	0.97
131st Street ^a	L-TT-R	L-T-TR	39,400	20,000	1.23
123rd Street ^a	L-TT-R	L-T-TR	31,400	20,000	1.07

Note: *Denotes SRA corridor
^aAssumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials. 5,000 vpd for local roadways
^bL = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
^cADT = Average Daily Traffic
^dV/C = Volume to Capacity Ratio

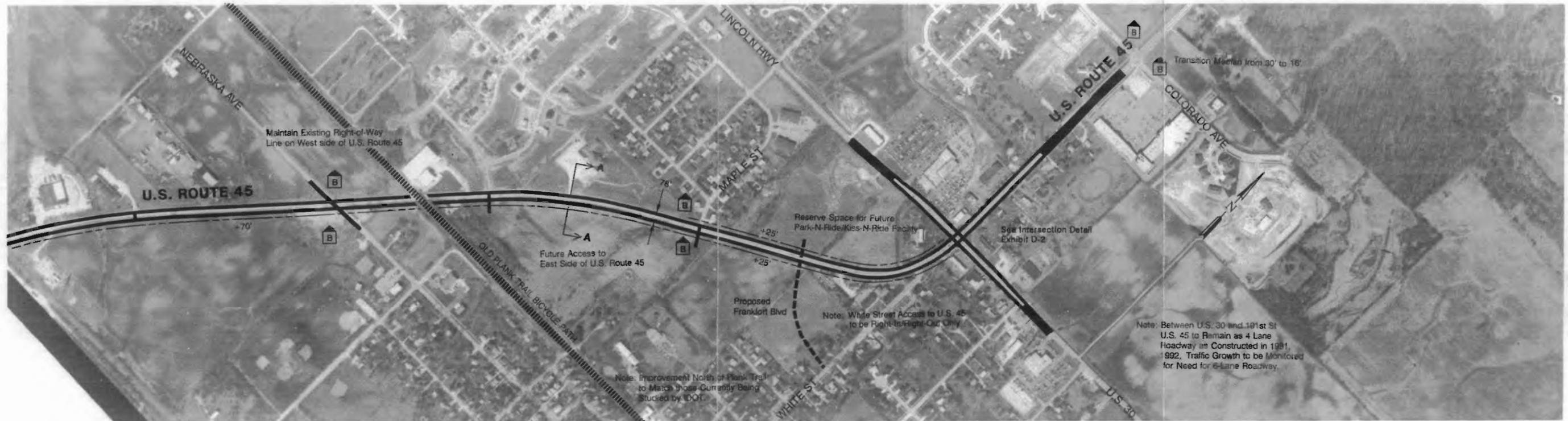
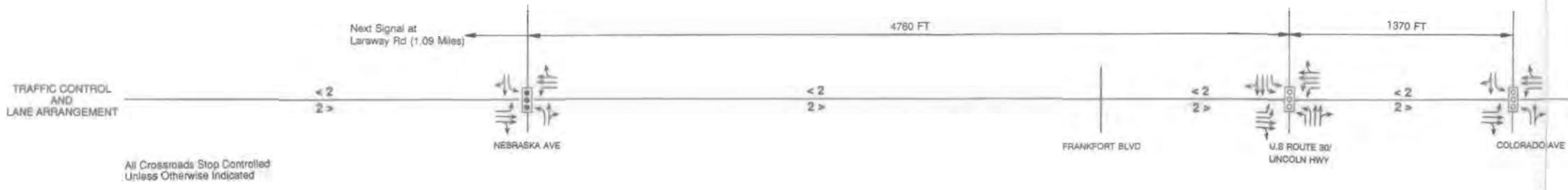
Pace proposes to enhance its current Route 835 service, which operates in this segment, to 15 trips in both directions on Saturdays and eight trips on Sundays. This improvement would precede full rail service on the Metra Norfolk Southern line. Preferred bus shelter locations for existing and/or future routes are shown on Exhibits C-8 to C-14. These bus stops should be implemented when development and/or service needs warrant. Future bus turnouts will require 125 to 130 feet of right-of-way (see Appendix A for a bus turnout detail). Consideration also should be given to paved sidewalks for pedestrians, and appropriate design standards for locating and marking bus stops should be followed. Consideration should be given to reservation of right-of-way for possible park-n-ride facilities at or near the U.S. 45 intersections with U.S. 30, 179th Street, and 159th Street.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment II is \$36.7 million in 1991 dollars (see Table 23). This estimate of total cost includes costs of construction, acquisition of right-of-way, and reconstruction of structures. (In Segment II, bridges crossing the Old Plank Trail Bicycle Path, and the Chicago Rock Island &

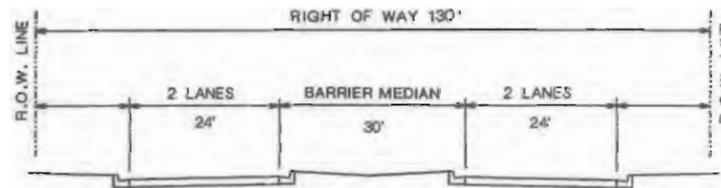
Table 23 Opinions of Construction and Right-of-Way Cost for SRA Improvements Along Segment II (EJ&E Railroad to 119th Street) of Mannheim Road/U.S. 45 (1991 Dollars)	
Roadway Reconstruction	\$23,000,000
Intersections/Interchanges (Nebraska Avenue, Access Road, St. Francis Road, Laporte Road, 175th Street, 171st Street, 159th Street, and Access Road)	1,800,000
Structures and Retaining Walls (Old Plank Trail Bicycle Path and the Chicago Rock Island and Pacific Railroad)	1,700,000
Other (Realignment of Forest Preserve Entrance)	88,000
Subtotal	<u>26,588,000</u>
Right-of-Way	10,100,000
TOTAL	<u>\$36,688,000</u>

Pacific Railroad require reconstruction.) The roadway construction cost is estimated at \$23.0 million, which includes improving U.S. 45 from a four-lane roadway to a six-lane divided roadway with a raised median and closed drainage from 191st Street to 143rd Street. Other construction costs include intersections and structures, as well as the recommended realignment of the forest preserve entrance with 119th Street. Costs for reconstructing the bridges in this segment are estimated at \$1.7 million. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 27.4 acres of right-of-way would need to be acquired at a cost of \$10.1 million.



LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS

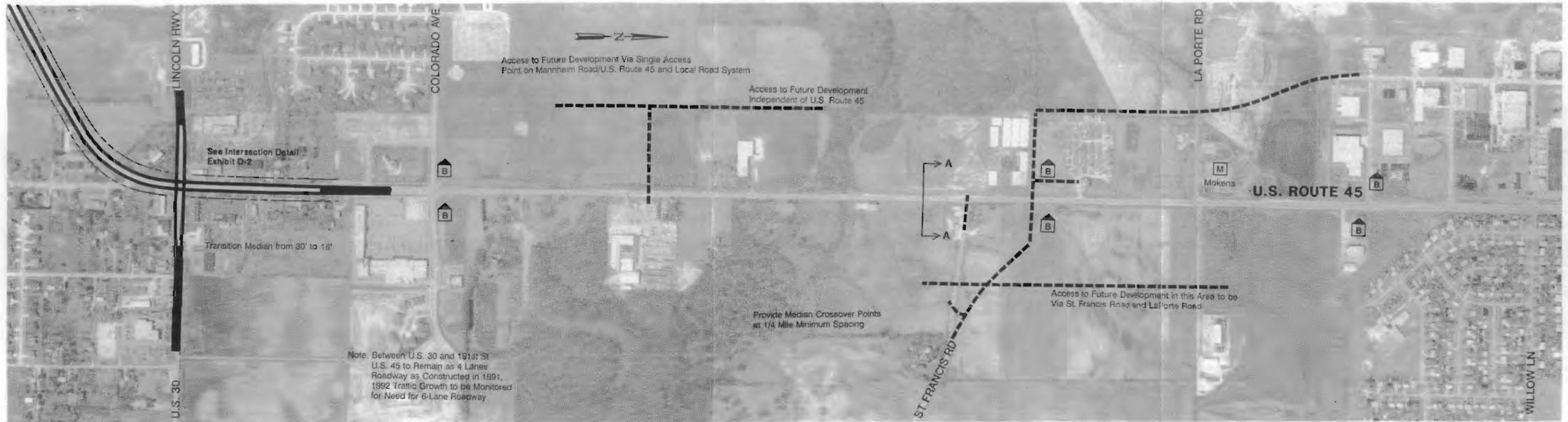
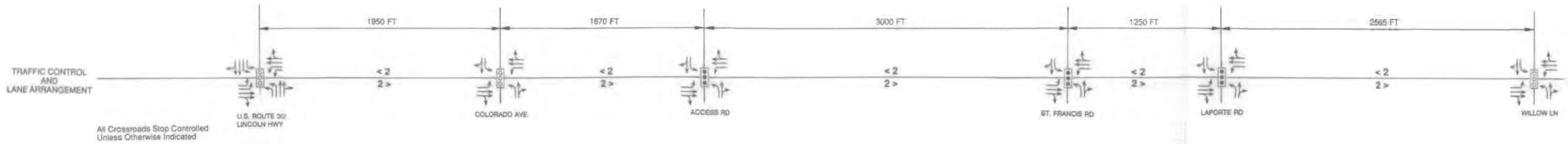


ROADWAY SECTION A-A
SOUTH OF NEBRASKA AVE TO COLORADO AVE

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION



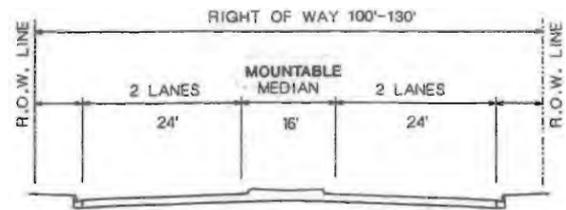


Note: Between U.S. 30 and 181st St U.S. 45 to Remain as 4 Lane Roadway as Constructed in 1991, 1992 Traffic Growth to be Monitored for Need for 6-Lane Roadway.

Note: Existing Section, Constructed 1991, 1992 Not Depicted on Aerial Base Map U.S. 45 to Remain as 4 Lane Roadway. Traffic Growth to be Monitored for Need for 6-Lane Roadway.

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

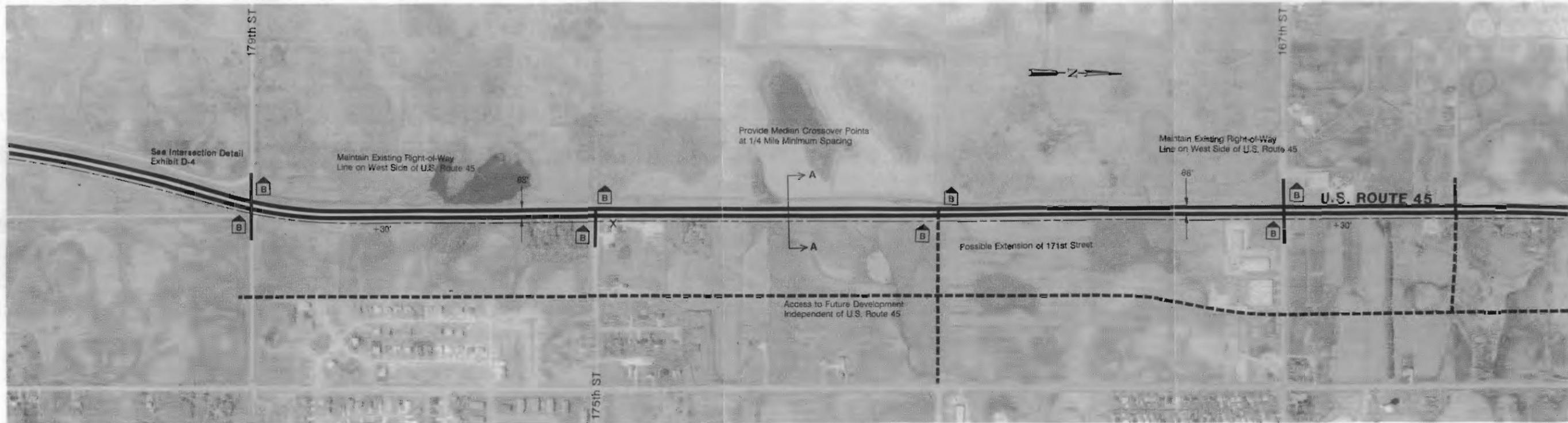
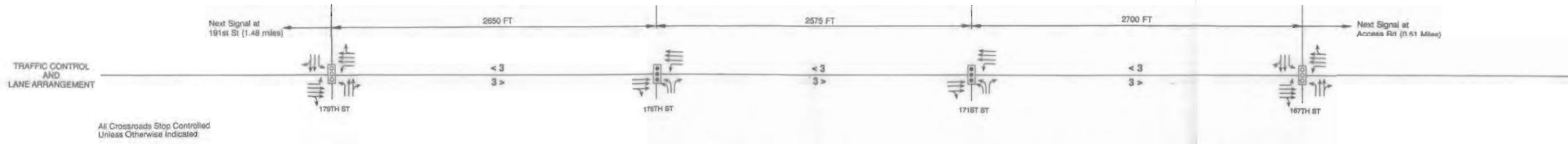


ROADWAY SECTION A-A
COLORADO AVE TO WILLOW LN

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

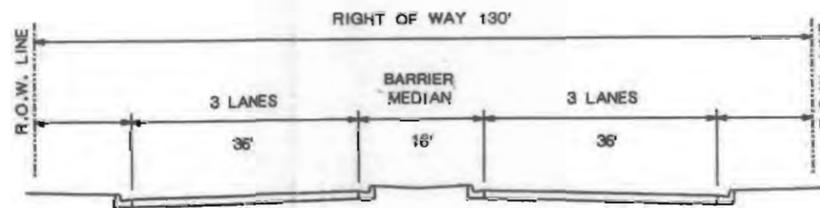
Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION





LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



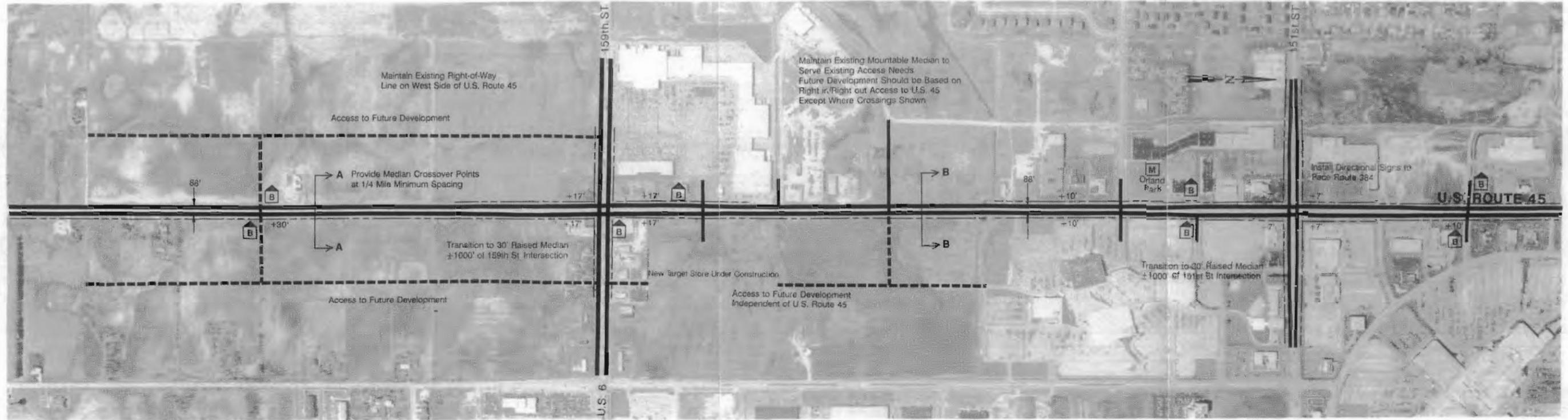
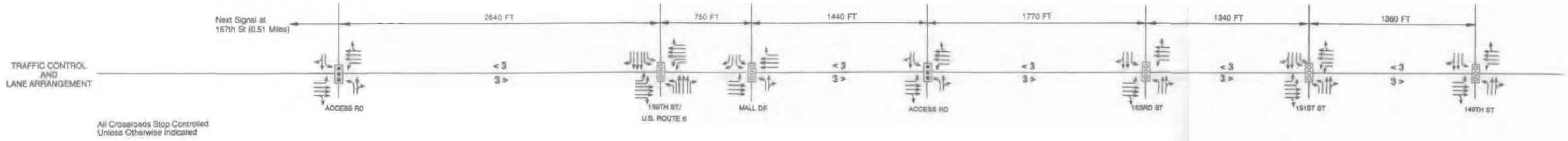
ROADWAY SECTION A-A
179TH ST TO NORTH OF 167TH ST

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION

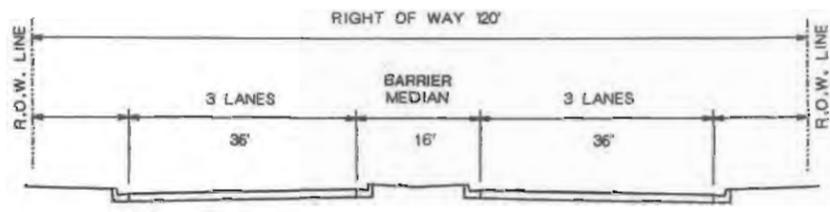


Scale: 0 200 400 feet

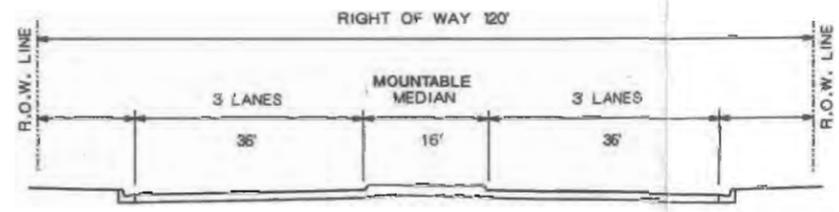


LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
SOUTH OF ACCESS RD TO 149TH ST

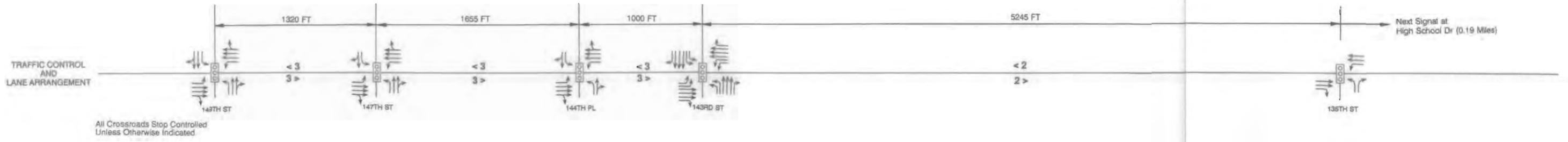


ROADWAY SECTION B-B
NORTH OF 159TH ST.

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

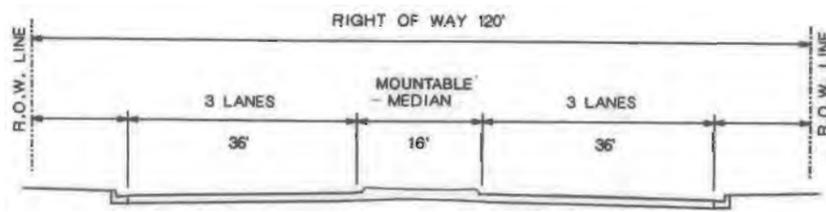
Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION



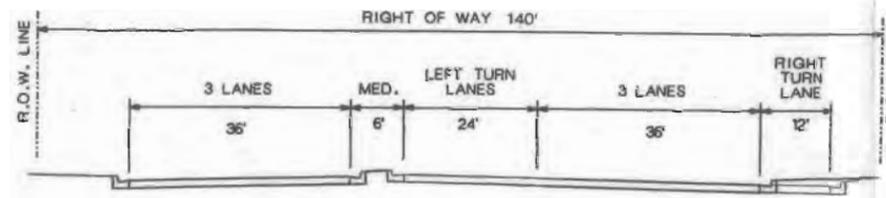


LEGEND

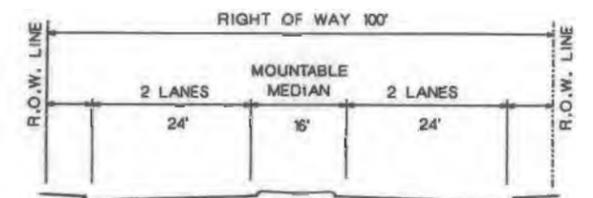
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
149TH ST TO 147TH ST



ROADWAY SECTION B-B
143RD ST INTERSECTION APPROACH



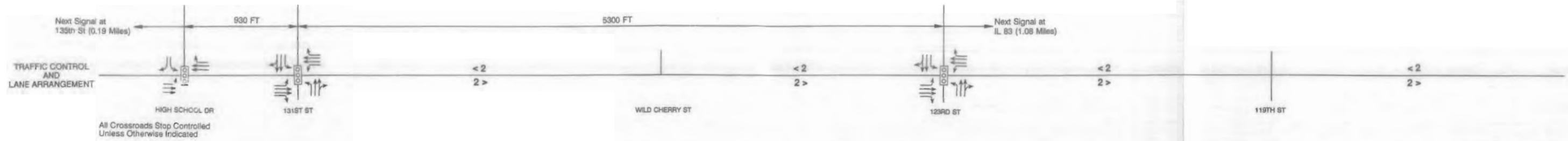
ROADWAY SECTION C-C
143RD ST TO NORTH OF 135TH ST

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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

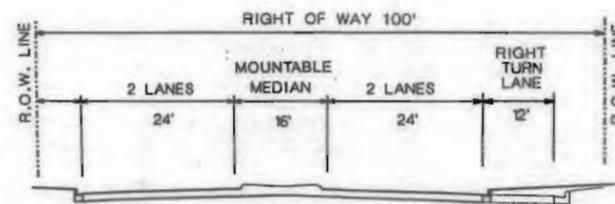
ILLINOIS DEPARTMENT OF TRANSPORTATION



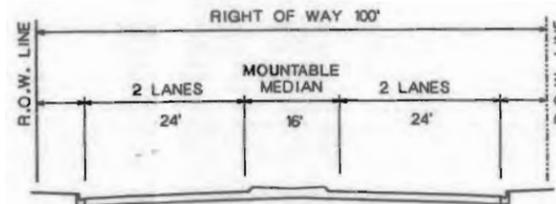


LEGEND

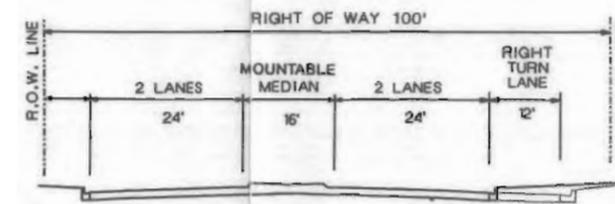
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS



ROADWAY SECTION A-A
131ST ST INTERSECTION APPROACH



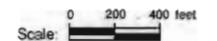
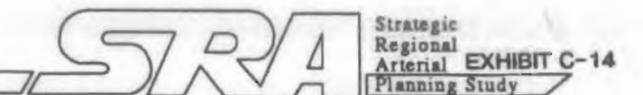
ROADWAY SECTION B-B
HIGH SCHOOL DR TO NORTH OF 119TH ST

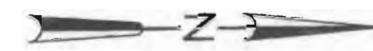


ROADWAY SECTION C-C
123RD ST INTERSECTION APPROACH

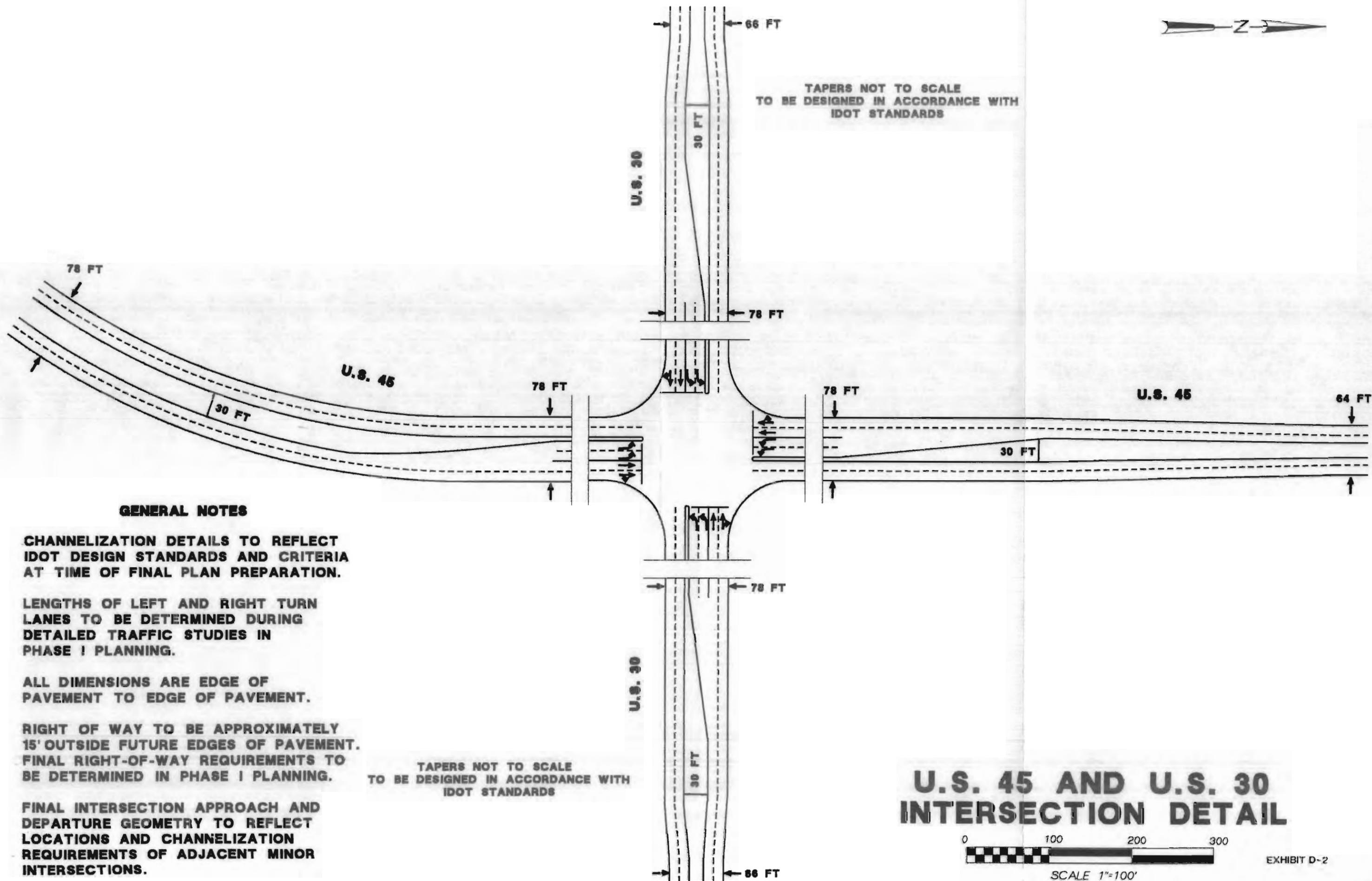
MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

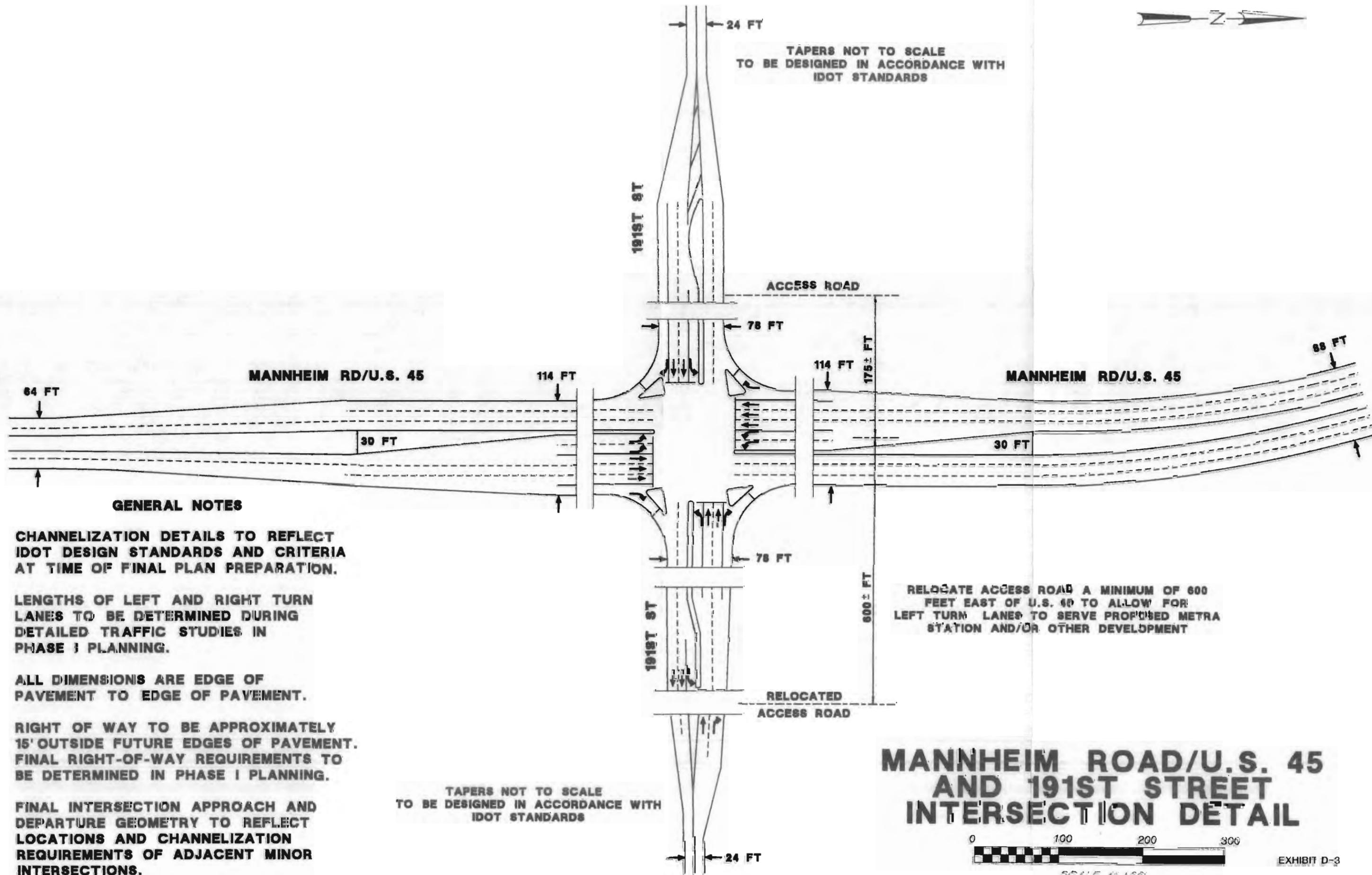
**U.S. 45 AND U.S. 30
INTERSECTION DETAIL**



SCALE 1"=100'



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

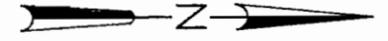
FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

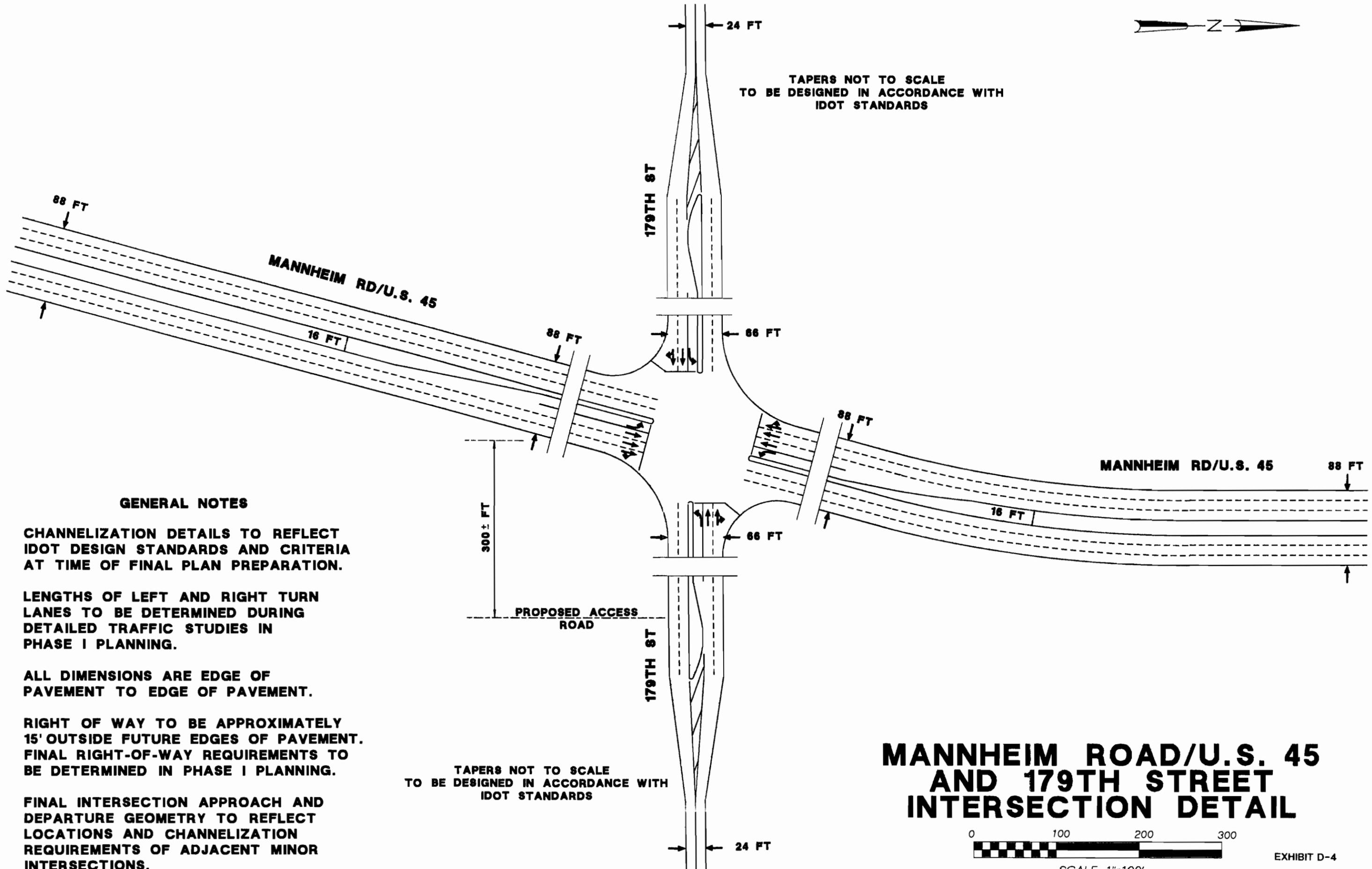
RELOCATE ACCESS ROAD A MINIMUM OF 600
FEET EAST OF U.S. 45 TO ALLOW FOR
LEFT TURN LANES TO SERVE PROPOSED METRA
STATION AND/OR OTHER DEVELOPMENT

**MANNHEIM ROAD/U.S. 45
AND 191ST STREET
INTERSECTION DETAIL**





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

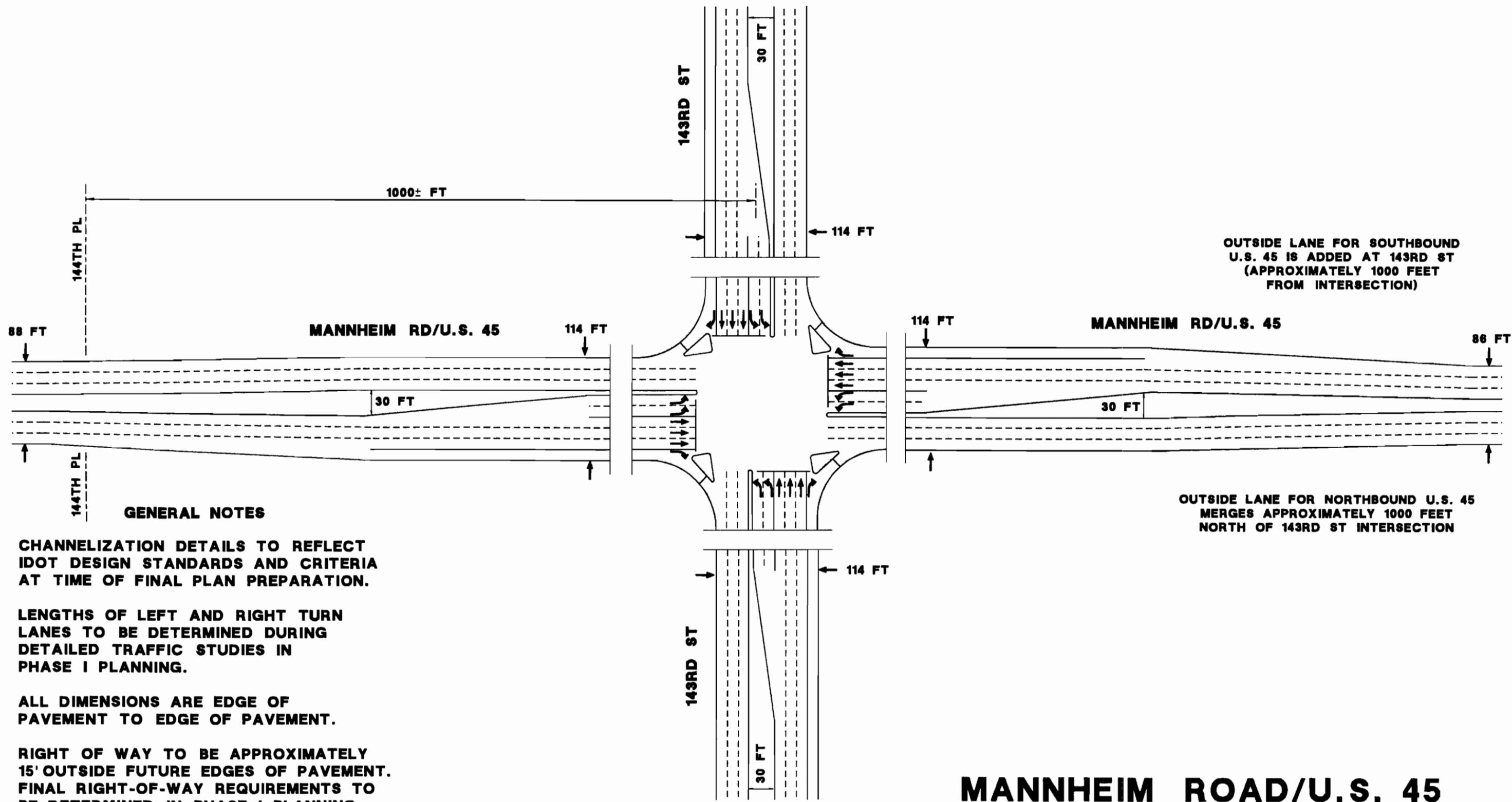
TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND 179TH STREET
INTERSECTION DETAIL**



SCALE 1"=100'

TAPER TO 4 BASIC THROUGH LANES (UNDIVIDED) IN ACCORDANCE WITH IDOT STANDARDS



OUTSIDE LANE FOR SOUTHBOUND U.S. 45 IS ADDED AT 143RD ST (APPROXIMATELY 1000 FEET FROM INTERSECTION)

OUTSIDE LANE FOR NORTHBOUND U.S. 45 MERGES APPROXIMATELY 1000 FEET NORTH OF 143RD ST INTERSECTION

GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGES OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

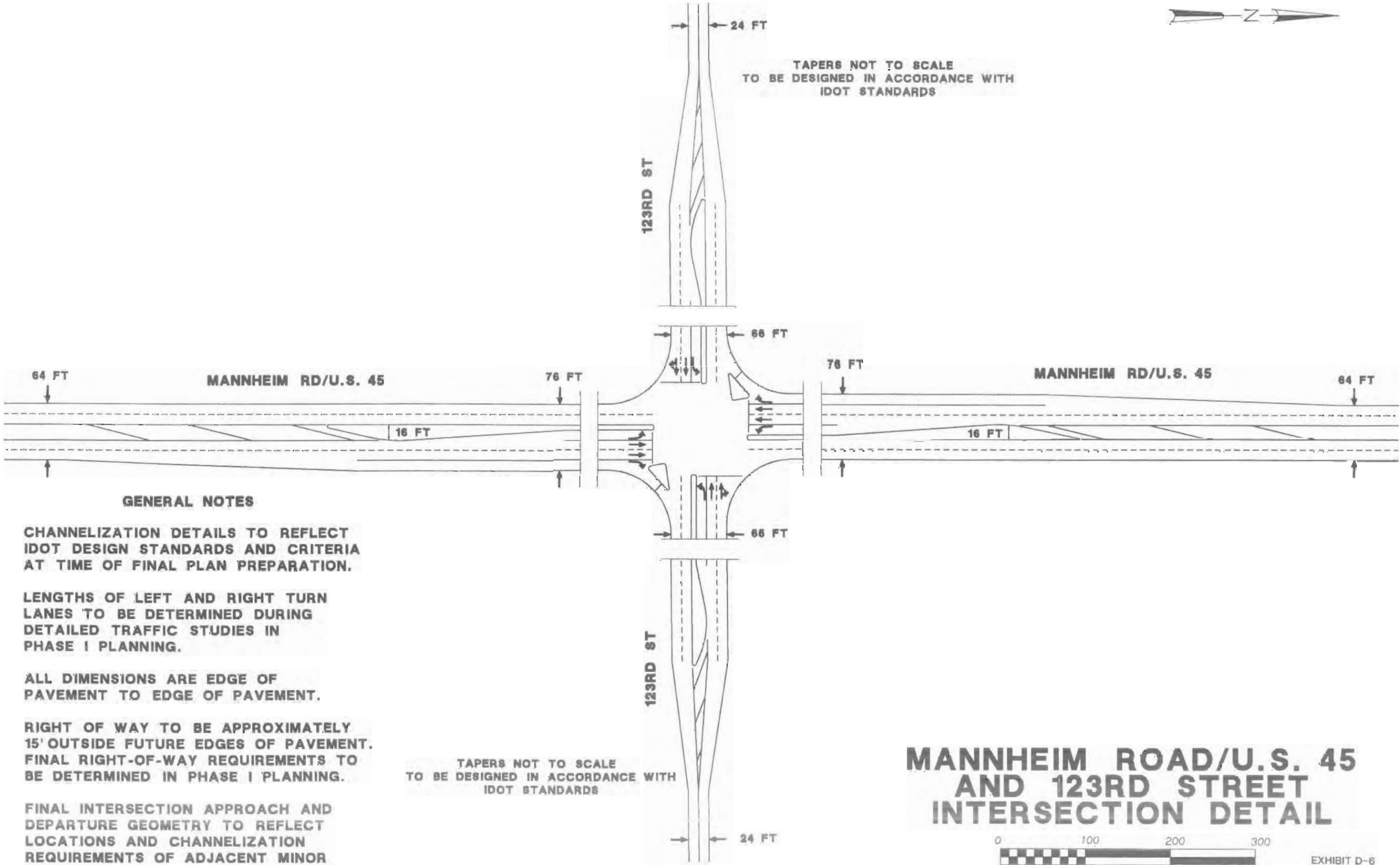
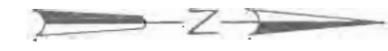
FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER TO 4 BASIC THROUGH LANES (UNDIVIDED) IN ACCORDANCE WITH IDOT STANDARDS

MANNHEIM ROAD/U.S. 45 AND 143RD STREET INTERSECTION DETAIL



SCALE 1"=100'



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGES OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

**MANNHEIM ROAD/U.S. 45
AND 123RD STREET
INTERSECTION DETAIL**



SCALE 1"=100'

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

Segment III of the U.S. 45 SRA extends approximately 7 miles, from 119th Street in Palos Park north to the interchange with I-55 (see Exhibits C-15, C-16, and C-17). Areas served by this segment include Palos Hills, Hickory Hills, Justice, Willow Springs, Hodgkins, and portions of unincorporated Cook County.

Cross Section and Geometric Characteristics

The basic section proposed throughout this segment incorporates a four-lane divided roadway with a raised, 16-foot-wide median. The existing roadway is four lanes wide but only fulfills SRA guidelines for desired median width in a section between Illinois 83 and 111th Street. Elsewhere, the existing median varies from no median to a 10-foot median with a crash barrier.

Within the 100-foot right-of-way that exists in this segment, it is expected that expansion of the median could be accomplished without acquiring additional right-of-way. This is critical because U.S. 45 is bordered by forest preserve property throughout this segment.

Widening approaches to major intersections is recommended at specific locations, which may require additional right-of-way. These intersection locations include:

- 107th Street, where the addition of right-turn lanes would require 12 feet of additional roadway width on the U.S. 45 approaches only (see Exhibit D-7);
- 95th Street (a SRA to the east only), where the addition of left-turn and through-right lanes to both U.S. 45 approaches would require an additional 24 feet of right-of-way on both sides of both U.S. 45 legs of the intersection (see Exhibit D-8); similar widening is also recommended for the 95th Street leg as noted in the SRA study specific to 95th Street;
- 87th Street, where the addition of through-right lanes will require 12 feet of additional roadway width on the U.S. 45 approaches only.

Four forest preserve driveways are the only nonroad access points within this segment. Development of a median throughout the segment would enable provision of sheltered left-turn lanes for traffic entering each of the forest preserve access points. If the Forest Preserve District deems it desirable and is willing to provide right-of-way, as necessary, separate right-turn deceleration lanes into forest preserve access points also could be considered.

The northernmost two miles of this segment extend between interchanges with Archer Avenue and I-55 (see Exhibit C-17). Other than the interchange ramps related to Archer Avenue and I-55, there are no access points in this portion of Segment III. U.S. 45 is primarily on structure crossing the Santa Fe Railroad yards, the Illinois Central Railroad tracks, the Des Plaines River, and the Sanitary and Ship Canal. IDOT has completed a feasibility study for developing six traffic lanes through and between these two interchanges to serve the high traffic volumes resulting from the overlap of traffic approaching the two high-volume roadways (Archer Avenue and I-55). No additional improvements are recommended as part of this SRA study.

In this segment of U.S. 45, there are a number of floodplain crossings that will require hydraulic analysis to assess the impact of the proposed roadway improvements. Compensatory storage, in accordance with local ordinances, will be required to replace lost storage due to the floodplain encroachments.

Traffic Control, Operations, and Safety

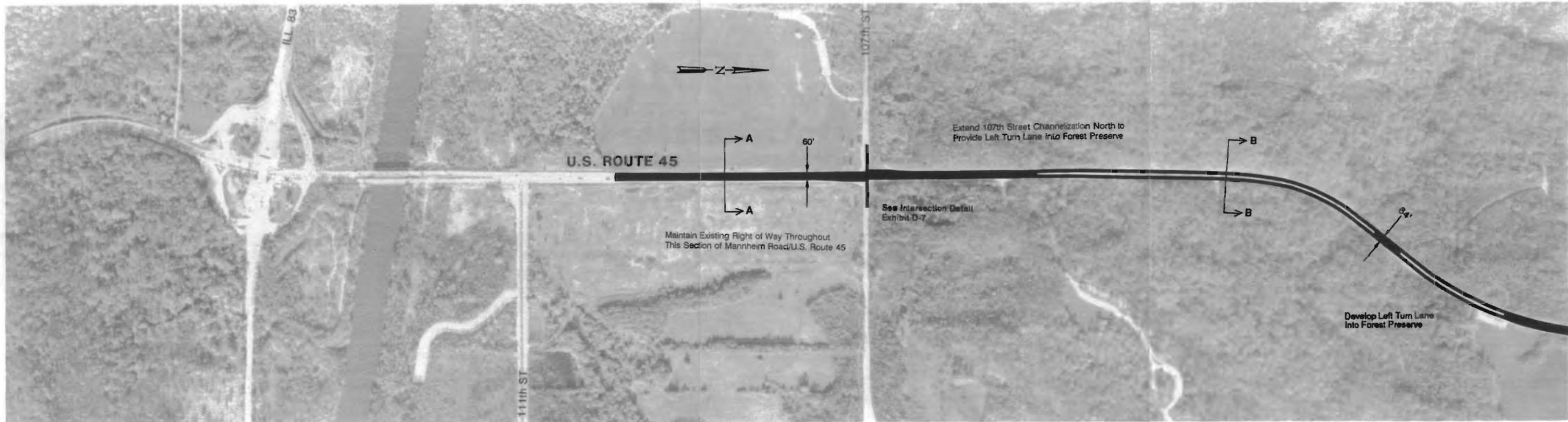
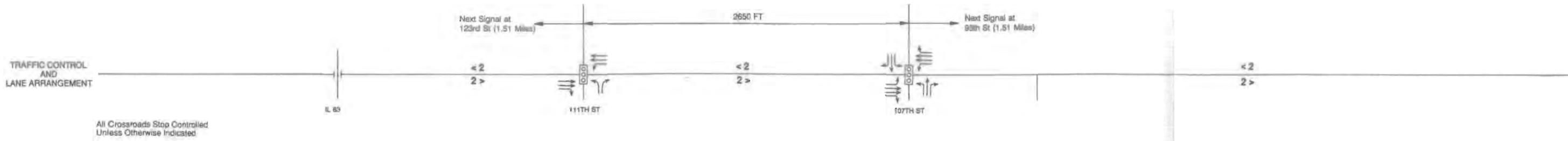
Given the undeveloped nature of adjacent land use within Segment III, the issues of traffic control, operations, and safety are not complex. The limited number of access points associated with the forest preserves essentially accomplishes all of the access control goals of the SRA concept. Improving capacity at major intersections where necessary and developing a continuous median would meet capacity requirements and result in significant safety benefits for this portion of the segment.

Table 24 shows the results of the planning-level capacity analysis for the major intersections in Segment III. Implementation of the proposed improvements would enable all intersections to serve future traffic forecast by CATS for the year 2010. The SRA plan would not change the posted speed limit, which is 45 miles per hour throughout Segment III.

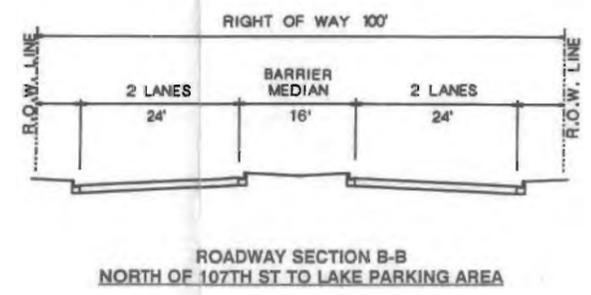
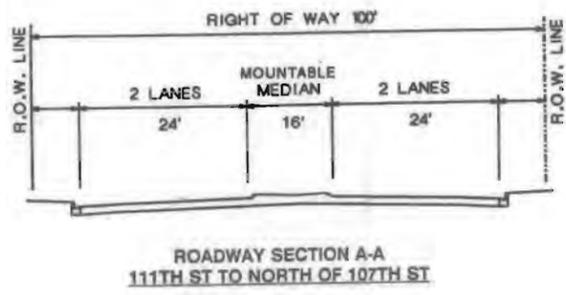
Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment III is \$13.1 million in 1991 dollars (see Table 25). This total cost includes costs of acquisition of right-of-way and for intersection improvements. (In Segment III, no structures would require construction or reconstruction.) The roadway construction cost is estimated at \$11.3 million, which includes slightly improving portions of U.S. 45. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 1.8 acres of right-of-way would need to be acquired at a cost of \$0.8 million.

Roadway Reconstruction	\$11,300,000
Intersections/Interchanges (95th Street)	1,000,000
Structures and Retaining Walls	0
Other	0
Subtotal	<u>12,300,000</u>
Right-of-Way	800,000
TOTAL	<u>\$13,100,000</u>



- LEGEND**
- EXISTING SIGNAL
 - POTENTIAL SIGNAL
 - SIGNAL TO BE REMOVED
 - PROPOSED LANE ARRANGEMENT
 - NUMBER OF LANES
 - FUTURE RIGHT OF WAY LINE
 - BUS SHELTER ON CONCRETE PAD
 - TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

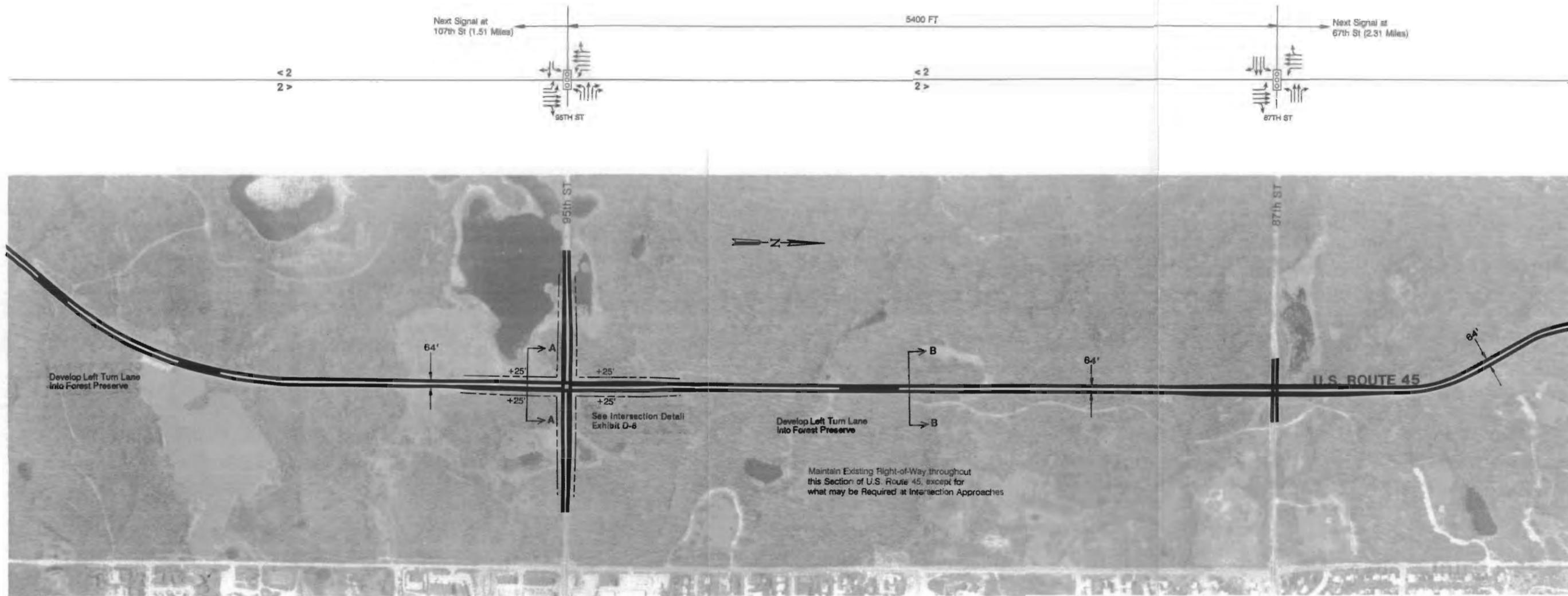


MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

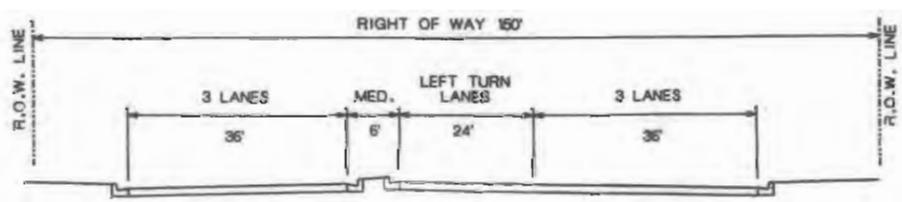
Prepared by CH2M HILL in association with
 METRO Transportation Group and EJM Engineering
 ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study
 EXHIBIT C-15

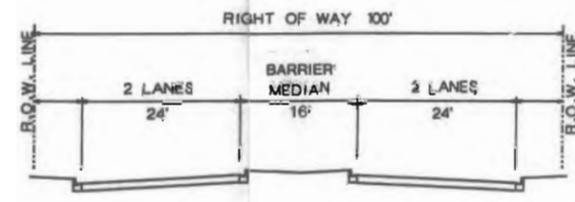




- LEGEND**
- EXISTING SIGNAL
 - POTENTIAL SIGNAL
 - SIGNAL TO BE REMOVED
 - PROPOSED LANE ARRANGEMENT
 - NUMBER OF LANES
 - FUTURE RIGHT OF WAY LINE
 - BUS SHELTER ON CONCRETE PAD
 - TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
95TH ST INTERSECTION APPROACH



ROADWAY SECTION B-B
LAKE PARKING AREA TO NORTH OF 87TH ST

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study
EXHIBIT C-16



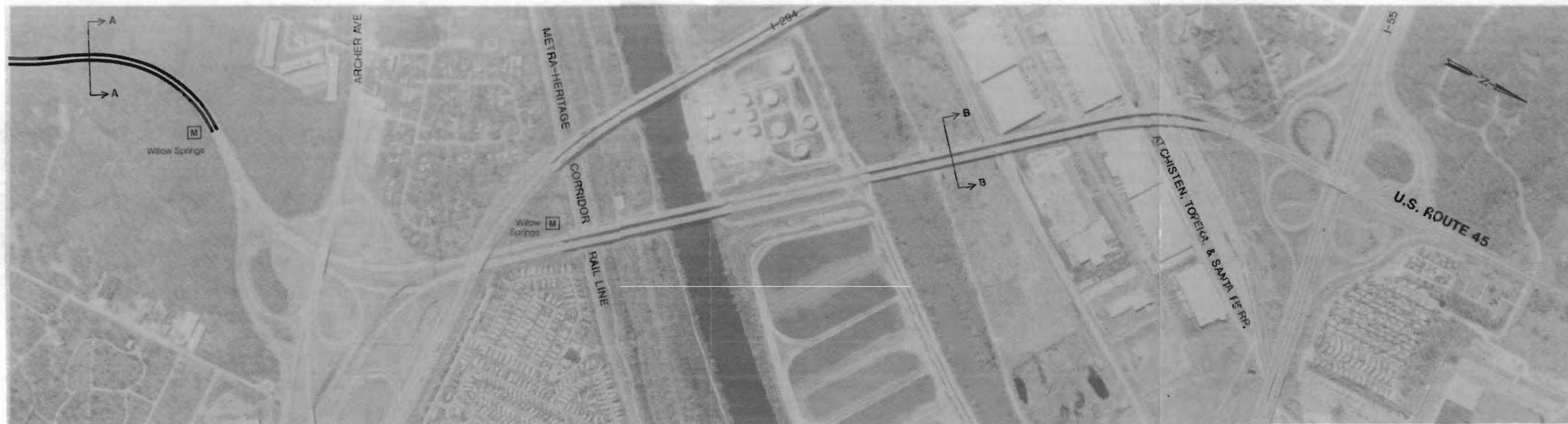
TRAFFIC CONTROL
AND
LANE ARRANGEMENT

ARCHER AVE

A
B

I-55

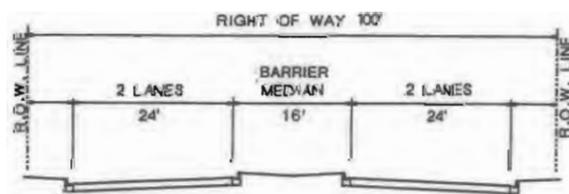
All Crossroads Stop Controlled
Unless Otherwise Indicated



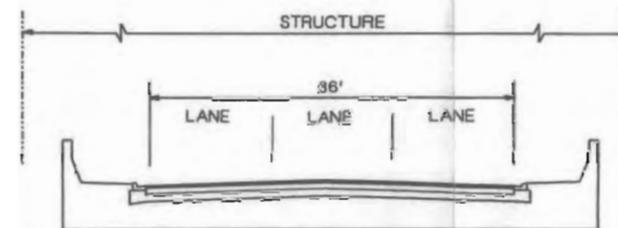
Note: As part of a Current IDOT Project,
Six Traffic Lanes are Being Developed between
Archer Avenue and Interstate Route 55

LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A



ROADWAY SECTION B-B
ARCHER AVE TO I-55
(One Direction of Travel)

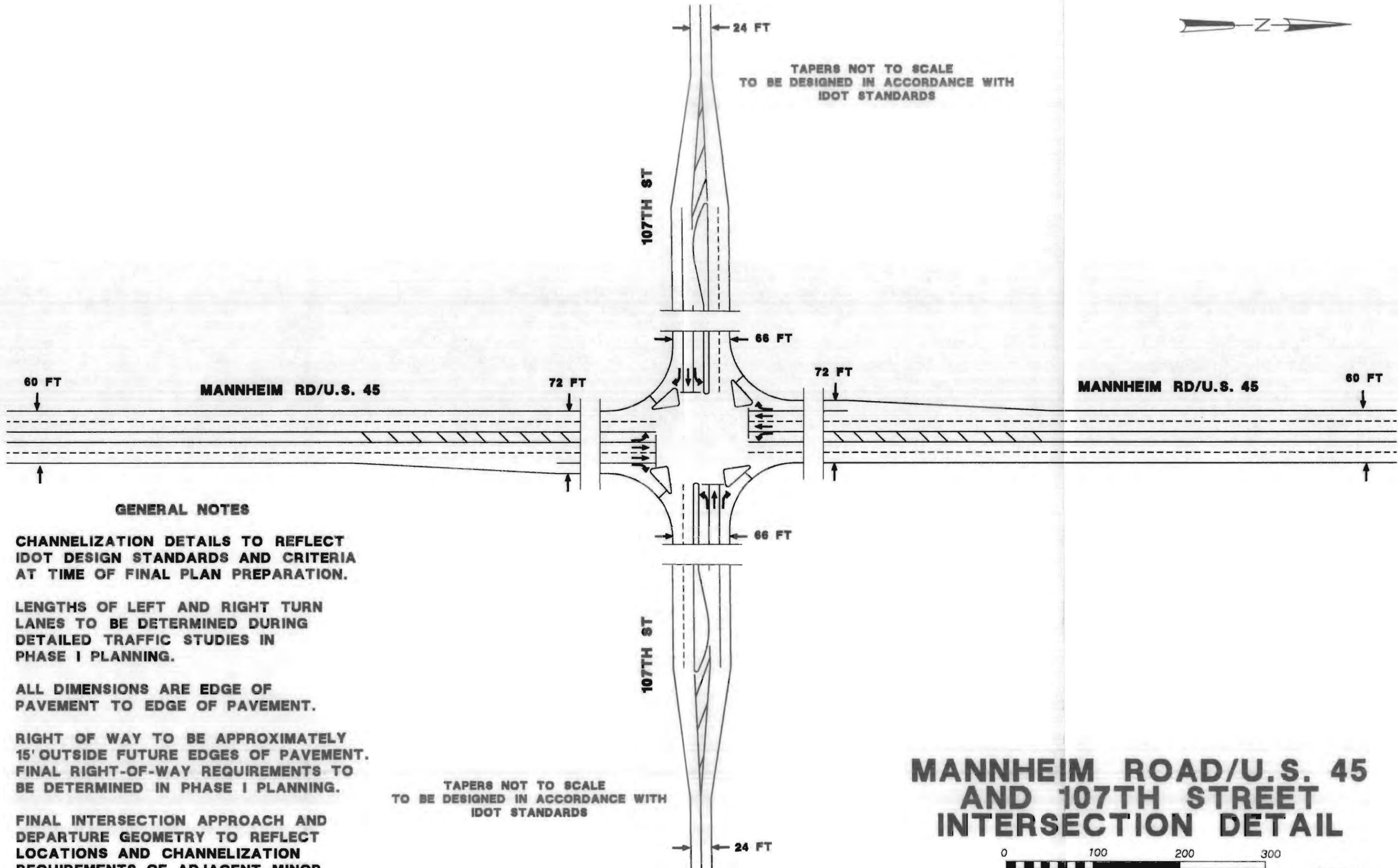
MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION



Scale: 0 200 400 800'



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

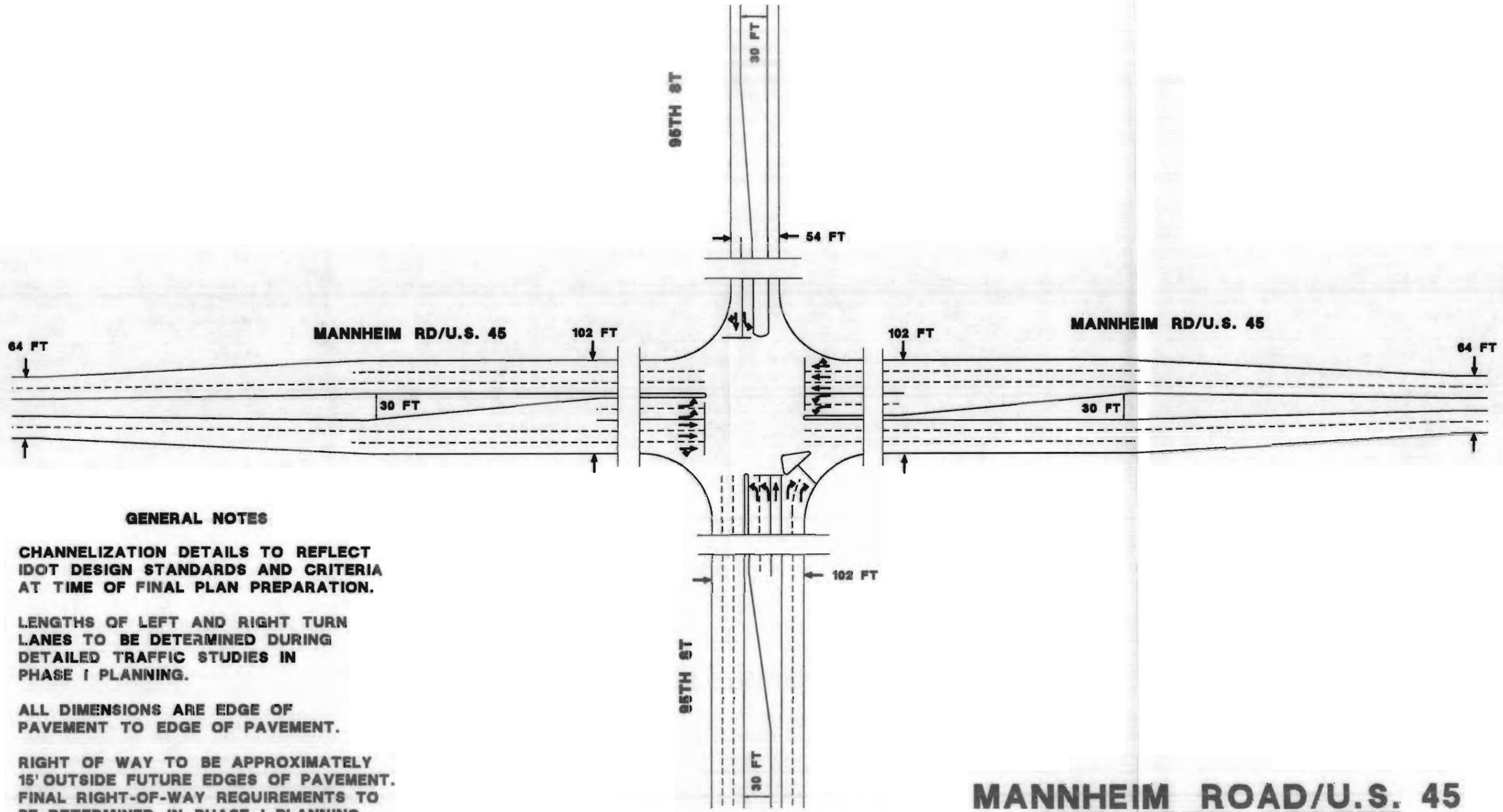
FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

**MANNHEIM ROAD/U.S. 45
AND 107TH STREET
INTERSECTION DETAIL**



SCALE 1"=100'

TAPER TO 2 BASIC THROUGH LANES (UNDIVIDED) IN ACCORDANCE WITH IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGES OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER TO 6 BASIC THROUGH LANES WITH AN 18 FOOT MEDIAN IN ACCORDANCE WITH IDOT STANDARDS

MANNHEIM ROAD/U.S. 45 AND 95TH STREET INTERSECTION DETAIL



SCALE 1"=100'

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

Segment IV of the U.S. 45 SRA, approximately 7 miles long, extends between I-55 in Hodgkins to Roosevelt Road in Westchester and serves the communities of Hodgkins, Countryside, LaGrange, LaGrange Park, and Westchester.

Cross Section and Geometric Characteristics

Between I-55 and Roosevelt Road, it is recommended that the U.S. 45 corridor be maintained as a four-lane roadway with either a continuous median or left-turn lane protection at major intersections. The decision not to widen this segment of the corridor to a six-lane section (the desirable suburban SRA roadway as shown in the SRA Design Concept Report) was based on the following considerations:

- Widening and/or removal of parking through the LaGrange central business district (CBD) could not be accomplished without significant effects to adjoining retail properties that make up the CBD.
- Widening within the LaGrange Historic District, which is adjacent to both sides of a four-block section of U.S. 45 extending between 47th Street and Cossitt Street, would represent an unacceptable impact to the historic district and LaGrange residents.
- Widening U.S. 45 to six lanes would have considerable effects on other adjacent land uses—proximate existing development and forest preserve land exist throughout this segment.
- Severe right-of-way constraints throughout much of this segment preclude even the addition of a median.
- Increasing the number of through lanes on U.S. 45 from 4 to 6 would be opposed by most if not all of the communities in this segment.

Given these considerations, the recommended plan focuses on maximizing safety benefits by removing left turns from through traffic lanes with minimum roadway widening.

The approximate 2-mile portion of Segment IV between I-55 and 51st Street presently is four lanes with a median (see Exhibits C-18 to C-20) with one exception: a ¼-mile section north of I-55 lacks a median. The recommended plan indicates the continuation of a median through this area. This would not require acquisition of additional right-of-way.

Existing U.S. 45 is four lanes wide with no median between 51st and 47th Streets, and right-of-way width varies between 66 and 83 feet. The recommended plan calls for widening to approximately 400 feet north of 51st Street to develop left turn lanes at 51st Street. Protected left turn lanes at 51st Street and 47th Street would provide conveniently spaced opportunities for sheltered left turn movements off U.S. 45. Widening at 51st Street should occur equally on both sides of the existing centerline. This would require acquisition of about 9 feet of additional right-of-way on the west side of U.S. 45 north of 51st Street (see Exhibit C-20). Beyond the widening for a southbound left turn lane at 51st Street, the existing roadway would remain unchanged until Harding Avenue.

The successive four blocks between 47th Street and Cossitt Avenue traverse the LaGrange Historic District. No changes are proposed to the existing 4-lane roadway section within the historic district (see Exhibit C-21). There does not appear to be a left-turn safety problem. Left-turn prohibition does not appear necessary.

Within the LaGrange CBD (Cossitt Avenue to Ogden Avenue), U.S. 45 currently is a four-lane, 60-foot-wide roadway with no median. Parking is allowed on both sides of the facility. The roadway is flanked by 20-foot-wide sidewalks within 100 feet of right-of-way. Additional right-of-way is unavailable in the CBD; storefronts located directly adjacent to the roadway prevent widening improvements.

This segment experiences a very high rate of accidents; over twice the state average for similar facilities. While accident severity appears low, it remains a concern. The accidents can be attributed to the combination of through traffic, parking activity, pedestrians, and lack of left-turn protection.

Solutions to the safety issue are limited by right-of-way constraints and the perceived importance of on-street parking to the downtown. Providing a median (requiring the loss of

parking on one side of the street) or even left-turn lanes (requiring less parking loss) were not considered acceptable to LaGrange. The recommended plan, therefore, calls for retention of parking but prohibition of left turns from LaGrange Road to Cossitt Street and Harris Street during peak periods.

Between Ogden Avenue and Cermak Road, the recommended SRA plan includes the following elements:

- Retain the existing four-lane roadway.
- Widen U.S. 45 by 10 feet for approximately 400 feet on either side of Harding Avenue to provide left turn lanes (see Exhibit D-10).
- Widen U.S. 45 by 10 feet for approximately 1,100 feet in the vicinity of Scotdale Drive and the forest preserve entrance east of Scotdale Drive to provide left turn lanes at those locations.

From Cermak Road north to Roosevelt Road, existing U.S. 45 is a four-lane roadway without a median. However, IDOT plans to reconstruct the roadway between Cermak Road and Roosevelt Road to develop four 12-foot lanes and a 16-foot median. No changes to this improved section are proposed as part of these SRA improvements.

At the intersections of Cermak Road and Dorchester Avenue with U.S. 45, which are approximately 660 feet apart, widening of one intersection would affect the other. It is proposed that U.S. 45 be widened to provide three lanes in each direction through both intersections. This widening would require 46 feet of additional right-of-way south of Cermak Road and 12 feet north of Cermak Road (see Exhibit C-23).

Salt Creek crosses U.S. 45 south of Cermak Road and then continues along the existing roadway for approximately 2,000 feet. The location of the roadway may be critical to the floodplain conveyance in possible longitudinal floodplain encroachments. Longitudinal encroachments should be avoided wherever possible. Any improvements should be shifted east to avoid encroaching on the Salt Creek floodplain.

Traffic Control, Operations, and Safety

There are 18 existing traffic signals in Segment IV of U.S. 45. Because the land use in this segment is generally stable, there are no additional signals proposed.

Excluding the LaGrange CBD, signal spacing exceeds the SRA minimum spacing criteria of $\frac{1}{4}$ mile (1,320 feet) at all but two locations: a 980-foot spacing between signals at Plainfield Road and 55th Street and a 660-foot spacing between Cermak Road and Dorchester Avenue. Within the LaGrange CBD there are six signals, five of which are spaced between 620 to 680 feet apart (the sixth signal is part of a signal pair located on both sides of the Burlington Northern Railroad tracks). Removing any of the above signals to improve spacing is not considered practical. However, all closely spaced signals should be interconnected to minimize delays.

Table 26 lists the results of a planning-level capacity analysis performed using CATS year 2010 forecast SRA volumes on U.S. 45 and major crossroads. (CATS information is only available for cross-roads that are forecast to carry more than 20,000 vpd. Any volume shown to be 20,000 vpd or less is an assumed value based on the nature of the facility.) The approach lanes shown reflect the lane arrangements in the recommended plan.

As Table 26 shows, of the 18 intersections evaluated, nine have a total volume-to-capacity ratio (V/C) greater than 1.10. Six of the nine intersections in question are located within either the LaGrange Historic District or the LaGrange CBD, where the effects of further improvements to obtain additional right-of-way are considered to be unreasonable because they could include many relocations. The same reasoning applies at other isolated intersections where large-scale improvements are planned or have already been implemented, yet the V/C ratio exceeds 1.10. The effects of planning for additional capacity at these locations also are considered unacceptable.

Table 26
Evaluation of Signalized Intersection Operations Along
Segment IV (I-55 to Roosevelt Road) of Mannheim Road/U.S. 45

Intersection of Mannheim Road/U.S. 45 and:	Lane Arrangements ^b		Year 2010 ADT (vpd) ^c		V/C for Intersection ^d
	SRA	Crossroad	SRA	Crossroad	
67th Street ^a	L-TT	L-R	40,500	5,000	0.99
Joliet Road ^a	L-TT-R	LL-T-TR	40,500	20,000	0.94
Mall Drive ^a	L-TT-R	LTR	40,500	5,000	1.05
55th Street ^a	L-TT-R	L-T-TR	33,200	20,000	1.10
Plainfield Road ^a	L-TT-R	L-T-TR	33,100	20,000	1.10
47th Street	L-T-TR	L-T-TR	32,200	29,700	1.36
Cossitt Avenue ^a	LT-TR ^f	LTR	30,600	12,000	1.69
Harris Street ^a	LT-TR ^f	LTR	32,800	5,000	1.44
Burlington Street ^a	L-T-TR	T-R	32,800	12,000	1.16
Hillgrove Avenue ^a	T-TR	T-R	32,800	12,000	1.16
Odgen Avenue	L-T-TR	L-T-TR	35,800	30,800	1.47
Homestead Road ^a	L-TT	L-R	35,800	5,000	0.89
Harding Avenue ^a	L-T-TR	L-TR	35,800	5,000	1.00
31st Street	L-T-TR	L-T-TR	33,700	32,600	1.48
Cermak Road	L-TT-TR	L-TT-TR	35,600	36,900	1.12
Dorchester Avenue ^a	L-TT-TR	L-TR	35,600	5,000	0.92
Canterbury Street ^a	L-TT-R	L-TR	35,600	5,000	0.92
Roosevelt Road	L-TTT-R	L-TTT-R	50,000 ^e	33,400	1.17

Note *Denotes SRA corridor
^aAssumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways
^bL = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
^cADT = Average Daily Traffic
^dV/C = Volume to Capacity Ratio
^eProject ADT volume reduced to 50,000 vpd maximum
^fLeft Turns Prohibited during Peak Periods

The analysis indicates that, should north-south traffic demand continue to increase, congestion throughout this segment should be expected during peak periods. In addition, drivers would begin to seek alternate routes such as 2nd Avenue and even local or collector streets to avoid the congestion.

Posted speed limits would not be changed under the SRA plan. In Segment IV these range from 20 to 45 miles per hour (see Chapter II.) The posted speed limits would continue to govern speeds during off-peak periods when congestion is not a factor. An operational analysis, summarized at the end of this chapter, indicates that future average speeds within these sections can be expected to be less than 20 miles per hour during peak periods due to the effects of increased traffic at signalized intersections.

The safety and operation of this segment would be enhanced through limiting of peak-period left turns to those locations where left-turn lanes can safely shelter left-turning vehicles. Improving access control is another means of enhancing operations and safety. In the fully developed areas in Segment IV, numerous existing access points (including local streets and private driveways) contribute to operational conflict. Unfortunately, it would be impractical to eliminate many of these access points, given the existing pattern of land development and the dependence on access to U.S. 45.

After driveways were evaluated, it was determined that a limited number of existing driveways could be eliminated without affecting the use of the associated properties. A total of 13 eliminated driveways are indicated on the plans for Segment IV. As new development occurs, the SRA plan intends that consideration be given to limiting direct access to U.S. 45 wherever possible.

Public Transportation

Metra is evaluating the feasibility of improving service to the Burlington Northern rail line—the only rail facility operating in this segment. Physical and operational improvements and additional parking availability have been proposed for the Burlington Northern commuterline to upgrade service. Exhibit C-21 notes recommended locations for directional signing to the LaGrange train station.

Pace Route 330 travels U.S. 45 from 55th Street to O'Hare International Airport. As noted in Chapter III, the use of traffic signal preemption systems currently is being evaluated in city and suburban areas. If these evaluations are positive, it is recommended that signal pre-emption equipment be installed at signals north of 55th Street in this segment to serve Pace Route 330. Equipping the signal installations along U.S. 45 is part of the recommended SRA plan. Pace Routes 301, 302, 304, and 322 intersect with U.S. 45 in this segment. Coordination of bus scheduling at these intersecting transfer points should be improved, as appropriate.

There are no proposed bus route additions for this segment of U.S. 45; however, as population and development increase in the future, bus routes may be warranted. Future bus turnout areas will require a total of 125 to 130 feet of right-of-way. Consideration also should be given to bus waiting shelters and paved sidewalks for pedestrians, and appropriate standards for locating and marking bus stops should be followed. Proposed bus shelter locations are noted on Exhibits C-18 to C-24.

Consideration also should be given to reservation of right-of-way at or near the I-55 interchange for a park-n-ride facility. A possible location for this facility may be near the U.S. 45 intersection with 67th Street.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment IV is \$8.7 million in 1991 dollars (see Table 27). This total cost includes costs of construction, acquisition of right-of-way, and reconstruction of structures. (In Segment IV, the Salt Creek bridge would require reconstruction.) The roadway construction cost is estimated at \$6.4 million, which includes widening U.S. 45 to provide left turn lanes where described above. No improvements are proposed north of Archer Avenue. Other construction costs include the installation of roadside transit signal preemption equipment along U.S. 45. Reconstruction of the Salt Creek bridge is estimated at \$1.5 million. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 1.8 acres of right-of-way would need to be acquired at a cost of \$0.6 million.

Table 27
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment IV
(I-55 to Roosevelt Road) of U.S. 45
(1991 Dollars)

Roadway Reconstruction	\$6,370,000
Intersections/Interchanges	0
Structures and Retaining Walls (Salt Creek)	1,500,000
Other (Roadside Transit Signal Pre-emption Equipment)	230,000
Subtotal	<u>8,100,000</u>
Right-of-Way	605,000
TOTAL	<u>\$8,705,000</u>

TRAFFIC CONTROL AND LANE ARRANGEMENT

< 2
2 >

58TH ST

< 2
2 >

Next Signal at Mall Dr (0.59 Miles)

980 FT

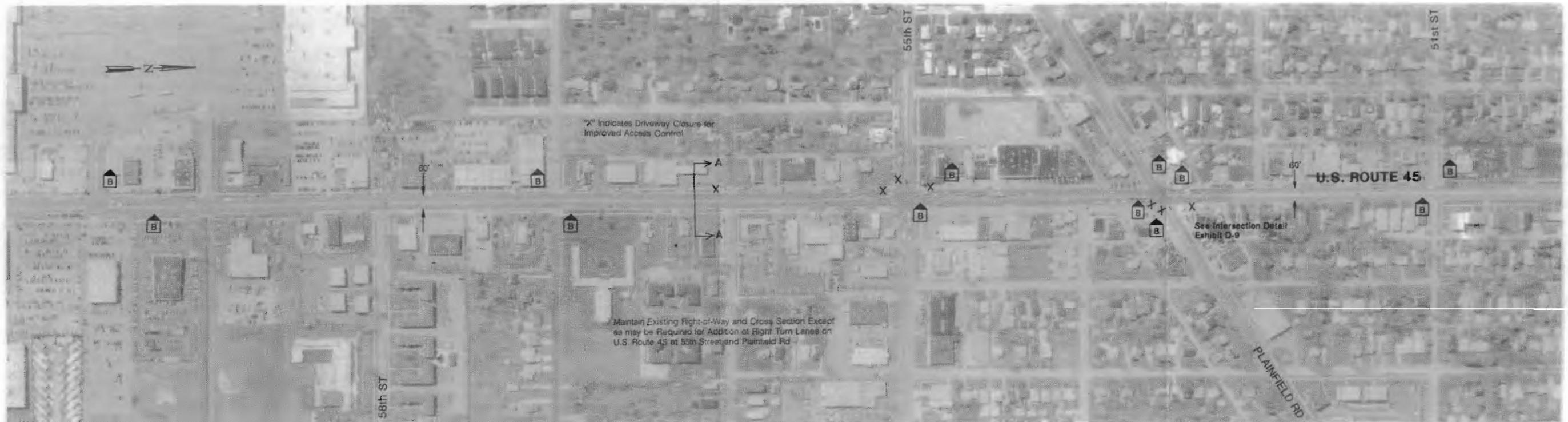
Next Signal at 47th St (0.82 miles)

58TH ST

PLAINFIELD RD

51ST ST

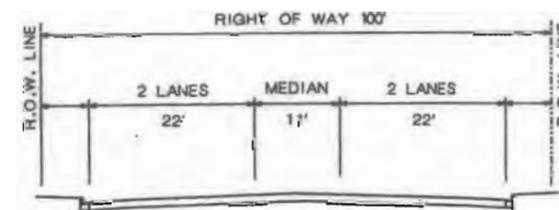
All Crossroads Stop Controlled Unless Otherwise Indicated



Install Signal Preemption Equipment, Pace Route 330, North of 55th Street

LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

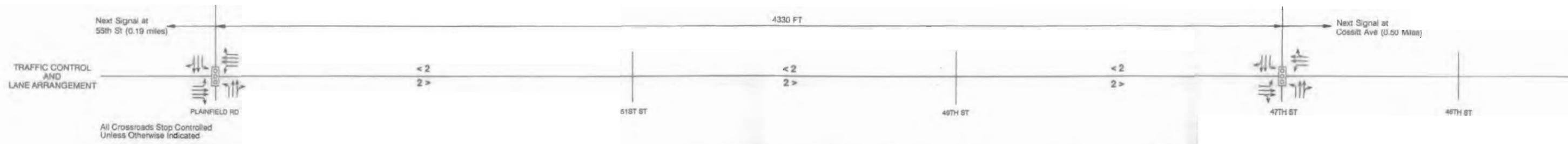


MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

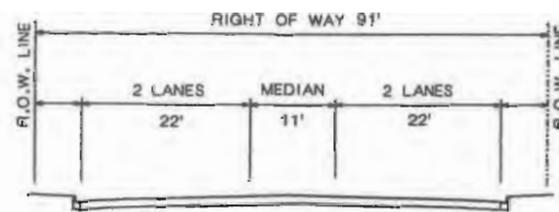




INDICATES NO LEFT TURN FROM U.S. 45 DURING AM AND PM PEAK PERIODS

Install Signal Preemption Equipment, Pace Route 330. All Signals this Sheet

- LEGEND**
- EXISTING SIGNAL
 - POTENTIAL SIGNAL
 - SIGNAL TO BE REMOVED
 - PROPOSED LANE ARRANGEMENT
 - NUMBER OF LANES
 - FUTURE RIGHT OF WAY LINE
 - BUS SHELTER ON CONCRETE PAD
 - TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
PLAINFIELD RD TO 49TH ST

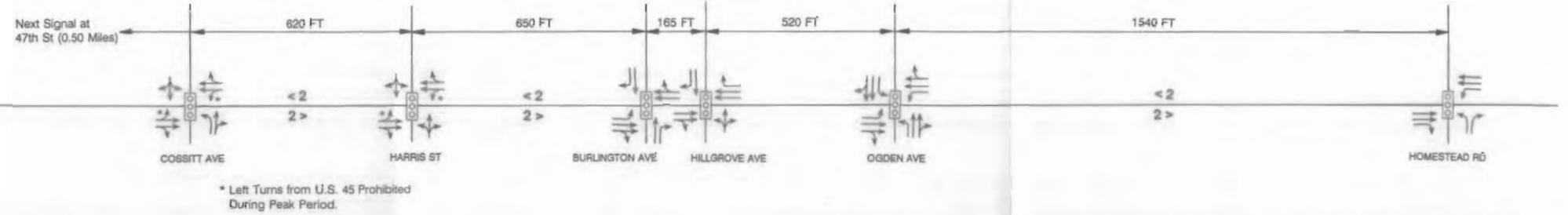
MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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Scale: 0 100 200 feet

TRAFFIC CONTROL AND LANE ARRANGEMENT



All Crossroads Stop Controlled Unless Otherwise Indicated

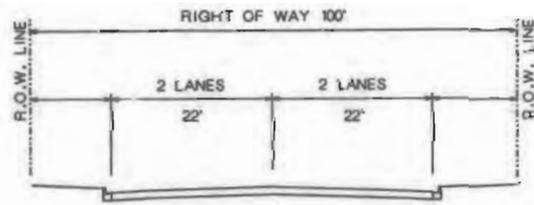


INDICATES NO LEFT TURN FROM U.S. 45 DURING AM AND PM PEAK PERIODS

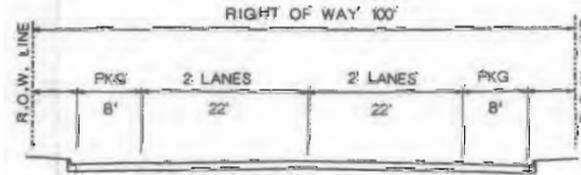
Install Signal Preemption Equipment, Pace Route 330. All Signals this Sheet

LEGEND

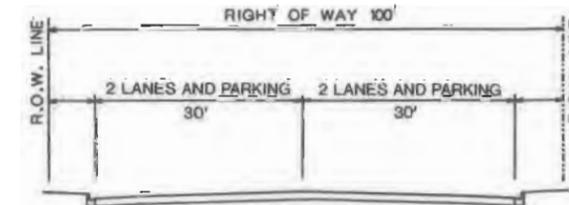
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
46TH ST TO COSSITT AVE



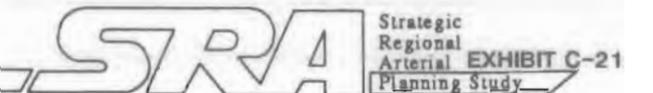
ROADWAY SECTION B-B
COSSITT AVE TO HILLGROVE AVE

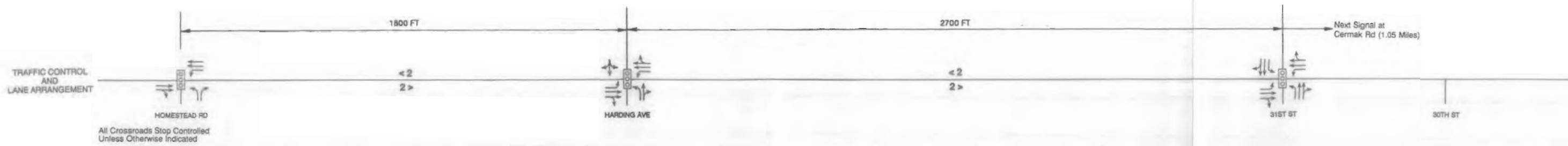


ROADWAY SECTION C-C
OGDEN AVE INTERSECTION APPROACH

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

Prepared by CH2M HILL in association with
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ILLINOIS DEPARTMENT OF TRANSPORTATION

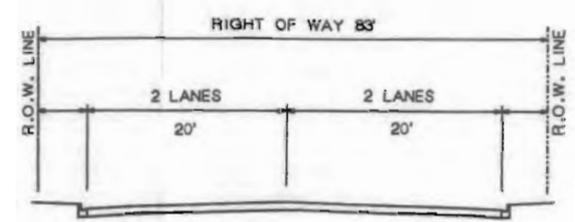




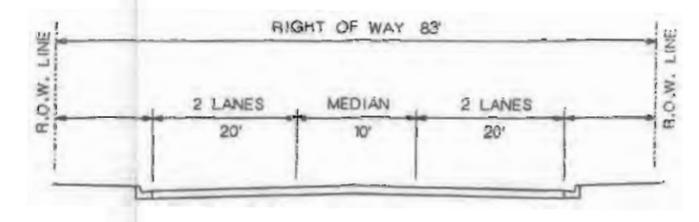
⊘ INDICATES NO LEFT TURN FROM U.S. 45 DURING AM AND PM PEAK PERIODS

Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

- LEGEND**
- EXISTING SIGNAL
 - POTENTIAL SIGNAL
 - SIGNAL TO BE REMOVED
 - PROPOSED LANE ARRANGEMENT
 - NUMBER OF LANES
 - FUTURE RIGHT OF WAY LINE
 - BUS SHELTER ON CONCRETE PAD
 - TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
HOMESTEAD RD TO 30TH ST



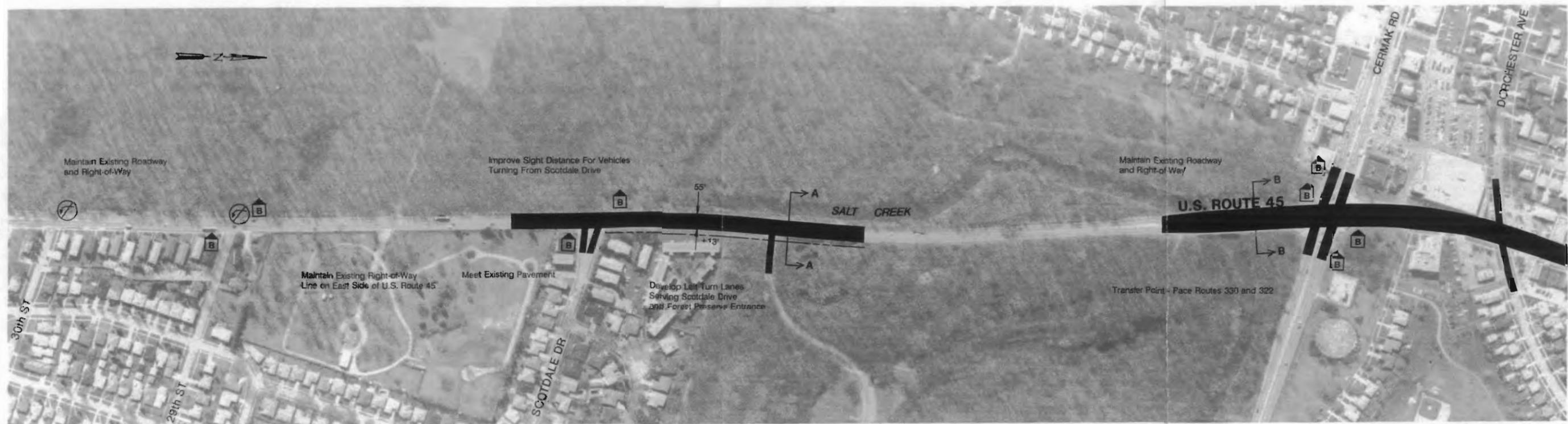
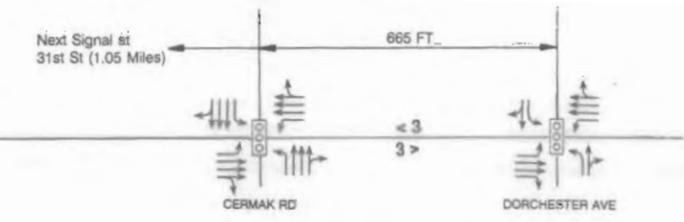
ROADWAY SECTION B-B
HARDING AVE INTERSECTION APPROACH

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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ILLINOIS DEPARTMENT OF TRANSPORTATION



TRAFFIC CONTROL AND LANE ARRANGEMENT

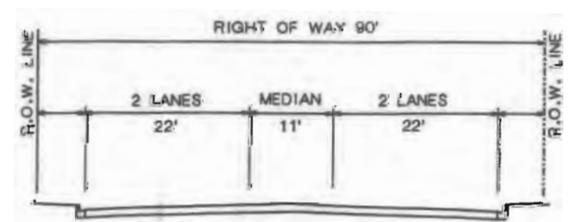


INDICATES NO LEFT TURN FROM U.S. 45 DURING AM AND PM PEAK PERIODS

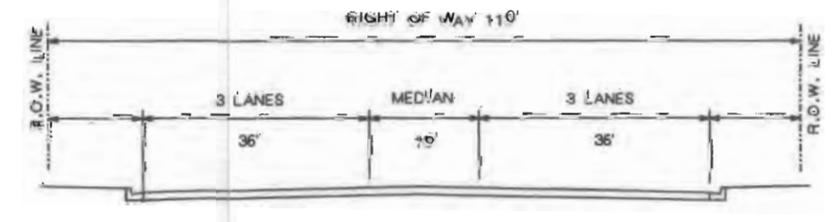
Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



ROADWAY SECTION A-A
30TH ST TO DORCHESTER AVE

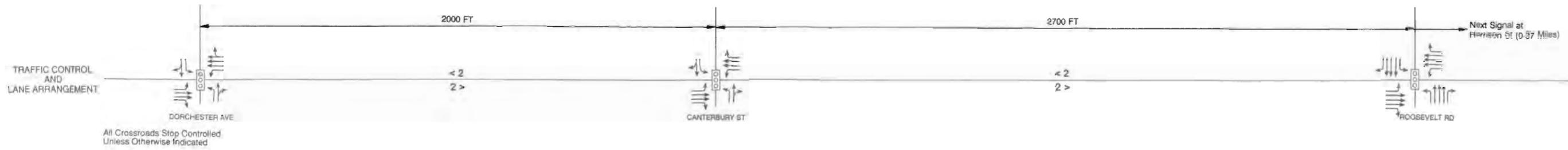


ROADWAY SECTION B-B
CERMAK RD INTERSECTION APPROACH

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION

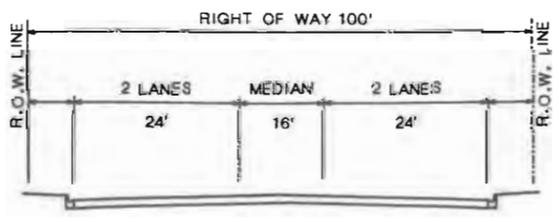




Install Signal Preemption Equipment - Pace Route 330, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

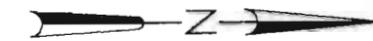


ROADWAY SECTION A-A
DORCHESTER AVE TO SOUTH OF ROOSEVELT RD

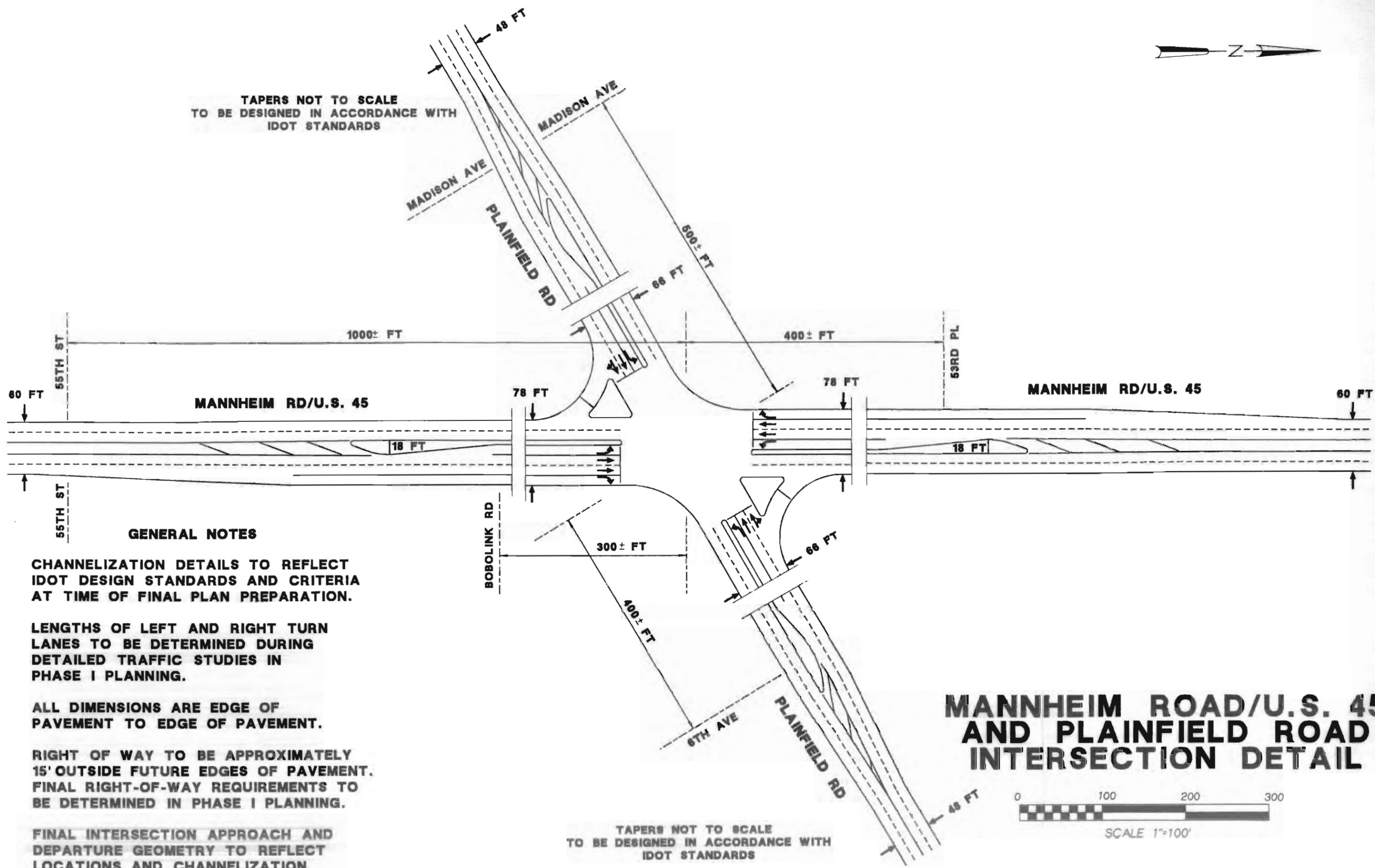
MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

Prepared by CH2M HILL in association with
METRO Transportation Group and EJM Engineering
ILLINOIS DEPARTMENT OF TRANSPORTATION





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN
LANES TO BE DETERMINED DURING
DETAILED TRAFFIC STUDIES IN
PHASE I PLANNING.

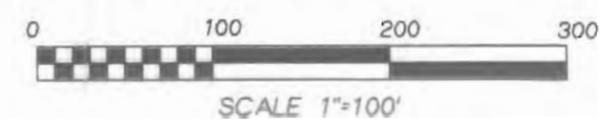
ALL DIMENSIONS ARE EDGE OF
PAVEMENT TO EDGE OF PAVEMENT.

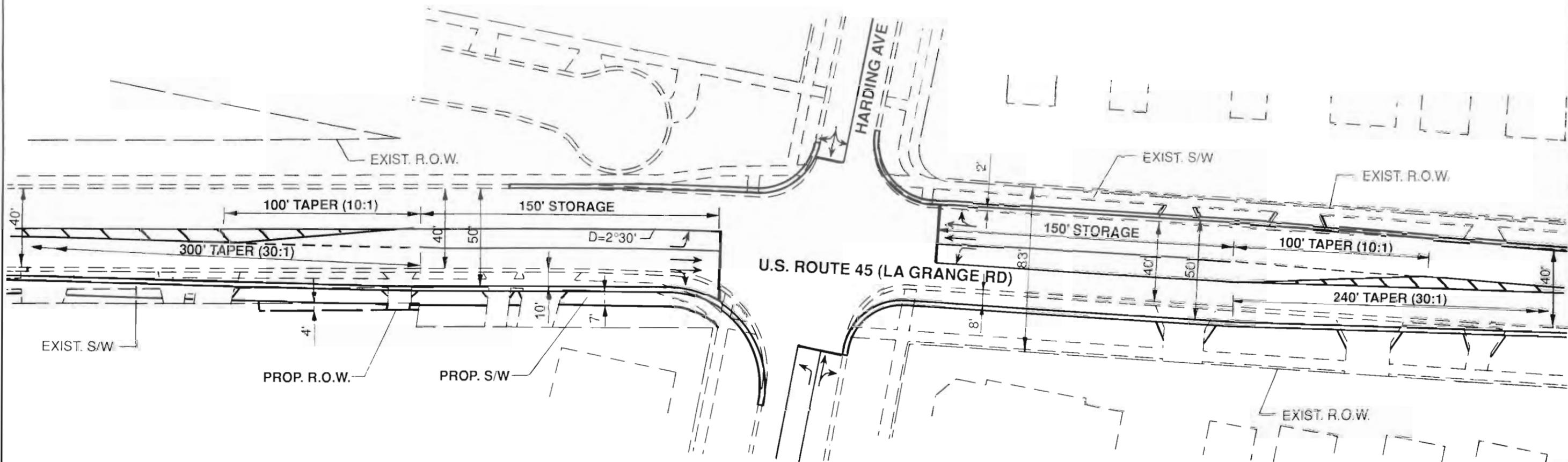
RIGHT OF WAY TO BE APPROXIMATELY
15' OUTSIDE FUTURE EDGES OF PAVEMENT.
FINAL RIGHT-OF-WAY REQUIREMENTS TO
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND
DEPARTURE GEOMETRY TO REFLECT
LOCATIONS AND CHANNELIZATION
REQUIREMENTS OF ADJACENT MINOR
INTERSECTIONS.

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND PLAINFIELD ROAD
INTERSECTION DETAIL**





Note: Existing conditions are based on plans dated January 31, 1985 and April 4, 1986. Dimensions are approximate.

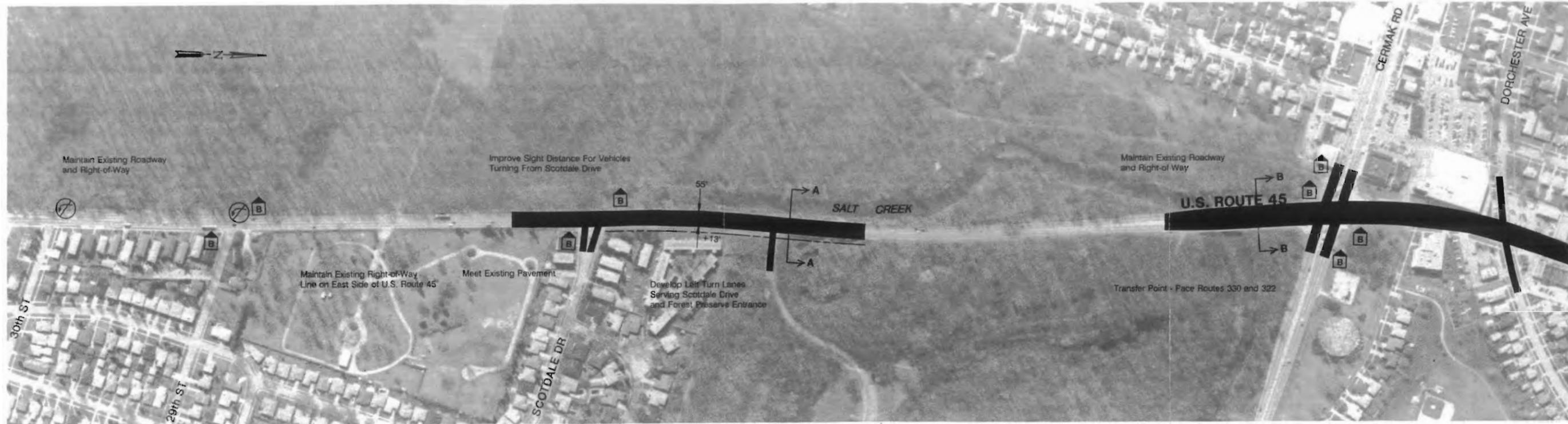
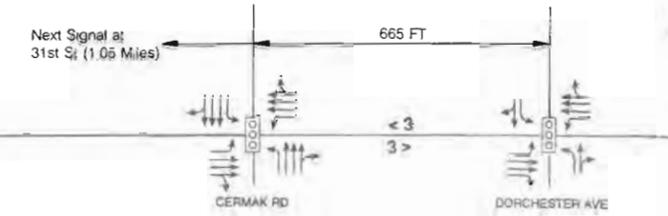
Scale: 0 25 50 feet

EXHIBIT D-10
PROPOSED PAVEMENT WIDENING
LA GRANGE RD AT HARDING AVE
 AUGUST 1993



TRAFFIC CONTROL AND LANE ARRANGEMENT

All Crossroads Stop Controlled Unless Otherwise Indicated

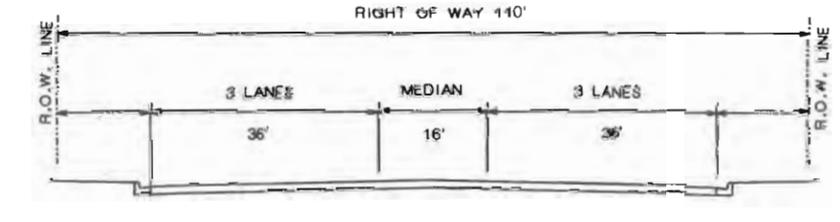
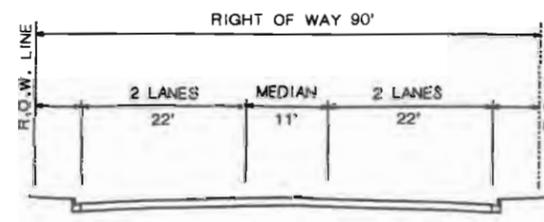


⊘ INDICATES NO LEFT TURN FROM U.S. 45 DURING AM AND PM PEAK PERIODS

Install Signal Preemption Equipment, Pace Routes 330. All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



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

Segment V extends approximately 10 miles from Roosevelt Road to the northern terminus of the U.S. 45 SRA at Touhy Avenue. This corridor segment serves the communities of Westchester, Hillside, Bellwood, Stone Park, Melrose Park, Franklin Park, Schiller Park, Rosemont, and Des Plaines.

Cross Section and Geometric Characteristics

The proposed plan recommends implementation of a six-lane roadway with a raised, 18-foot median between the current widening at Roosevelt Road and the I-290 interchange. This cross section would be accomplished within 120 feet of right-of-way centered on the existing roadway (see Exhibit C-25). An additional 10 feet of right-of-way would be required on both sides of U.S. 45. The bridge carrying the Chicago Central & Pacific (CC&P) Railroad over U.S. 45 is already wide enough for the six-lane section. A barrier median also would be constructed as part of the SRA recommendation, which would limit driveway operation to right-in/right-out movements only.

Widening U.S. 45 to six lanes would require reconstructing (widening) the structures carrying it over I-290 and also realigning and reconstructing at least part of the existing I-290 loop ramps. (The exact nature and extent of the required widening depends on what interchange configuration is selected. Configuration alternatives are discussed later in this chapter.) North of the I-290 interchange, U.S. 45 would taper to meet the existing four lanes with flush median. This transition would be completed south of Madison Street. Widening should occur to the west of the existing roadway (see Exhibit C-25). In this section, improvements would require an additional right-of-way of about 37 feet. Frontage is available on the west side of the existing roadway and could be acquired without major consequences. The proposed median would be raised and could be crossed only at local cross streets (see Exhibit C-25).

North of Madison Street and continuing until the viaduct that carries U.S. 45 over the C&NW Proviso rail yards, the existing right-of-way is 66 feet wide, and further improvements could not be accomplished without relocating virtually all properties on one side of U.S. 45 or the other. Because of the severe impacts of widening either side, widening U.S. 45 between Madison Street and Lake Street would not take place unless redevelopment along U.S. 45 were initiated

by the Community of Bellwood. Should Bellwood decide to redevelop this predominantly commercial district, it is expected that IDOT and Bellwood would coordinate planning to enable improvements to U.S. 45 to be accomplished as part of a general redevelopment plan.

In the four-lane segment through Bellwood, existing prohibition of left turns off side streets onto U.S. 45 is recommended except at signalized intersections. Channelization improvements at the Butterfield Road intersection (see Exhibit D-11) are intended to eliminate hazardous left-turn and crossing movements at this unsignalized location. The cumulative effect of the above measures is to maximize the safety and operational efficiency of this constrained segment of U.S. 45.

In the 4-mile portion from Lake Street north to Irving Park Road, U.S. 45 has been widened already to a six-lane roadway with a 16-foot mountable median. No changes to the cross section are recommended in this section.

Between Irving Park Road and Zemke Road, U.S. 45 skirts O'Hare International Airport as a four-lane roadway divided by a 30-foot grass median within 200 feet of right-of-way. The recommended plan proposes to widen this section generally to the outside of the existing roadway, maintaining the existing median. Exceptions to this approach include an area south of I-190 where a new ramp encroaches on the U.S. 45 right-of-way and through the I-190 interchange where widening through the interchange would occur to the inside to minimize effects on the existing ramps.

North of Zemke Road, the third lane in each direction would tie into the widened roadway already in place approaching Higgins Road. Although the Higgins Road intersection already has been widened to accommodate three through lanes and two left-turn lanes, no separation currently exists between the left-turn lanes and opposing lanes. Also, the lanes are less than the desirable 12 feet in width. To correct this, improvements through the Higgins Road intersection would include widening approximately 16 feet to develop a full 30-foot median and 12-foot lane widths. All widening would be done on the east side to match the proposed widening of the north leg of U.S. 45 at this intersection.

Beyond the Higgins Road intersection, the proposed plan would maintain a six-lane roadway and a 30-foot-wide median to the project terminus at Touhy Avenue. The bridge carrying I-90 (the Northwest Tollway) over U.S. 45 would require widening under this plan. It is proposed that the existing opening carry the southbound traffic; the structure would be extended east to

accommodate the northbound traffic. Widening would continue on the east side of U.S. 45 until it shifts to the west to avoid encroaching on the Wisconsin Central Railroad right-of-way (about ½ mile north of the I-90 structure).

The recommended plan exhibits illustrate six locations where intersection or interchange improvements are required. The first such location is the I-290 interchange, which is a full cloverleaf interchange with the outside ramps on the west side connected to two-way frontage roads. An old rail crossing of I-290 just west of U.S. 45 is currently in use as a one-way northbound connector between the frontage roads (see Exhibit C-25). Undesirable characteristics of the current interchange include weaving on both I-290 and U.S. 45, mixing of ramp and frontage road traffic on the west half of the interchange, and poor spacing between interchange ramps and local access on the north side of the interchange. A final determination of an improvement plan for the I-290 interchange should be preceded by a detailed interchange study; however, several potential improvement concepts have been identified:

- Replace existing interchange with a full diamond interchange—this option would eliminate all weaving, offer higher capacity, provide single-exit design, and increase the width along I-290 under the existing overpass for future improvements to I-290. However, it probably would require two-lane ramps, three-phase signals on U.S. 45, and extensive widening of the overpass to handle left-turning vehicles.
- Develop a “Parclo-B” interchange by eliminating the existing entrance loop ramps—this would eliminate all weaving, minimize ramp reconstruction, maintain current exit patterns from the freeway, and minimize the required number of signal phases affecting traffic on U.S. 45. However, it would continue the two-exit design and require extensive widening of the existing structure.
- Develop a “Parclo-A” interchange by eliminating the existing exit loop ramps—this would eliminate all weaving, provide a two-entrance design with higher capacity, and minimize U.S. 45 structure width requirements. This concept would require construction of two-lane exit ramps.

Each of these alternatives would include various improvements to the surface roadway system.

SRA plan recommendations for lane additions and major improvements at other intersections on U.S. 45 are as follows:

- Construction of a median barrier at Butterfield Road to prevent thru traffic across U.S. 45. The existing Butterfield Road approaches would operate with right-in/right-out movements only. This action is recommended because Butterfield Road is a skewed intersection with poor sight distance. The Butterfield Road intersection is located only 700 feet north of the signalized intersection at Washington Street. Because Butterfield Road and Washington Street meet a few blocks west of U.S. 45, this change would require little adverse travel. This change would divert thru and left-turning traffic to the signalized intersection at Washington Street where these movements could be made more safely.
- Intersection widening would be necessary to accommodate future traffic at Grand Avenue. This would require adding a second left-turn lane on both U.S. 45 approaches and additional left-turn, through, and right-turn lanes on the Grand Avenue approaches (see Exhibit D-14). As noted on plan Exhibit C-29, improvements to this intersection must be made considering effects on the John Engar School located in the southwest quadrant.
- A new grade-separated interchange is proposed at Irving Park Road to serve the high-demand volumes at this intersection (forecast to be over 100,000 vpd by the year 2010). An interchange also is justified by the accident experience at this intersection, which has been ranked within the top five intersections in Illinois in terms of accident frequency.

A compact single-point diamond at this location would minimize right-of-way requirements. Land in the south quadrants is developed; land in the north quadrants is part of O'Hare International Airport, and either is wetland area or is being considered for potential development. To accommodate the southbound entrance ramp, United Parkway would be closed and access to U.S. 45 would be relocated to a new intersection 400 feet south of United Parkway.

Because the Tri-State Tollway interchange with Irving Park Road is only 1,200 feet east of U.S. 45, the proposed Irving Park Road interchange should be

constructed to leave Irving Park Road essentially at grade. U.S. 45 would need to cross over Irving Park Road to avoid complications with a drainage channel located approximately 800 feet north of Irving Park Road. Because the height of the buildings in the south quadrants would remain higher than the overpass, no effects on airport operations are anticipated.

- The U.S. 45 approaches to Higgins Road have been widened sufficiently to accommodate the desired number of lanes. However, the approach lanes are less than 12 feet wide and there is no separation between left-turn lanes and opposing traffic on the south intersection leg. The recommended plan includes widening the approaches by approximately 16 feet to achieve 12-foot lane widths and to provide a 6-foot separation between opposing traffic directions (see Exhibit D-16).
- The intersection at Touhy Avenue (a crossing SRA) should be widened to provide six approach lanes on all legs—two left-turn lanes, three through lanes, and a right-turn lane on each approach. This improvement would require 140 to 150 feet (maximum) of right-of-way on all legs of the intersection. The presence of the Wisconsin Central Railroad immediately east of the existing right-of-way would require all widening on U.S. 45 to occur west of the existing right-of-way (see Exhibit D-17).

Addition of exclusive right-turn lanes (only) on U.S. 45 is recommended at the intersection with Lake Street, at two mall entrances between North Avenue and Armitage Avenue, and at Armitage and Belmont Avenues (see Exhibits D-12, D-13, and D-15). At the O'Hare International Airport employee parking lot entrance north of Irving Park Road, an additional northbound left-turn lane and southbound right-turn lane are recommended. The additions of one left- and one right-turn lane at Lawrence Avenue are included on the proposed plan.

The area between Lake Street and North Avenue includes a large floodplain associated with Addison Creek. The North Avenue underpass frequently floods during heavy rainfalls and is ranked fifth on IDOT's listing of pavement flooding priority locations. Further south at the Addison Creek crossing, the floodway and floodplain are quite broad. Any improvement in this area will be extremely costly and difficult. The existing structure at U.S. 45 creates a significant amount of backwater, and the roadway profile would need to be raised a minimum of 2 feet to meet the freeboard requirements. Any proposed work would need to be done in

conjunction with a stormwater management plan to satisfy local stormwater agency and municipal requirements.

Addison Creek parallels U.S. 45 south to I-290. The I-290/U.S. 45 interchange encroaches the Addison Creek floodplain, located near the villages of Hillside, Westchester, and Bellwood. This floodplain drains to both the Eisenhower Expressway pumping station and to a local combined sewer system. When this segment of U.S. 45 is improved, a new outlet location may be required.

A portion of U.S. 45, located in the regulatory floodplain and floodway, crosses Silver Creek just south of Grand Avenue. In this area, the roadway profile would need to be raised to meet the IDOT 3-foot freeboard requirement. The floodway construction and compensatory storage requirements also would need to be met.

North of Irving Park Road, U.S. 45 crosses Crystal Creek. Based on the Federal Emergency Management Agency Flood Insurance Study for Schiller Park, it appears that a portion of the existing roadway is located in the regulatory floodplain. It also is apparent that a portion of U.S. 45 does not meet the IDOT Drainage Manual height requirement for the roadway (the crown grade must be a minimum of 3 feet above the designed highwater). Improvement of U.S. 45 in this area would be sensitive to flooding, although mitigation measures would be costly.

In the vicinity of Higgins Road, U.S. 45 lies within the Willow Creek floodplain. The floodplain covers a broad area and is ranked fourth on the IDOT listing of flooding pavement priorities. IDOT's normal freeboard requirement would necessitate raising U.S. 45 by as much as 3 feet. This appears infeasible since U.S. 45 crosses under the Northwest Tollway just north of the Willow Creek crossing. Furthermore, because the floodplain in this area is so broad, altering the profile could worsen the surrounding floodplain conditions. The only apparent solution would be to lower the Willow Creek flood stages, which would require coordination with local stormwater agencies and municipalities.

Traffic Control, Operations, and Safety

There are 18 existing traffic signals in Segment V of U.S. 45. Because the land in this segment generally is fully developed, there are no additional signals proposed (with the possible

exception of an additional signal that could result from reconfiguring the I-290 interchange, as previously described).

Signal spacing does not meet the SRA minimum spacing criteria of $\frac{1}{4}$ mile (1,320 feet) at two locations: a 750-foot interval between signals at the proposed future access point that would replace United Parkway and Seymour Avenue, and a 710-foot interval between a mall entrance signal and Armitage Avenue. (Signal spacing also may be less than the $\frac{1}{4}$ -mile criteria within the I-290 interchange depending upon the interchange configuration that ultimately is selected.) Removing signals to improve spacing is not considered appropriate; all closely spaced signals should be interconnected to minimize delays to U.S. 45.)

Table 28 lists the results of a planning-level capacity analysis performed using CATS year 2010 forecast SRA volumes on U.S. 45 and major crossroads. (CATS information is only available for cross roads that are forecast to carry more than 20,000 vpd. Any volume shown to be 20,000 vpd or less is an assumed value based on the nature of the facility.) The approach lanes shown reflect the lane arrangements in the recommended plan.

Of the 23 intersections evaluated in Table 28, eight intersections have a total V/C ratio greater than 1.10. The higher V/C ratios at Belmont Avenue (1.14) and Seymour Avenue (1.23) indicate the impracticality of widening sufficiently to satisfy the total forecast demand. At Grand Avenue (V/C = 1.11) and Higgins Road (V/C = 1.12), the proposed improvement already would result in the maximum practical at-grade intersection considered on SRA routes.

The remaining four intersections—Madison Street, Washington Boulevard, St. Charles Road, and Lake Street are all associated with the area in Bellwood where the effects of further widening would be substantial.

The SRA plan would not change existing posted speed limits, which range from 30 to 40 miles per hour. (see Chapter II.)

Table 28
Evaluation of Signalized Intersection Operations Along
Segment V (Roosevelt Road to Touhy Avenue) of Mannheim Road/U.S. 45

Intersection of Mannheim Road/U.S. 45 and:	Lane Arrangements ^b		Year 2010 ADT (vpd) ^c		V/C for Intersection ^d
	SRA	Crossroad	SRA	Crossroad	
Harrison Street ^a	L-TTT-R	L-TR	50,000 ^c	12,000	0.93
Van Buren Street ^a	L-TTT-R	L-TR	36,200	5,000	0.72
Madison Street ^a	L-T-TR	L-TR	36,600	12,000	1.30
Washington Boulevard ^a	L-T-TR	L-T-TR	36,600	20,000	1.24
Randolph Street ^a	L-TT	L-R	40,100	5,000	1.01
St. Charles Road	L-T-TR	L-TT-R	47,300	25,100	1.54
Lake Street	L-TTT-R	L-TTT-R	47,900	36,600	1.18
Soffel Avenue ^a	L-TT-TR	L-TR	47,900	5,000	0.94
Mall Drive (South) ^a	L-TTT	L-R	44,300	5,000	0.99
Mall Drive (North) ^a	L-TTT	L-R	44,300	5,000	0.99
Armitage Avenue ^a	L-TTT-R	L-T-TR	44,700	20,000	1.07
Fullerton Avenue ^a	L-TTT-R	L-T-TR	44,700	20,000	1.07
Grand Avenue	LL-TTT-R	LL-TTT-R	50,000 ^c	37,700	1.11
Belmont Avenue ^a	L-TTT-R	L-T-TR	50,000 ^c	20,000	1.14
Waveland Avenue ^a	L-TTT	L-R	50,000 ^c	5,000	1.10
Seymour Avenue ^a	L-TTT	L-R	50,000 ^c	12,000	1.23
Future Access Drive ^a	L-TT-TR	L-TR	50,000 ^c	5,000	0.98
Airport Entrance ^a	LL-TTT	LL-R	42,700	5,000	0.61
Lawrence Avenue	LL-TTT	LL-RR	47,200	44,600	1.02
Zemke Boulevard ^a	L-TTT-R	L-T-TR	39,400	5,000	0.66
Higgins Road	LL-TTT-R	L-TT-TR	39,400	44,000	1.12
Touhy Avenue*	LL-TTT-R	LL-TTT-R	36,100	40,500	0.97

Note: *Denotes SRA corridor
^aAssumed for unavailable volumes: 20,000 vpd for major arterials, 12,000 vpd for minor arterials, 5,000 vpd for local roadways
^bL = Left-turn lane; T=through lane; R=right-turn lane; and TR=through and right-turn lane
^cADT = Average Daily Traffic
^dV/C = Volume to Capacity Ratio
^eProject ADT volume reduced to 50,000 vpd maximum

In the fully developed areas in Segment V, numerous existing access points (including local streets and private driveways) contribute to operational conflicts. It appears impractical to eliminate all of these access points, given the existing pattern of land development and the dependence on access to U.S. 45.

Improved access control contributes to enhanced operations and increased safety. The addition of a raised median in certain portions of this segment would limit crossing and left-turning traffic to well-spaced crossroads. Most existing access driveways would have right-in/right-out operation only, which would eliminate many conflicting movements.

After driveways were evaluated, it was determined that a limited number of existing driveways could be eliminated without affecting the use of the associated properties. A total of 26 eliminated driveways are indicated on the proposed plans for Segment V. As new development occurs, it is the intent of the SRA plan that local communities encourage limiting direct access to U.S. 45 wherever possible when reviewing and approving redevelopment plans.

The single most important safety improvement in Segment V is the recommended interchange at Irving Park Road. This interchange would relieve congestion and improve safety at a recognized “bottleneck” area by eliminating an intersection often cited as having a high frequency of accidents.

Public Transportation

Metra is evaluating the feasibility of upgrading service to its three operating lines in this segment. Physical and operational improvements and additional parking availability have been proposed to upgrade service on the Metra C&NW and Metra Milwaukee District (West Line) commuter lines. IDOT is currently studying access improvements to the Bellwood Station of the C&NW West rail line, including reconstruction of stairways from the U.S. 45 overpass, pedestrian/handicapped ramps, and bus pullout bays on U.S. 45. No improvements have been proposed for the CTA O’Hare line, which crosses U.S. 45 at I-190. Directional signing on U.S. 45 is recommended to the Bellwood, Franklin Park, and Mannheim train stations. The Wisconsin Central Railroad tracks are to be used for a new commuter rail line. A station is planned in the vicinity of O’Hare Airport.

Pace Route 330 travels U.S. 45 from 55th Street to O’Hare International Airport. As noted in Chapter III, the use of traffic signal preemption systems currently is being evaluated in city and

suburban areas. If these evaluations are positive, it is recommended that signal preemption equipment be installed at signals in this segment to serve Pace Routes 220, 221, and 319 travel portions of this U.S. 45 segment. No improvements beyond additional bus shelters are proposed for these routes. Pace Routes 223, 309, 310, 313, 318, 319, and 441 all intersect with Segment V. Coordination of bus scheduling at these intersecting transfer points should be improved, as appropriate.

There are no proposed bus route additions for this segment of U.S. 45. However, as population and development increase in the future, more bus routes may be warranted. Future bus turnout areas will require a total of 125 to 130 feet of right-of-way. Consideration also should be given to bus waiting shelters and paved sidewalks for pedestrians, and appropriate standards for locating and marking bus stops should be followed. Proposed bus shelter locations are noted on Exhibits C-25 to C-33.

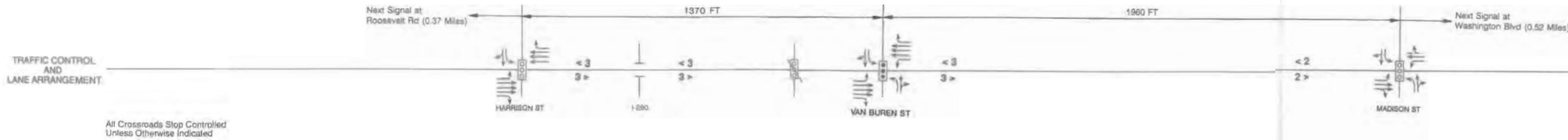
Consideration also should be given to reservation of right-of-way at or near I-290 for a park-n-ride facility. A possible location for this facility may be west of U.S. 45 near the relocated Congress Street intersection.

Construction and Right-of-Way Costs

The consultant's opinion of the total cost of the recommended plan for Segment V is \$41.2 million in 1991 dollars (see Table 29). This total cost includes costs of construction, acquisition of right-of-way, and reconstruction of structures. (In Segment V, the Willow Creek and I-90 bridges would require reconstruction.) The roadway construction cost is estimated at \$22.2 million, which includes improving U.S. 45 from a four-lane roadway to a six-lane roadway with a raised median and closed drainage from Irving Park Road to Touhy Avenue. Other construction costs include intersections, the Irving Park Road interchange, structures, the recommended realignment of Congress Street, and the installation of roadside transit signal preemption equipment along U.S. 45. The cost for reconstruction of the bridges is estimated at \$4.7 million. The right-of-way acquisition cost is based on the estimated costs of various types of land uses that would need to be acquired. It is estimated that 11.8 acres of right-of-way would need to be acquired at a cost of \$3.6 million.

Table 29
Opinions of Construction and Right-of-Way Cost
for SRA Improvements Along Segment V
(Roosevelt Road to Touhy Avenue) of Mannheim Road/U.S. 45
(1991 Dollars)

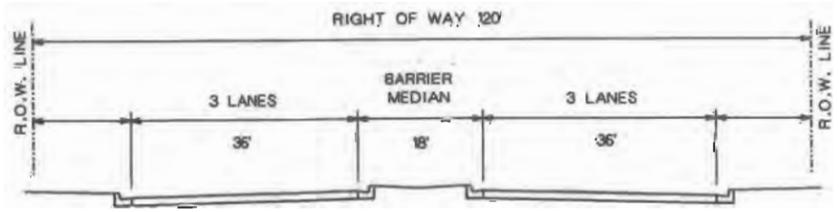
Roadway Reconstruction (Includes widening to one side between Madison Avenue and Lake Street)	\$22,200,000
Intersections/Interchanges (Congress Street, Future Access Drive, and Irving Park Road)	10,200,000
Structures and Retaining Walls (Willow Creek and I-90)	4,700,000
Other (Realignment of Congress Street and Installation of Roadside Transit Signal Pre-emption Equipment)	520,000
Subtotal	<u>37,620,000</u>
Right-of-Way	3,600,000
TOTAL	<u>\$41,220,000</u>



Install Signal Protection Equipment, Face Route 390. All Signals on this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



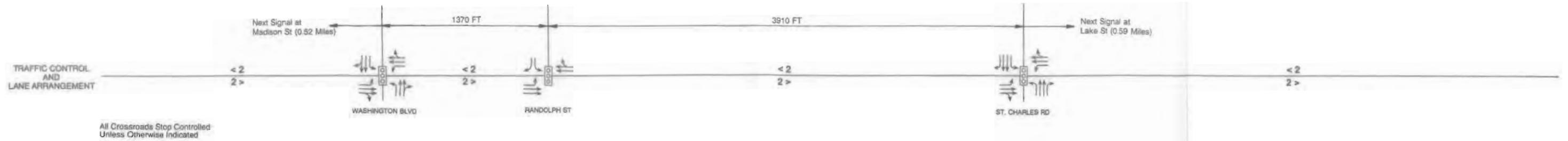
ROADWAY SECTION A-A
SOUTH OF I-290 TO MADISON ST

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA Strategic Regional Arterial Planning Study
EXHIBIT C-25

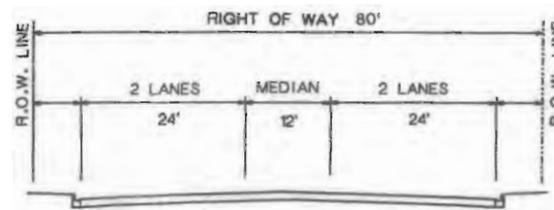




Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
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- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

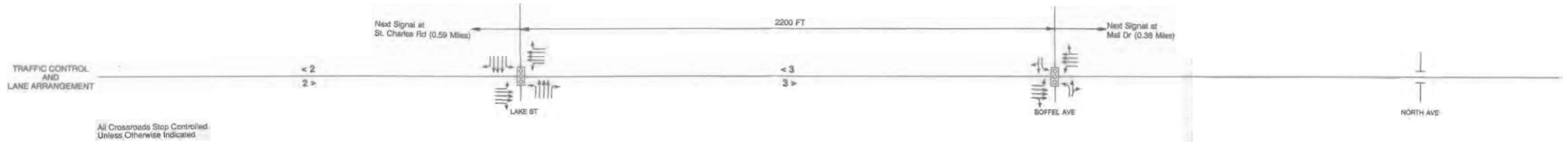


ROADWAY SECTION A-A
WARREN AVE TO ST. CHARLES RD

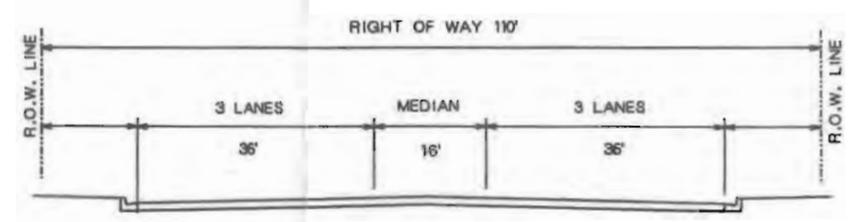
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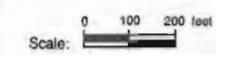
- LEGEND**
- EXISTING SIGNAL
 - POTENTIAL SIGNAL
 - SIGNAL TO BE REMOVED
 - PROPOSED LANE ARRANGEMENT
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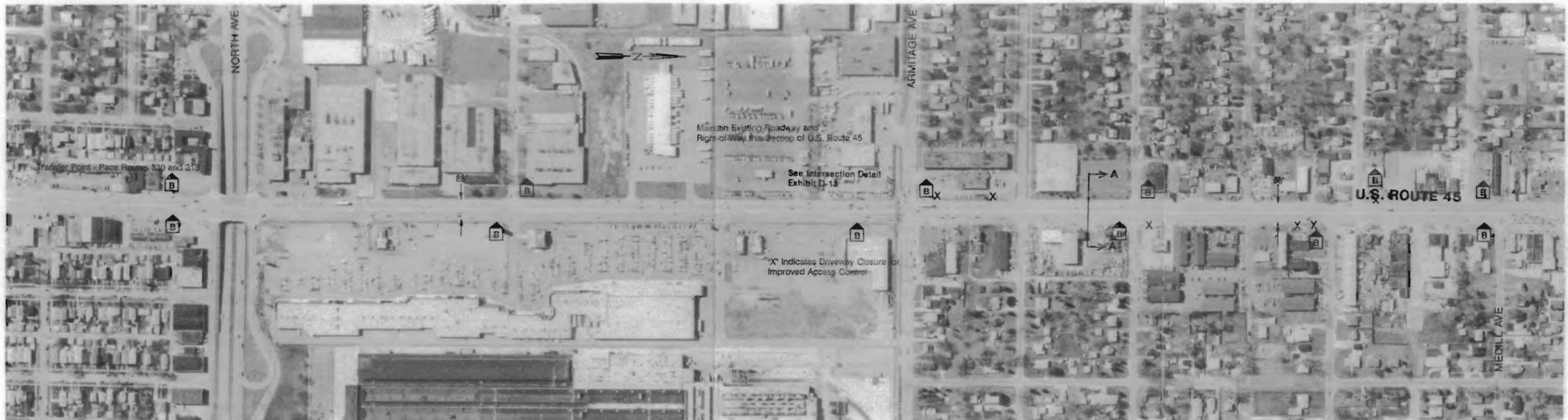
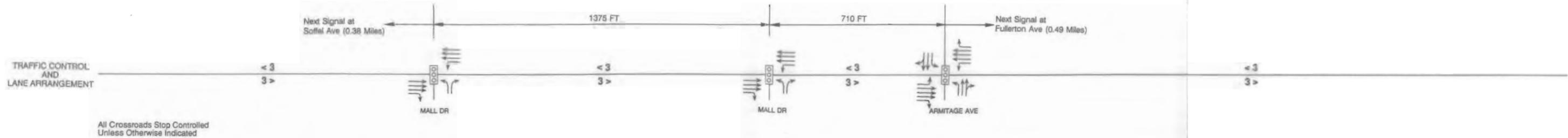


ROADWAY SECTION A-A
C&NW RAILROAD TO NORTH AVE

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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ILLINOIS DEPARTMENT OF TRANSPORTATION

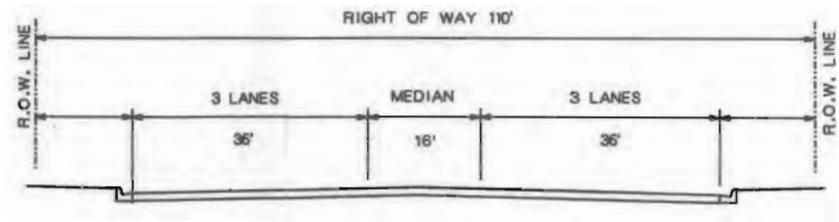




Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

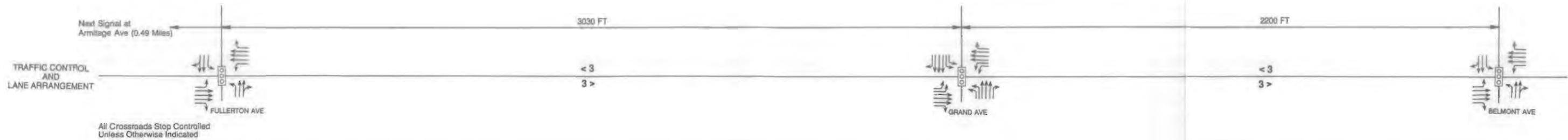
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-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS



MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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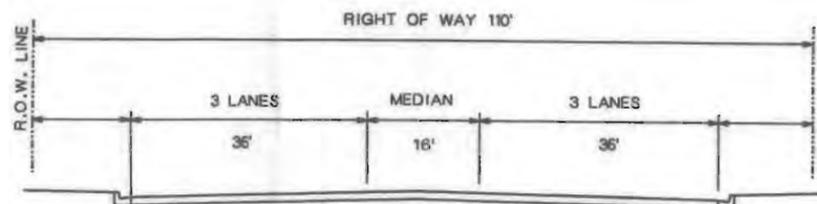




Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

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- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
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- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

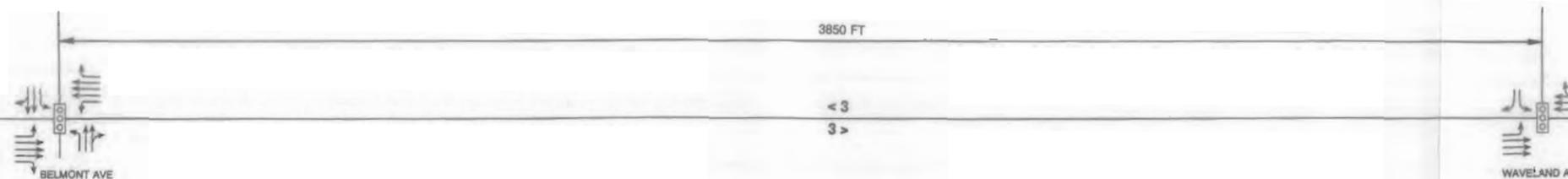


MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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TRAFFIC CONTROL AND LANE ARRANGEMENT

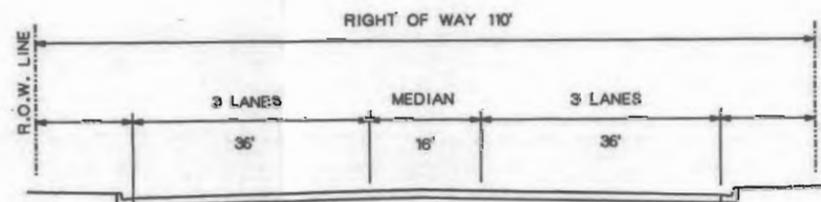


All Crossroads Stop Controlled Unless Otherwise Indicated



LEGEND

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
-  SIGNAL TO BE REMOVED
-  PROPOSED LANE ARRANGEMENT
-  NUMBER OF LANES
-  FUTURE RIGHT OF WAY LINE
-  BUS SHELTER ON CONCRETE PAD
-  TRAILBLAZING SIGNING TO NEARBY METRA STATIONS

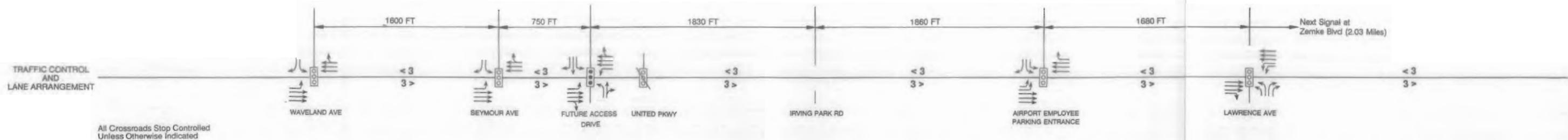


ROADWAY SECTION A-A
BELMONT AVE TO WAVELAND AVE

MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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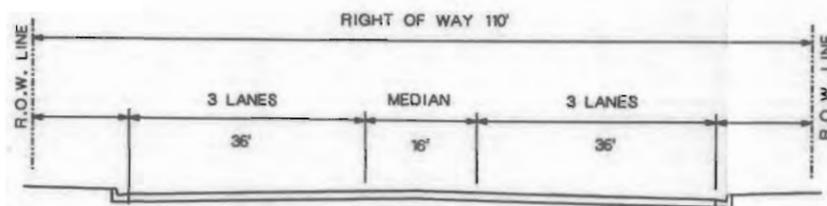




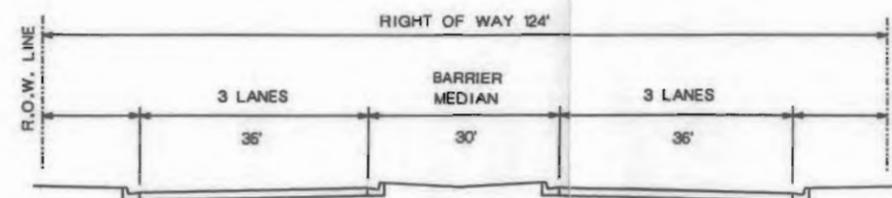
Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS



ROADWAY SECTION A-A
WAVELAND AVE TO IRVING PARK RD



ROADWAY SECTION B-B
IRVING PARK RD TO NORTH OF LAWRENCE AVE

MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

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Scale: 0 200 400 feet

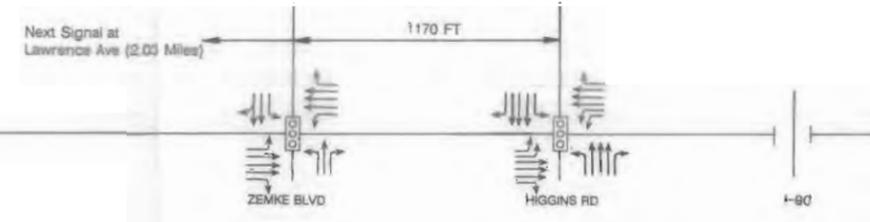
TRAFFIC CONTROL AND LANE ARRANGEMENT

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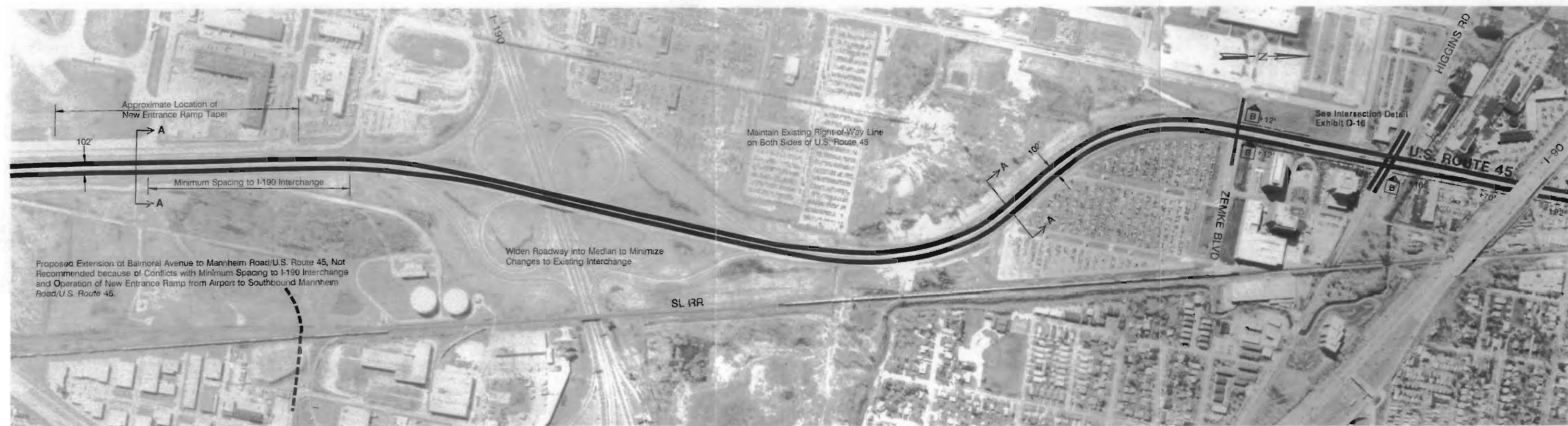
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I-190

I-90



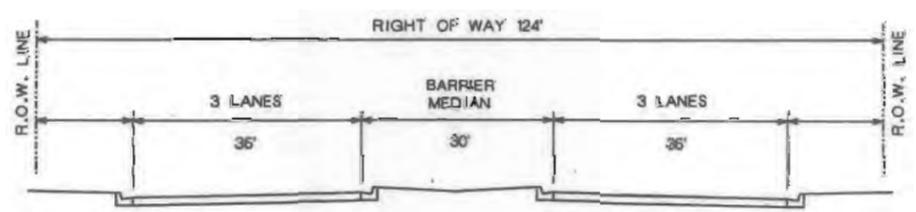
All Crossroads Stop Controlled Unless Otherwise Indicated



Install Signal Preemption Equipment, Pace Route 330, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS SHELTER ON CONCRETE PAD
- TRAILBLAZING SIGNING TO NEAR BY METRA STATIONS

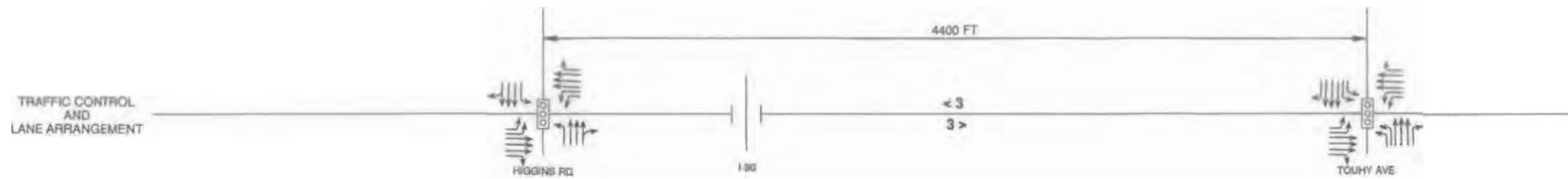


MANNHEIM ROAD/U.S. ROUTE 45 – PROPOSED PLAN

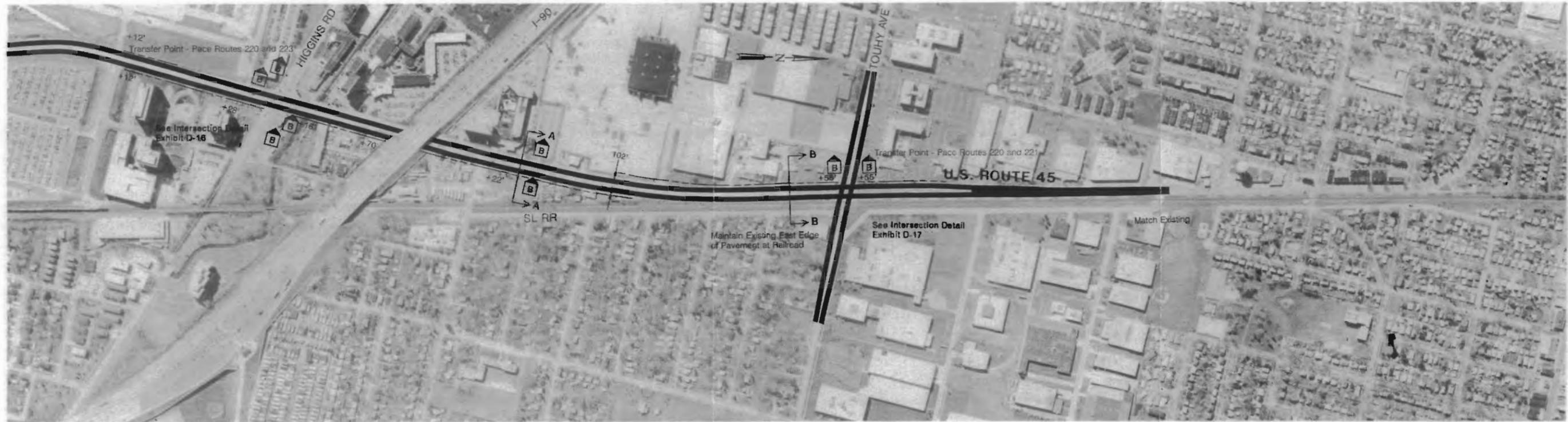
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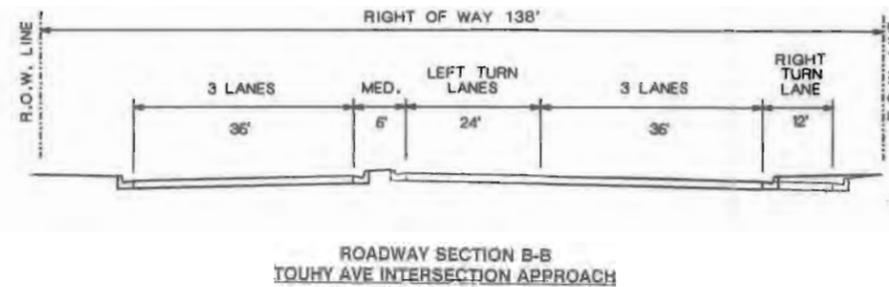
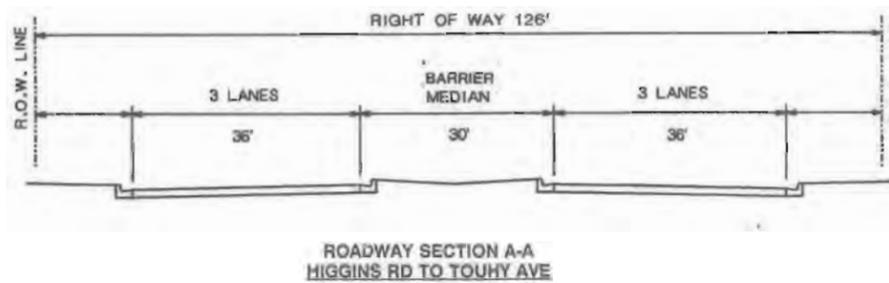
All Crossroads Stop Controlled Unless Otherwise Indicated



Install Signal Preemption Equipment, Pace Route 220, All Signals this Sheet

LEGEND

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- A 3** NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- BUS STOP

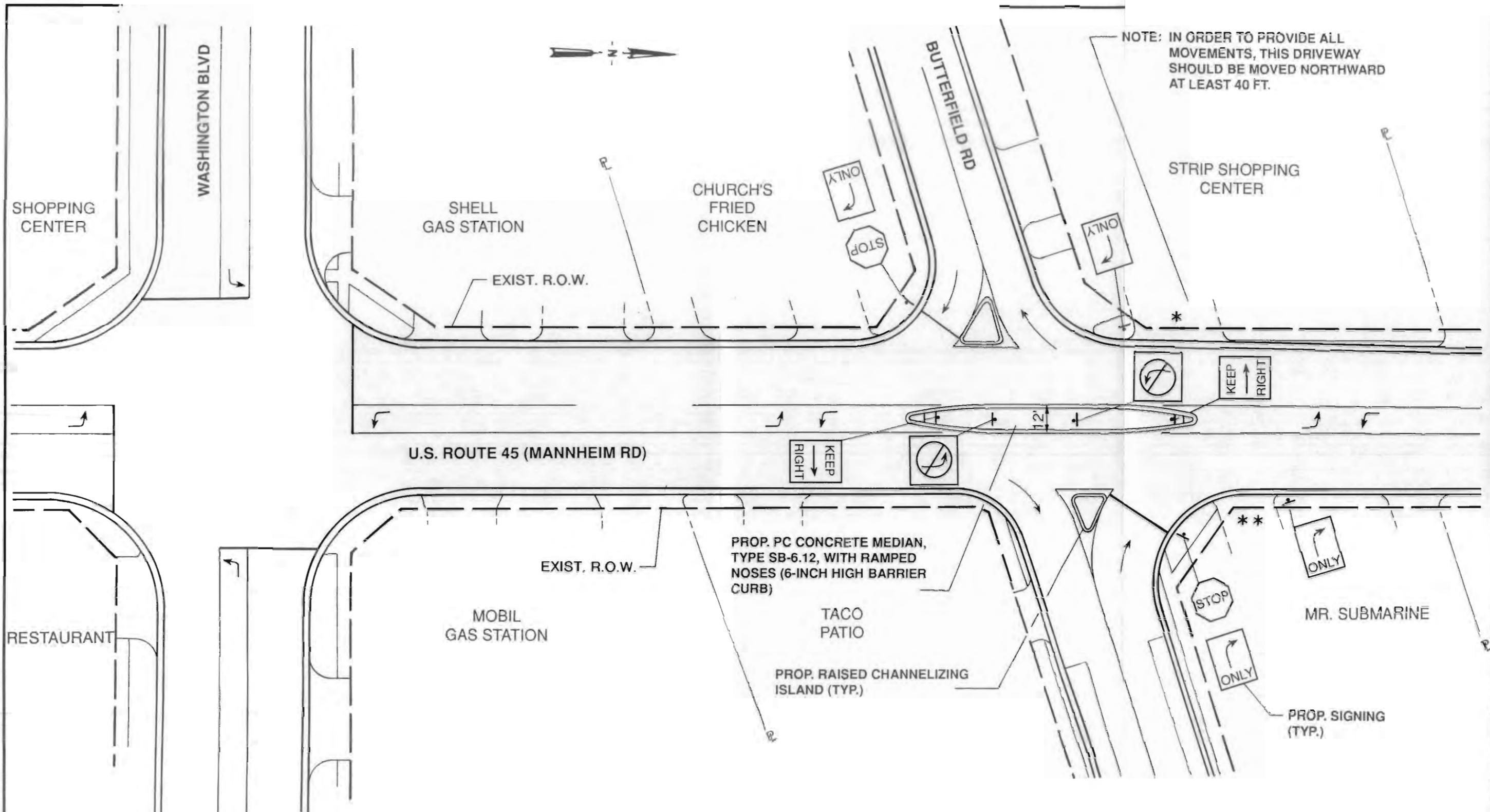


MANNHEIM ROAD/U.S. ROUTE 45 - PROPOSED PLAN

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

ILLINOIS DEPARTMENT OF TRANSPORTATION



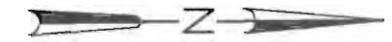


NOTE: IN ORDER TO PROVIDE ALL MOVEMENTS, THIS DRIVEWAY SHOULD BE MOVED NORTHWARD AT LEAST 40 FT.

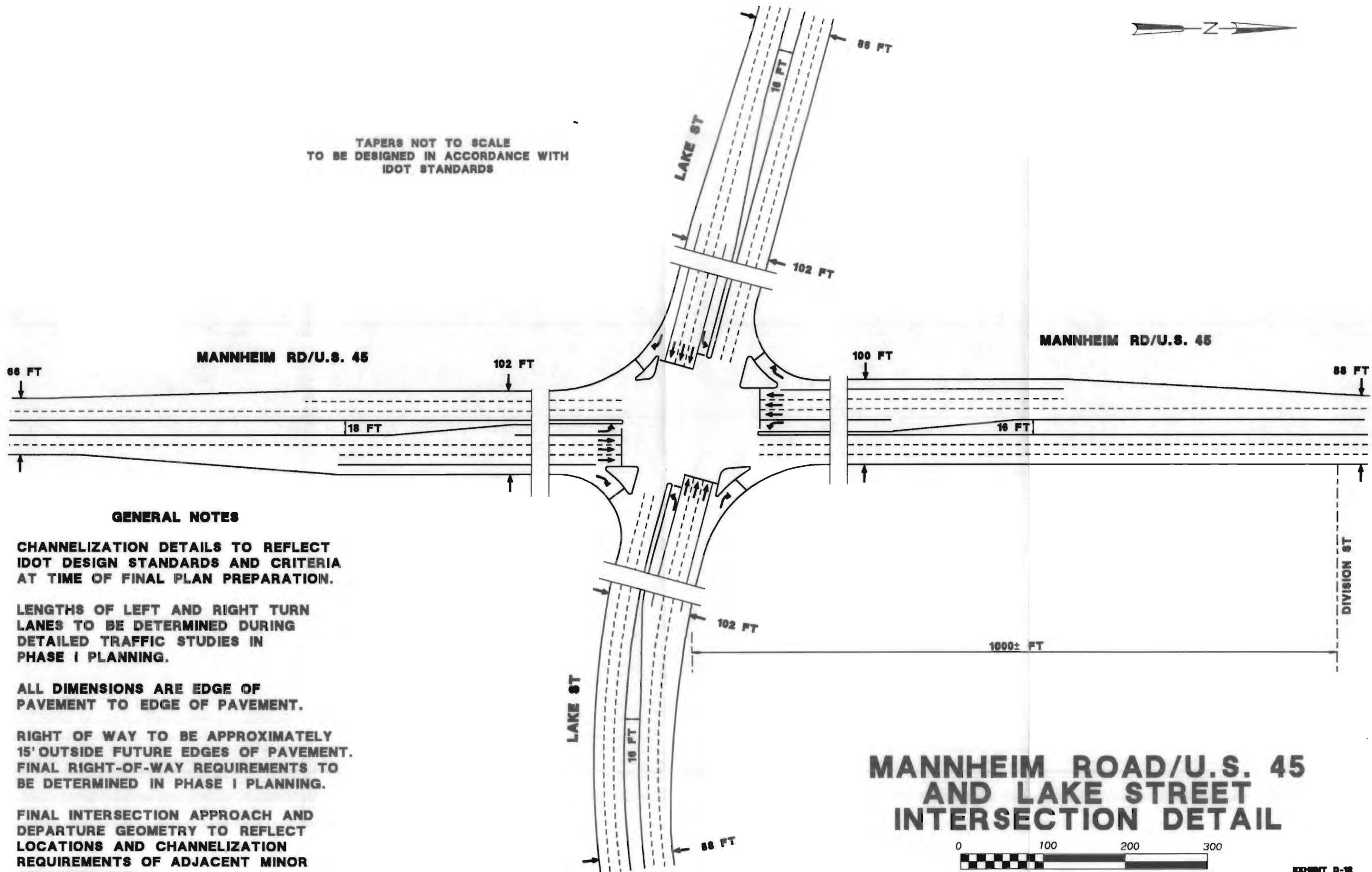
Note: Existing conditions are based on plans dated August 6, 1980 and January 3, 1986. Dimensions are approximate.

* -Right-in / Right out only
 ** -Left-out prohibited





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT IDOT DESIGN STANDARDS AND CRITERIA AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN LANES TO BE DETERMINED DURING DETAILED TRAFFIC STUDIES IN PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

RIGHT OF WAY TO BE APPROXIMATELY 15' OUTSIDE FUTURE EDGES OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

**MANNHEIM ROAD/U.S. 45
AND LAKE STREET
INTERSECTION DETAIL**



SCALE 1"=100'

GENERAL NOTES

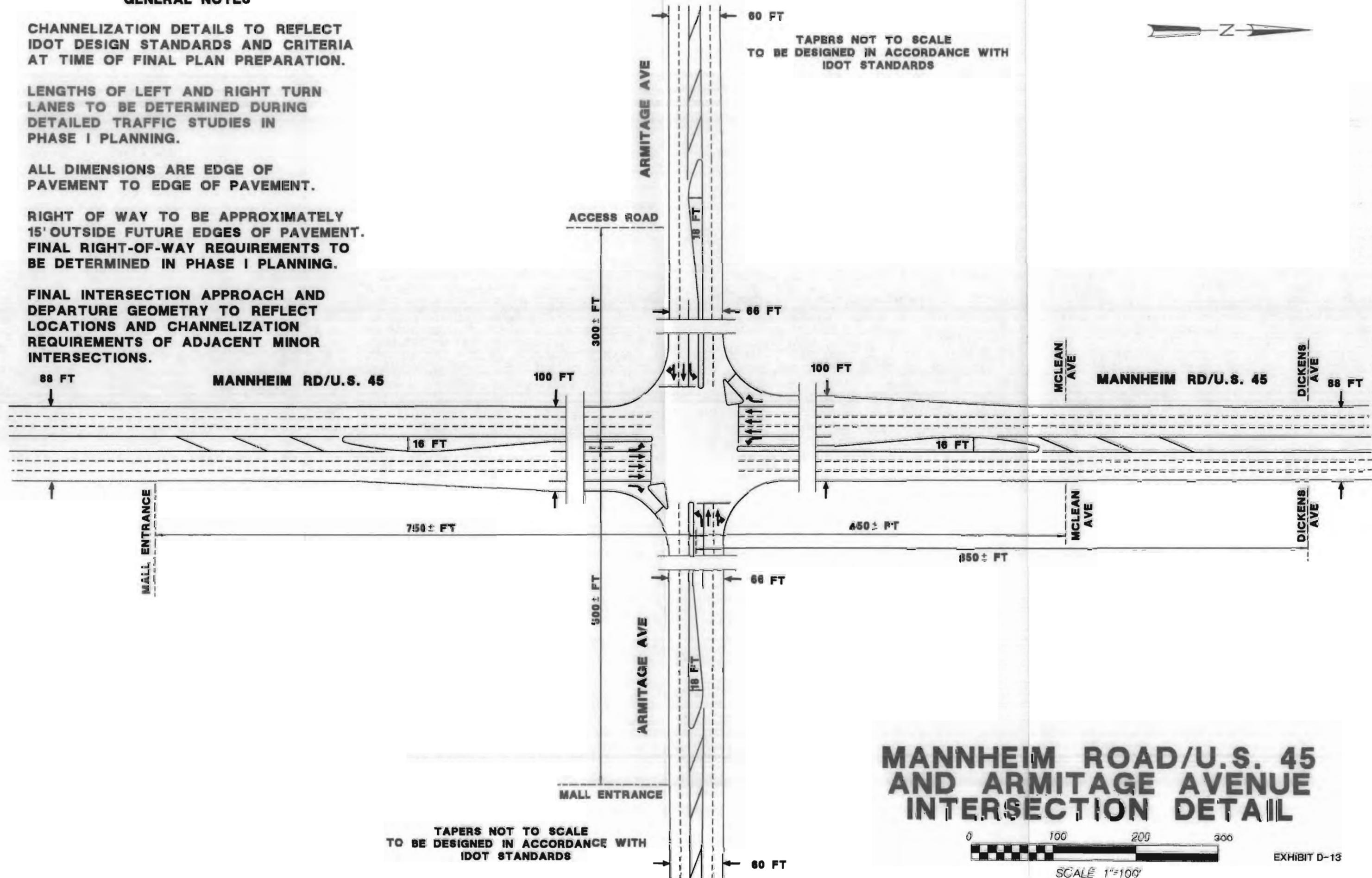
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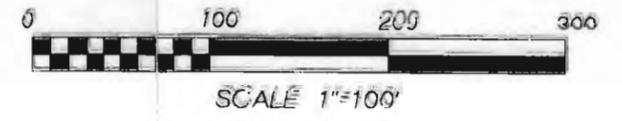
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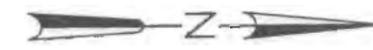


TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

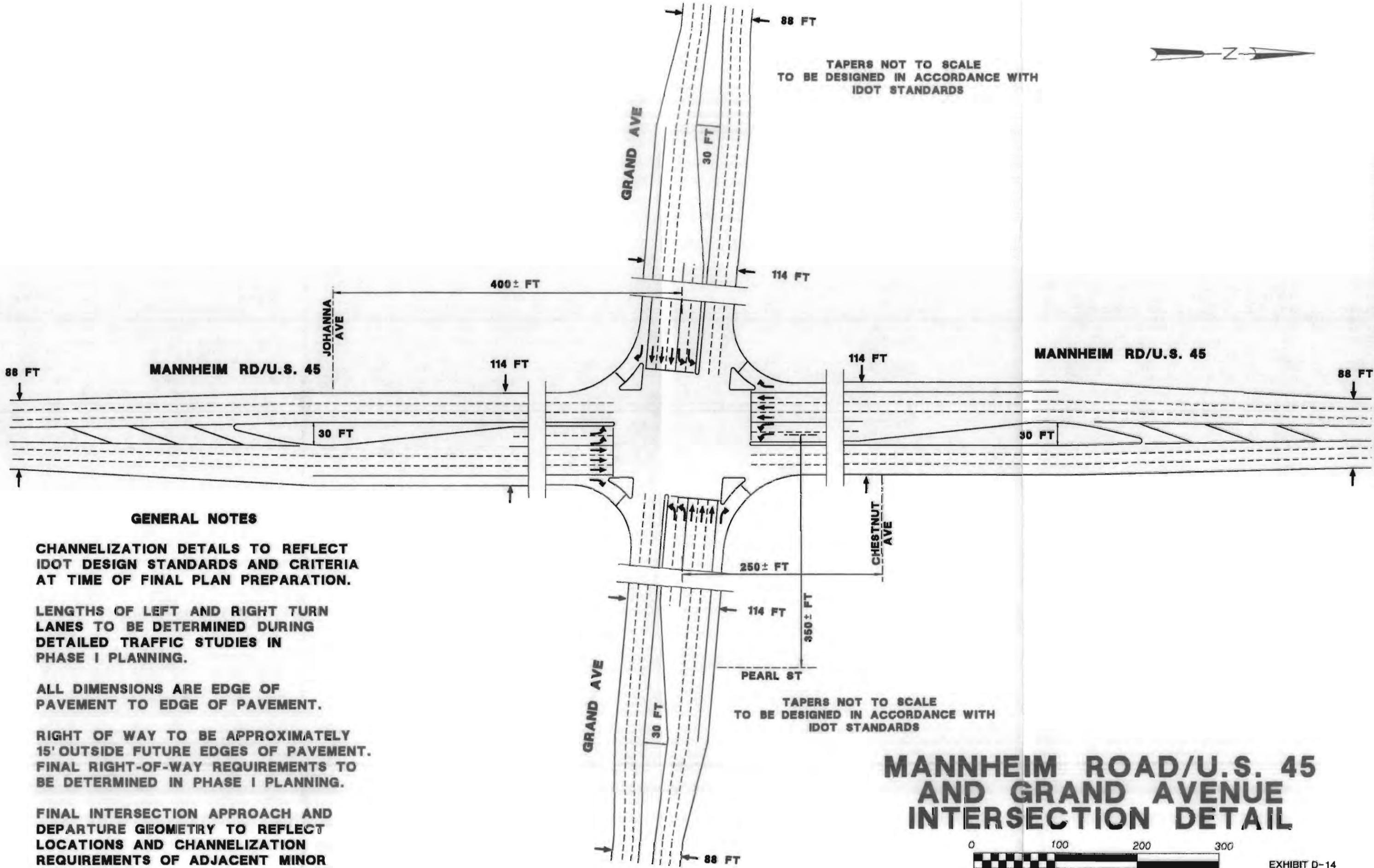
TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND ARMITAGE AVENUE
INTERSECTION DETAIL**





TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
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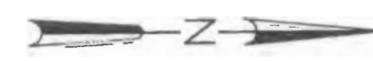
FINAL INTERSECTION APPROACH AND
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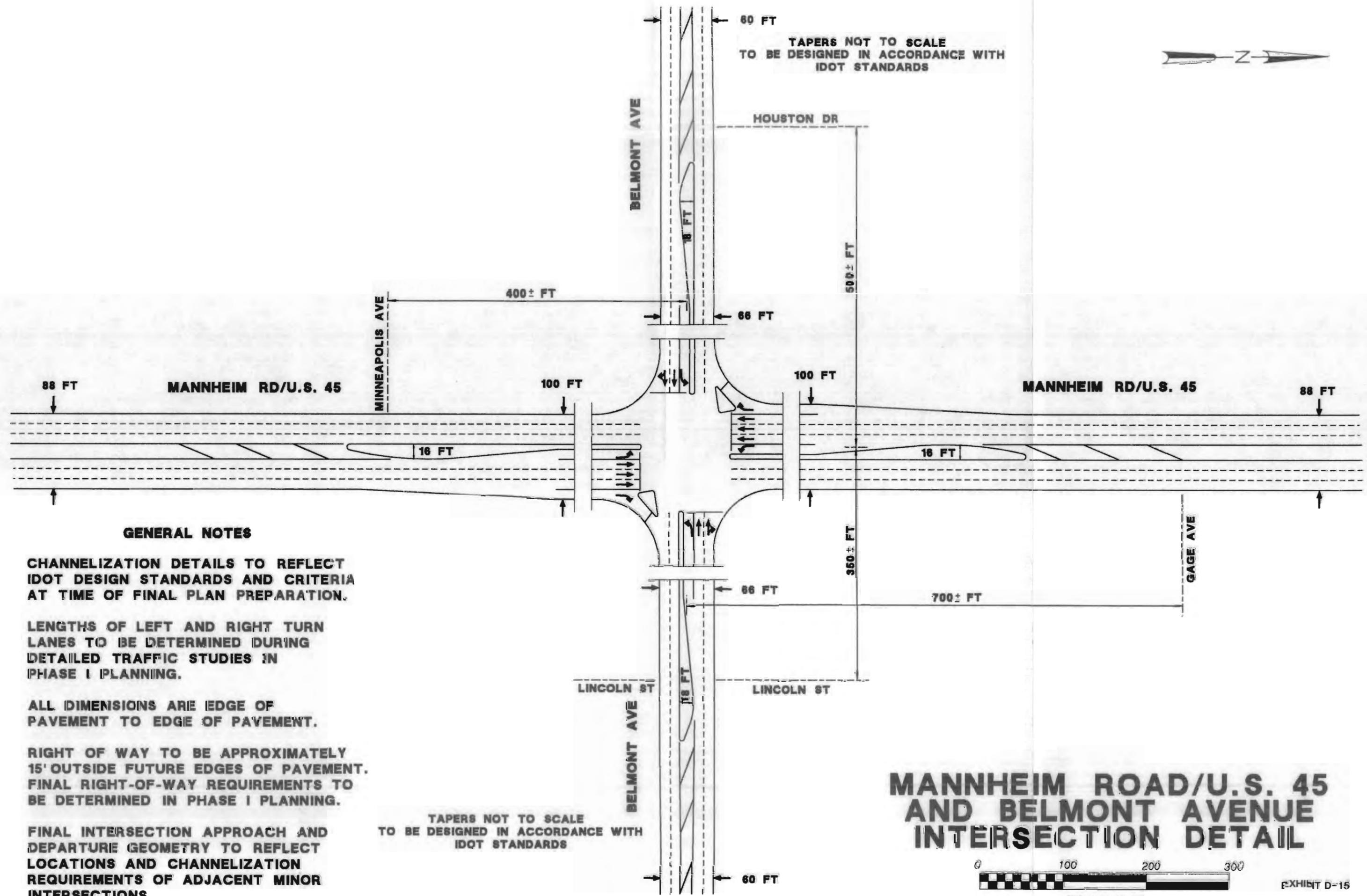
**MANNHEIM ROAD/U.S. 45
AND GRAND AVENUE
INTERSECTION DETAIL**



SCALE 1"=100'



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

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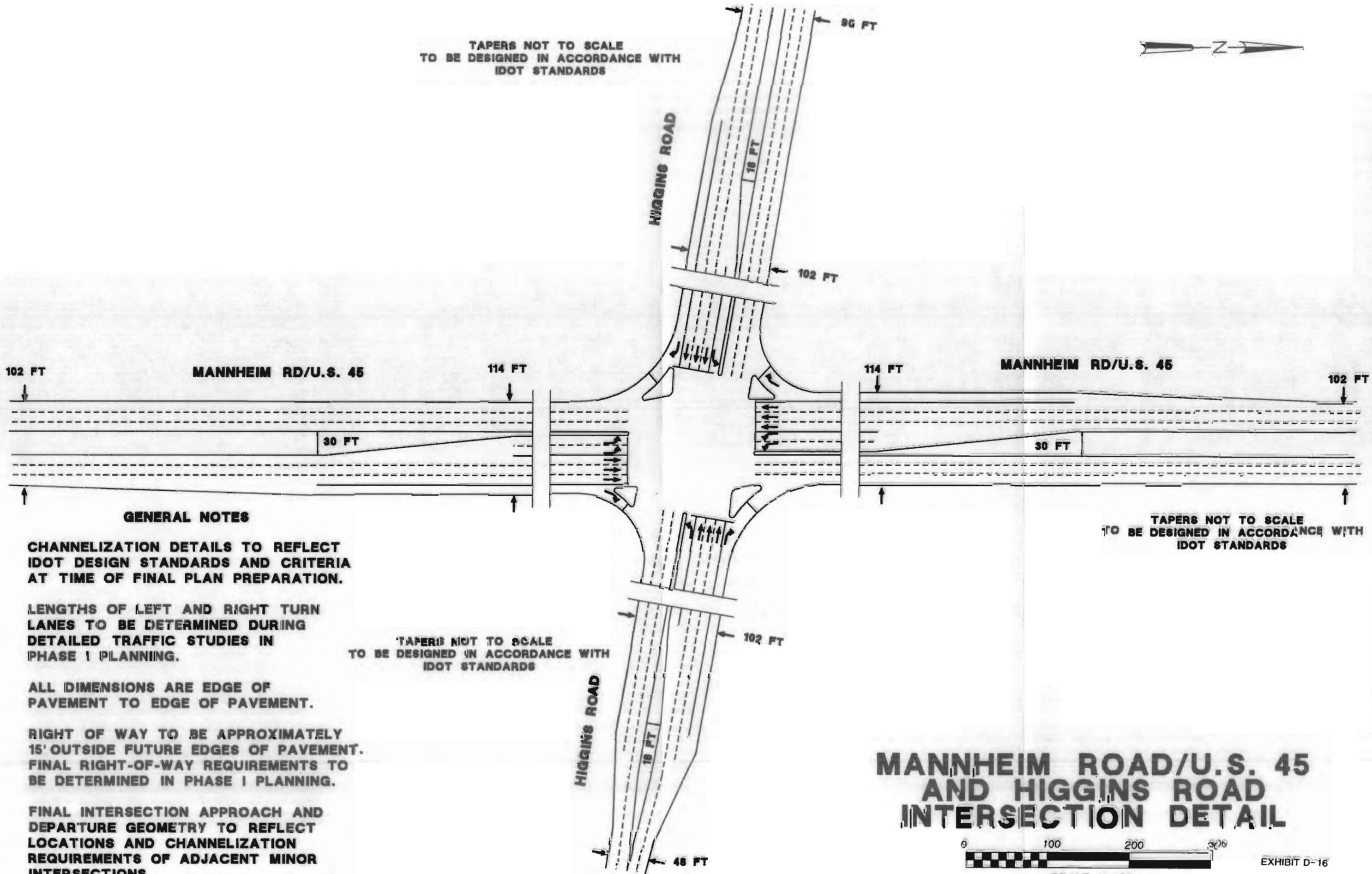
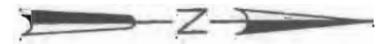
TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND BELMONT AVENUE
INTERSECTION DETAIL**



SCALE 1"=100'

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT
IDOT DESIGN STANDARDS AND CRITERIA
AT TIME OF FINAL PLAN PREPARATION.

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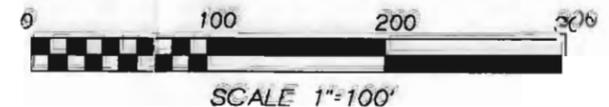
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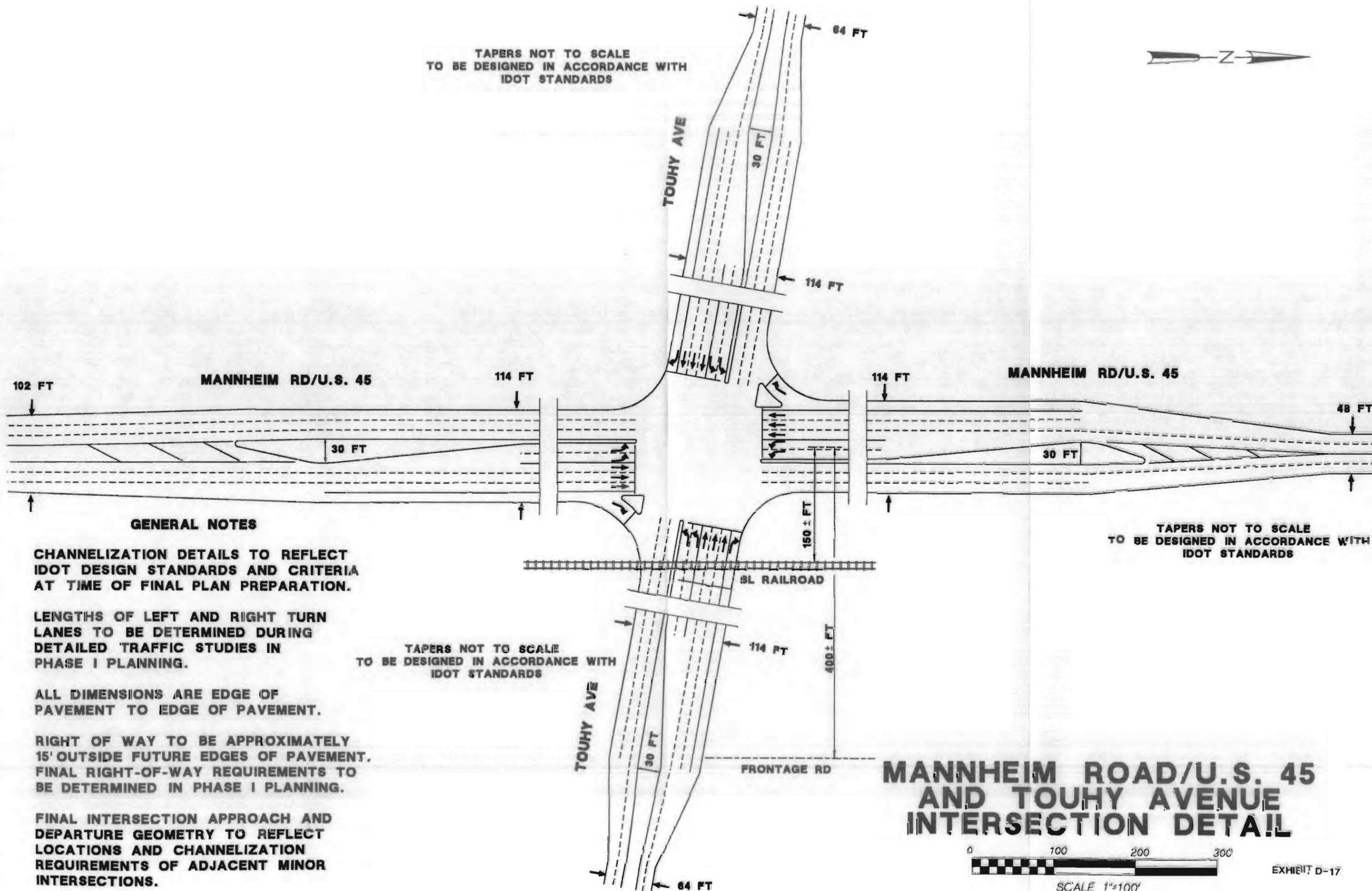
TAPERS NOT TO SCALE
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IDOT STANDARDS

TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND HIGGINS ROAD
INTERSECTION DETAIL**



TAPERS NOT TO SCALE
TO BE DESIGNED IN ACCORDANCE WITH
IDOT STANDARDS



GENERAL NOTES

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IDOT DESIGN STANDARDS AND CRITERIA
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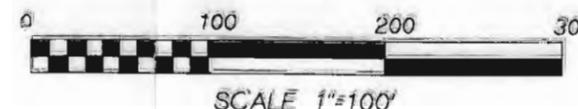
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IDOT STANDARDS

**MANNHEIM ROAD/U.S. 45
AND TOUHY AVENUE
INTERSECTION DETAIL**



Mannheim Road/La Grange Road/U.S. 45 Corridor Summary

This study of the U.S. 45 SRA corridor systematically addressed future, short-term, and existing transportation needs along the corridor. The following paragraphs summarize the expected operations and capacity of the U.S. 45 SRA under future conditions. The summary also includes the overall opinion of the total costs to implement the plan as recommended. In addition, because of the significant investment required for implementing the recommended plan, a prioritization scheme, as discussed below, was developed.

Operational Analysis of the Mannheim Road/U.S. 45 Corridor

An evaluation of traffic operations during high-demand (peak) periods was performed for the entire corridor. Techniques, procedures, and assumptions consistent with the *1985 Highway Capacity Manual (HCM)*, published as Transportation Research Board Special Report 209, were used. The corridor was evaluated as a rural, multilane highway from County Line Road to Laraway Road. North of Laraway Road, U.S. 45 was evaluated as a suburban, multilane arterial.

The year 2010 CATS SRA traffic forecast was used to develop theoretical peak-period traffic volumes for analysis purposes. Assumptions were made for the general volumes of crossroad traffic and for patterns of turning movements.

Other assumptions for signalization (green time/cycle, cycle lengths, effects of progression) were made consistent with the intersection analyses. These analyses are documented in Appendix A. All data requirements or assumptions are compatible with the SRA plan and with guidelines in the *HCM*.

Rural Portion of Mannheim Road/U.S. 45

Table 30 summarizes the analysis of the northern 13 miles of U.S. 45. The year 2010 CATS forecast traffic can be accommodated at level of service B or better for the entire length. Average travel speeds in the rural sections would be greater than 45 mph during peak periods.

Table 30
Mannheim Road/U.S. 45 Operational Analysis—Rural SRA Segments
(County Line Road to Laraway Road)

From	To	Length (miles)	Year 2010 CATS SRA Average Daily Traffic (vpd)	Design Hour Volume (vph) ^a	Service Flow Rate (vphpl) ^b	V/C ^c	Average Travel Speed (mph)	Level of Service
County Line Road	Wilmington/Peotone Road	2.01	4,900	300	172	0.11	47	B
Wilmington/Peotone Road	Joliet Road	2.02	4,900	300	172	0.11	47	B
Joliet Road	Manhattan/Monee Road	5.01	4,900	300	172	0.11	47	B
Manhattan/Monee Road	Laraway Road	4.2	4,900	300	172	0.11	47	B

^aDesign Hour Volume = Year 2010 ADT x K x D
 Assumed Values: K = 0.10; D = 0.60

^bService Flow Rate = $DHV/[N \times f_E \times f_P \times f_{HV} \times PHF]$

Where:

N = 2 lanes

f_{HV} = 0.95 (Table 29 of HCM)

f_E = 1.00 (Table 7-10 of HCM)

f_P = 1.00 (Table 7-11 of HCM)

PHF = 0.90

^cV/C = Volume to Capacity Ratio, C = 1,900 x PHF x $f_P \times f_E \times f_{HV}$ = 1,625 vphpl (vehicles per hour per lane)

Suburban Portion of Mannheim Road/U.S. 45

North of Laraway Road, U.S. 45 is classified as suburban. Its quality of operation is a function of the character of the arterial (which affects the safe operating speed under free flow conditions), the number and spacing of signalized intersections, and the delay and level of service at those intersections.

Appendix A shows an operational analysis of each signalized intersection along U.S. 45. Table A-2 in Appendix A summarizes the operational assumptions for each intersection and arterial segment that were used to generate the arterial analysis.

Table 31 describes the results of the analysis for the year 2010 CATS forecast. The following is evident from reviewing the intersection analysis and Table 31:

- Levels of service meeting SRA criteria are achievable along most segments of the arterial except between Plainfield Road and Ogden Avenue, where low speeds and poor level of service (LOS F) are predicted. At many significant intersections, the level of theoretical year 2010 traffic produces V/C ratios consistently greater than 1.00. This is most evident between 143rd and 123rd Streets and within the LaGrange CBD and historic district. This would result in low arterial speeds and low levels of service at key signalized intersections during peak periods for this section of U.S. 45.

**Table 31
Summary of Mannheim Road/U.S. 45 Suburban Arterial Analysis**

Segment	Segment Length (miles)	Number of Signalized Intersections	Free Flow Operating Speed (mph)	100% of CATS 2010 Forecast	
				Average Peak Period Speed (mph)	LOS ^a
Laraway Road to 191st Street	3.98	8	35-55	27	C
191st Street to Access Road	3.49	5	45-55	33	B
Access Road to 143rd Street	2.51	9	35-55	21	C
143rd Street to 123rd Street	2.36	4	35-45	26	C
123rd Street to 107th Street	2.01	2	45	30	B
107th Street to 87th Street	2.53	2	45	33	B
87th Street to Plainfield Road	3.74	5	35-45	30	B
Plainfield Road to Ogdan Avenue	1.69	6	20-35	8	F
Ogdan Avenue to 31st Street	1.14	3	30	16	D
31st Street to Canterbury Street	1.55	3	30-40	22	C
Canterbury Street to St. Charles Road	3.03	8	30-35	18	D
St. Charles Road to Armitage Avenue	1.78	5	30-35	20	C
Armitage Avenue to Belmont Avenue	1.48	3	35-40	24	C
Belmont Avenue to Lawrence Avenue	2.19	5	40	25	C
Lawrence Avenue to Touhy Avenue	3.05	3	40	30	B
Overall Average Arterial Speed (mph)				25	—

^aLOS = Level of service

Implementation Costs

A total investment of approximately \$157 million in 1991 dollars will be necessary to implement all of the recommended plan. This estimate of cost includes approximately \$137 million in roadway, intersection/interchange, and structural improvements, and \$20 million in right-of-way acquisition.

Project Prioritization

The \$157 million implementation cost for U.S. 45 is substantial. The SRA plan will require construction over many years. Table 32 presents a suggested program of priority improvements, categorized by short-term, basic, and post-2010 recommended sections. Total cost divided by these three categories is presented in Table 33.

Short-Term Recommendations

Short-term implementation recommendations represent plan elements or projects that address immediate problems and/or needs that are generally lower cost in nature or that are intended to reflect specific known plans, activities, etc. that are expected to occur well before 2010. Examples of short-term improvements include intersection upgrading and signalization or frontage road or other localized reconstruction to accommodate planned development. Important short-term recommendations include the realignment of White Street (not part of this project), improvements at the 131st Street intersection, driveway closures throughout the study area, installation of roadside transit signal preemption equipment, and the addition of right-turn lanes at noted intersections. The total cost of this short-term plan (excluding the White Street alignment, driveway closures, and right-turn lane additions) is estimated to be \$7.6 million in 1991 dollars.

**Table 32
Mannheim Road/U.S. 45 SRA Implementation Plan**

Exhibit No.	Description of Improvement	Priority of Improvement ^a	Comment
Segment I			
C-1	Implement recommended cross section	B	
C-2	Implement recommended cross section	B	Signal at Wilmington/Peotone Road as warrants are met.
C-3	Implement recommended cross section	B	Signal at Joliet Road as warrants are met.
C-4	Implement recommended cross section	B	
C-5	Implement recommended cross section	B	
C-6	Implement recommended cross section	B	
C-7	Implement recommended cross section	B	
	Revise local access at 104th Avenue	B	
Segment II			
C-8	Implement recommended cross section	B	Improvements currently being designed/constructed at U.S. 30—coordinate with U.S. 30 (SRA) improvements.
	Revise White Street access	S	Revised White Street access will enhance operation of interim improvements (cost not included in this project).
C-9	Construct outer circulation roads	B	Circulation roads to be constructed as part of local development (cost not included in this project).
C-10	Implement recommended cross section Reconstruct structures and ramps at I-80	B B	
C-11	Implement recommended cross section Construct outer circulation roads Install signals at 175th and 171st Streets	B B B	Construct circulation roads as part of local development (not part of this project). Signals implemented as land develops and warrants are met.

^aS = short term; B = basic 2010 plan; and P = post-2010

**Table 32
Mannheim Road/U.S. 45 SRA Implementation Plan**

Exhibit No.	Description of Improvement	Priority of Improvement^a	Comment
C-12	Implement recommended cross section	B	
	Construct outer circulation roads	B	Circulation roads to be constructed as part of local development (not part of this project).
	Install signals at new access roads	B	Signals implemented as land develops and warrants are met.
C-13	Implement recommended cross section	B	
	Reconstruct N&W railroad and Illinois 7 bridges	P	Although ultimate reconstruction of structures is necessary, it would not affect the basic number of lanes and, therefore, is lower in priority.
	Realign U.S. 45 at reconstructed bridges	P	
	Intersection improvements at 143rd Street	S	
C-14	Intersection improvements at 131st Street	S	Widening of 131st Street intersection is independently beneficial.
	Intersection improvements at 123rd Street	P	Include 123rd Street improvements in overall plan because of possible forest preserve involvement.
Segment III			
C-15	Implement recommended cross section	B	
C-16	Implement recommended cross section	B	
C-17	Implement recommended cross section	B	

^aS = short term; B = basic 2010 plan; and P = post-2010

**Table 32
Mannheim Road/U.S. 45 SRA Implementation Plan**

Exhibit No.	Description of Improvement	Priority of Improvement ^a	Comment
Segment IV			
C-18	Widen short section	S	Widening is independently beneficial.
C-19	Close driveways for access management	S	Not part of this project.
C-20	Implement left-turn lane at 51st Street	B	
	Prohibit peak-period left turns at minor streets	B	
C-21	Prohibit peak-period left turns at Cossitt Avenue and Harris Avenue	B	
C-22	Construct left-turn lanes at Harding Avenue	B	
	Prohibit peak-period left turns at minor streets	B	
C-23	Construct left-turn lanes at Scottdale Drive and Forest Preserve entrance	B	
C-24	No recommended improvements	—	
C-18 to C-24	Install roadside transit signal preemption equipment	S	Assuming positive results from ongoing evaluations.
Segment V			
C-25	Implement recommended cross section	B	
C-26	Barrier median at Butterfield Road Future facility widening	S See Comment	Widening dependent on area redevelopment, which can only be initiated by Bellwood.
C-27	Lake Street intersection improvements Close driveways for access management	B S	Coordinate with widening of C&NW railroad structure. Improve access control at earliest opportunity (driveway closing not part of this project).

^aS = short term; B = basic 2010 plan; and P = post-2010

**Table 32
Mannheim Road/U.S. 45 SRA Implementation Plan**

Exhibit No.	Description of Improvement	Priority of Improvement ^a	Comment
C-28	Add right-turn lanes at noted intersections. Close driveways for access management	S S	Right-turn lane addition is a minor improvement—coordination with large-scale project is not necessary. Improve access control at earliest opportunity (driveway closing not part of this project).
C-29	Make major intersection improvements at Grand Avenue Close driveways for access management	S S	Accelerated widening of Grand Avenue intersection is independently beneficial (not part of this project). Improve access control at earliest opportunity (not part of this project).
C-30	Close driveways for access management	S	Improve access control at earliest opportunity (not part of this project).
C-31	Implement recommended cross section Construct interchange at Irving Park Road	B B	
C-32	Implement recommended cross section Widen I-90 overpass structure	P P	Contingent on widening of I-90 overpass. Based on need as determined by Illinois State Toll Highway Authority.
C-33	Implement recommended cross section Widen Touhy Avenue intersection	P B	Contingent on widening of I-90 overpass.
C-25 to C-33	Install roadside transit signal preemption equipment	S	Assuming positive results from ongoing evaluations.

^aS = short term; B = basic 2010 plan; and P = post-2010

Basic SRA Plan

Basic SRA plan recommendations represent those elements or projects that would be constructed within the normal course of prioritization for any SRA project. These recommendations generally include most plan elements not designated as short term, with only notable exceptions specified as post-2010 recommendations. The total cost of the year 2010 plan is estimated to be \$139.5 million in 1991 dollars.

Post-2010 Plan

Post-2010 plan recommendations represent elements of the SRA plan that are considered lower priority for a number of reasons. They may include high-cost elements (e.g., new interchanges, river crossings, etc.) for which operational needs may not occur for many years. They also may include plan elements that should await implementation of other improvements whose timing is unknown or long term in nature. A portion of the U.S. 45 SRA plan represents such long-term items. The items included in the \$11.8-million post-2010 cost shown in Table 33 are the reconstruction of the Norfolk Southern Railroad and Illinois 7 bridges and the resurfacing of U.S. 45 in this area; and the widening of I-90 (tollway) structure and widening of U.S. 45 from Higgins Road to Touhy Avenue.

Local Coordination

Many of the corridor or recommendations have impacts on existing and future land use. Throughout the study, the suburban communities served by U.S. 45 and affected by impacts associated with U.S. 45 expressed a number of concerns and raised various transportation and planning issues.

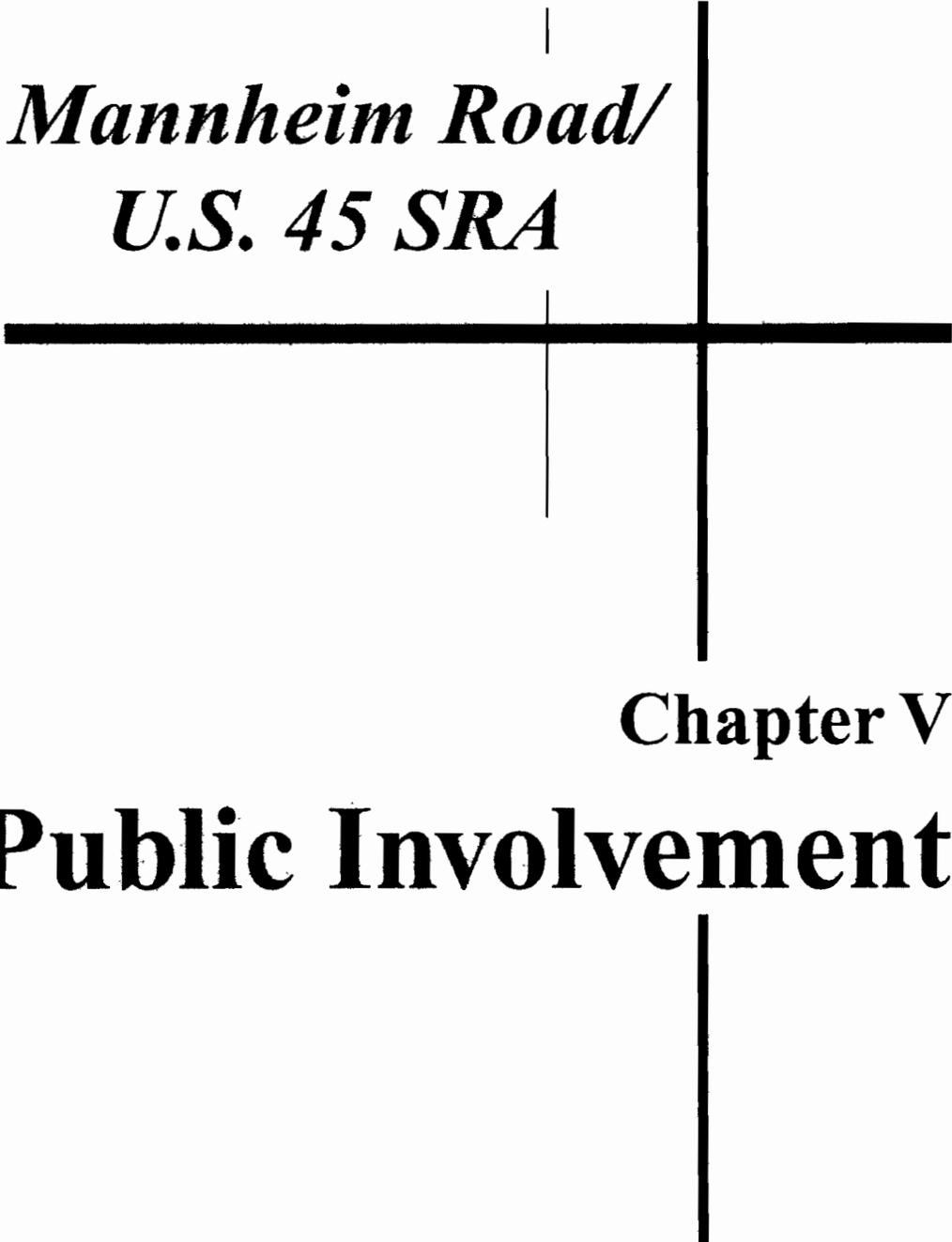
As noted in the planning objectives, the SRA plan should be compatible with local land use and transportation plans. Recognizing that local plans and priorities continually change, IDOT commits to actively involving local communities and their residents in future plan implementation activities. Improvements cited in this study would be implemented only after consulting and involving local municipalities. IDOT expects that the local municipalities, individually as well as through the West Central Municipal Conference and South Suburban Conference of Mayors and Managers, will keep IDOT apprised of local land use and infrastructure issues that may affect U.S. 45.

Table 33
Opinions of Construction and Right-of-Way
Costs for SRA Improvements
Along Mannheim Road/U.S. 45 (1991 Dollars)

Summary of Total Cost—All Segments				
	Short Term ^a	Basic 2010 Plan ^a	Recommended Post-2010 ^{a,b}	Year 2010 Plan Total ^c
Roadway Reconstruction	5,379,000	98,101,000	4,160,000	103,480,000
Intersections/Interchanges	-0-	14,400,000	-0-	14,400,000
Structures and Retaining Walls	-0-	10,175,000	6,000,000	10,175,000
Other	560,000	278,000	-0-	838,000
Subtotal	5,939,000	122,454,000	1,660,000	128,893,000
Right-of-Way	1,693,000	16,547,000	-0-	18,240,000
Total	7,632,000	139,501,000	11,820,000	147,133,000

^aSee items listed in Table 32.
^bThe recommended post-2010 item includes the reconstruction of the Norfolk Southern Railroad and Illinois 7 bridges, the resurfacing of Mannheim Road/U.S. 45 in this area, and widening of structures and roadway the north of Higgins road.
^cThe Total column is the sum of the Short Term and Basic 2010 Plan columns.

*Mannheim Road/
U.S. 45 SRA*



Chapter V

Public Involvement

Chapter V

Public Involvement

The Public Involvement Process

The public involvement process includes three elements: the SRA Advisory Panel Meetings, the Bimonthly Newsletters, and the Public Hearing.

Two advisory panels were established to assist/comment on the study of the U.S. 45 SRA from County Line Road to Touhy Avenue. The panels included officials from Cook County, Will County, Bellwood, Chicago, Countryside, Des Plaines, Frankfort, Franklin Park, Hillside, Hodgkins, LaGrange, LaGrange Park, Melrose Park, Northlake, Orland Hills, Orland Park, Palos Park, Rosemont, Schiller Park, Stone Park, Tinley Park, Westchester, and Willow Springs. Advisory Panel Meetings were held at key junctures throughout the study. At the first pair of Advisory Panel Meetings on October 3 and 15, 1991, the existing conditions and concerns along the U.S. 45 corridor were presented. The second pair of Advisory Panel Meetings were held March 13 and 25, 1992. At these meetings, the overall long-range alternatives for U.S. 45 were discussed and written comments were requested.

Advisory panel meetings were also held on December 10, 1992, (Hillside) and December 18, 1992, (Orland Park) to discuss the draft report. As a result of comments made at these meetings, individual meetings with the communities of Bellwood, LaGrange, and LaGrange Park took place during the Spring and Summer of 1993. A public meeting was held at the LaGrange Village Hall to discuss various options for U.S. 45 between I-55 and Lake Street on August 11, 1993. A final set of Advisory Panel meetings took place in December 1993 to review the Draft Final Report.

In addition, bimonthly newsletters were published and distributed to panel coordinators, panel members, and local community officials. These newsletters were intended to update the local units of government on the study progress and issues.

Three Public Hearings were held for the LaGrange Roan/Mannheim Road/U.S. 45 SRA Corridor. The dates and locations of the hearings were as follows:

January 18, 1994 (Countryside)

January 20, 1994 (Mokena)

January 25, 1994 (Franklin Park)

The hearings were held prior to final publishing of the U.S. 45 Final Report, to allow the public to comment on the recommended plan.

Copies of the meeting minutes for each U.S. 45 Advisory Panel Meeting, the second panel meeting correspondence, the newsletters, and the public hearing minutes are contained in this chapter. Each section is separated by a single title sheet.

Large Trucks on U.S. 45—Community Concerns

Many of the west suburban communities, including La Grange, La Grange Park and Westchester, expressed strong concerns over the use of La Grange Road by high volumes of truck traffic. In particular, local officials and the general public cited gravel trucks as a major problem.

This study and other previous studies have not produced street system routing alternatives to La Grange Road for the trucks that would not represent a transfer of the negative impacts from one segment of the public to another. Proposals put forth by the communities to legislate or restrict truck traffic would require actions beyond the scope of this planning study. The Illinois Department of Transportation acknowledges the special concerns of the west suburban communities regarding truck traffic on La Grange/Mannheim Road. IDOT is committed to working with a special task force organized by the West Central Municipal Conferences to address the issue of heavy truck traffic.

Advisory Panel Meeting Minutes

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 1
Mannheim Road / U.S. 45, Cook and Will Counties
South Panel - Will/Kankakee County Line to I-55

LOCATION: 14700 Ravinia Court, Orland Park, Illinois

DATE: October 3, 1991

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The SRA Advisory Panel Meeting for the south section of the Mannheim Road / U.S. 45 corridor in Cook and Will Counties was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M Hill and the Study Advisory Panel Members on October 3, 1991. Attendees were given a handout describing the following: limits of the corridor, a list of involved communities and panel membership, a schedule of subsequent panel meetings and public hearings, SRA planning objectives, desired typical cross sections, planning focus areas, and SRA alternatives development concepts. Specific items discussed are noted below.

1. Eugene Ryan (CATS) opened the meeting with an introduction of the CATS 2010 transportation plan and emphasized:
 - a) The major expressway and transit systems would not be able to carry the 2010 forecast travel demand. Hence, the SRA system was developed to assist in serving the high volume / long haul trips.
 - b) The SRA corridors are existing roads serving local needs. Therefore the SRA system must serve a dual role.
 - c) The current study is part of the 5-year program to help make decisions about the ultimate configuration of the SRA corridor. This study will serve as a framework within which long range planning will take place.
2. Rich Starr (IDOT) commented on the status of current SRA studies, noting that this was the second SRA study to get started. Sections in the first study, including U.S. Route 30, are nearing the public hearing stage. The third set of corridors to be studied is just getting underway.
3. Tim Neuman (CH2M Hill) presented an overview of the study process noting the following:

SRA studies are done ahead of normal IDOT Phase 1 studies.

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October 3, 1991

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The objective is to identify long range needs and develop a tool for preservation of right-of-way.

An important role of the panel is the coordination of future land use with SRA corridor improvement goals.

Lastly, Tim asked if we had identified all of the people who should be on the panel. He urged all members to forward other names that should be included on the panel member list.

4. Ted Reynen (CH2M Hill) presented "Planning Focus Areas" for the south section of the Mannheim Road / U.S. 45 corridor. Ted noted that these areas represent places where development of the desirable SRA typical cross section would be constrained.
5. Tim Neuman completed the presentation by reviewing various improvement strategies which would be considered. This was followed by a question / answer period.

James Straka from the Village of Frankfurt mentioned a number of points of interest. According to Jim, the two grade separated railroad crossings in the Frankfurt area are under redesign, and the L.U.S.T. sites at the northwest and southeast corners of the U.S. 30 and U.S. 45 intersection have been cleaned up. He also added that an interchange has been approved for I-57 at Laraway Road. He then questioned what should be done now, with regard to right-of-way, to ensure future needs along the corridor. Rich Starr acknowledged the problem, but responded that there is no legislation at the current time able to enforce any right-of-way taking for SRA. He also noted that where right-of-way is being purchased by IDOT, additional right-of-way could be added or held to meet future SRA requirements.

Greg Dreyer of Orland Park asked if their current policy of a 60 foot reservation for U.S. 45 was acceptable or would it need changing. Rich again referred to the fact that legislation did not exist. Greg also asked if grade separation had been considered for the intersection of U.S. 45 and 159th Street. Tim Neuman responded that alternative improvements were the next step in the study.

It was suggested that municipalities that did not show up should be contacted again. It may be necessary to send meeting notices, newsletters, etc. to more than one representative of the community when another person is routinely designated to attend by the primary panel member. Tim noted no problems in sending additional newsletters or expanding the panel to include more people. This effort should be coordinated through Richard Boehm.

It was noted that the E.J.& E. Railroad corridor was being considered as part of a circumferential transit route. This crosses U.S. 45 south of Frankfurt.

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These minutes were prepared by Paul Rader, CH2M Hill. Please forward any additions or corrections.

MEETING MINUTES



SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 1
Mannheim Road / U.S. 45, Cook and Will Counties
North Panel -- I-55 to Touhy Avenue

LOCATION: Westchester Village Hall, 10240 Roosevelt Road

DATE: October 15, 1991

TIME: 9:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The SRA Advisory Panel Meeting for the north section of the Mannheim Road / U.S. 45 corridor in Cook and Will Counties was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M Hill and the Study Advisory Panel Members on October 15, 1991. Attendees were given a handout describing the following: limits of the corridor, a list of involved communities and panel membership, a schedule of subsequent panel meetings and public hearings, SRA planning objectives, desirable typical cross sections, planning focus areas, and SRA alternatives development concepts. Specific items discussed are noted below.

1. Eugene Ryan (CATS) opened the meeting with an introduction of the CATS 2010 transportation plan and emphasized:
 - a) The major expressway and transit systems would not be able to carry the 2010 forecast travel demand. Hence, the SRA system was developed to assist in serving the high volume / long haul trips.
 - b) The SRA corridors are existing roads serving local needs. Therefore the SRA system must serve a dual role.
 - c) The current study is part of the 5-year program to help make decisions about the ultimate configuration of the SRA corridor. This study will serve as a framework within which long range planning will take place.
2. Rich Starr (IDOT) commented on the status of current SRA studies, noting that this was the second SRA study to get started. Sections in the first study, including U.S. Route 30, are nearing the public hearing stage. The third set of corridors to be studied is just getting underway.
3. Tim Neuman (CH2M Hill) presented an overview of the study process noting the following:

SRA studies are done ahead of normal IDOT Phase 1 studies.

MEETING MINUTES

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The objective is to identify long range needs and develop a tool for preservation of right-of-way.

An important role of the panel is the coordination of future land use with SRA corridor improvement goals.

Lastly, Tim asked if we had identified all of the people who should be on the panel. He urged all members to forward other names that should be included on the panel member list.

4. Ted Reynen (CH2M Hill) presented "Planning Focus Areas" for the north section of the Mannheim Road / U.S. 45 corridor. Ted noted that these areas represent places where development of the desirable SRA typical cross section would be constrained. Ted also noted that this was a planning process without a clear relationship to funding or construction. During the presentation he noted awareness of Lagrange and Lagrange Parks' concerns over truck traffic, effects on the historical district, parking and downtown circulation.
5. Tim Neuman completed the presentation by reviewing various improvement strategies which would be considered. This was followed by a question / answer period.

Comments were as follows: The southwest corner of Joliet Road is the proposed site of a shopping center and a U.P.S. Terminal is being constructed just south of I-55. Mark Isackson of Lagrange added that the Calendar Street pedestrian mall in downtown Lagrange has been converted back to a street.

Jim Schnute of Lagrange Park had a number of comments. Jim was concerned with the truck traffic through the Lagrange/ Lagrange Park area (especially the gravel trucks). He also mentioned the problems associated with right-of-way near the Historical District. It was also said that "everything we (the SRA Study) are trying to do is counter to the interests of the people of the area." The idea of U.S. 45 as an SRA route was questioned. Jim also asked if there was a process by which the cities could buy back U.S. 45 from IDOT in order to restrict its use.

Pat McDonald of Countryside noted that left turns between 9 a.m. and 6 p.m. have been virtually eliminated due to the signalization needed to handle the traffic along U.S. 45.

Two comments were made regarding the Tollway Authority. The interchange with I-190 and the Tollway was under reconstruction and there was some concern as to whether horizontal width would be available under I-294 after it was widened.

It was suggested that municipalities that did not show up should be contacted again. It may be necessary to send meeting notices, newsletters, etc. to more than one representative of

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the community when another person is routinely designated to attend by the primary panel member. Tim noted no problems in sending additional news letters or expanding the panel to include more people. This effort should be coordinated through Dave Bennett.

These minutes were prepared by Paul Rader, CH2M Hill. Please forward any additions or corrections.



ATTENDANCE ROSTER

Corridor Advisory Panel Meeting #1 - Mannheim Road/U.S. Route 45

SUBJECT: _____

MEETING DATE: Oct. 15, 1991

LOCATION: Westchester Village Hall

NAME	REPRESENTING	ADDRESS & PHONE
Tim Newman	CH2M HILL	1033 University Place Suite 300 Evanston, IL
Jim Schwartz	LAGRANGE PARK	447 N. CATHERINE, LGK
Sandi Radtke	NIPC	480 W. Madison Chgo.
Rich Stark	IDOT	
DAVE BENNETT	WCMC	740 HILGROVE WESTERN SPRGS, IL
Dave Webber	Stone Park	1629 Mannheim Stone Park
Vito Corriero	Village of Rosemont	5300 Pearl ROSEMONT 60018
Engene Ryan	CATS	300 W. ADAMS, CHICAGO
Bob McDonald	City of Country Club	5850 East Oak Country Club 60525
MARK		
JOHN CROSS	WEST CHESTER	10240 ROOSEVELT 345-0620
Mark Isackson	La Grange	53 S. La Grange Rd 579-2315
RUSS WASDA	HILLSIDE	30 N WOLF ROAD 449-8322
KARYN WASDA	WCMC	740 HILGROVE WESTERN SPRINGS IL 60558
BILL BUCHHA	HANCOCK ENERGY	9933 Roosevelt WESTCHESTER
JACK WILLIAMS	FRANKLIN PARK	
PAT ROGERS	HODGKINS	8990 LYONS STREET Hodgkin IL 60525
Bob Mitchard	Westchester	10240 Roosevelt Rd.

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 2
Mannheim Road/U.S. 45, Cook and Will Counties
South Panel - Will/Kankakee County Line to I-55

LOCATION: 14700 Ravinia Court, Orland Park, Illinois

DATE: March 13, 1992

TIME: 9:30 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The SRA Advisory Panel Meeting for the south section of the Mannheim Road / U.S. 45 corridor in Cook and Will Counties was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M HILL and the Study Advisory Panel Members on March 13, 1992. Attendees were given a handout which included an agenda, minutes of the first panel meeting and a memorandum describing the development of improvement alternatives to be discussed at this meeting.

The meeting began with Rick Boehm welcoming all panel members and other interested parties.

Tim Newman of CH2M HILL began the presentation with a brief review of the SRA process. He noted the "Planning Focus Areas" presented in the first panel meeting which are an understanding of sensitive areas within the corridor. Material presented at this meeting would show alternative improvement concepts that are being considered. By the next and final panel meeting we will have detailed the proposed improvement plan and prepared a draft report which will be distributed to the panel members for review and comment. The first of these final panel meetings is expected to take place in late summer.

Ted Reynen of CH2M HILL discussed the three exhibits prepared for this, the second panel meeting:

- The **Existing Conditions Exhibit** showed the south 14 miles of the corridor to be a rural two-lane roadway within 66 to 100 feet of right-of-way. North of U.S. Route 30 to I-55 (the northern end of consideration for this panel) U.S. Route 45 is generally a four lane roadway with a median. Right-of-way is typically 100 feet with some sections being only 83 feet wide.

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- The **Planning Framework Exhibit** showed that the corridor was designated as a Rural SRA route south of Laraway Road. A rural section from the SRA design concept report calls for a four-lane roadway with a wide grass median and open drainage within 190 to 210 feet of right-of-way.

North of Laraway Road the corridor is designated suburban and the design concept report calls for a six-lane roadway separated by a median 18 to 46 feet wide within 120 to 150 feet of right-of-way.

The Planning Framework Exhibit also showed future land use. In the south section of U. S. Route 45 there are three segments of activity: low intensity rural land use south of Frankfort, high intensity commercial/retail/residential development between Frankfort and Palos Park, and low intensity open space land use north of Orland Park.

- The **Alternatives Under Consideration Exhibit** noted improvements being considered as part of SRA plan for the area under discussion. Mr. Reynen noted that what was being presented today illustrated improvement concepts to which additional detail would be added. He noted that the basic concept being proposed followed the land use intensities expected. Four lanes were proposed in the rural sections south of Laraway Road. Within the section of intense development between Laraway Road and 143rd Street a six lane roadway is proposed.

North of 143rd Street it is proposed that the roadway narrow to four lanes as it passes through predominantly forest preserve properties. The proposed four-lane section through the forest preserve is being considered to minimize affects to sensitive land uses and because a limited number of access points are needed, the four lanes can be expected to effectively carry forecast traffic volumes. It was also noted that a four lane section was compatible with planning for U. S. Route 45 north of I-55.

It was also noted that, as proposed, the median within the six lane section between Laraway Road and 143rd Street would be studied with a barrier median to limit left turns to specific openings at major access roads or cross streets. Also with respect to medians, the proposed plan includes a minimum 4-foot wide median in the forest preserve areas where one does not currently exist. The desirable proposed median through the forest preserve would be eight feet wide to allow for lateral clearances and a concrete median barrier.

A question and answer period followed. The items discussed are noted below:

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- Greg Dreyer of Orland Park questioned whether a six-lane roadway could be constructed without effects to adjacent businesses. In response it was recognized that additional right-of-way would be required for this widening and that properties would be affected. Much of the effect would be to parking areas adjacent to the street. However some buildings could also be affected. The draft report and exhibits at the third panel meeting will note locations and effects where additional right-of-way is needed.
- It was noted that Orland Park was attempting negotiate with developers to develop site plans so as not to conflict with SRA right-of-way requirements.
- Tinley Park has approved a plan which calls for the connection of 183rd Street to Mannheim Road at a point 1000' south of the existing 179th Street intersection.
- A representative of the Cook County Forest Preserve District noted that some picnic groves are served only by Mannheim Road and access from Mannheim Road would have to remain. The District will send CH2M HILL a map showing which access points must remain. The District requested that consideration be given to right turn lanes at all major preserve entrances. There was agreement for the need for additional right-of-way for protection of left turning vehicles at forest preserve entrances. The need to widen to develop a median was noted.
- It was noted that lighting had been suggested for a segment of Mannheim Road south of Archer Avenue due to a high number of accidents. Rick Boehm noted that most of the accidents were not night time accidents and thus lighting was not a good solution. In response to a further question, Rich Starr said that lighting was considered a design detail which would not be specifically addressed by the SRA studies.
- It was suggested that fencing be considered to control deer crossings. In response it was noted that fencing would have to be excessively high to control deer crossings. Normal roadway fencing was ineffective.
- Richard Gale of the Village of Frankfort requested that current plans for the widening of the U.S. Route 30 intersection be reviewed to assure that proper right-of-way was being acquired to satisfy U.S. Route 45 corridor planning. Rich Starr noted that internal IDOT coordination was taking place but he would look into this issue specifically. Mr. Gale also noted the Village support for a barrier type median for the improvements currently under construction

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and questioned why the median in the current improvements was a mountable median.

At the conclusion of the meeting the panel members were urged to route further comments or information concerning the proposed improvement concepts through Rick Boehm. Ted Reynen also noted that the SRA improvements being studied should be viewed as long term goals for the corridor. There is no present implementation schedule or funding for these improvements. No improvements will be made before there is an apparent need and Phase 1 studies including the full public involvement program are completed.

These minutes were prepared by Theodore A. Reynen of CH2M HILL. Please forward any additions or corrections.



ATTENDANCE ROSTER

SHEET ____ OF ____

SUBJECT: MANNHEIM ROAD / U.S. 45 PANEL MEETING #2MEETING DATE: MARCH 13, 1992 LOCATION: ORLAND PARK Village HALL

NAME	REPRESENTING	ADDRESS & PHONE
Tim Neuman	CH2MHILL	708 866 9490
KATHLEEN RODE	CHICAGO AREA TRANSP. STUDY	300 W. ADAMS ³¹²⁻⁷⁹³⁻³⁴⁶⁴ CHICAGO, IL 60606
JAMES PIEKARZYK	KANKAKEE CO.	P.O. Box 825 ^{(815) 93317} KANKAKEE, IL 60901
TED REYNEN	CH2 M HILL	708-866-9490
James Sather	RSN Environmental	202 W. Front St.; Wheaton, IL 708-682-4777
Bob Thoma	Beling Consultants	Larkin @ Plainfield Rd. Joliet 815-729-1800
DAN WEBER	Forest Preserve Dist. of CC. (TINLEY PARK)	536 N. HARLEM AVE RIVER FOREST, IL 60305 708-366-9420
CHRIS KING	ROBINSON ENGINEERING	357 E. 170th St South Holland 60473 708-331-6700
Rick Boehm	SWC	6701 S ARCHER ⁴⁵⁸⁻²⁰⁶⁷ BEAVER CREEK 60501
DEAC MARINER	N.P.C.	400 W. MADISON Wheaton IL
Greg Dreyer	Village of Orland Park	14700 Ravinia Ave. Orland Park 60462
DONALD JEANES	VILLAGE OF PALMS PARK	448-6150
David Niemeyer	Village of Orland Hills	16901 S. 9th Hwy, Orland Hills 708-403-4130
RICHARD GALE	VILLAGE OF FRANKFURT	815-469-2177
RICH STARR	INOT	705-9095
Patrick Roggeri	Village of Hodgkin	(708) 579-6700
Michael Brown	Will County Land Use	501 E 11th Ave ^{815/} Joliet, IL 60433 ⁷²⁷⁻⁸⁴³⁰

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 2
Mannheim Road/U.S. 45, Cook and Will Counties
North Panel - I-55 to Touhy Avenue

LOCATION: Hillside Village Hall, Hillside, Illinois

DATE: March 25, 1992

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The SRA Advisory Panel Meeting for the north section of the Mannheim Road / U.S. 45 corridor in Cook County was attended by representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), CH2M HILL and the Study Advisory Panel Members. Attendees were given a handout which included an agenda, minutes of the first panel meeting and a memorandum describing the development of improvement alternatives to be discussed at this meeting.

The meeting started with Tim Neuman of CH2M HILL welcoming all panel members and other interested parties. Tim began the presentation with a brief review of the SRA process. He noted the "Planning Focus Areas" presented in the first panel meeting which are an understanding of sensitive areas within the corridor. Material presented at this meeting would show alternative improvement concepts that are being considered. By the next and final panel meeting we will have detailed the proposed improvement plan and prepared a draft report which will be distributed to the panel members for review and comment. The first of these final panel meetings is expected to take place in late summer.

Ted Reynen of CH2M HILL discussed the three exhibits prepared for this, the second panel meeting:

- The **Existing Conditions Exhibit** showed the northern 17 miles of the corridor. The roadway is basically four lanes within 66 to 100 feet of right-of-way from I-55 to Lake Street and from Irving Park Road to Touhy Avenue. Between Lake Street and Irving Park Road the existing roadway is a six basic lane section with a mountable median.
- The **Planning Framework Exhibit** noted that this part of the corridor is designated as a Suburban SRA route. The SRA Design Concept Report calls for a six-lane roadway separated by a median 18 to 46 feet wide within 120 to

MEETING MINUTES

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March 25, 1992

CHI31495.04.A5

150 feet of right-of-way for a suburban SRA route.

The Planning Framework Exhibit also presented future land use. Land use adjacent to U.S. Route 45 was seen to be predominantly residential from I-55 to 31st Street. This section also includes the sensitive historic residential district in LaGrange and the LaGrange central business district. North of 31st Street the adjacent land use becomes primarily commercial/retail with increasing areas of industrial use. North of Irving Park Road the U. S. Route 45 SRA corridor skirts east of O'Hare Airport and ends after passing additional commercial areas south of Touhy Avenue.

- The **Alternatives Under Consideration Exhibit** noted improvements being considered as part of SRA plan for the area under discussion. Mr. Reynen noted that what was being presented today represented improvement concepts to which additional detail would be added. He noted that the basic concepts being proposed were consistent with the changing land use patterns and constraints previously discussed. Although the SRA guidelines called for a six lane roadway, continuation of the existing four traffic lanes was being proposed between I-55 and Roosevelt Road. Minimal widening would be required to develop a median in parts of this section; some additional right of way would be required where existing right-of-way was less than 82 feet.

Within the LaGrange historic district no widening was proposed. It was proposed that channelization be constructed to eliminate left turns and through crossing movements at minor cross streets within the historic district to minimize interference to traffic on U. S. Route 45.

Three alternatives were proposed for the section of U. S. Route 45 within downtown LaGrange. The alternatives represented various compromises between roadway width, parking and sidewalks. They ranged from elimination of parking and no change to sidewalks to a 6-foot reduction of sidewalk width and retention of all existing parking.

North of Roosevelt Road improvements under consideration include widening to six traffic lanes between Roosevelt Road and Lake Street and between Irving Park Road and Touhy. It was noted that this would require acquisition of properties along one side of U.S. Route 45 between St. Charles Road and I-290.

Consideration will be given to an interchange at Irving Park Road and to special treatments including grade separation of turns at Lawrence Avenue.

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A question and answer period followed. The items discussed are noted below:

- Jim Schnute of LaGrange Park stated that Lagrange Park was opposed to improvements to U.S. Route 45 which would tend to increase traffic through the community. Proposals for widening, elimination of parking or reduction of sidewalks were generally unacceptable.
- Bill Bucha of Hancock Engineering Co. asked why LaGrange Road/U.S. Route 45 was selected as an SRA given the many communities located along the route. He suggested First Avenue be considered as an alternative. Rich Starr/IDOT stated that First Avenue was also on the SRA system and could therefore not be an alternative to U.S. Route 45.
- Pat McDonald of Countryside expressed concern about access to commercial areas. Tim explained that access control (where a raised median might be located) would be described in the report and at the next panel meeting. At Countryside the median on U.S. Route 45 would probably be a flush median.
- It was noted that IDOT was planning to acquire additional right-of-way at the LaGrange Road/Joliet Road intersection for capacity improvements as a result of the shopping center construction in the southeast quadrant. SRA planning should coordinate with those efforts.
- At the suggestion that parking structures could be proposed to replace parking in downtown Lagrange, it was noted that in the past the citizens were opposed to them because of security/safety concerns.
- Sigel Davis, Mayor of Bellwood, was concerned about the closing of Butterfield Road to through traffic and rerouting traffic on Washington Boulevard. He thought that further study should be completed before closing the street.
- It was also noted that Washington Boulevard ends as a state route at LaGrange Road/U.S. 45 traveling east. Trucks are also prohibited on Washington Boulevard east of LaGrange Road/U.S. 45.

At the conclusion of the meeting the panel members were urged to route further comments or information concerning the proposed improvement concepts through Karyn Romano. Ted Reynen also noted that the SRA improvements being studied should be viewed as long term goals for the corridor. There is no present implementation schedule or funding for these improvements. No improvements will be made before there is an apparent need and

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March 25, 1992

CHI31495.04.A5

Phase 1 studies including the full public involvement program are completed.

These minutes were prepared by Paul Rader of CH2M HILL. Please forward any additions or corrections.

SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 3
Mannheim Road/U.S. 45, Cook and Will Counties
South Panel - Will/Kankakee County Line to I-55

LOCATION: 14700 Ravinia Court, Orland Park, Illinois

DATE: December 18, 1992

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The purpose of the third panel meeting was to present the draft final report for the U.S. Route 45 Corridor to the members of the Advisory Panel for the south section of U.S. Route 45. The meeting was attended by representatives of the Illinois Department of Transportation (IDOT), the Chicago Area Transportation Study (CATS), CH2M HILL, Advisory Panel Members, and interested citizens.

The meeting began with Ted Reynen of CH2M HILL presenting an overview of the study to date. He noted that U.S. Route 45 was part of a 1300 mile system of arterials selected by CATS to serve future traffic making short to mid-distance trips which would overload the freeway system in the future. The purpose of the first panel meeting was to identify areas of concern and constraints which would influence development of an improvement plan for U.S. Route 45. An overview of existing roadway conditions, proposed adjacent land use, and proposed improvement concepts was presented at the second panel meeting. Based on comments from these meetings a detailed improvement plan was developed and documented in the Draft Final Corridor Report to be discussed at this (third) panel meeting. A series of three Public Hearings were currently being scheduled for February, 1993 to receive official comment on the proposed improvements. Final dates would be announced later. Tim noted that the proposed improvements and accompanying report to be discussed at the public hearing would be the same as that discussed at this panel meeting.

Mr. Reynen then outlined the proposed improvement plan between County Line Road and I-55. The following points were made:

- The proposed improvements being presented should be considered as long range planning. There is not designated funding for these improvements. The improvements will not be accomplished without further detailed study and public involvement and consensus of the need for the improvements. There is no schedule for these further steps.

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CHI31495.04.A5

- This section of the corridor has two designations, rural and suburban. Four lanes are proposed in the rural section south of Laraway Road and within the section of intense development between Laraway Road and 143rd Street a six lane roadway is proposed.
- North of Laraway Road the corridor is designated suburban and the proposed cross section is a six-lane roadway separated by a 16 to 30 foot median. It was also noted that, as proposed, the median within the six lane section between Laraway Road and 143rd Street would be studied with a barrier median to limit left turns to specific openings at major access roads or cross streets.
- North of 143rd Street it is proposed that the roadway narrow to four lanes as it passes through predominantly forest preserve properties. The proposed four-lane section through the forest preserve is being considered to minimize affects to sensitive land uses and because a limited number of access points are needed, the four lanes can be expected to effectively carry forecast traffic volumes. It was also noted that a four lane section was compatible with planning for U. S. Route 45 north of I-55.
- Additional approach lanes were included in the improvement plan at various high volume intersections. These improvements would require greater right-of-way on all intersection legs in the vicinity of the intersections.
- The proposed improvements include minimizing the number of private and public access points throughout the length of U.S. Route 45 as new development occurs. The plan notes existing driveways which could be closed without seriously affecting the current uses.

In the discussion following the presentation of the proposed improvements the following comments were made:

- The Village of Orland Park submitted a letter to Victoria Matyas, Panel Coordinator, Southwest Council of Mayors stating their concerns regarding the proposed plan improvements to U.S. Route 45. This letter is attached.
- A question was raised about the current development of the four lane roadway from U.S. 30 to I-80. If this roadway is going to be widened to six lanes in the future, why weren't the storm drains and sewers designed with this in mind.
- Mike O'Malley, a local citizen, expressed concern over the current flooding problems north of 143rd Street, and suggested the draining of the area into the

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Orland Slough. He also expressed the need for six lanes from 143rd Street to I-55 due to the congestion during peak periods.

- Representatives of Orland Park were opposed to the barrier median between 159th and 143rd Streets and also reported that CH2M HILL had incorrectly stated the speed limit in the area as 45 MPH instead of 35 MPH.
- It was also noted that the access control in the vicinity of I-80 is right in-right out only.
- A question was raised regarding the location of the park-n-ride lots near 179th Street and U.S. 30. It was suggested that they be located closer to the commuter rail station at 191st Street.
- Donald James of Palos Park also expressed concern about the flooding along U.S. 45 in the Palos Park area. He also noted the need for six lanes from Ill 7 to I-55.
- The need for a full interchange at U.S. 45 and I-294 was also noted.
- Penny O'Sullivan expressed concern for the existing traffic problems from 159th Street to I-55. She questioned the reduction to four lanes through the forest preserve - stating that six lanes should be continued.
- A question was also asked about the access road system south of 159th Street and the acquisition of right-of-way on the east side of the roadway only. Ted explained that the access roads pictured on the plan were a concept of the roadway system desired, but may look very different when developed. The right-of-way was only acquired to the east to avoid the wetlands on the west side of the roadway.
- The need for the connection of 183rd Street to Mannheim Rd/U.S. 45 was also noted. Not connecting 183rd Street would be detrimental to the current development along the corridor.

These minutes were prepared by Paul Rader of CH2M HILL. Please forward any additions or corrections.

MEETING MINUTES



SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 3
Mannheim Road/U.S. 45, Cook and Will Counties
North Panel - I-55 to Touhy Avenue

LOCATION: Hillside Village Hall, Hillside, Illinois

DATE: December 10, 1992

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.A5

The purpose of the third panel meeting was to present the draft final report for the U.S. Route 45 Corridor to the members of the Advisory Panel for the north section of U.S. Route 45. The meeting was attended by representatives of the Illinois Department of Transportation (IDOT), the Chicago Area Transportation Study (CATS), CH2M HILL, Advisory Panel Members, and interested citizens.

The meeting began with Tim Neuman of CH2M HILL presenting an overview of the study to date. He noted that U.S. Route 45 was part of a 1300 mile system of arterials selected by CATS to serve future traffic making short to mid-distance trips which would overload the freeway system in the future. The purpose of the first panel meeting was to identify areas of concern and constraints which would influence development of an improvement plan for U.S. Route 45. An overview of existing roadway conditions, proposed adjacent land use, and proposed improvement concepts was presented at the second panel meeting. Based on comments from these meetings a detailed improvement plan was developed and documented in the Draft Final Corridor Report to be discussed at this (third) panel meeting. A series of three Public Hearings were currently being scheduled for January, 1993 to receive official comment on the proposed improvements. Final dates would be announced later. Tim noted that the proposed improvements and accompanying report to be discussed at the public hearing would be the same as that discussed at this panel meeting.

Ted Reynen of CH2M HILL outlined the proposed improvement plan between I-55 and Touhy Avenue. The following points were made:

- The proposed improvements being presented should be considered as long range planning. There is not designated funding for these improvements. The improvements will not be accomplished without further detailed study and public involvement and consensus of the need for the improvements. There is no schedule for these further steps.

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December 10, 1992

Third Panel Meeting, U.S. 45, North

CHI31495.04.A5

- Although the SRA design guidelines call for a six lane roadway throughout this section of U.S. Route 45, a four lane roadway with median is being proposed throughout most of the distance between I-55 and Roosevelt Road. In most sections this would require widening the existing 4-lane roadway to add a median. The 4-lane with median section is proposed due to severe constraints to increasing right-of-way width.
- No changes to the existing 4-lane section are proposed within the LaGrange Historic District (47th Street to Cossitt) except for minor widening within existing right-of-way approaching Cossitt Street to provide a minimum width left turn lane.
- Within the LaGrange Central Business District (CBD) it was proposed that one lane of parking be removed and the roadway be widened 1.5 feet on each side to develop a four lane road with median through this area. It was noted that a commitment to study means of replacing lost parking was part of the plan even though this study had not identified specific sites for that purpose.
- Additional approach lanes were included in the improvement plan at various high volume intersections. These improvements would require greater right-of-way on all intersection legs in the vicinity of the intersections.
- North of Roosevelt Road the improvement plan includes widening to six lanes with a barrier median between Roosevelt Road and Lake Street (U.S. 20). This improvement was proposed due to the high number of trips destined to/from the airport area on the north and Roosevelt Road and I-290 on the south. This would require acquisition and relocation of all properties on one side of U.S. Route 45 or the other through Bellwood between Madison Street and St. Charles Road. Further study and consultation with the community and property owners is required to determine which side of the road the widening should take place. Closing of Butterfield Road is also included.
- North of Lake Street improvements include intersection approach widening, an interchange at Irving Park Road and adding one lane in each direction between Irving Park Road and Touhy Avenue.
- The proposed improvements include minimizing the number of private and public access points throughout the length of U.S. Route 45 as new

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Third Panel Meeting, U.S. 45, North

CHI31495.04.A5

development occurs. The plan notes existing driveways which could be closed without seriously affecting the current uses.

In the discussion following the presentation of the proposed improvements the following comments were made:

- The Village of LaGrange submitted a letter to Kirk Brown, Director of the Illinois Department of Transportation stating their opposition to the proposed improvements to U.S. Route 45. This letter is attached.
- Studies are underway to eliminate 55th Street. This would likely have an effect on traffic on Joliet Road and 47th Street.
- Mayor Davis of Bellwood expressed opposition to widening through Bellwood because of the number of business acquisitions required. He questioned why six lanes were necessary in Bellwood when similar constraints resulted in only four lanes proposed in LaGrange. He noted citizen opposition to the closure of Butterfield Road because it would increase trucks and other traffic on Madison Street. An ordinance would be required to eliminate truck restrictions on Madison Street east of U.S. Route 45.
- Representatives from Countryside approved of the flush median being proposed with the four-lane roadway in their city. They also noted that the widening to six lanes east of Roosevelt would affect a section of Countryside east to Madison Street. The Illinois Prairie Path (a bicycle recreational trail) is located north of Madison Street.
- A signal is proposed at 58th Street to serve a fire station at that location.
- Representatives of LaGrange Park were displeased over possible confusion from statements such as "existing 4-lane road" where widening would be necessary to provide a median. They expressed concern over the possibility of acquiring right-of-way from the forest preserve noting that if that was not possible, residential properties would be greatly affected. Channelization should take place at Woodland Street rather than at Pine Street.
- A resident of the LaGrange Historic District noted opposition to any widening including that for a left turn lane at Cossitt Street. He also questioned the timing of the Public Hearings - saying that more time should be available for citizens to learn of the project.

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December 10, 1992

Third Panel Meeting, U.S. 45, North

CHI31495.04.A5

- Representatives of Bellwood and LaGrange asked that separate briefings be given at their communities.
- LaGrange is in the process of installing streetscaping along U.S. Route 45. They have also asked IDOT about permitting left turns at Burlington Street.
- Representatives of the LaGrange Towers Condominium Association expressed opposition to improvements noting increased noise - especially from gravel trucks.
- A consultant representing Bellwood suggested that an elevated roadway should be considered to avoid impacts to adjacent buildings.

These minutes were prepared by Theodore A. Reynen of CH2M HILL. Please forward any additions or corrections.



ATTENDANCE ROSTER

SUBJECT: MANNHEIM RD. / U.S. 45 (North)Panel Meeting # 3MEETING DATE: 12/10/92 LOCATION: HILLSIDE VILLAGE HALL

NAME	REPRESENTING	ADDRESS & PHONE
PAUL RADER	CH2M HILL	(708) 866-9490
TED REYNOLDS	CH2M HILL	" " "
Tim Neuman	CH2M HILL	708 866 9490
RICH STARR	IDOT	708 705-4095
DAN WEBER	F.P.D. of CC.	708-771-1192
Joe Siropoli	Suburban LIFE CITIZEN	708-579-4211
KARYN ROMANO	WCMC	708-246-4614
Sandi Radtke	NIPC	312 454-0400
John P. McDonald	CITY OF COVINGTON	708-354-7870
Jim Schulte	LA GRANGE PARK	352-2922
ELLEN MORAN	LA GRANGE	579-1379
SARA KING	LA GRANGE	352-1447
JOHN TRIBBLE	HILLSIDE	449-6450
ART GRADOWITZ	BELLWOOD	547 8540
TOM WILLMAN	CATS	312 798-3464
Jim Schwanke	Village of LaGrange Park	708-354-0225
Bill Presocky	CHICAGO TRIBUNE	708-850-3500
Donald P. Peur	Village of Bellwood	708 547-3507
PATRICK ROGERI	Village of Hodgkins	8996 LYON STREET 579-6700
LOUIS R. HEGEMAN	RESIDENTS - LA GRANGE HISTORIC DIST.	312-899-1630



ATTENDANCE ROSTER

SHEET 2 OF 2SUBJECT: Mannheim Rd / U.S. 45 (North)Panel Meeting #3MEETING DATE: 12/10/92LOCATION: Hillside

NAME	REPRESENTING	ADDRESS & PHONE
Sigel C Davis	Bellwood	3200 Washington Bellwood Ill 60104
Paul J Killmer	BELLWOOD	" "
Marlies Perthel	LaGrange	53 S LaGrange Rd 579-2318
Hon Killmer	North Central	547-3500 Bellwood, IL
✓ DAVID BENNETT	WCMC	246-4614 Western Spg, IL
Ed Ferris	LAGRANGE	320 EAST AVE 579-2328
JOHN CROSS	WEST CHESTER	10306 ROUSSEAU RT 345-0020
BOB MITCHARD	WEST CHESTER	10200 ROUSSEAU RT 345-0041
→ Mike Johl	UPS	6700 W 77th ST BROOKFIELD, ILL. 60638
Lenore Erekson	LaGrange	214 S Bluff Ave LaGrange
✓ Russ AJDA	Hillside Vol. Men	30 N. GOLF Rd Hillside
Pat O'Sullivan	Hillside Club	30 N. GOLF Rd Hillside
Ed Stoenig	Edwin Hancock Engrg	708 865-0300
JOHN ANTONOWICZ	BELLWOOD	708-542-3540
William CARHART	LaGrange	} 141-N LaGrange Rd LaGrange
WALTER FICKENWORTH	Towers	
Len Hvalde	Condominium	
Booker Brown	Bellwood, IL	
KATHLEEN RODE	CATS	312-793-3464

MEETING MINUTES



SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 4
Mannheim Road/U.S. 45, Cook and Will Counties
North Panel - I-55 to Touhy Avenue

LOCATION: LaGrange Village Hall, 53 South LaGrange Road, LaGrange Il.

MEETING DATE: December 14, 1993

TIME: 9:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.X2

Tim Neuman began the meeting by explaining that this was the fourth panel meeting for the Mannheim Road/US 45 corridor. The purpose of this meeting was to review the second Draft Report for the corridor which has been developed over the last year in response to comments generated by the first Draft Report distributed about one year ago.

Tim noted that in response to comments received from the first draft report, the last year has been spent meeting with individual communities and developing a plan which more closely meets the desires of the adjacent communities. Substantial changes to the plan have been made. These have been documented in the revised Draft Report of November 1993.

It is the interest of the study team to complete the study process through the public hearing while acknowledging that some issues will continue to be questioned. Following panel comment, public hearings will be held in late January and a Final Report will be issued in spring of 1994 which will reflect the comments made at the public hearing. It is not intended that there be any further review draft reports.

Mr. Neuman presented a brief review of the purpose and need for the Strategic Regional Arterial system noting that it included 1300 miles of arterial roadways selected by the Chicago Area Transportation Study (CATS) and IDOT with input from Municipal Conferences and Councils of Mayors. It was intended that this system of arterial roadways be improved so as to attract and serve mid-length trips. No changes in existing speed limits are intended. All SRA roadways would continue to operate as arterial roadways with cross streets, driveways, etc. They are not intended to become expressways or freeways.

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December 14, 1993

Mannheim Rd / US 45 North Panel Meeting

The SRA studies are long range planning efforts intended to guide communities and property owners in matters concerning future right-of-way, access, intersections and medians. No immediate schedule or funding is available for implementation of these improvements.

The full corridor includes US 45 from the Will/Kankakee County Line to Touhy Avenue. This panel and presentation will focus on the section of the corridor north of I-55.

Ted Reynen presented a summary description of the SRA plan for this section - emphasizing changes since the last draft report of a year ago. The following points were made:

- South of LaGrange the plan includes only completion of a median between I-55 and Joliet Road. At the Joliet Road intersection no improvements beyond those completed in 1992 are included.
- Between 51st Street and Cermak Road there is currently no median and recommendations to widen US 45 for a median in this section have been dropped. The plan contains two elements to provide for safe left turn movements: 1) the addition of left turn lanes at 51st Street, Harding Avenue and Scotdale Drive to supplement existing left turn lanes at 47th Street, Burlington Avenue, Ogden Avenue, Homestead Street and 31st Street and 2) restricting left turns during peak periods from US 45 to all other streets where left turn lanes are not provided (except within the LaGrange Historic District). These peak period restrictions would not apply to private driveways.
- It was noted that an earlier suggestion to construct left turn lanes at Cossitt Street was eliminated in response to concerns about possible effects to the Cossitt School, elimination of parking spaces used for drop-offs and pickups from the theater and library and impacts to lands within the historic district.
- North of Cermak Avenue the changes to the previous plan included elimination of widening through Bellwood. Improvements to US 45 within Bellwood would only be made if initiated by Bellwood as part of a general rehabilitation of the commercial district adjacent to US 45. IDOT's commitment to this is illustrated by the fact that the bridge over the C&NW Proviso Yards is to be reconstructed/rehabilitated as a four lane bridge.

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Mannheim Rd / US 45 North Panel Meeting

- It was emphasized that even in sections where no physical widening was included the SRA plan did include the following improvement concepts: elimination of unnecessary access points, signal coordination and transit preemption, and other transit friendly attributes such as bus shelter pads, bus stop pullouts, and signing to nearby Metra stations.
- Other improvements including a grade-separated interchange at Irving Park Road and widening to six lanes north of Irving Park Road remain part of the proposed plan.

In the comments and discussion which followed the following points were discussed:

- The representative from Tinley Park requested further details regarding the extent of widening at Grand Avenue. The desired information was noted in the report and discussed after the meeting.
- Concern was raised about proposed bus signal preemption. It was explained that testing of a system that would favor buses only if necessary to maintain schedule is underway. This type of signal "preemption" would be possible through two way communication between the signals and the buses and would not unreasonably impede crossroad or US 45 traffic for the sake of transit vehicles.
- LaGrange and LaGrange Park were concerned that the development of left turn lanes (at 51st Street and Harding Avenue) would concentrate traffic at these locations. Further, it was expected that the addition of left turn lanes would prompt other traffic to cut through residential areas rather than stay on US 45. The focus of local traffic is expected and intended to increase the safety of left turn movements but volumes should not be high. The SRA plan could reflect other measures as might be requested by the city to discourage cut through traffic.
- The LaGrange Board will (December 14th) consider a resolution calling for US 45 to be removed from the SRA system. This is being done because it is thought that the SRA status will focus additional traffic on US 45 through LaGrange. This would be incompatible with existing residential and retail land uses. Furthermore, if US 45 were to remain in the system continuing future pressure to improve the roadway despite the current plans could be expected.

It was noted that US 45 will always be a heavily traveled road because of its relationship to land use in the region and interchanges with all crossing

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Mannheim Rd / US 45 North Panel Meeting

Interstate roadways. The level of traffic would not be likely to change if the SRA status was eliminated. As an SRA, the current report would committ IDOT to a long range plan which includes very few changes to the existing roadway.

- LaGrange would rather live with increasing congestion rather than channel more, larger and faster traffic through the community. That is the basic issue. LaGrange is also concerned about the proposed left turn lanes at 51st Street and the peak period restrictions in the downtown area (Harris Street and Cossitt Street).
- Concern was expressed that the report did not address ways to reduce or eliminate truck traffic on US 45. It was noted that on another SRA (North Avenue) suggestions were being made to reduce truck traffic. It was explained that there was a possible opportunity to reduce trucks on North Avenue due to excess capacity on a section of I-290. However diversion routes were being opposed by communities involved and the same situation does not exist relative to US 45. It was suggested that the recent widening of the I-294 may make that route more attractive to some trucks. However studies in 1989 indicated that the cost of tolls was a large factor in diverting trucks from the Tollway. LaGrange noted that other methods of discouraging trucks or controlling the problem were not being supported by IDOT or the legislature. Not requiring tarps on gravel trucks and taking fine revenues from the local communities were mentioned.
- Hillside requested that the intersection of US 45 and Madison Street be improved to accommodate large trucks turning to and from US 45. There is an industrial park located in the southwest quadrant of this intersection. They also suggested a diamond interchange at I-290.
- IDOT noted that all corridors should be improved to handle their fair share of truck and other traffic. Discouraging traffic on US 45 would increase problems on other roadways such as North Avenue or Harlem Avenue. Making the Tollway more attractive by widening will help as will possible improvements to Il Route 83. It is important that a network be improved and maintained.

Details of improvements to the I-280 interchange will be developed as part of a separate study of I-280 west of Il. Route 43 (Harlem Ave.). The proposed widening of US 45 to six lanes through the interchange would not take place without a general reconstruction of the interchange as would be detailed above.

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Mannheim Rd / US 45 North Panel Meeting

- A comment was made that two bus stop shelters per block (1 in each direction) was too many.
- State Representative Kubik noted that truck traffic on US 45 between I-55 and I-290 was a large concern due to the location of quarries in the area. He expressed concern that improvements elsewhere along US 45 would increase pressure on the LaGrange area. The current study seemed to emphasize improvements to US 45 rather than diversion of traffic to expressways and tollways.
- State Representative Topinka commented that plans can not continue to increase traffic on US 45. Other actions allowing truck operation without tarps and increased truck sizes have made the situation worse. An opportunity for a solution to the current north-south travel problems was lost when the Crosstown Expressway was not built. At this point the most desirable course of action would be to just leave things as they are.
- It was noted that to remove the SRA designation from a roadway the recommendation has to be approved by a CATS SRA subcommittee. With a favorable recommendation it then must be approved by the full CATS policy committee.
- A resident noted that a major cause of accidents at the Scotdale Drive intersection is poor sight distance caused by vegetation, light standards and a fence at the cemetery south of the roadway.
- A citizen questioned why, if the study sighted safety as a major concern was there not a greater effort to solve the biggest safety problem - trucks.
- It was noted that in the process of doing the SRA studies, we were learning that the studies have differing value depending on the development of the area. In mature areas there is often little that can be changed. However in developing areas communities, developers and IDOT are already using the studies as a basis for establishing future right-of-way and setbacks thus proving the value of this work.
- The SRA studies and report process has no direct effect on project funding.
- Local jurisdictions would maintain control of all side streets even if the SRA plan recommended improvements related to these roadways.

M E E T I N G M I N U T E S

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Mannheim Rd / US 45 North Panel Meeting

Public hearings will be held in three locations along the corridor (Mokena, Countryside and Franklin Park) at the end of January. Exact locations and dates would be announced within a week. Following the public hearings, comments would be assembled and necessary changes made to the report. It was expected that a Final Report would be issued in Spring, 1994.

These minutes were prepared by Theodore A. Reynen of CH2M HILL. Please forward any additions or corrections.



ATTENDANCE ROSTER

SUBJECT: US 45 / MANNIEM / LAGRANGE RD

4th PANEL MEETING

MEETING DATE: DEC 14, 1993 LOCATION: LA GRANGE

NAME	REPRESENTING	ADDRESS & PHONE
TIM HANSEN	LAGRANGE	74 S. SEVENTH AVE
MARLES PESTWEL	LAGRANGE	Village Hill 53 S. L.G. Rd
Wally Ka	IDOT	Schaumburg
RAY PIETRUS	LAGRANGE PARK	447 N. Catherine 60525
Bobby STEVENS	SEN JUDY BAAR TOPINKA	8609 W CERMAK N. RIVERSIDE 60546
RAYMOND PIETRUS	VILLAGE OF LAGRANGE	
MAUREEN MURPHY	WESTCHESTER PARTNERS LP	10330 ROOSEVELT RD WESTCHESTER 6054 708-344 0326
Sandi Radtke	NIRC	222 S. Riverside
Rob Henry	LG PRESS	112 S. YORK, ELMHURST,
Laureen Silver	Cossitt School	106 W. Cossitt, LG
Donald P. Lemm	Bellwood	3200 WASHINGTON BLVD
Bill Presecky	Chicago Tribune	
SARA KING	MAIN STREET	86 S. LG RD 352-1447
Elisabeth Cornell	" "	209 S. Sixth Ave LG
Jordan Beller	" "	100 Calender 354-0500
Tim Schuenke	LaGrange Park	447 Catherine Avenue 60525
Mary Jo Rooney, CLERK	LYONS TOWNSHIP	6404 Juliet Rd Countrydale
Tom Walsh	State Rep.	
Joe Galvan	Franklin Park	9500 Belmont Avenue

MEETING MINUTES



SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 4
Mannheim Road/U.S. 45, Cook and Will Counties
South Panel - Will/Kankakee County Line to I-55

LOCATION: 14650 Ravinia Court, Orland Park, Illinois

MEETING DATE: December 13, 1993

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.X2

Tim Neuman began the meeting by explaining that this was the fourth panel meeting for the Mannheim Road/US 45 corridor. The purpose of this meeting was to review the second Draft Report for the corridor which has been developed over the last year in response to comments generated by the first Draft Report distributed about one year ago.

Tim noted that the west suburban communities of LaGrange, LaGrange Park, Westchester, and Bellwood had raised strong objections to the initial plan. This resulted in postponement of the public hearings and development of a revised plan based on community input from several meetings which had taken place over the last year. Responses to comments and suggestions from these meetings are reflected in the revised plan presented in the November, 1993 Draft Report to be discussed at this meeting.

Following this introduction Ted Reynen presented the proposed plan between the Will/Kankakee County Line and I-55 - the section of interest to the south panel. Several changes in the plan made since the last report were noted. These included reducing the number of through lanes from 6 to 4 between Stunkel Road and 191st Street. The SRA plan for this area, including intersection improvements at US 30 now matches the currently proposed or recently constructed improvements in this area. It was stressed that although no additional lanes were part of the SRA plan between US 30 and 191st Street, the plan did include limiting access and the development of alternate circulation systems where possible to remove conflicts from US 45.

MEETING MINUTES

Page 2

December 13, 1993

Mannheim Rd / US 45 South Panel Meeting

The other change noted is located between 159th Street and 143rd Street where the proposed median was changed from a barrier median to a mountable median in recognition of the access needs of exiting freestanding commercial development. Widening to six lanes, limiting major access points and development of an adjacent local circulation system remain part of the recommendations for this area.

The remaining sections of the plan remain unchanged from the earlier version and include improvements to higher volume intersections, development of a median where none exists through the forest preserves, and the addition of left and right turn lanes into forest preserve access points.

The following questions were raised during and after the presentation:

- What will happen the bicycle trail following the old Penn Central right-of-way south of Frankfort. Will a new bridge be constructed for the trail or will traffic possible be routed to a future signal at Nebraska Avenue? This is being decided as part of the current Phase 1 study. The SRA plan will reflect this decision when it is made.
- It was noted that the extension of 171st Street was being constructed. The plan terms this "possible" and should be changed.
- Numerous development proposals are being suggested for properties between 159th and 167th Streets. Greg Drier from Orland Park furnished a map noting these proposals. The report will be revised to reflect the most current information available.
- It was noted that the SRA plan did not support the extension of 183rd Street past US 45 between the I-80 interchange and 179th Street. No major access point would be allowed in this section due to lack of space and changing grades. Right-in/right-out access may be possible within the section provided adequate distances from both the interchange and 179th Street can be maintained.
- It was noted that the local circulation access roadways were not intended to be developed exactly as shown in dashed tape on the plan. The intention was to convey the concept of circulation away from US 45 which could be satisfied in a variety of ways.
- The plan should reflect that the Target store at 159th Street has been completed.

MEETING MINUTES

Page 3

December 13, 1993

Mannheim Rd / US 45 South Panel Meeting

Tim Neuman concluded the meeting by noting that there was no definite time frame or funding program for any of the SRA improvement proposals. This is long range planning. He encouraged the community representatives to provide CH2M HILL with the most current development data possible to increase the accuracy/credibility of the planning document. Public hearings will be scheduled for the end of January, 1994 and a final report will be issued around March of 1994. There would be no further panel meetings. However individual meetings with communities were possible if needed to come to an acceptable conclusion to this planning process.

These minutes were prepared by Theodore A. Reynen of CH2M HILL. Please forward any additions or corrections.

MEETING MINUTES



SUBJECT: Strategic Regional Arterial System
Advisory Panel Meeting No. 4
Mannheim Road/U.S. 45, Cook and Will Counties
South Panel - Will/Kankakee County Line to I-55

LOCATION: 14650 Ravinia Court, Orland Park, Illinois

MEETING DATE: December 13, 1993

TIME: 10:00 a.m.

ATTENDANCE: See Attached Roster

PROJECT: CHI31495.04.X2

Tim Neuman began the meeting by explaining that this was the fourth panel meeting for the Mannheim Road/US 45 corridor. The purpose of this meeting was to review the second Draft Report for the corridor which has been developed over the last year in response to comments generated by the first Draft Report distributed about one year ago.

Tim noted that the west suburban communities of LaGrange, LaGrange Park, Westchester, and Bellwood had raised strong objections to the initial plan. This resulted in postponement of the public hearings and development of a revised plan based on community input from several meetings which had taken place over the last year. Responses to comments and suggestions from these meetings are reflected in the revised plan presented in the November, 1993 Draft Report to be discussed at this meeting.

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MEETING MINUTES

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December 13, 1993

Mannheim Rd / US 45 South Panel Meeting

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MEETING MINUTES

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December 13, 1993

Mannheim Rd / US 45 South Panel Meeting

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These minutes were prepared by Theodore A. Reynen of CH2M HILL. Please forward any additions or corrections.

Second Advisory Panel Meeting Correspondence

708/449-6450
FAX: 449-0287



VILLAGE OF HILLSIDE

30 NORTH WOLF ROAD
HILLSIDE, ILLINOIS 60162

PRESIDENT
JOSEPH T. TAMBURINO
VILLAGE ADMINISTRATOR
RUSSELL F. WAJDA
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ANTHONY M. LUCIANO
JOHN J. TRIBBLE

March 26, 1992

Ms. Karyn Romano
West Central Municipal Conference
740 Hillgrove Avenue
Western Springs, Illinois 60558-1478

Subject: SRA Study Mannheim Road

Dear Karyn:

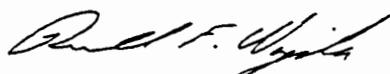
Below is a list of concerns and questions that the Village of Hillside has regarding the SRA Study for Mannheim Road.

1. Madison Street. This is a signalized intersection and is the only entrance to the Nardi Industrial Park and having it remain open is imperative. This intersection is also in need of widening to improve the flow of trucks that turn into the business park.
2. Warren Avenue. Will this street remain open to Mannheim?
3. Prarie Path. There currently exists Prarie Path right of way on both sides of Mannheim Road even though it is not formally installed on the Hillside side. Will there be any type of structure to connect the path such as a pedestrian bridge.
4. I290 entrance and exit ramps. Any type of improvement on Mannheim should incorporate improvements to the existing ramp situation and well as the frontage roads.

5. May Street. Will this street remain open, if not, several businesses will have to be relocated, or right of way acquired to improve the flow from a surrounding street. May Street is currently one way west bound.

I thank you in advance for your consideration of these items.

Very truly yours,



Russell F. Wajda
Village Administrator

RFW/dl

PRESIDENT
Robert E. Huson
VILLAGE CLERK
Margaret M. Foster
VILLAGE MANAGER
Timothy W. Schuenke



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Richard C. Ronovsky

Village of LaGrange Park, 447 N. Catherine, LaGrange Park, Illinois 60525-2099
708/354-0225 • Fax 708/354-0241

April 20, 1992

Mr. David Bennett
Executive Director
West Central Municipal Conference
740 Hillgrove
Western Springs, IL 60558

Re: La Grange Road - Strategic Regional Arterial (SRA)

Dear Mr. Bennett:

This letter is written in order to provide you, IDOT and IDOT's consultants with our views and input relative to the La Grange Road SRA. It is our understanding the cross-section envisioned for La Grange Park includes four through lanes of traffic along with a "flush" center median which would accommodate left turns. It is our understanding this cross-section will necessitate one hundred feet of right-of-way and that this cross-section will basically be followed from the Stevenson Expressway to Roosevelt Road. It is also our understanding the cross-section generally considered for all SRA routes is a six-lane through traffic highway, but that is not considered for this area as it is considered unreasonable and impractical.

Let us begin by saying we believe this planning effort is misguided and definitely in the wrong direction. If anything, the Department of Transportation and its consultants should be looking to reduce the volumes of traffic on La Grange Road, rather than increase them. These scenarios will only increase traffic.



Celebrating a Century of Spirit, Pride & Progress

Mr. David Bennett
April 20, 1992
Page Two

Additionally, any future scenario for this stretch of roadway should include provisions in it to mitigate and relieve this route from the heavy truck traffic it now receives. The proposed future plans will only serve to increase the amount of truck traffic which uses La Grange Road. The proposed future vision will make La Grange Road an even better alternative to the tollroad than it already is. The reverse of that is what should be done and that is to make the tollroad a more attractive alternative for the these trucks. Let us now discuss the two scenarios more specifically.

Clearly, we agree with the analysis that a six-lane highway through La Grange Park is an impractical and impossible future vision. We believe such a scenario along that road would have an absolutely devastating affect on this community. It would certainly destroy the village's central economic base, i.e. its commercial center. It would certainly destroy a significant residential community along that road. It would also most certainly divide the community into two separate parts. Any thought or vision of a six-lane highway must envision also the severe negative impacts it would have on this community and there would be many.

The Village of La Grange Park also opposes the construction of a center lane left turn median throughout this stretch of highway. In order to accomplish this, right-of-way will need to be acquired from private property owners, including some from our commercial district. This will have a serious affect on our business community. The Illinois Department of Transportation and its consultants must be made aware that the Village Market Shopping Center along La Grange Road is the lifeblood of the village's sales tax base. If anything is done to harm that, there will be irrevocable harm on the entire community as the village will be hard-pressed to find revenues to replace those lost due to damage to this commercial section of the community.

Additionally, the construction of the center median lane will facilitate traffic along La Grange Road in such a fashion that trucks and other vehicles will use it as a by-pass to the tollway. Trucks are currently doing that. It is clear to us the trucks use La Grange Road to get to the Eisenhower Expressway and then travel to points north, west or east. It is obvious to us, they use La Grange Road as it is more convenient and they do not have to pay a toll to use it. Clearly, facilitating traffic along this route will only increase the amount of truck traffic along this route and will only make matters worse.

Mr. David Bennett
April 20, 1992
Page Three

One final problem area we see relates to the Clean Air Act and how this planning fits with that issue. Specifically, this SRA planning runs counter to the Clean Air Act in that the Clean Air Act requires a reduction in the number of trips made in the metropolitan area. The SRA plan would encourage automobile traffic and as a result would be in conflict with the Clean Air Act. It would seem planning efforts should be underway to meet the objectives of the Clean Air Act as opposed to running contrary to them.

You have asked that we advise you as to alternatives which we think might be considered. Obviously, we believe the tollway is such an alternative. The response we have gotten to that to date is, the tollway is for long-distance travel and not for short distance travel, which is what La Grange Road is supposed to be used for. While we can agree with that, we disagree that the travel along La Grange Road is all for short distances. As pointed out above, trucks do not use the tollroads as they should. Those trucks are not travelling short distances. Rather, they use La Grange Road as a by-pass to paying tolls and to using the tollway.

We believe current improvements to the tollway to facilitate the movement of traffic along that route will assist in making the tollroad a better alternative. Clearly, that is already happening as there are improvements ongoing on the tollroad which should facilitate traffic flow there. We would suggest that the toll authority and the State of Illinois continue their efforts to facilitate the flow of traffic along those toll routes.

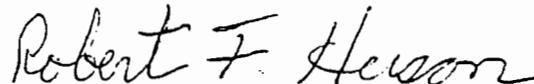
Additionally, and considering that we are thinking of this as a 20 or 30 year project, we believe some consideration needs to be given to changing the Illinois tax structure as it relates to trucks and tolls. On December 11, 1989, Senator Judy Baar Topinka and Representative Jack Kubik held a public hearing in La Grange Park on the subject of truck traffic along this route. If you do not have a transcript of that hearing, we would be glad to share it with you. The important point is representatives from the trucking industry at that hearing indicated that truckers are avoiding the use of the toll highways as they feel they are being taxed twice in Illinois due to the kinds and amounts of road taxes they pay. They feel they are paying double taxes by paying the tolls and, as a result, do not use the tollroads as they should. We believe that this should be looked into and should be a source of future consideration for the Illinois Legislature as a policy matter so as to entice and encourage the truck traffic to use those roads designed and built for truck traffic, i.e. the tollroads.

Mr. David Bennett
April 20, 1992
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Before closing on this, let me add one other comment which I think is most important. The SRA process is flawed in a major respect and that is in respect to the amount of citizen and resident input which is brought into the process. Citizen involvement and input is not solicited until after the consultants report has been submitted and approved by IDOT. Then a public hearing is held and then the input is received. We believe that this is too late in the process. We already have residents who are upset and concerned about the planning which is ongoing relative to the SRA. These residents are confused, concerned and quite skeptical as to what is being planned and proposed. Much of this relates to the fact that they are being left in the dark and not included as part of the planning process. We think that is wrong and we think that should change.

In closing, let us add that we understand the West Central Municipal Conference is acting as a go-between in this process. We appreciate your efforts in providing us with this opportunity to direct our concerns and input to the Illinois Department of Transportation and its consultants. Please let us know if there is anything more we can add or do to help in this process.

Very truly,



Robert F. Huson
Village President

TWS/djl

c: Village Board of Trustees
Timothy W. Schuenke, Village Manager
Jim Schnute, Director of Public Works
John Dunlop, Chief of Police
Senator Judy Baar Topinka
Representative Jack Kubik

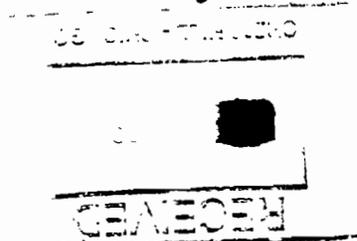
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FOREST PRESERVE DISTRICT
of Cook County, Illinois



RICHARD J. PHELAN, PRESIDENT



GENERAL HEADQUARTERS 536 NORTH HARLEM AVENUE, RIVER FOREST, ILLINOIS 60305
(312) 261-8400 / (708) 366-9420

Joseph N. Nevius, ACTING GENERAL SUPERINTENDENT



April 27, 1992

Mr. Richard B. Boehm
 Southwest Council of Mayors
 6701 South Archer Avenue
 P.O. Box 128
 Bedford Park, IL. 60501

Dear Mr. Boehm:

The Forest Preserve District of Cook County has now had an opportunity to review the proposal for Strategic Route Arterial (SRA) Mannheim Road/Route 45. The District has the following comments regarding the proposal.

The section of the project which will impact Forest Preserve property lies between 143rd Street on the south and Archer Avenue on the north. The District owns approximately 75% of the frontage in the aforementioned section. In this section the Forest Preserve has seven (7) parking facilities whose main access is from Route 45.

The proposed cross section for this portion of the project is four (4) through lanes with an eight (8) foot wide barrier median. This proposal will provide adequate traffic flow along Route 45, however, it will not provide adequate access to the District's facilities which are currently located along Route 45. The barrier median will cause the entrances to these parking areas to be right in, right out type entrances. Furthermore the proposed median width is not sufficient to provide for left turn bays.

Since no alternate access routes can be provided for six (6) of the seven (7) Forest Preserve facilities, the proposed cross section will severely limit public access to the District's recreation facilities. The Forest Preserve feels that an alternate proposal should be developed for this section which will allow for improved safety and traffic flow but will not reduce the level of access which the District's facilities currently have.

Very truly yours,

The Forest Preserve will not approve any draft report which would limit the access to its facilities. Please review the access problem and contact the District regarding any proposals which the consultants develop to remedy this situation.

Very truly yours,



Joseph N. Nevius
Acting General Superintendent

DEW:dw
cc: D. Weber
File

JOHN J. SINDE
President

JOHN H. CROIS
Village Manager

KATHRYN J. HAYES
Clerk

Village of Westchester

10240 ROOSEVELT ROAD • WESTCHESTER, ILLINOIS 60154
TELEPHONE (708)345-0020

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MAUREEN H. MASTERSON PUL
DAVID RICORDATI

April 29, 1992

CH2M Hill
1033 University Place - St. 300
Evanston, IL 60201

ATTN: Timothy R. Neuman

Dear Mr. Neuman:

After attending two meetings discussing the Strategic Regional Arterial Study for Mannheim Road, I still firmly believe that the whole concept of this program is counter to the best interests of the affected communities.

At the second meeting, I was gratified to see that you had listened to our concerns by reducing the number of traffic lanes from six to four for the section from Joliet Road to Roosevelt Road. You realized that there are some unique conditions in those areas, but I do not feel that you fully understood the feelings of the affected individuals. Through LaGrange, LaGrange Park and Westchester, there are many homes which face Mannheim Road. These residents consider Mannheim to be a residential area. The Village of Westchester constantly receives complaints from residents relating to the speed and volume of traffic and, in particular, truck traffic that passes their front doors. As the pavement is brought closer to these homes, traffic problems will only increase.

The Village of Westchester has been, for several years, attempting to slow down traffic on Mannheim Road and to find alternate routes for the trucks. Meetings have been held on this subject and letters and petitions have been sent to the Illinois Department of Transportation and to the various State senators and representatives of this area.

The Westchester Chamber of Commerce's agenda also places a high priority on Mannheim Road. They are seeking ways of slowing down traffic, so that people passing through the community will see their businesses and, hopefully, stop and patronize them. The Chamber, as a matter of fact, has approached me requesting that the Village seek additional traffic signals on Mannheim Road between Cermak and Canterbury. They feel that

CH2M Hill
April 29, 1992
Page 2

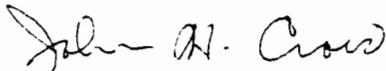
these signals are needed so that shoppers can safely cross from one side of Mannheim to the other when visiting area stores. Their stated goal, therefore, is to not only slow down the traffic but also to cause additional breaks in this traffic pattern.

Therefore, it becomes more and more evident that the interest and goals of the government of the Village of Westchester, its residents and businesses are to slow down traffic passing through the Village. This is contrary to IDOT's SRA Concept and the Village cannot support the recommendations which have been made to date. We would respectfully request that these recommendations be reconsidered and that the safety of our residential areas be given particular attention.

If you need additional information, please contact me.

Very truly yours,

VILLAGE OF WESTCHESTER



JOHN H. CROIS
Village Manager

cj

VILLAGE OF BELLWOOD

3200 WASHINGTON BOULEVARD

BELLWOOD, IL 60104 - 1984

708-547-3500

FAX # 708-547-1965

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ETLA M. MITCHELL

PRESIDENT:

SIGEL C. DAVIS

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DONALD P. LEMM

COMPTROLLER:

J. JOSEPH LACEN

TREASURER:

JOHN V. FRANCH

ATTORNEY:

JOHN M. SULLIVAN

August 12, 1992

TO: Karyn Romano
West Central Municipal Conference

FROM: Mayor Davis

SUBJECT: Proposed Corridor Through Bellwood

This is to state briefly that the Village of Bellwood is opposed to the present plans of having the corridor run through the Village on Mannheim Road and displace business and/or residences by building an additional lane for traffic.

For an additional lane of traffic to be constructed, it would be necessary to destroy businesses and/or residences and for this to happen we are opposed. Mannheim Road is a primary business street in Bellwood and we need the businesses to remain there.

This is a brief statement but I will be able to expand on this matter at a later date.

Sigel C. Davis
Mayor

SCD:gf

DISTRICT OFFICE:

8609 W CERMAK ROAD
NORTH RIVERSIDE, IL 60546
708/442 0134

CAPITOL OFFICE

ROOM 116 STATE HOUSE
SPRINGFIELD, IL 62706
217/782 8180



COMMITTEES:

APPROPRIATIONS
PUBLIC HEALTH
WELFARE & CORRECTIONS
TRANSPORTATION
FINANCE & CREDIT
REGULATIONS

ILLINOIS STATE SENATE
JUDY BAAR TOPINKA
State Senator - 22nd District

September 10, 1992

Kirk Brown
Director, Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Il. 62706

Dear Kirk:

First off, many thanks for working out a solution, along with Terry Gainer, to our DuPage County weigh station problem. By maximizing the use of the scales via local police departments, I think we all will be better served. The solution is logical, practical and good common sense. Congratulations for beating back bureaucracy and doing the right thing.

Second, I am hearing through my grapevine that IDOT already has a preliminary report out from CH 2M Consultants regarding Strategic Regional Arterials (SRAs). It is my understanding that this is part of your involvement in "Operation Green Light" wherein you will seek to reduce congestion and improve air quality--another wonderful mandate from the feds.

I am hearing that you are looking at a number of north-south streets as becoming acknowledged regional arterials. Among them are three major streets in my district which are also acknowledged trouble spots in terms of truck traffic on quasi-residential roads, namely: LaGrange Road (Mannheim), 1st Avenue and Harlem Avenue. All three of these streets connect the Eisenhower and Stevenson Expressways (I-290 and I-55). All have more than their share of truck traffic--with lots of uncovered gravel trucks tossing aggregate and dust in all directions while belching puffs of diesel exhaust are evident everywhere along their length.

I must tell you, my constituents are not going to react well at all to any acknowledgement that these are "strategic" arterials. To me that means that you and yours will now try to widen them or do other fancy tricks to make them more traverseable. That means more trucks and more dust, aggregate and diesel exhaust...not to mention congestion and competition

COMMUNITIES SERVED: BERWYN, BROOKFIELD, CICERO, DOWNERS GROVE, ELMHURST,
FOREST PARK, HILLSIDE, HINSDALE, LA GRANGE PARK, LISLE, NORTH RIVERSIDE,
OAK BROOK, OAK BROOK TERRACE, RIVERSIDE, WESTCHESTER, WESTERN SPRINGS, WESTMONT

to family vehicles.

It is my understanding that your final report is due sometime this fall.

I do hope that you will consider the nature of these streets before making them "strategic" and whatever that designation affords them in all of its potential negativism. We have numerous municipalities running along the length of these streets and numerous dwellings. Please take into consideration that these are not some straightaways in rural Illinois; their enhancement or expansion will hurt a lot of people, their property values and our ability to handle local travel and commerce.

It is my understanding that before anything would become final that a public hearing on all of this would have to take place. I would hope that such a public hearing would/could be held in my district which flows straight west from Cicero, i.e. you could not hit on any of these three streets without intersecting my district in some way. In other words, I really want to make sure that my people can comment on all of this in a location timely and convenient to them...as I am sure that they will have lots to say, as will I.

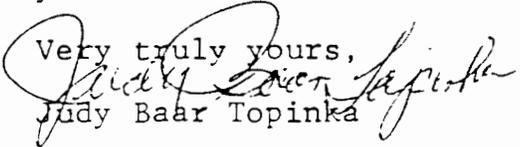
Furthermore, my final question would be: should these three streets be declared "strategic" and we get stuck with this designation and the negative impact it brings with it, do we have any other recourse. Can we appeal? Or, once designated, are we stuck for good.

And, should any designation ultimately fall to us, I would hope that you and yours would include in it that gravel trucks must be covered by tarp--a mandate for northern Illinois (reflective of my past bills on this subject) and that trucks must be emissions tested just as passenger vehicles are now so that we can put some kind of a lid on diesel emissions.

I am very concerned about all of this and would hope that you could clarify for me just what is going on, what I and my constituents can expect, and anything else you may feel is pertinent on this issue. I am hopeful, too, that you will stay in touch with Dave Bennett, Executive Director, West Central Municipal Conference, and its President, John Sinde, President, Village of Westchester. I think it might also be wise to let presidents and mayors of affected municipalities know what is going on on this front as they have the most to lose and also will be the first to catch "hell" from constituents when and if anything "strategic" happens.

Thank you for your time, and looking forward to hearing from you.

Very truly yours,


Judy Baar Topinka

jbt

cc: Dave Bennett, Executive Director, WCMC
John Sinde, President, Village of Westchester, President,
West Central Municipal Conference
22nd District (new and old) mayors
Cook County 22nd District Media

ORLAND PARK

14700 S. Ravinia Ave. • Orland Park, IL 60462

(708) 403-6100

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Village Clerk
James V. Dodge, Jr.

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Thomas M. Dubelbeis

December 18, 1992

Ms. Victoria A. Matyas
Panel Coordinator
Southwest Council of Mayors
6701 S. Archer
P.O. Box 128
Bedford Park, IL 60501

Dear Ms. Matyas:

The Village of Orland Park is in receipt of the Draft Final Report of the Strategic Regional Arterial Study for U.S. Route 45. The Village has prepared the following comments, by topic, pertaining to this report.

Six Lanes with Barrier Median

The report recommends six lanes with a barrier median in the Orland Park area south of 143rd Street. Six lanes is consistent with the Orland Park Comprehensive Plan. However, the Village of Orland Park is opposed to a barrier median between 143rd Street and 159th Street because of the negative impact on businesses which have historically had their access from a mountable median. The desired results of traffic flow improvements can be achieved by constructing a mountable median rather than a barrier median. Route 30 (Lincoln Highway) in Matteson, between Cicero and Pulaski is an example where IDOT constructed six lanes with a mountable median.

Speed Limit

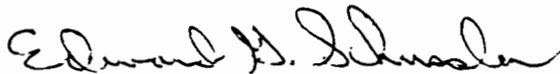
The report incorrectly states the speed limit on Route 45 in Orland Park (p. II-31). The speed limit is 35 mph through the retail commercial district in Orland Park between 143rd Street and 153rd Street, not 45 mph.

Programming of Area Road Improvements

IDOT seems to be giving high priority to the SRA system. There are several state-maintained roads in the Village which need to be widened from the existing two lanes to four lanes to meet traffic needs. The Village strongly urges the state to widen 143rd Street (LaGrange Road to Harlem Avenue), 159th Street (LaGrange Road west to Lockport), and Wolf Road (159th Street to I-80) before it gives consideration to widening Route 45.

If you have any questions pertaining to our comments, please contact me at 403-6155 or Greg Dreyer, Transportation Administrator, at 403-6115.

Sincerely,



Edward G. Schussler
Acting Mayor

cc: Board of Trustees
James L. Smithberg, Village Manager
Richard Boehm, Assistant Village Manager
Robert Sullivan, Community Development Director
Gregory P. Dreyer, Transportation Administrator
Andy Bosma, Village Engineer
Rick Dime, Director of Public Services



La Grange Village Hall

Village of La Grange

53 South La Grange Road

P.O. Box 668

La Grange, Illinois 60525

(708) 579-2300

Fax: (708) 579-0980

December 7, 1992

Mr. Kirk Brown, Director
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62706

Dear Mr. Brown:

RE: Strategic Regional Arterial Study -- La Grange Road/Route 45

Regarding the draft final report of the Strategic Regional Arterial Study on Mannheim Road/U.S. 45, the Village of La Grange wishes to go on record regarding the following concerns:

1. Widening Route 45 to six lanes from (Will) County Line Road to Touhy Avenue, with a segment between I-55 and Roosevelt Road being four lanes, will, undoubtedly, bring a significant increase of traffic (particularly truck traffic) through our area. Please note that:

There already is significant congestion and delay with constraint traffic operations, especially during peak hours. This is quite apparent in downtown La Grange at the at-grade crossing of the Burlington Northern commuter rail line, which closes the roadway. This rail line is served by a commuter station along the west side of La Grange Road.

Major intersections at 47th Street, Burlington/Hillgrove and Ogden Avenue already operate at above-capacity and experience lengthy delays. Defining La Grange Road as a "strategic arterial route," with the associated increase in traffic is, therefore, unacceptable to the residents of La Grange.

2. The La Grange segment of Route 45 includes a pedestrian-oriented commercial shopping area. Bisecting this area with a high-volume arterial route would have a devastating effect on existing businesses by isolating the east side from the west side of La Grange Road and prohibiting free integration of pedestrian shopping along both sides of our central business district. This would have a destructive impact on our business district and on our economic base.
3. Also included in this segment is a residential neighborhood known as our "Historic District," which is on the National Register of Historic Places. Bisecting this neighborhood with such an increase of traffic, particularly truck traffic, would have an adverse impact on the neighborhood and destroy the quality of life of its residents.
4. Acquisition of nine feet of additional right-of-way on the east side of Route 45, between 51st Street and 47th Street, and between 50th and 49th Streets, in order to widen the roadway and to provide for a median, would bring traffic closer to existing businesses and would have a negative effect on that sensitive business district. This area also includes residential properties where the encroachment of such a high volume of traffic will have a definite environmental and safety impact.
5. While we appreciate your acknowledgement of our Historic District and your recommendation not to widen the existing roadway within this segment, we have concerns with the indicated widening of the Cossitt Avenue approach in order to construct a 10-foot wide left-turn bay.
6. Your recommendation to eliminate parking from one side of La Grange Road within the central business district in order to develop 11-foot wide lanes and an 11-foot wide median strip is of great concern, and we must voice our strong objection. The central business district is our economic lifeblood, and close-by parking facilities are vital for the continuation of that district. With the high competition of parking spaces by commuters, shoppers and central business district employees, it becomes imperative that the number of parking spaces not be decreased.
7. The proposed additional turn lane and six-foot lane separation will require six feet of additional right-of-way on both sides of the south leg of the Ogden Avenue/Route 45 intersection and 15 feet of additional right-of-way on the north leg of this intersection. This needs more careful consideration, as it will

Mr. Kirk Brown, Director
Illinois Department of Transportation

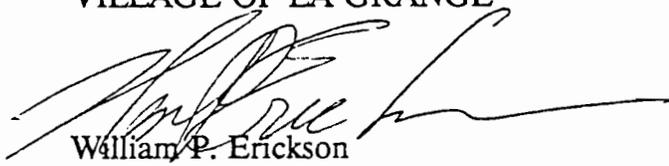
December 7, 1992
Page 3.

most definitely encroach on the location of existing businesses and may require some relocation.

To summarize, the Village of La Grange believes that energies and resources would be better utilized in creating an alternate traffic route by making toll road traffic more viable, or creating additional north/south strategic regional routes in less densely populated areas.

Very truly yours,

VILLAGE OF LA GRANGE



William P. Erickson
Village President

MP/WPE/jg

c: Senator Robert Raica
Senator Judy Baar Topinka
Congressman David McAfee
David Bennett, Executive Director, West Central Municipal Conference
Village Board of Trustees

Bimonthly Newsletters

SRA SPOTLIGHT

MANNHEIM/ILLINOIS ROUTE 45 CORRIDOR ADVISORY PANEL

THE SRA PROJECT

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The SRA system is a 1,340-mile network of existing roads in the Northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials is shown on the map to the right.

Spacing of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, ranging from about 3 miles apart in the most densely developed areas to about 8 miles apart in predominantly rural areas. CATS estimates travel in the year 2010 will be 23 percent more than for 1980.

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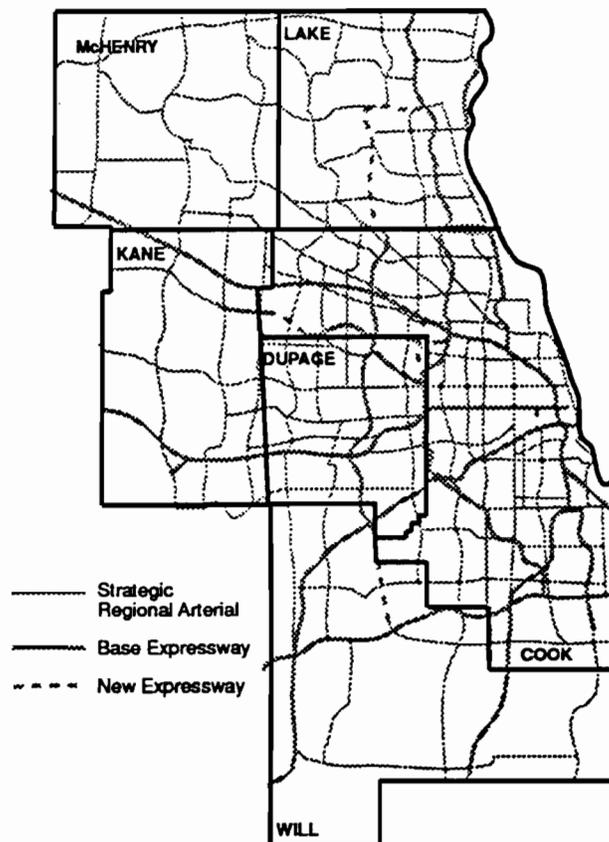
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(Continued on Page 4)

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



SRA—ONE PART OF OPERATION GREEN LIGHT

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Develop Major Transit/Highway Facilities

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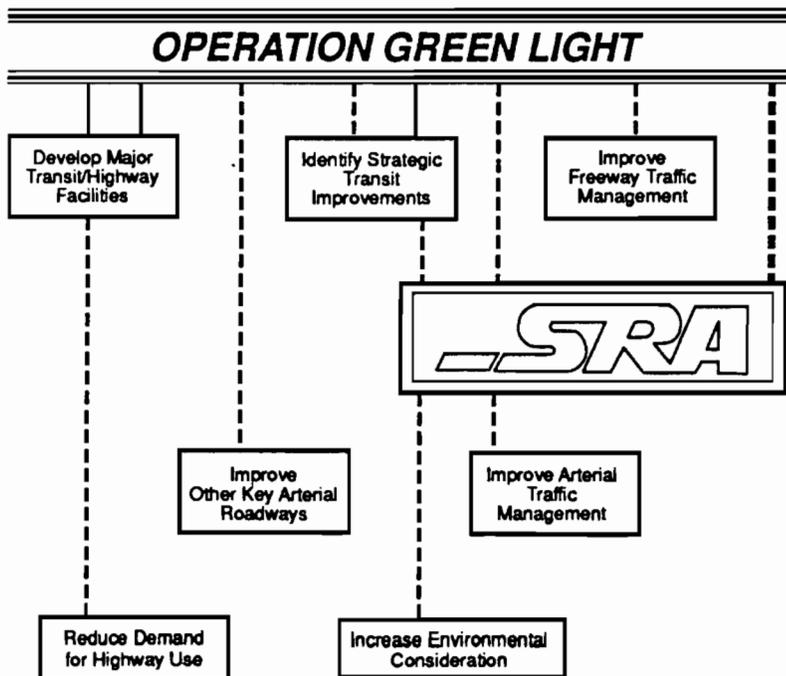
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Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.

STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

As shown in the illustration below, the two most important factors that define the classification of a street are its access function and movement function. Street classifications range from the freeway, which has complete access control and carries mostly through traffic, to local streets with unrestricted access and no through traffic.

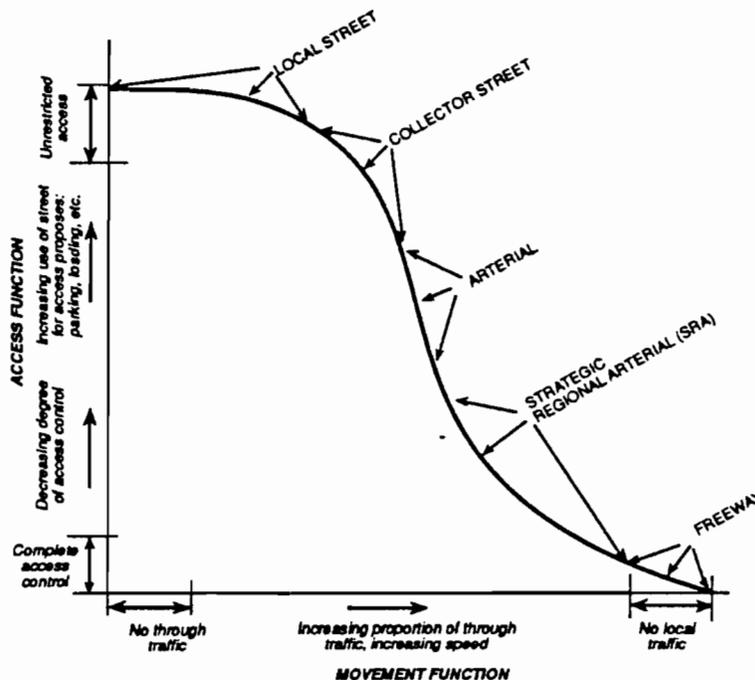
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THE SRA PROJECT (Continued from Page 1)

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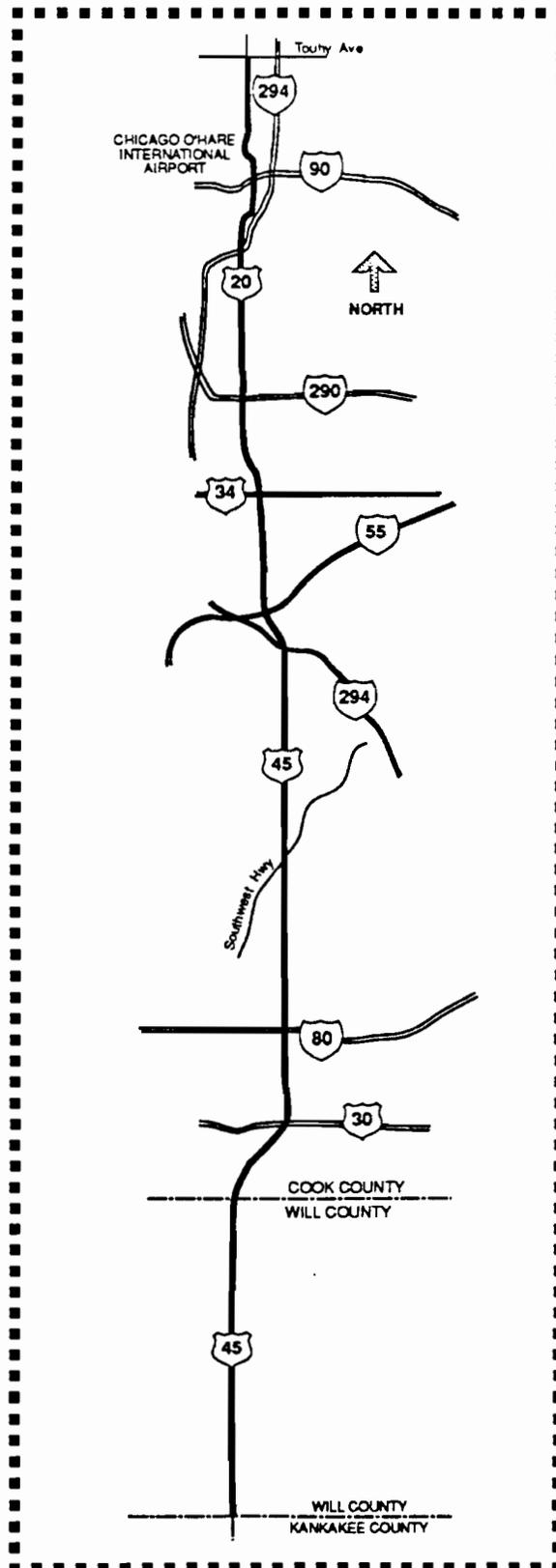
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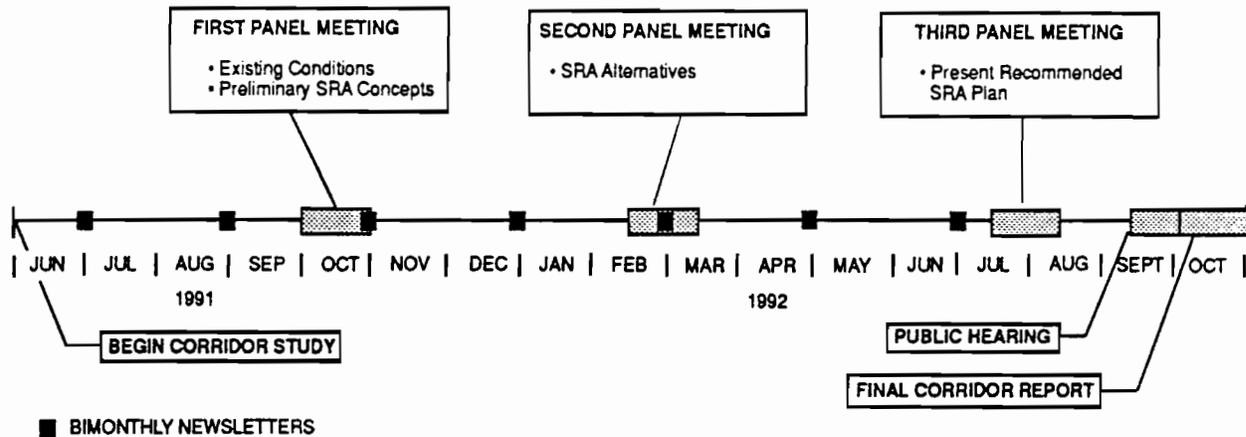
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CORRIDOR 4—MANNHEIM ROAD/U.S. 45 FROM TOUHY AVENUE TO KANKAKEE/WILL COUNTY LINE



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Editor:
CHM HILL

For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Dave Bennett

Panel Members:

- Bellwood
- Chicago (ORD)
- Countryside
- Des Plaines
- Franklin Park
- Hillside
- Hodgkins
- LaGrange
- LaGrange Park
- Melrose Park
- Northlake
- Rosemont
- Schiller Park
- Stone Park
- Westchester

For More Information, Please Contact:

Dave Bennett
Village Hall
740 Hillgrove Avenue
Western Springs, Illinois 60558

SRA SPOTLIGHT

MANNHEIM/ILLINOIS ROUTE 45 CORRIDOR ADVISORY PANEL

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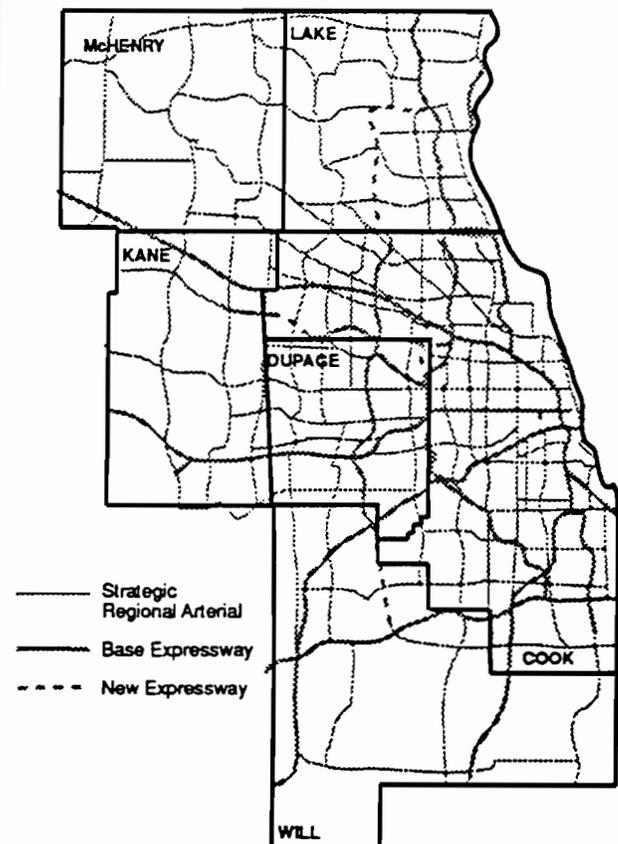
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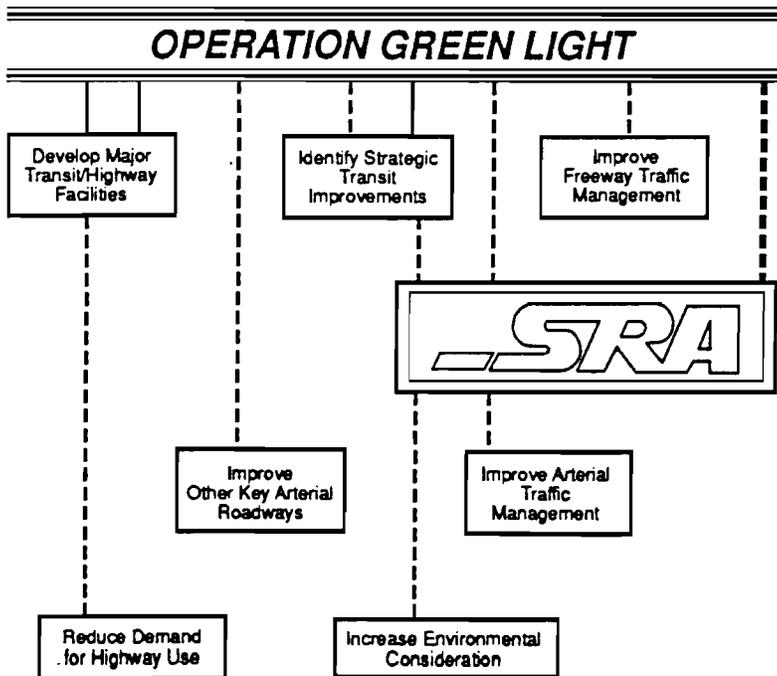
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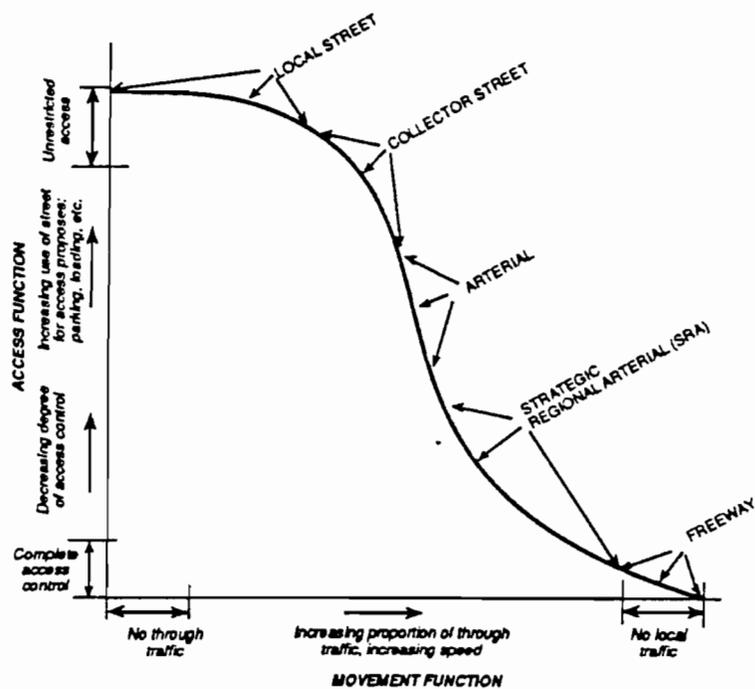
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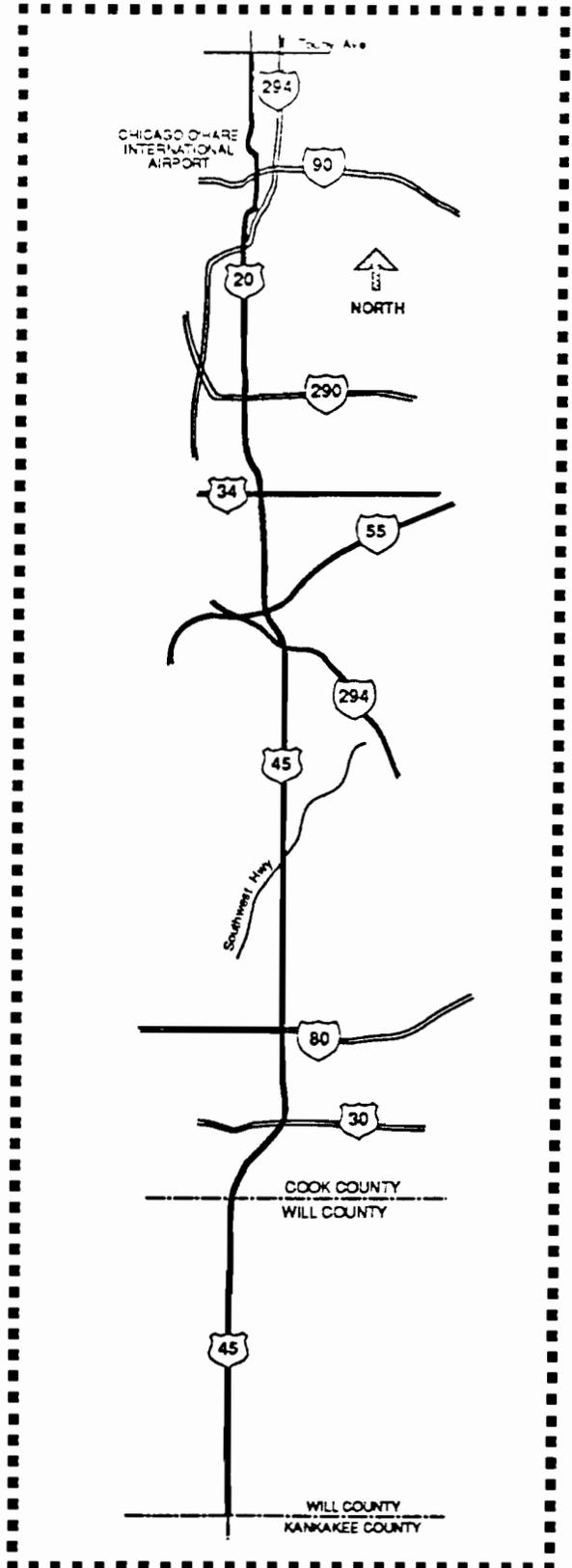
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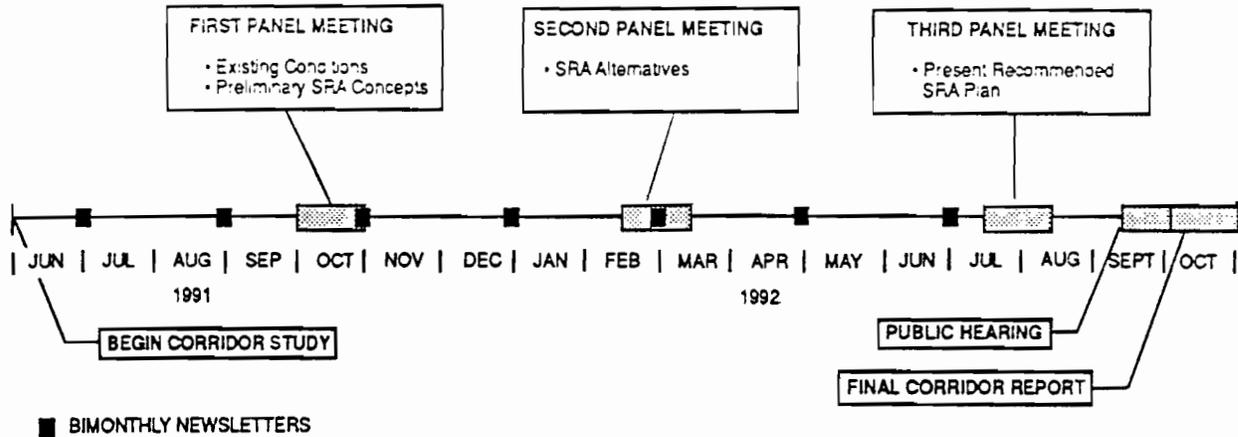
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For:
The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:
Richard Boehm

- Panel Members:**
- Frankfort
 - Hodgkins
 - Mokena
 - Orland Hills
 - Orland Park
 - Palos Park
 - Tinley Park
 - Willow Springs

For More Information, Please Contact:

Richard Boehm
Village Hall
P.O. Box 128
Bedford Park, Illinois 60501

SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which 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 density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

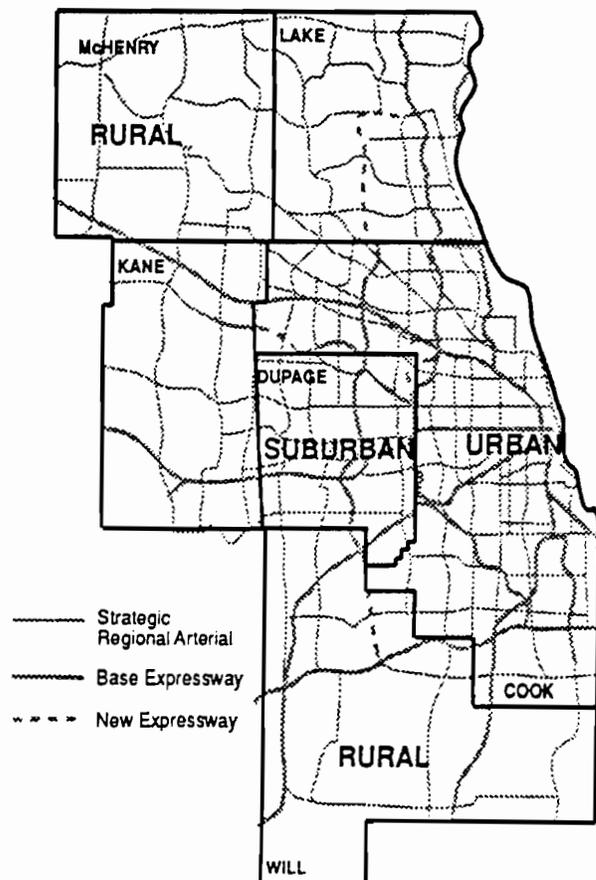
- Urban routes: Densities over 5.0 households per acre by 2010.
- Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.
- Rural routes: Densities less than 0.5 households per acre by 2010.

The areas for each route type are shown in the accompanying map. Urban routes are located in the City of Chicago and adjacent portions of more densely

developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

Access management is another key consideration

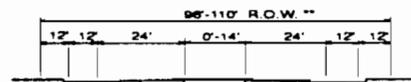
in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

Rural Routes

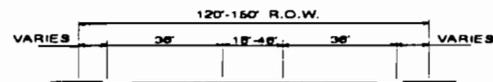
Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

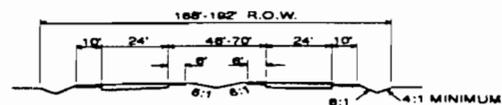
CROSS SECTIONS



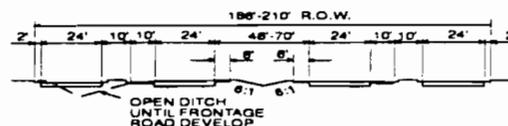
URBAN



SUBURBAN



RURAL



RURAL WITH FRONTAGE ROADS

ROUTE TYPE CONSIDERATION IN THE MANNHEIM/U.S. 45 CORRIDOR

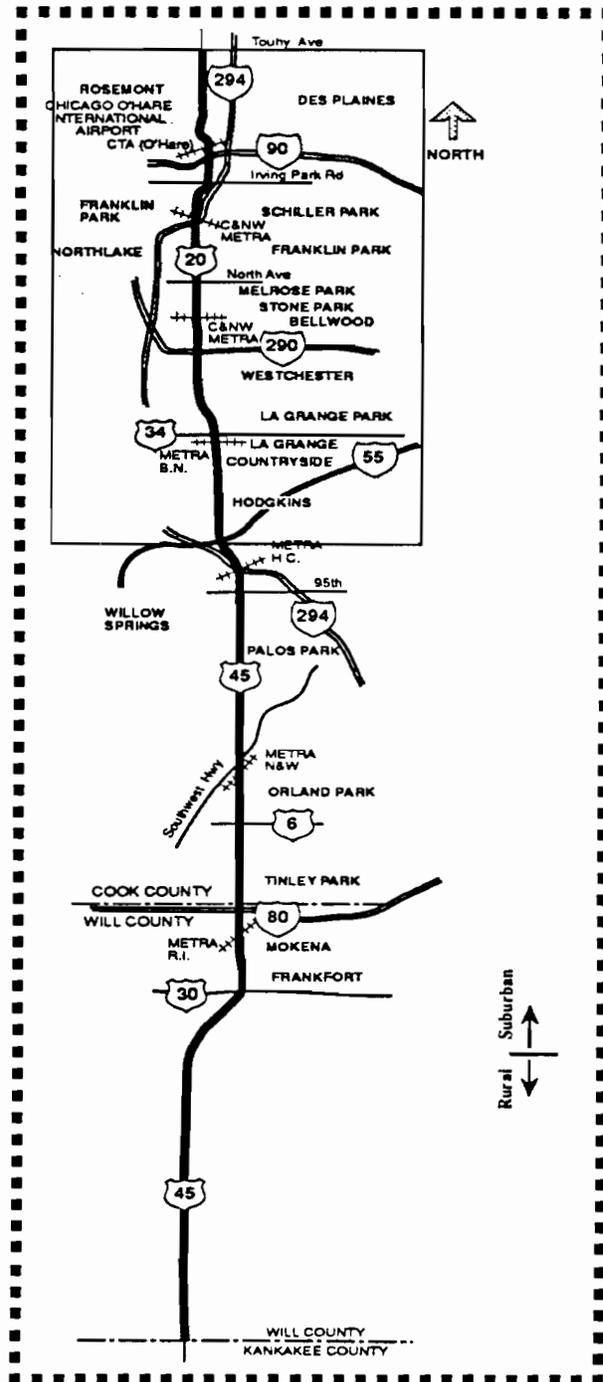
The U.S. 45 Corridor

The SRA network segment of concern to this panel is U.S. 45 (Mannheim Road/96th Avenue) between Interstate 55 and Touhy Avenue. The corridor is shown on the accompanying map.

This section of the corridor has been classified as a suburban SRA. The ultimate 2010 desirable characteristics of a suburban SRA could include a six-lane section and a barrier median. This configuration would be set within 120 to 150 feet of right-of-way.

The existing right-of-way is less than that noted above. Special consideration will be necessary where U.S. 45 is bordered by Forest Preserve. Additional right-of-way may be necessary at intersections with crossing SRA routes and other major intersections.

Special circumstances occur in LaGrange, where U.S. 45 traverses downtown LaGrange and a historic district south of downtown.



YOU CAN HELP

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

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SRA SPOTLIGHT
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For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Dave Bennett

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Westchester - John Sinde
Cook County - Robert Hedrick

SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which 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 density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

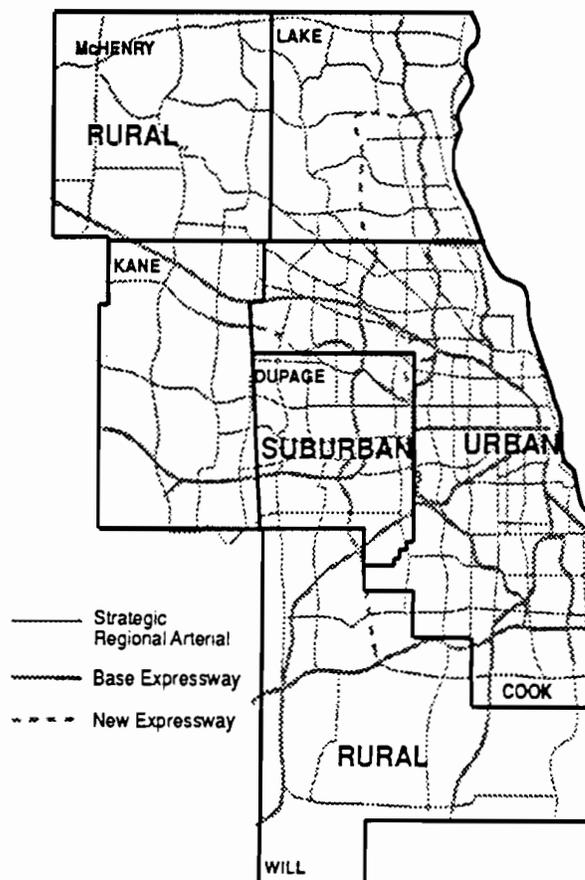
- Urban routes: Densities over 5.0 households per acre by 2010.
- Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.
- Rural routes: Densities less than 0.5 households per acre by 2010.

The areas for each route type are shown in the accompanying map. Urban routes are located in the City of Chicago and adjacent portions of more densely

developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

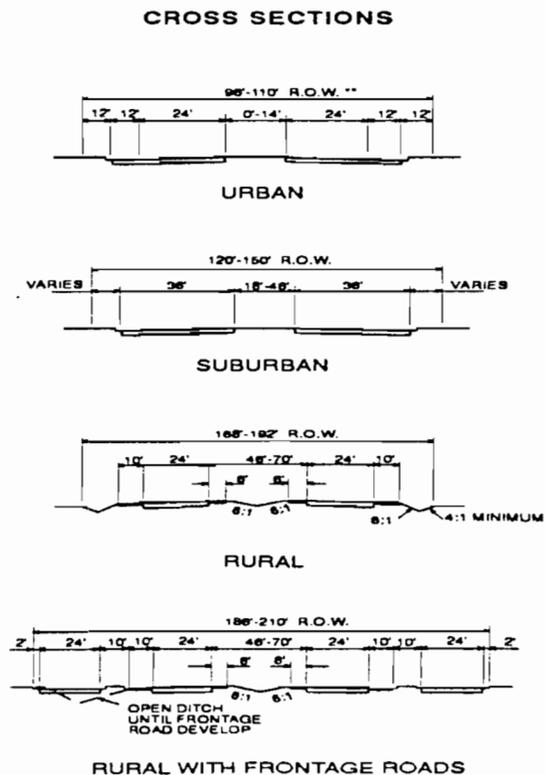
Access management is another key consideration

in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

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Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.



ROUTE TYPE CONSIDERATION IN THE MANNHEIM/U.S. 45 CORRIDOR

The U.S. 45 Corridor

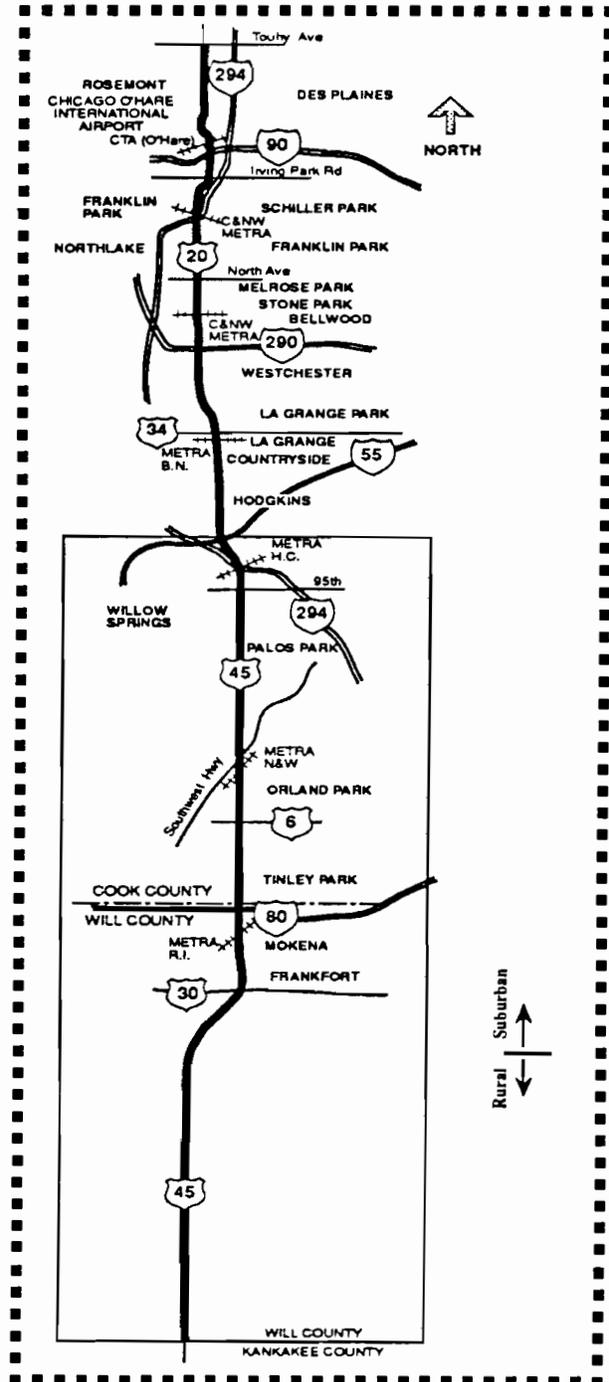
The SRA segment of concern to this panel is U.S. 45 between the Will/Kankakee County line and Interstate 55. The corridor is shown on the accompanying map.

The section of this corridor south of Laraway Avenue has been classified as a rural SRA. The ultimate 2010 desirable characteristics of a rural route could include four traffic lanes with outside shoulders, a depressed median, and 168 to 192 feet of right-of-way.

Special circumstances occurring in this section include limited right-of-way in the Andres area and a crossing with another SRA at Wilmington-Peotone Road.

The section of this corridor north of Laraway Avenue has been classified as a suburban SRA. The ultimate 2010 desirable characteristics for a suburban route could include a six-lane section and a barrier median. This configuration would be set within 120 to 150 feet of right-of-way.

The existing right-of-way is less than that noted above. Special consideration will be necessary where U.S. 45 is bordered by Forest Preserve (often on both sides). Additional right-of-way may be necessary at intersections with crossing SRAs (U.S. 30 and 95th Street) and other major intersections.



YOU CAN HELP

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

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The Illinois Department of Transportation

Editor:

CH2MHILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Richard Boehm

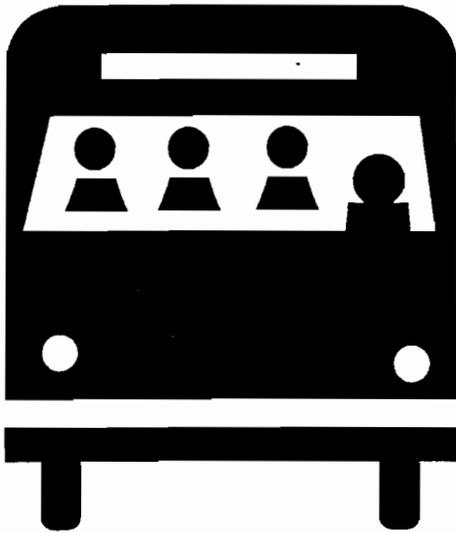
Panel Members:

Frankfort - Kenneth Biel
Mokena - Ronald Grotovsky
Orland Hills - Lorin L. Schab
Orland Park - Frederick T. Owens
Palos Park - Rosemary Kaptur
Tinley Park - Edward J. Zabrocki
Willow Springs - James A. Rizzi
Cook County - Robert Hedrick
Will County - Roy Cousins

SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

PUBLIC TRANSIT



The success of today's transportation system and the viability of its future depend on a "balanced" system, one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. A key element of this balanced system has long been to give preferential treatment to public transit and other high-occupancy vehicles (HOV).

The Strategic Regional Arterial (SRA) system is intended to accomplish certain specific objectives within the overall transportation system, one of which is to enhance public transportation and personal mobility. This may be accomplished by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

These strategies are being investigated for application in plans for each of the SRA routes under study.

Improved Transit Station Accessibility

Existing transit stations along SRA routes will be evaluated for potential improvements to increase accessibility from the SRA. Increased accessibility may motivate more people to make regional trips utilizing transit, thereby reducing the number of vehicles on the SRA. Accessibility could be improved by one or more of the following techniques.

- **Actuated Traffic Signals**—Transit station usage is extremely intensive during peak periods. Incorporating traffic signals with phasing and timing that responds to varying daily traffic levels will make transit stations more accessible and reduce delays. If new traffic signals are proposed at transit stations, they should meet the established traffic warrants and spacing of signals criteria.
- **Turn Lanes**—To maximize through traffic movements for vehicles not wishing to access transit stations, channelized right- and left-turn lanes could be constructed for vehicles turning into transit stations. If demand is high enough, dual left- and/or right-turn lanes might be constructed. Appropriate storage bays for turning vehicles must also be implemented.
- **Parking Improvements**—Parking lot expansion for commuters will be investigated. Preferential parking stalls nearest to transit stations could be designated for HOV. Secure bicycle parking also should be provided at most suburban transit stations.
- **Pedestrian Grade Separations**—If substantial parking for a transit station is located on the opposite side of a SRA, grade separation for the pedestrian movement could be considered. This would tend to reduce delays on the SRA caused by at-grade pedestrian flow, and would also improve safety and convenience for the pedestrians.

Improved Operating Conditions for Buses

A number of transit enhancements will be considered both to relieve traffic congestion and improve operating conditions for buses.

Bus Service on Rural SRAs

Bus services operating on rural SRAs should, if possible, be limited to express service. The buses should have signal preemption capability that can be deployed when they are running behind schedule. Because of the high-speed characteristics of these facilities, flag stops are not considered appropriate. Wherever possible, bus stops on these routes should be planned as public-private cooperative ventures in conjunction with activity centers. These off-the-road sheltered stops would also serve connecting routes and incorporate park-and-ride facilities. They would be located at 2- to 5-mile intervals. Bus stops should be located on the actual SRA routes when there are no opportunities for off-road facilities, and/or to serve riders transferring from connecting services.

Bus Service on Suburban SRAs

Similar to bus services for rural SRAs, bus services on suburban SRAs should be express buses. Where possible or feasible express bus service should be equipped with priority signal preemption capability that can be deployed when they are running behind schedule. Bus stop locations should occur every one-half to 1 mile. Variable factors to consider in locating the stops are:

- Whether there are intersecting bus routes with a corresponding potential for transferring riders; and
- Whether there are significant residential, commercial/retail, or office developments to be served along the route.

The stops would be designed as turnouts and would accommodate connecting services. Walkways to stops of intersecting services would facilitate transfers and promote safety. Near-side and far-side bus stop configurations would be planned to minimize distance between connecting lines.

Bus Service on Urban SRAs

On urban SRA routes that accommodate bus service, a number of transit service enhancements will be reviewed to determine their potential for relieving traffic congestion. One basic technique would be to remove parking from the bus travel lanes, and strictly enforce parking restrictions. Signal system modification represents another potential area for enhancement.

Bus stop turnouts are not considered practical on urban SRAs. On a route-specific basis, however, both the locations and spacing of bus stops will be reviewed. Major objectives would be to eliminate stops in excess of one per block, and to eliminate conflicts with right turns. Where the blocks are short, as in the central area, stops could be located at every second block.

Exclusive Bus Lanes

Another strategy to improve travel times is to establish exclusive lanes for buses and HOV during the morning and evening peak travel periods. This approach would be reserved for SRAs with at least three traffic lanes in each direction (see Figure 1, which illustrates the "diamond lane" concept). A companion measure essential to the effectiveness of exclusive lanes is minimizing access points to the roadway by eliminating curb cuts wherever possible.

Figure 2 illustrates median bus lane treatment on an urban SRA route. If this treatment is adopted, automobile left turns from the urban SRA route should be permitted only at other SRA routes.

Lanes on urban SRA routes could also be dedicated to buses that travel in the reverse direction from the normal traffic flow. Figure 3 gives an example of a typical transit contra-flow lane. Contra-flow lanes have been used in downtown Chicago, and have been very effective in reducing both bus travel times and bus operating expenses. However, because of accident potential, transit contra-flow lanes are generally only recommended when additional lanes cannot be added easily because of space limitations and where reserve capacity is available in the non-peak direction.

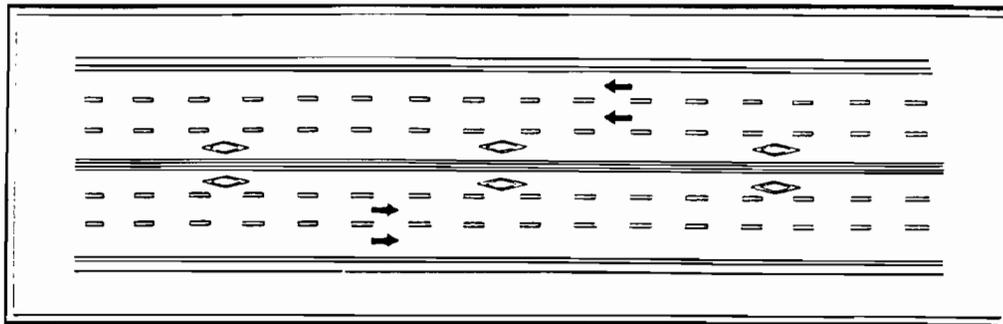


Figure 1 "Diamond Lanes"

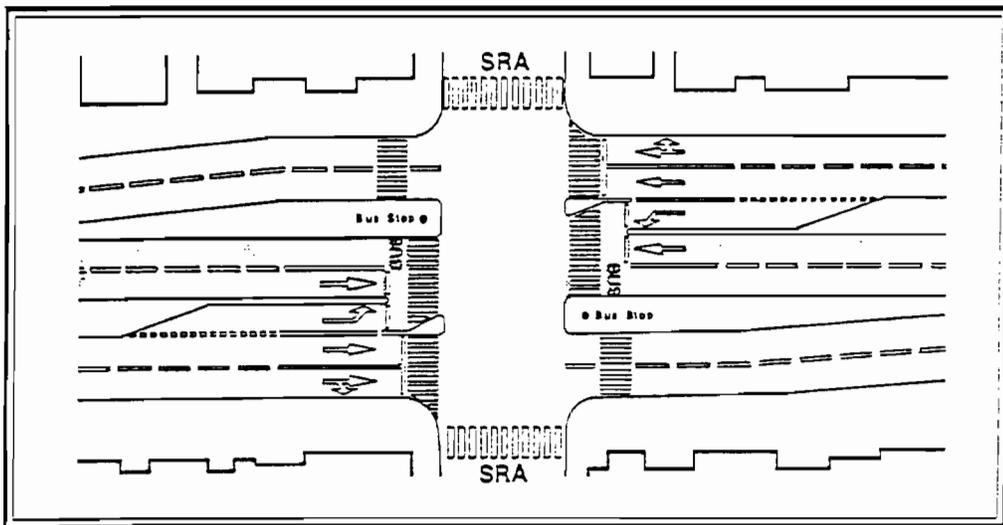


Figure 2 Center Bus Lane Treatment - Urban SRA

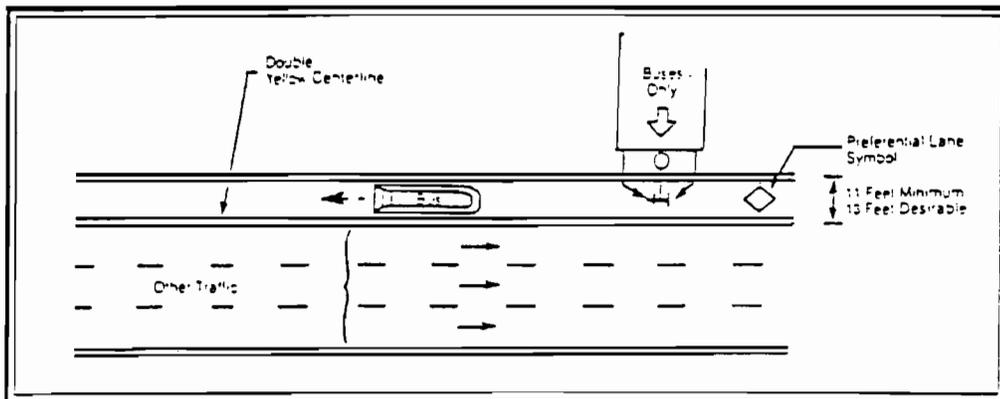


Figure 3 Typical Transit Contra-Flow Lane

Identifying Opportunities for Future Transit Facilities

Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. For example, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

Mannheim/U.S. 45 Project Status

To date, about 30 percent of the study of Mannheim/U.S. 45 is complete. In October, IDOT and the consultant team held the first Advisory Panel Meetings. At these meetings, the existing conditions of the Mannheim/U.S. 45 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for late February or early March. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the Mannheim/U.S. 45 corridor. The third Advisory Panel Meeting is scheduled to take place in the fall of 1992, and a Public Hearing is scheduled tentatively for the winter of 1992 or early 1993.

SRA SPOTLIGHT

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For:

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Advisory Panel

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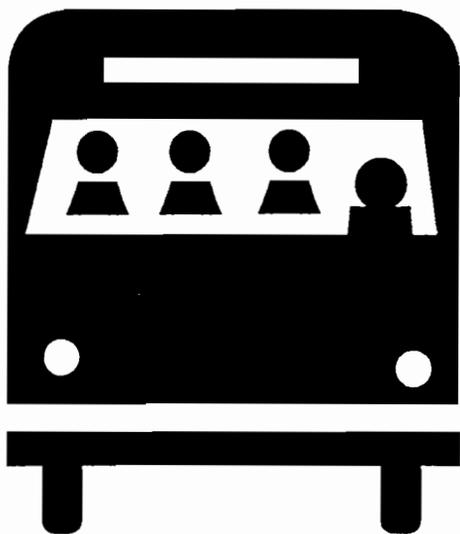
Panel Members:

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Chicago (ORD) - Brian Doherty, Alderman
Chicago - Martin Becklenberg, Department of Public Works
Countryside - Carl LeGant, Mayor
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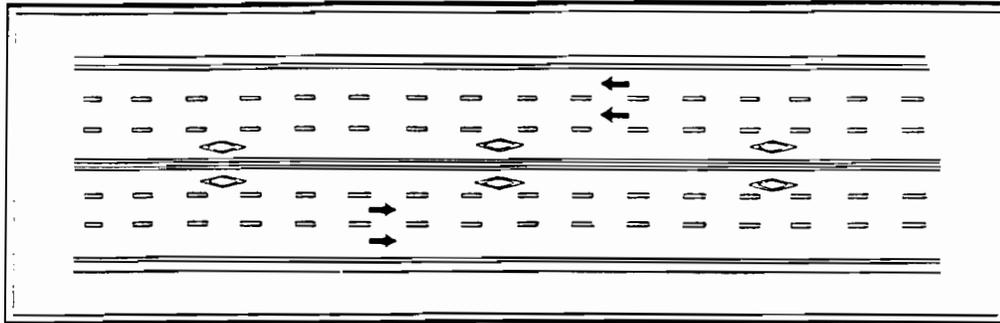


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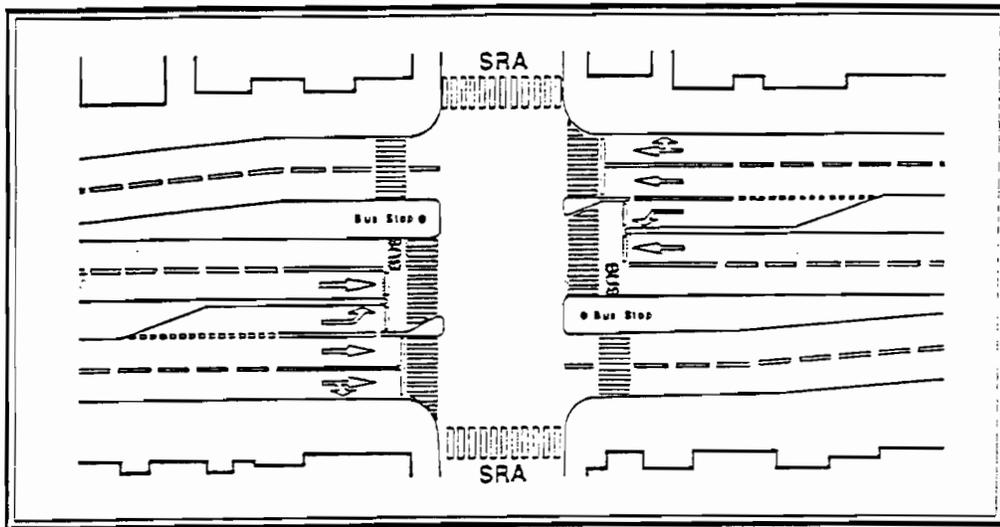


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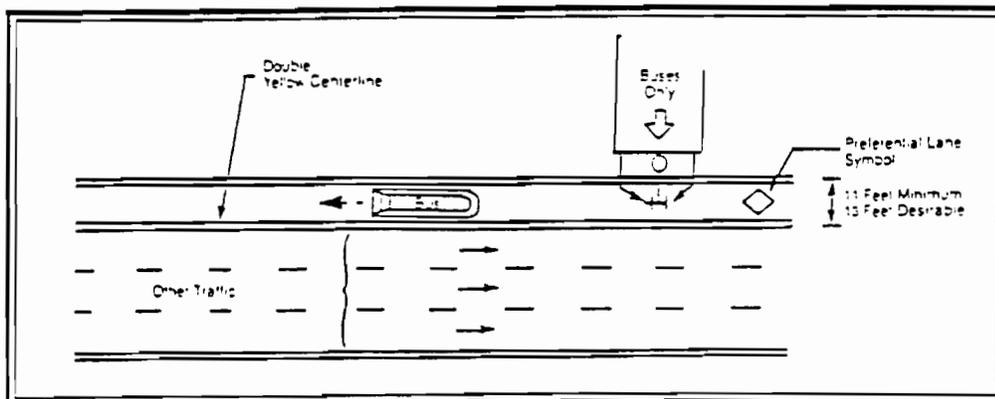


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On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. Foreexample, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

Mannheim/U.S. 45 Project Status

To date, about 30 percent of the study of Mannheim/U.S. 45 is complete. In October, IDOT and the consultant team held the first Advisory Panel Meetings. At these meetings, the existing conditions of the Mannheim/U.S. 45 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for late February or early March. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the Mannheim/U.S. 45 corridor. The third Advisory Panel Meeting is scheduled to take place in the fall of 1992, and a Public Hearing is scheduled tentatively for the winter of 1992 or early 1993.

SRA SPOTLIGHT

Publisher:

The Illinois Department of Transportation

Editor:

CHM HILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Richard Boehm

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SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

Relationship of Transportation Planning to Land Use and Development

Land Use and the SRA Plan

The success of today's transportation system and the viability of its future depend upon integrating arterial improvements with future development plans. Road improvements have the potential to stimulate land use changes, which in turn, can impact the efficiency of the transportation system. Improved accessibility, a common component of transportation system improvement plans, can influence land development, particularly when combined with other contributing factors such as land availability, market trends, local zoning and land use policies, water and sewer extension policies, and proximity to population centers.

The Strategic Regional Arterial (SRA) network, which consists of 1,340 miles of existing roads, encompasses 146 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Within this network there are significant differences in the roadway environment that determine how various types of routes may function in the system. Land use impacts also will vary, depending upon whether the route traverses an urban, suburban, or rural area. In rural or suburban areas, there may be large tracts of vacant land that may undergo development, requiring coordinated access; in urban areas, maintaining or improving access and parking to existing developments are primary issues.

In high-demand areas, consideration of access management and design improvements are necessary to ensure maintenance of a good level of service. A key element of the SRA plan is to balance the goals of an arterial's function, to carry high volumes of long-distance traffic, with existing and future land use access needs. This may be accomplished by:

- Understanding future regional growth trends; and
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Understanding Future Regional Growth Trends

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Changing demographics have altered household structure, bringing a dramatic increase in the number of single-person and single-parent-headed households, a factor that will continue to shape markets in the coming years. In the region, the number of households is projected to increase by 31.1 percent (774,000 new house-

Mannheim / U.S. 45 Corridor

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It is important to note that local units of government control land use and development. The SRA corridor plan attempts to coordinate future transportation needs based on community plans, but if land use policy changes, or if a land use plan is not implemented, the transportation system will be affected. Thus, a good transportation system depends upon implementation of effective land use controls and enforcement of land use plans.

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This SRA segment includes areas along U.S. 45 between I-55 and the north corridor terminus at Touhy Avenue. The corridor is shown on the accompanying map.

This segment of Mannheim Road/U.S. Route 45 is approximately 15 miles long and is designated as a "suburban" SRA corridor. It traverses fully-developed

areas with adjoining land uses including commercial, residential, and retail activities. Traveling from south to north, the adjacent land use changes from primarily residential to increasingly retail/commercial uses. O'Hare Airport is located on the west side of Mannheim Road/ U.S. Route 45 at the north end of the corridor. Residential land uses, the LaGrange Historic District, and the LaGrange downtown retail areas are land uses that are sensitive to SRA improvements.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservations for frontage roads, or providing enhanced access to the development or site.

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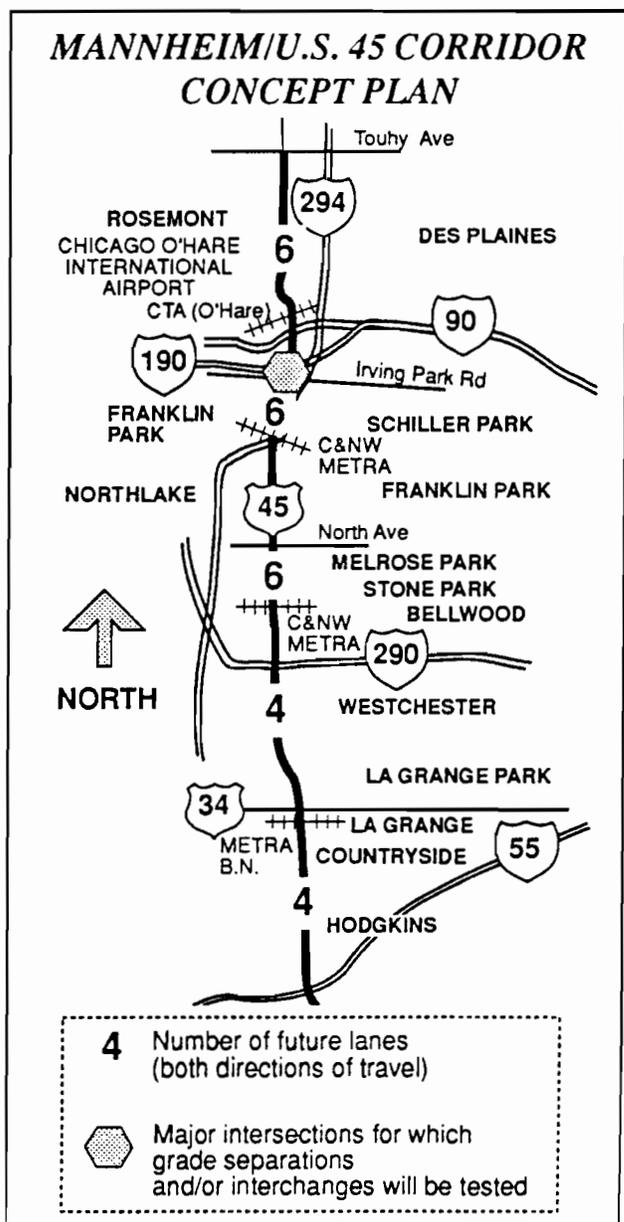
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SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

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Mannheim / U.S. 45 Corridor

areas where land use is changing, or where trends imply future potential access concerns, are:

- In the Frankfort area, the U.S. 45 area is designated for commercial and residential development
- At U.S. 45 and Joliet Road, a shopping center is under construction
- A commercial area is planned in Tinley Park between 179th and 183rd Streets
- Portions of the Palos Hills Country Club golf course may be developed for residential use

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservation for frontage roads, or providing enhanced access to the development or site.

Mannheim/U.S. 45 Corridor Project Status

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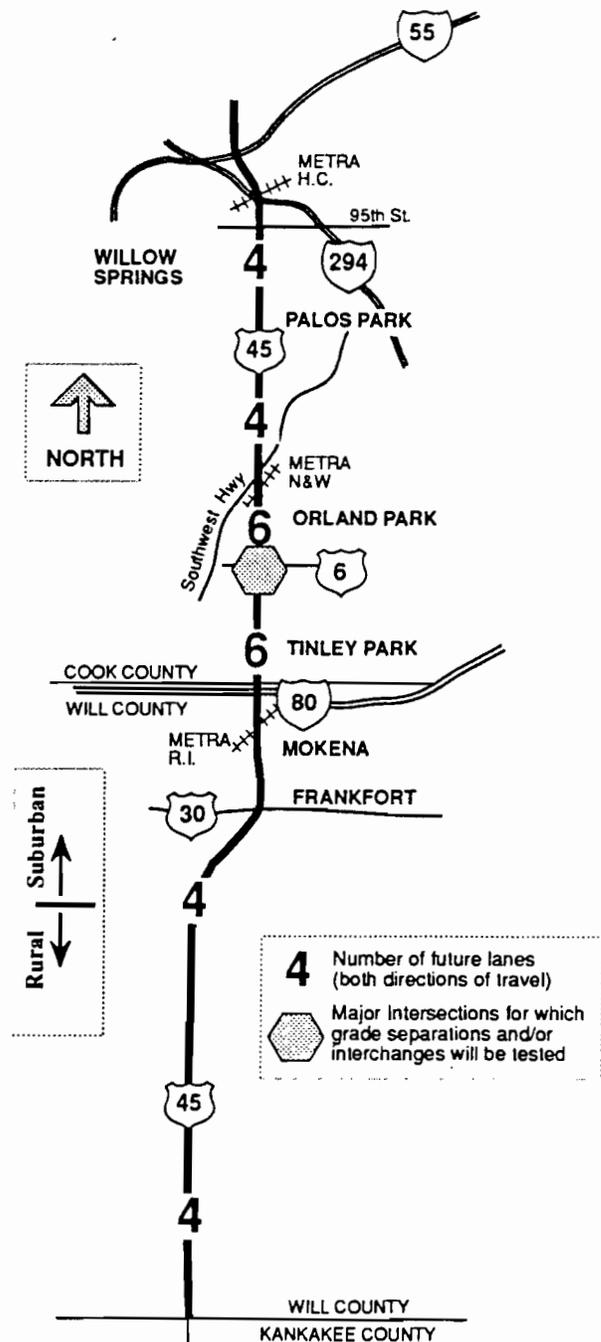
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MANNHEIM/U.S. 45 CORRIDOR CONCEPT PLAN



SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

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For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching use and design helps to ensure consistent, uniform flow, which contributes to operational efficiency and safety.¹ An area's street and highway system can be classified schematically by relating the proportion of *movement* function to *access* function. This concept is illustrated graphically in the accompanying chart. At its functional extreme, a local access or residential street is devoted almost entirely to providing access to abutting properties; the freeway, on the other hand, serves only the movement function.

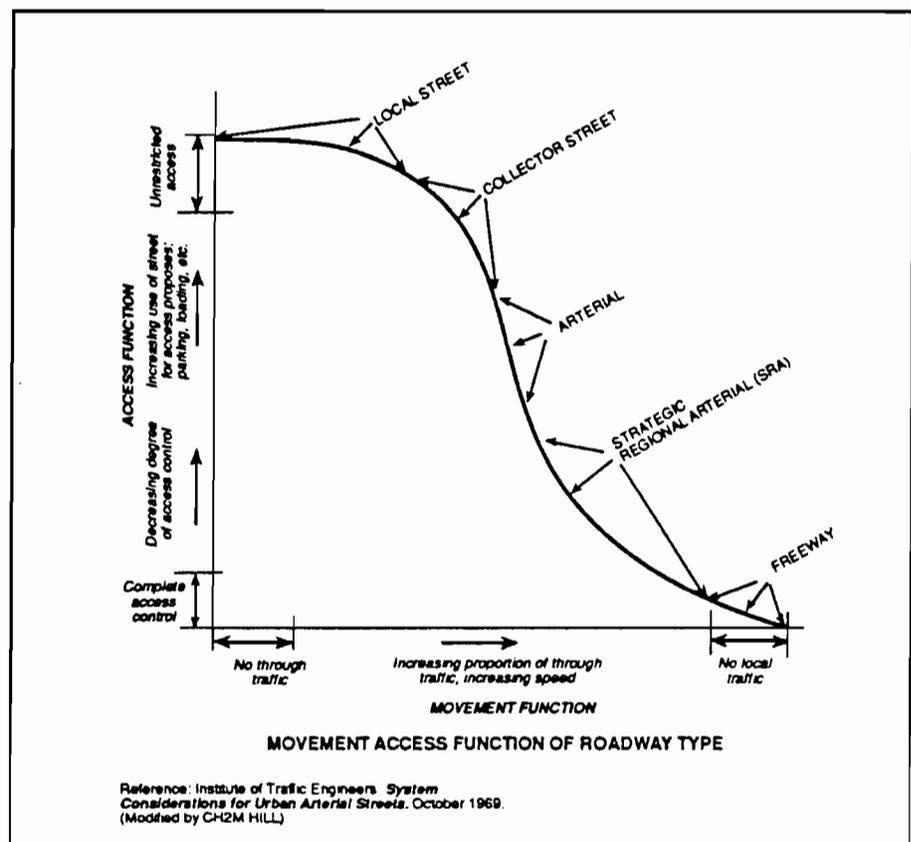
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"arterial" roadways. Also, on SRAs trip lengths will be longer and movement will be faster than on other arterial or collector streets. However, despite the focus on accommodating the movement function, considering the access function also is vital because SRA routes pass through numerous villages and cities.

SRA Benefits

Communities affected by SRAs often ask: "What is achieved by the SRA system?" or "How will SRA improvements benefit my community?" The remainder



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of this newsletter addresses and provides answers to these questions.

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- Enhanced traffic safety
- Improved traffic operations
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These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

Improvement Benefits

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

Safety

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

Intersection Improvements

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

Median Improvements

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a “refuge” for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and “un-parking” maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a “severe non-attainment area” for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When “through” traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business

district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for Mannheim/U.S. 45

The SRA plan for the Mannheim/U.S. 45 corridor should produce a range of benefits to the public and the local communities it serves. With minor exceptions, the addition of a median or the addition of two traffic lanes is proposed over the length of the corridor. These additions will enhance both the capacity and safety of U.S. 45. Traffic operations would be enhanced within the LaGrange Historic District by eliminating turning and through maneuvers to and from minor crossroads. Intersection and signalization improvements at key intersections will increase capacity and improve operations along the route.

Corridor Planning Status

At the last Mannheim/U.S. 45 Advisory Panel meeting on April 25, 1992, concept improvement alternatives were presented and discussed. Improvements discussed for the Mannheim/U.S. 45 corridor (north of I-55) included minimal widening north and south of LaGrange to add a median to the existing four traffic lanes. Channelization of cross street movements without widening was suggested through the LaGrange Historic District. Three alternatives were suggested for improvement through downtown LaGrange, including parking removal, roadway widening, and a combination widening and parking removal. North of Roosevelt Road, it was recommended that U.S. 45 be widened to six traffic lanes for compatibility with the existing six lanes between Irving Park Road and Lake Street. It was recommended that the six-lane roadway be extended north from Irving Park road to the end of the project at Touhy Avenue.

The study team is currently studying the detailed application of these improvement concepts to U.S. 45. The resulting plans, and a written report summarizing the planning efforts for the corridor, will be available for review by the panel in advance of the third panel meeting, which is expected to be held in the fall of 1992. During this period, we will continue to seek input from panel members regarding the improvement concepts.

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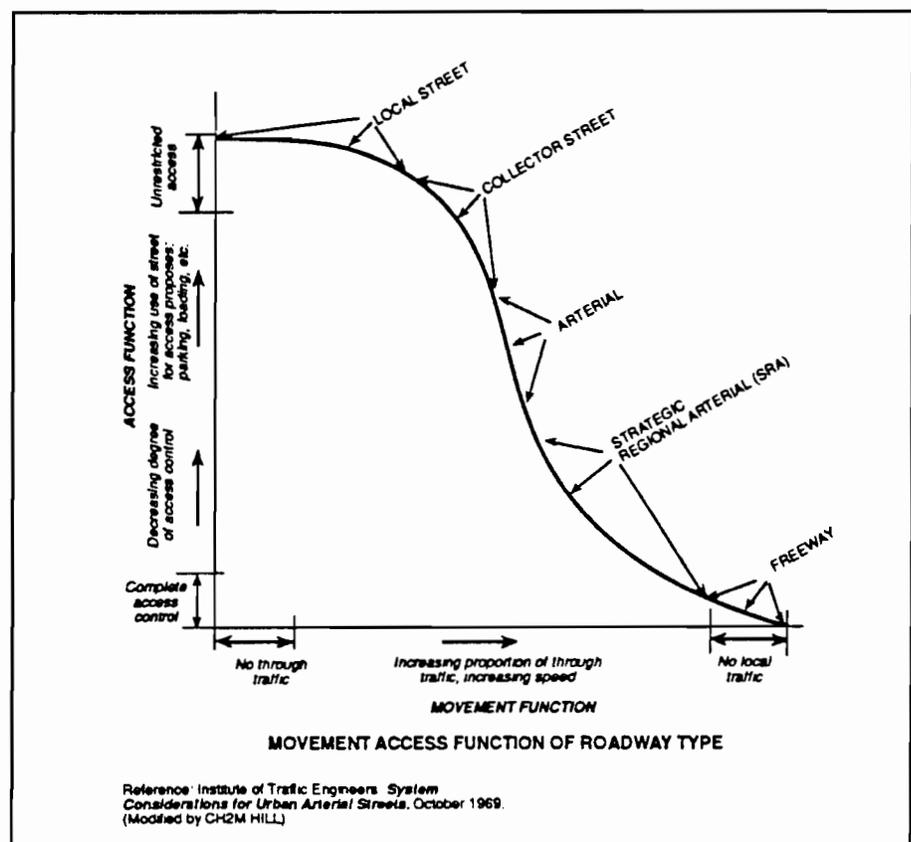
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For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

Access Management

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

Parking Regulation

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and “un-parking” maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

Traffic Operations

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

Environmental Impacts

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a “severe non-attainment area” for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

System Benefits

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

Neighborhood Impacts

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When “through” traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

Business District Impacts

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business

district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

Land Use and Transportation Planning

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

SRA Benefits for Mannheim/U.S. 45

The SRA plan for the Mannheim/U.S. 45 corridor should produce a range of benefits to the public and the local communities it serves. With minor exceptions, the addition of a median or the addition of two traffic lanes is proposed over the length of the corridor. These additions will enhance both the capacity and safety of U.S. 45. Traffic operations would be enhanced within the LaGrange Historic District by eliminating turning and through maneuvers to and from minor crossroads. Intersection and signalization improvements at key intersections will increase capacity and improve operations along the route.

Corridor Planning Status

The last Mannheim/U.S. 45 Advisory Panel meeting for this portion of the corridor was held on March 13, 1992. Concept improvement alternatives were presented and discussed. Improvements discussed for the Mannheim/U.S. 45 corridor (south of I-55) included widening to a four-lane divided highway between the Will-Kankakee county line and U.S. 30. From U.S. 30, it was recommended that U.S. 45 be widened to six traffic lanes with a mountable median as far north as 143rd Street. For the segment north of 143rd Street, which is largely bordered by forest preserve, the recommendation for U.S. 45 is to maintain the existing four traffic lanes with some median improvements.

The study team is currently studying the detailed application of these improvement concepts to U.S. 45. The resulting plans, and a written report summarizing the planning efforts for the corridor, will be available for review by the panel in advance of the third panel meeting, which is expected to be held in the fall of 1992. During this period, we will continue to seek input from panel members regarding the improvement concepts.

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SRA SPOTLIGHT
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The Illinois Department of Transportation

Editor:
CEMHILL

For:
The Strategic Regional Arterials Plan
Advisory Panel

Coordinator:

Richard Boehm

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SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

Environmental Considerations in SRA Transportation Improvement Planning

Discussion of Issues

In planning and implementation of roadway design projects, engineers and officials frequently face environmental considerations that complicate the projects' standard engineering aspects. Environmental considerations play a significant part in engineering design decisions, as highway designers and planners deal with the stringent requirements of various environmental regulatory agencies, and state and local governments (see table on page 2). Typical roadway design environmental issues include air quality, wetlands, and impacts to both sensitive land uses and to publicly-owned land (socioeconomic impact and potential land use change to the area also are considered, as discussed in Newsletter No. 4). Plans to avoid, minimize, or mitigate such impacts are integral to the design of a project and, ultimately, affect engineering solutions.

As part of the SRA project, an environmental analysis component has been conducted to inventory existing conditions and to identify environmental and land use characteristics that may conflict with, or be affected by, proposed roadway improvements. This initial inventory and identification would be supplemented by detailed analysis of these environmental effects as individual projects proceed to more advanced design. This newsletter reviews notable environmental and land use issues typically encountered in transportation projects, and discusses how they impact design decisions.

Wetlands

Wetlands are areas that are inundated or saturated by surface or groundwater, and support a variety of plant and animal species adapted to these conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas, and:

- Filter pollutants naturally;
- Enhance water quality;
- Provide natural watershed storage;
- Control flooding;
- Reduce erosion;
- Provide habitat for bird and animal life; and
- Provide aesthetic, recreational, educational, and socioeconomic benefits.

Because of these values, wetlands are protected by a variety of regulations at the local, state, and federal levels. Provisions for wetland protection, restoration, or replacement often are required before a project can proceed.

The presence of wetlands in the vicinity of road improvements influences location and design decisions. If possible, the project must *avoid* damage to wetlands. If avoidance is impractical, the project then must attempt to *minimize* adverse environmental impacts. Lastly, if wetland losses are unavoidable, the project's owner must arrange to *compensate* for destroyed or degraded wetlands through a process of restoring damaged wetlands or creating new ones.

Parkland

Public parkland is protected by federal regulatory provisions, and special effort must be made to preserve and protect such lands. These provisions apply to public recreation areas, including forest preserves; conservation districts; publicly-owned golf courses; state, county, or local parks; and sites and structures listed in the National Register of Historic Places.

Projects that would acquire or adversely affect public recreation land require additional federal

... continued on page 3

Federal Legislation for Resource Protection

Legislation	Resource Affected	Responsible Agency	Summary
<i>Section 4(f) Evaluation</i>	Public park and recreation land; historic resources	Federal Highway Administration	Requires consideration, consultation, and alternative studies to determine that there are no feasible and prudent alternatives to the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge of significance, as determined by the official officer having jurisdiction. Also must address measures to minimize harm. Applies to properties eligible for the National Register of Historic Places.
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Mannheim Road/U.S. 45 Corridor

continued from page 1 . . .

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Sensitive Land Uses

Sensitive land uses also are a factor in road improvement and design decisions. Typical sensitive land uses include hospitals, schools, cemeteries, police and fire departments, and other community facilities. Emergency access is one consideration; roadway changes can impact access to and from facilities such as hospitals and police and fire departments. Noise standards (moving a roadway closer to buildings may exceed acceptable noise levels) and business and residential relocation issues are other factors to be considered. Finally, effort should be made to avoid impact to these sensitive facilities because they are integral to the physical and social fabric of the community. Whenever possible, adjustments in road design should be made to avoid disrupting such facilities.

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How Do These Environmental Considerations Affect Roadway Design?

Each of these environmental considerations contributes to the basic SRA improvement concept and affects design solutions. Engineering design is tailored to avoid or minimize effects by:

- Adjusting the alignment (e.g., focus widening to one side of the facility or the other; realign the roadway to avoid an impact)
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In some cases, the presence and location of sensitive or protected land uses affect the basic SRA corridor concept. In keeping with overall planning objectives, the ability to implement a full, desirable SRA cross section must be balanced against the environmental impacts that could result. Decisions to "downsize" a corridor segment because of environmental concerns have been made on many SRA corridors.

Environmental Concerns and SRA Planning of Mannheim Road/U.S. 45

The study to determine recommended improvements for Mannheim Road/U.S. 45 has considered numerous environmental issues including wetlands, stream crossings, forest preserves and natural habitat, and sensitive land uses (including schools and cemeteries).

The rural portion of this project, from the Will County/Kankakee County border to Frankfort, makes 10 stream crossings. At these crossings, the length of channel that could be effected by widening on either side of the existing facility was considered in developing the recommended plan.

Mannheim Road/U.S. 45 Corridor

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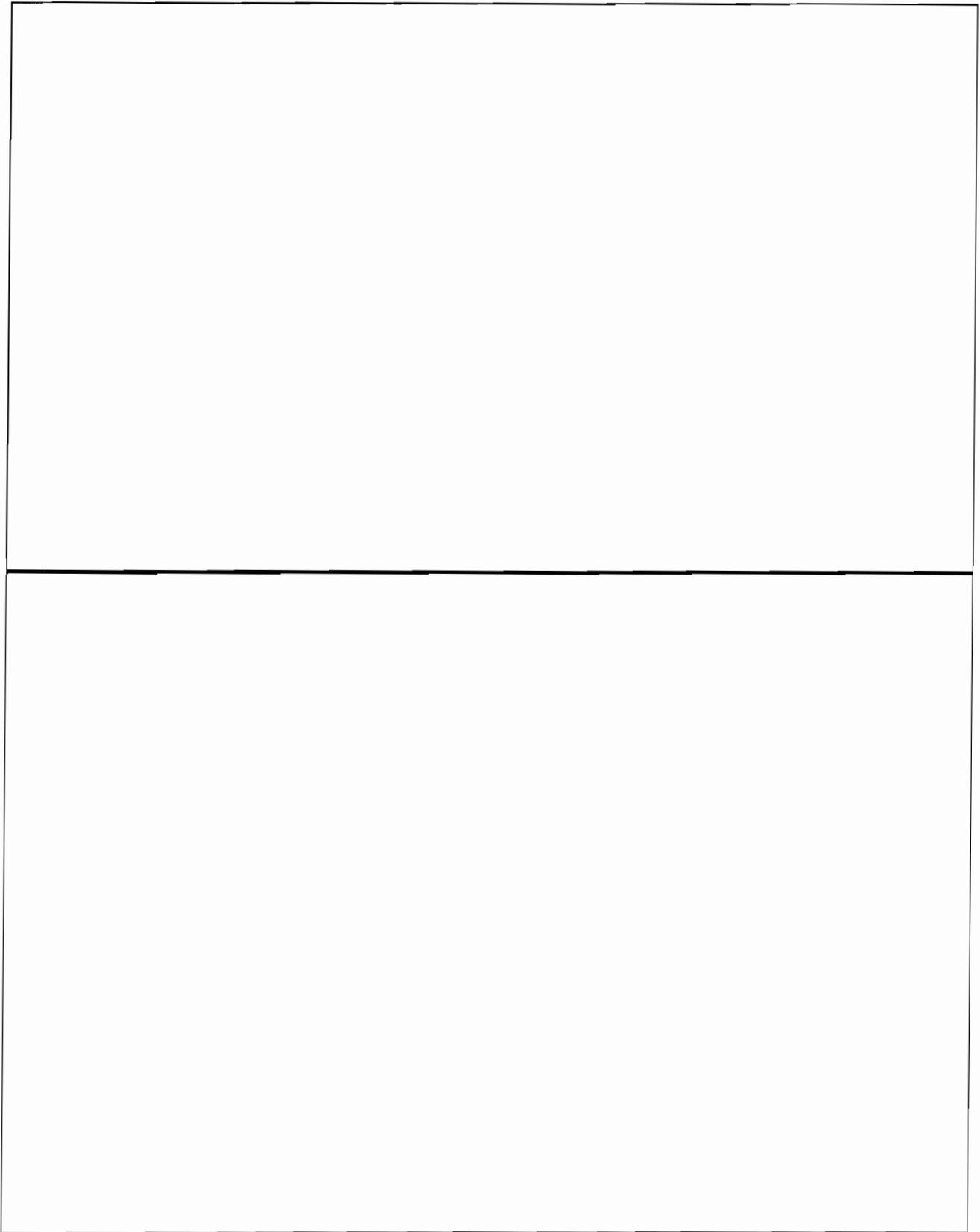
Coordinator:

Karyn Romano

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Chicago - Martin Becklenberg, Department of
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Countryside - Carl LeGant, Mayor
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SRA NEWSLETTER NO. 6





SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

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SRA NEWSLETTER NO. 6

SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— “Pre-Phase I”

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as “Pre-Phase I” because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA.

The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

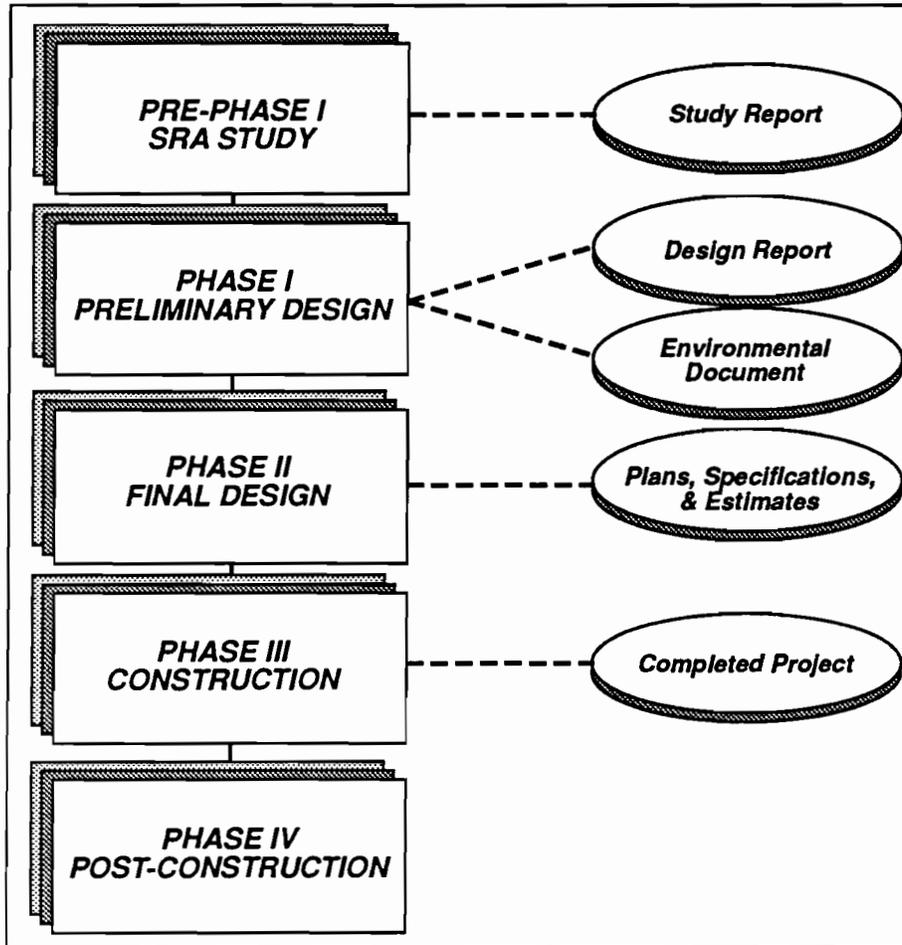
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA “Pre-Phase I” effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



*Phase II Studies—
Final Design*

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

*Phases III and IV—
Construction and
Post-Construction*

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

Mannheim / U.S. 45 Corridor

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for Mannheim Road/U.S. 45

Since the last newsletter, CH2M HILL staff have developed a proposed improvement plan for the Mannheim Road/U.S. 45 SRA corridor. A Draft Final Report has been completed to document the study findings, including existing conditions along the corridor, sensitive environmental areas, future land uses, and a plan of recommended improvements.

The Draft Final Report was distributed to Advisory Panel members for review, and was discussed at the third panel meeting held in December 1992. Three Mannheim Road/U.S. 45 SRA Public Hearings are expected to be held in early 1993; one hearing will be held in Will County and the other two hearings will be held in Cook County. The Advisory Panel members will be notified of exact times, dates, and locations as soon as they are available and an official notice will be placed in local newspapers. Advisory Panel members are encouraged to give the information regarding the hearings to anyone with an interest in the Mannheim Road/U.S. 45 corridor.

During the 30-day comment period following the hearings, Advisory Panel members and the public will have the opportunity to submit comments regarding the report and improvement plan. On the basis of these comments, IDOT and CH2M HILL may incorporate suggestions into the Mannheim Road/U.S. 45 Final Report or modify the proposed plan, as appropriate.

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Orland Park - Edward G. Schussler, Acting Mayor
Palos Park - Rosemary Kaptur, President
Tinley Park - Edward J. Zabrocki, Mayor
Willow Springs - James A. Rizzi, President
Cook County - Robert Hedrick, Superintendent of
Highways
Will County - Roy Cousins, Superintendent of
Highways

SRA SPOTLIGHT

MANNHEIM / U.S. 45 CORRIDOR ADVISORY PANEL

SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

SRA Corridor Planning Studies— “Pre-Phase I”

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as “Pre-Phase I” because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA.

The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

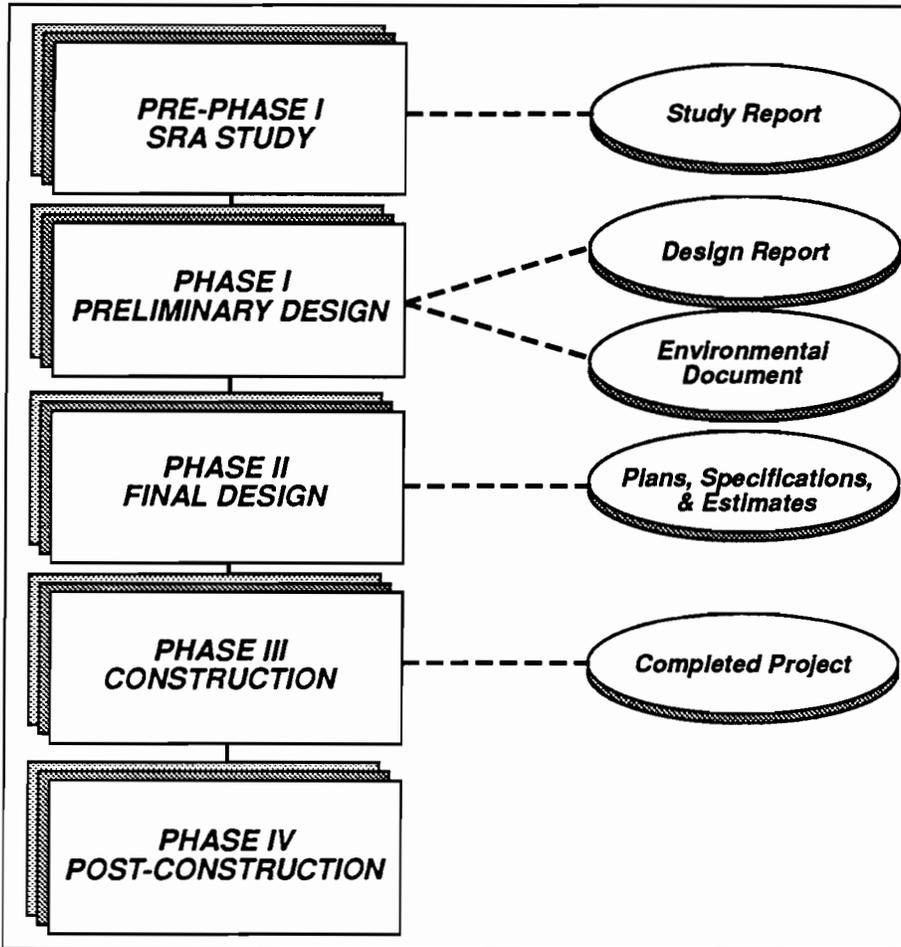
Programming SRA Improvements

Although each SRA report identifies project priorities in general terms, the SRA “Pre-Phase I” effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT's 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

Phase I Studies

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



*Phase II Studies—
Final Design*

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

*Phases III and IV—
Construction and
Post-Construction*

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

Mannheim / U.S. 45 Corridor

In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

SRA Planning Activities for Mannheim Road/U.S. 45

Since the last newsletter, CH2M HILL staff have developed a proposed improvement plan for the Mannheim Road/U.S. 45 SRA corridor. A Draft Final Report has been completed to document the study findings, including existing conditions along the corridor, sensitive environmental areas, future land uses, and a plan of recommended improvements.

The Draft Final Report was distributed to Advisory Panel members for review, and was discussed at the third panel meetings held in December 1992. Major concerns were expressed at the third North Advisory Panel meeting held on December 10, 1992. Panel representatives of Bellwood, Hillside, LaGrange, LaGrange Park, and Stone Park, among others, pointed out serious effects of the plan on their communities. Press coverage of the plan has been extensive. At the third panel meeting, CH2M HILL indicated that the Public Hearings would be held in January 1993. However, because of the many concerns, the scheduling of the hearings has been postponed to allow further discussion between public officials and IDOT, and to give the public more time to study the draft proposals.

Three Mannheim Road/U.S. 45 SRA Public Hearings are expected to be held; one hearing will be held in Will County and the other two hearings will be held in Cook County. The Advisory Panel members will be notified of exact times, dates, and locations as soon as they are available and an official notice will be placed in local newspapers. Advisory Panel members are encouraged to give the information regarding the hearings to anyone with an interest in the Mannheim Road/U.S. 45 corridor.

During the 30-day comment period following the hearings, Advisory Panel members and the public will have the opportunity to submit comments regarding the report and improvement plan. On the basis of these comments, IDOT and CH2M HILL may incorporate suggestions into the Mannheim Road/U.S. 45 Final Report or modify the proposed plan, as appropriate.

.....
SRA SPOTLIGHT
.....

Publisher:

The Illinois Department of Transportation

Editor:

CH2MHILL

For:

The Strategic Regional Arterials Plan

Advisory Panel

Coordinator:

Karyn Romano

West Central Municipal Conference

Panel Members:

Bellwood - Sigel Davis, President
Chicago (ORD) - Brian Doherty, Alderman
Chicago - John Tomczyk, Department of Transportation
Countryside - Carl LeGant, Mayor
Des Plaines - D. Michael Albrecht, Mayor
Franklin Park - Jack B. Williams, President
Hillside - Joseph Tamburino, President
Hodgkins - Noel Cummings, President
LaGrange - Bill Erickson, President
LaGrange Park - Robert Huson, President
Melrose Park - August Taddeo, Mayor
Northlake - Reid Paxson, Mayor
Rosemont - Donald E. Stephens, President
Schiller Park - Edward E. Bluthardt, President
Stone Park - Robert Natale, President
Westchester - John Sinde, President
Cook County - Robert Hedrick, Superintendent of Highways

**Public Hearing
Comments, Questions, and Responses**

TO: Illinois Department of Transportation

COPIES: Rich Starr/IDOT
Tim Neuman/CH2M HILL

FROM: Paul Rader/CH2M HILL
Ted Reynen/CH2M HILL

DATE: April 6, 1994

SUBJECT: Comments Summary
LaGrange Rd/Mannheim Rd/U.S. 45 Public Hearings

PROJECT: GLT31495.04.A5

This memorandum summarizes written and oral comments received by the Illinois Department of Transportation (IDOT), the CH2M HILL staff and court reporters at the three public hearings for the LaGrange Rd/Mannheim Rd/U.S. 45 SRA corridor. The dates and locations of the three public hearings were as follows:

Countryside	January 18, 1994
Mokena	January 20, 1994
Franklin Park	January 25, 1994

Responses to the comments are delineated in bold following the appropriate comments.

The Following Comments Address the Proposed Plan in the Vicinity of LaGrange and LaGrange Park.

Congressman William Lipinski

Congressman Lipinski thanked IDOT for sharing their views with him on the corridor plan.

Congressman Lipinski's interest is appreciated.

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Bert Jacobs, President, LaGrange Business Association

Mr. Jacobs expressed concern about the left turn lanes being added to LaGrange Road. He is also concerned about the pedestrian traffic throughout LaGrange and LaGrange Park. He states that "the center median lanes discourage pedestrian cross traffic" and that "pedestrian traffic is an essential ingredient in the design of downtown LaGrange."

The current recommended improvement plan proposes development of left turn lanes at two locations - 51st Street and Harding Avenue. No other widening is proposed within either LaGrange or LaGrange Park. As neither of these intersections is within the LaGrange business district the proposed improvements would have no effect on downtown pedestrian movement. Signal phasing and timing at Harding Avenue would be revised to include adequate pedestrian crossing clearances for the addition of the left turn lane.

Raymond J. Pietrus, Village President, Village of LaGrange Park

Mr. Pietrus submitted a resolution petitioning "the Illinois Department of Transportation to remove LaGrange Road in LaGrange Park from the Strategic Regional Arterial system as it is an inappropriate designation for this roadway through the Village of LaGrange Park." The resolution was attested to by W. Cover Brunette, Village Clerk.

Marlies Prethel, Village Manager, Village of LaGrange

Ms. Prethel requested that this segment of the SRA plan be deleted from the SRA system. She suggests developing better access to the existing expressway system or finding alternate SRA routes which would not have such a significant impact on the Village of LaGrange.

US 45 is part of a system of roads designated as Strategic Regional Arterials (SRA's) which together form a network throughout the Chicago Metropolitan Area. Roadways were selected based on their existing characteristics as US or state highways or major arterials, spacing from other SRA's and continuity over extended distances through the region. The SRA designation is not expected to change the existing characteristics of US 45 in the vicinity of LaGrange as a heavily used urban arterial street. The SRA designation does not imply a specific level of widening. In the instance of LaGrange, the SRA

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designation combined with recommendations contained in the Corridor Study Report establishes a finding of no general widening through the LaGrange Area in the foreseeable future. Other roadways suggested to replace the function of US 45 as an SRA (Harlem Avenue, First Avenue) would not be feasible because these roadways are SRA's as well. Other alternatives (I-294, II Route 83) are either too far away to effect traffic on LaGrange Road or lack continuity.

Nancy Kenney, President, Main Street LaGrange

Ms. Kenney thanked IDOT for being responsive to issues that had been discussed earlier. She then stated that this downtown organization is still opposed to "any changes to the current traffic regulations and, also, any--restricting of movements on LaGrange Road at peak periods, except for left-turn lanes at certain designated streets." They believe that people who live in the area, and those passing through, will be confused by left turn restrictions. She also thanked IDOT for reconsidering the need for bus shelters on each block.

No physical changes are proposed through downtown LaGrange. Because left turns have a major effect on arterial safety, peak hour left turn restrictions have been proposed as means of safely accommodating left turning vehicles without the greater impacts of continuous widening for a median to shelter left turning vehicles. In this manner the proposed plan supports a common goal of minimizing impacts to adjacent properties. Recommendations for bus stop shelters have been limited to crossings of major streets.

Private citizens opposed to the SRA plan and/or any changes to LaGrange Road.

Thirty-seven private citizens, including six residents of the Plymouth Place Retirement Community in LaGrange Park, made statements or sent letters opposing the SRA designation as well as any widening or changes to LaGrange Road/U.S. 45. The people expressed concern about increased traffic in general, truck traffic and air quality. Alternate routes including Route 83, 1st Avenue, Harlem Avenue and I-294 were suggested.

See response to Village Resolution above.

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Private citizens opposed to the widening at Harding Ave.

Twelve private citizens made statements or sent letters opposing the addition of the left turn lane at Harding Avenue and LaGrange Road. Most of the people expressed concern about decreasing property value. Other concerns included loss of parkway between their properties and the road and increased hazards to pedestrians and bicyclists. They noted that Harding Avenue is designated as part of the Bemis-Brookfield Zoo Bicycle Path.

It is expected that the necessary widening could take place within the existing right-of-way with the possible exception of a small area of land in the southeast quadrant. The widening would increase the street width from 40 feet to 50 feet. With proper signal timing, the proposed widening would not have an adverse effect of the safety of people crossing LaGrange Road at Harding Avenue. Providing left turn lanes can make identification of left turning vehicles easier thereby contributing to intersection safety. Accommodating left turns in a specific left turn phase without pedestrians and bicyclists would also contribute to intersection safety.

Private citizens concerned about a "bump" on LaGrange Road

Three private citizens made statements or sent letters regarding a "bump" on LaGrange Road in the vicinity of 700 south LaGrange Road. They state that the trucks hitting this "bump" are causing vibrations that are creating cracks in their homes.

This information has been forwarded to the Maintenance Division.

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Private citizens opposed to widening of LaGrange Road

Fifty-seven private citizens signed a petition opposing the widening of LaGrange Road. The petition states a concern for safety and quality of life for residents living in LaGrange Park and surrounding communities, if this plan were to be implemented.

The only widening proposed in this plan is that necessary to develop left turn lanes at 51st Street and Harding Avenue. Although these improvements will address the most significant safety hazard (left turn movements) they do not add significantly to capacity of the roadway and thus cannot be expected to result in increased traffic. The effects of traffic on US 45 within LaGrange and LaGrange Park are occurring now and are not expected to change noticeably as a result of this project.

Private citizen who questions the need for left turn lanes at 51st Street.

One private citizen questioned the need for left turn lanes at 51st Street.

51st Street was selected for development of left turn lanes as part of the plan to increase the safety of left turn operations by restricting left turns in the peak periods and offering opportunities for sheltered left turns at selected locations. This plan was proposed to minimize improvement effects. 51st Street was selected because it would be an extension of the median which now ends one half block south of 51st Street and because it is within an intended pattern of one half mile spacing of left turn lanes.

A private citizen proposes a new traffic signal at Oak Avenue to allow safe access to the LaGrange Park Library.

This would not be recommended as an SRA improvement because the proposed signal would be within one block of the existing signal at Harding Avenue. There is also an existing signal one and one half blocks (about 1100 feet) south of Oak Street.

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Private citizens supporting the proposed SRA plan.

Two citizens stated support for the improvement and upgrading of LaGrange Rd/U.S. 45. One citizen stated that due to the bottle-neck that occurs on LaGrange Road during rush hours, the traffic is spilling over onto the side streets parallel to LaGrange Road creating a safety problem with children playing on the local side streets--"so keep LaGrange Road as a SRA and improve its flow."

The other citizen stated his support for improvements because "these routes go back to the early 1920's and have been a vital transportation link for our communities since that time." He states that in the interest of safety, 12-foot lanes, barrier median and left-turn bays should be part of the plan. He also states that consideration should be given to grade separating LaGrange Road and the Burlington-Northern Railroad. He concludes by stating, that "doing nothing is grossly negligent."

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The Following Comments Address the Proposed Plan on the Northern Portion of the Corridor.

Anna Montana, President, Village of Schiller Park

The Village of Schiller Park is "highly supportive" of the concept to improve Mannheim Road, with two exceptions.

First, the village opposes the planned grade separation of Irving Park Road and Mannheim Road. The concern is that the grade separation would severely affect access to the developed and undeveloped property located southwest, southeast and northeast of this intersection and adversely affect emergency vehicle response times. The village also notes that the plan would not address the conflict between southbound I-294 traffic exiting and trying to turn left from Irving Park Road to go south on Mannheim Road.

Second, the village believes the proposed closing of Scott Street in the vicinity of the Lawrence Avenue and Mannheim Road Intersection would adversely affect access to the O'Hare Aerospace Center.

Based on information received at the public hearing, the proposal to close Scott Street has been eliminated from the SRA plan. Should redevelopment of this area occur it will be desirable to relocate the Scott Street access and develop additional access to the area north of Irving Park Road.

With respect to an interchange at Irving Park Road, it is acknowledged that both the need for and effects of an interchange and US 45 and Irving Park Road are large. An interchange has been proposed because this intersection is one of the highest volume intersections in the metropolitan area and has a corresponding high number of accidents. The planning, design, and construction of this interchange is viewed as a major undertaking, with access to adjacent parcels a large concern. It is believed that an interchange is necessary and feasible but it will require planning, multi-agency coordination and acquisition to achieve the desired interchange, create alternate access points and compensate those affected by this project. Further assessment of effects to adjacent parcels is not possible without further detailed studies.

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Ralph Iovinelli, Chief of Police, Franklin Park

Roy F. McCampbell, Building Commissioner, Franklin Park

Angelo "Skip" Saviano, State Representative, 77th District

Each of the above officials of Franklin Park stated concern about the current signal timing problems at the Grand Avenue and Mannheim Road intersection. The east-west traffic on Grand Avenue is not getting enough green time, causing long backups and traffic spilling over onto side streets.

They also note that the John Enger School is located in the southwest corner of the Grand Avenue/Mannheim Road intersection. The proposed plan indicates the need to acquire right-of-way in this area which is presently being used as playground and parking area for the students and teachers. This should be taken into consideration before the plan is implemented.

They also state that the right-turn lane proposed in the northeast corner of this intersection would have a definite impact on a business and residential building.

The delays observed at this intersection are indicative of a lack of capacity and the SRA report proposes improvements to this intersection. Detailed studies of traffic patterns, the need for specific turn lanes and other geometric requirements would be completed prior to any construction to minimize the effects to adjacent properties. Further opportunity for public comment would be part of the design study process. A note directing specific consideration of effects to the John Enger School has been added to the SRA plan exhibits.

James C. Caraher, The Caraher Corporation

The above individual represents the owner of the O'Hare Aerospace Center, located at the northeast corner of Mannheim Road and Lawrence Avenue. He expressed concern about the proposed closing of Scott Street and re-routing of local traffic on a new street. This plan would route traffic through the parking lot of the office complex. This would be difficult because the new street would cross over an underground concourse which connects the buildings in the complex and would not support truck traffic. In addition, the loss of some parking due to the widening of I-294 last year, coupled with the loss of parking due to this plan would "jeopardize the economic viability of the office buildings.

See response to comment of Anna Montana above.

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Steven H. Podolsky, Podolsky and Associates, LTD.

The above individual and organization represent the O'Hare International Plaza, located at the southwest corner of Irving Park Road and Mannheim Road. Podolsky and Associates state they are fully supportive of the position of the Village of Schiller Park as expressed in the Mayor's letter to IDOT (see above). In addition, they note the problem of exiting southbound I-294 traffic trying to make the left from Irving Park Road to southbound Mannheim Road and suggest a right lane cloverleaf exit from westbound Irving Park Road to southbound Mannheim Road. Also, it is stated that the closing of the United Parkway signalized intersection with Mannheim Road "would effectively render the properties ... valueless." The re-routing of traffic through the park proposed by the new signal would eliminate a significant portion of parking areas and upset traffic flows through the park, "destroying the integrity of the park."

See response to comment of Anna Montana above.

Ted Sherwood, Mayor, City of Des Plaines

Tamara Baucom, City of Des Plaines Engineering Dept.

The City of Des Plaines is "strongly" opposed to the SRA plan for widening between Higgins Road and Touhy Ave. The widening from four lanes to six lanes and access control created by the proposed barrier median would be "devastating to the businesses and the City of Des Plaines." In addition, the proposed asymmetric widening of the roadway south of Touhy Avenue "would render the existing properties ineffectual as commercial uses." The city submitted their plan for the redevelopment of this area in a document entitled "The Mannheim-Higgins Triangle".

The improvements proposed for this segment of US 45 are consistent with SRA guidelines applied throughout the region. The plan shows widening predominantly to the east side for the first 1200 feet north of Higgins Road before transitioning to the west side for the final 1000 feet before reaching Touhy Avenue. In the south segment it is necessary to show the widening on one side or the other to facilitate widening of the bridge carrying the Northwest Tollway (I-90) over Mannheim Road. Widening to the east was proposed because the intensity of development on the east side at the time of this study is far less than that on the west side. The intention of SRA planning is that given advance notice of the intended widening, subsequent development can be

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planned to avoid roadway conflicts. Advance planning can also produce development compatible with the level of access available. The widening is transitioned fully to the west for the final 1000 feet due to the presence of the Wisconsin Central Railroad tracks which are being considered for use as a commuter rail line.

It is noted that for widening to take place in this segment, it will be necessary to widen the Tollway overpass. Given the size of this effort and competing needs elsewhere in the area, it is not likely that the improvements recommended for this section will be accomplished soon. When improvements to this section are studied in detail, the effects to development existing at that future time will guide the final plan recommendations.

Private citizen concerned about losing their business

One private citizen made a statement concerning her business located at 2661 N. Mannheim Road. She feels if this plan goes through she will be put out of business.

See the above response.

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The Following Comments Address the Proposed Plan on the Southern Portion of the Corridor.

David Dorgan, Asst. Village Manager, Village of Tinley Park

The Village of Tinley Park supports the SRA plan, with the following comments. First the Village requested at least right-in/right-out access to US 45 between I-80 and 179th Street. They also support an intersection between 183rd Street and Mannheim Rd./U.S. 45. If an intersection is not possible, the Village requests consideration of a grade separation of 183rd Street with Mannheim Rd./U.S. 45. In the area between 179th Street and 171st Street, The Village would like to see right-in/right-out access provided with the possibility of some median crossings. The village also commented that the acquisition of additional right-of-way only on the east side of US 45 from Tinley Park and not on the west side from the Forest Preserve puts "undue burden on the properties of Tinley Park."

Right in-right/right-out access is possible between I-80 and 179th Street. Further comment would await specific proposals. Right-in/right-out access would also be acceptable between 179th Street and 171st Street. Specific points of right turn access are not shown anywhere on the plan. It can be assumed that any property fronting on US 45 could be served by a right-in/right-out driveway. Median crossovers would also be possible if needed within this section. Federal protection of parks and recreation areas requires that such lands not be used for highway right-of-way unless no alternatives exist. Since the area across from the forest preserve is presently undeveloped it represents a reasonable alternative and thus showing any taking of right-of-way from the forest preserve would be contrary to Federal regulations and misleading.

Bill Grabinski, South Field Properties

Mr. Grabinski commented on the need for a raised median between 179th Street and 167th Street when the west side of the road is all forest preserve. He stated that in a similar situation on 159th Street (forest preserve on the south side of the roadway), IDOT felt that the median was unnecessary and he would like to know, why the inconsistency?

A median is a desirable element in an arterial roadway even if multiple access points are not expected as would be the case for a roadway bordering the forest preserve. Medians contribute to safety by separating traffic and by sheltering

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left turning vehicles. The lack of access points on one side of the road eliminates half of the possible turning conflicts and thus reduces the need for a median. If right-of-way for a median cannot be acquired without large effects on adjoining properties it may be reasonable to forgo the benefits of a median in areas of limited access points. The plan represented here seeks to prepare for the future without a full knowledge of the development that will take place in this segment. Given this, it is desirable to plan now for a median. If not required, this plan would be modified during the detail operational and design studies prepared prior to construction.

Private citizen expressed concern about widening toward his property and future access to his property.

Mr. Shroeder owns property on the east side of US 45 between the 104th Street and Laraway Road. Widening is shown to the east between Laraway road and the Jewel/Osco drive south of US 30.

This was shown because widening to the west would affect nine occupied residences or offices located on the west side while the land east of US 45 remains undeveloped. The recommendation as to which side to widen on was based on consideration of effects to buildings located within the entire 1.8 mile section between US 30 and Laraway road. Impacts to adjacent properties as well as complications with terrain would be minimized by widening to the east in that segment of the road.

Mr. Shroeder also questioned the need for 150 foot right-of-way. The 150 foot right-of-way shown on the plan is within the range suggested for suburb SRA arterial roadways.

The full right-of-way must accommodate not only the roadway and medians, but also have room for drainage ditches, sidewalks, runoff detention, possible bicycle paths, and other things not foreseen at this time. Where existing development does not preclude a wider right-of-way, SRA recommendations are made to preserve right-of-way to avoid any future conflicts.

With respect to access, right-in/right-out access from US 45 is possible. Further access from US 45 would need justification specific to the proposed development. Because access to this 40 acre triangular shaped parcel of land would also be provided via 104th street and Laraway Road, it is likely that further left turn access from US 45 would not be required.

Transcript available for review at Illinois
Department of Transportation - District 1
headquarters.

IN RE:)
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STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
MANNHEIM ROAD/U.S. 45)
COUNTY LINE ROAD TO)
TOUHY AVENUE)

MOKENA, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the public
hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C.S.R., a Notary Public in and for the County
of DuPage, State of Illinois, at Di Nolfo's
Banquets, 9425 West 191st Street, Mokena,
Illinois, on Thursday, the 20th day of January,
A. D. 1994, between the hours of 2:00 and
7:00 P. M.

Transcript available for review at Illinois
Department of Transportation - District 1
headquarters.

IN RE:)
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STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
MANNHEIM ROAD/U.S. 45)
COUNTY LINE ROAD TO)
TOUHY AVENUE)

FRANKLIN PARK, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the public
hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C.S.R., a Notary Public in and for the County
of DuPage, State of Illinois, at Centre at North
Park, Franklin Park Park District, 10040 Addison
Street, Franklin Park, Illinois, on Tuesday, the
25th day of January, A. D. 1994, between the hours
of 2:00 and 7:00 P. M.

Transcript available for review at Illinois
Department of Transportation – District 1
headquarters.

IN RE:)
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STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
MANNHEIM ROAD/U.S. 45)
COUNTY LINE ROAD TO)
TOUHY AVENUE)

COUNTRYSIDE, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the public
hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C.S.R., a Notary Public in and for the County
of DuPage, State of Illinois, at the William
Tell Holiday Inn, 6201 Joliet Road, Countryside,
Illinois, on Tuesday, the 18th day of January,
A. D. 1994, between the hours of 2:00 and
7:00 P. M.

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Transcript available for review at Illinois
Department of Transportation – District 1
headquarters.

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IN RE:

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STRATEGIC REGIONAL ARTERIAL

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OPERATION GREENLIGHT

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MANNHEIM ROAD/U.S. 45
COUNTY LINE ROAD TO TOUHY AVENUE

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COUNTRYSIDE PUBLIC HEARING

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Stenographic report of comments made at the

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public hearing of the above-captioned study and

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summary of recommendations, taken before ERIKA

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KATHERINE RYL, a notary public of McHenry County,

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Illinois, on the 18th day of January, A.D. 1994, at

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William Tell Holiday Inn, 6201 Joliet Road,

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Countryside, Illinois, between the hours of 2:00 and

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7:00 p.m.

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Erika Ryl

21

Certified Shorthand Reporter

931 Waterford Cut

22

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(815) 455-3033

23

Mannheim Road/U.S. 45

Table A-1

Year 2010 Intersection Planning Capacity Analysis

Mannheim Road/ U.S. 45 AND:	Mannheim Road/U.S. 45						CROSS ROAD						TOTAL V/C				
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION		% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C
Wilmington*	4900	10%	60	0.94	10%	29	L-TT-R	0.10	20000	10%	60	0.94	10%	120	L-T-TR	0.44	0.54
Pecotone Road (1)																	
Joliet Road (1) (Ill. 52)	4900	10%	60	0.94	10%	29	L-TT-R	0.10	12000	10%	60	0.94	10%	72	L-TR	0.50	0.60
Manhattan Monroe Road (1)	4900	10%	60	0.94	10%	29	L-TT-R	0.10	12000	10%	60	0.94	10%	72	L-TR	0.50	0.60
Laraway Road (1)	11900	10%	60	0.94	10%	71	L-TT-R	0.24	12000	10%	60	0.94	10%	72	L-TT-R	0.24	0.48
Nebraska Ave (1)	13000	10%	60	0.94	10%	78	L-T-TR	0.28	12000	10%	60	0.94	10%	72	L-TR	0.50	0.78
U. S. Route 30/ Lincoln Highway*	17500	10%	60	0.94	10%	105	LL-T-TR	0.35	29700	10%	60	0.94	10%	178	LL-T-TR	0.59	0.94
Colorado Ave (1)	17500	10%	60	0.94	10%	105	L-T-TR	0.38	5000	10%	60	0.94	10%	30	L-TR	0.21	0.59
Access Drive (1)	17500	10%	60	0.94	10%	105	L-T-TR	0.38	5000	10%	60	0.94	10%	30	L-TR	0.21	0.59
St. Francis Road (1)	23000	10%	60	0.94	10%	138	L-T-TR	0.50	12000	10%	60	0.94	10%	72	L-TR	0.50	1.00
Laporte Road (1)	23500	10%	60	0.94	10%	141	L-T-TR	0.51	12000	10%	60	0.94	10%	72	L-TR	0.50	1.01
Willow Lane (1)	23500	10%	60	0.94	10%	141	L-T-TR	0.51	5000	10%	60	0.94	10%	30	L-TR	0.21	0.72
191st Street (1)	24800	10%	60	0.94	10%	149	LL-TT-R	0.31	20000	10%	60	0.94	10%	120	L-TT-R	0.40	0.71
179th Street (1)	28800	10%	60	0.94	10%	173	L-TT-TR	0.44	12000	10%	60	0.94	10%	72	L-T-TR	0.26	0.70
175th Street (1)	23300	10%	60	0.94	10%	140	L-TT	0.47	5000	10%	-	0.94	50%	250	LL-R	0.06	0.53
171st Street (1)	23000	10%	60	0.94	10%	138	L-TT	0.46	5000	10%	60	0.94	10%	250	LL-R	0.06	0.52
167th Street (1)	23000	10%	60	0.94	10%	138	L-TT-TR	0.35	20000	10%	60	0.94	10%	120	L-T-TR	0.44	0.79
Access Road (1)	20200	10%	60	0.94	10%	121	L-TT-TR	0.31	5000	10%	60	0.94	10%	30	L-TR	0.21	0.52

Note: (*) Denotes SRA Corridor

(**) Projected ADT Volumes Reduced To 50,000 Maximum

(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 for Minor Arterials, 5,000 ADT for Local Roadways

Mannheim Road/U.S. 45
Table A-1

Year 2010 Intersection Planning Capacity Analysis

Mannheim Road/ U.S. 45 AND:	Mannheim Road/U.S. 45						CROSS ROAD						TOTAL V/C				
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION		% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C
159th Street*	37900	10%	60	0.94	10%	227	LL-TT-R	0.48	31300	10%	60	0.94	10%	188	LL-TT-R	0.40	0.88
Mall Drive (L)	37900	10%	60	0.94	10%	227	L-TT	0.76	5000	10%	60	0.94	10%	250	LL-RR	0.06	0.82
Access Road (L)	37900	10%	60	0.94	10%	227	L-TT-TR	0.58	5000	10%	60	0.94	10%	30	L-TR	0.21	0.79
153rd Street (L)	37900	10%	60	0.94	10%	227	L-TT-TR	0.58	12000	10%	60	0.94	10%	72	L-T-TR	0.26	0.84
151st Street (L)	37900	10%	60	0.94	10%	227	LL-TT-TR	0.56	20000	10%	60	0.94	10%	120	LL-T-TR	0.43	0.99
149th Street (L)	33100	10%	60	0.94	10%	199	L-TT-TR	0.51	5000	10%	60	0.94	10%	30	L-T-TR	0.11	0.62
147th Street (L)	33100	10%	60	0.94	10%	199	L-TT-TR	0.51	5000	10%	60	0.94	10%	30	L-TR	0.21	0.72
144th Place (L)	33100	10%	60	0.94	10%	199	L-TT-TR	0.51	5000	10%	60	0.94	10%	30	L-TR	0.21	0.72
143rd Street	35600	10%	60	0.94	10%	214	LL-TT-R	0.45	46400	10%	60	0.94	10%	278	LL-TT-R	0.59	1.04
135th Street (L)	39400	10%	60	0.94	10%	236	L-TT	0.87	5000	10%	-	0.94	10%	250	L-R	0.10	0.97
High School Drive (L)	39400	10%	60	0.94	10%	236	L-TT	0.87	5000	10%	-	0.94	10%	250	L-R	0.10	0.97
131st Street (L)	39400	10%	60	0.94	10%	236	L-TT-R	0.79	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.23
123rd Street (L)	31400	10%	60	0.94	10%	188	L-TT-R	0.63	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.07
111th Street (L)	35600	10%	60	0.94	10%	214	L-TT	0.78	5000	10%	-	0.94	50%	250	L-R	0.10	0.88
107th Street (L)	30300	10%	60	0.94	10%	182	L-TT-R	0.61	12000	10%	60	0.94	10%	72	L-T-R	0.51	1.12
95th Street*	29100	10%	60	0.94	10%	175	LL-TT-TR	0.41	30300	10%	60	0.94	30%	545	LL-T-RR	0.57	0.98
87th Street (L)	29100	10%	60	0.94	10%	175	L-TT-TR	0.45	20000	10%	60	0.94	10%	120	L-TT-R	0.40	0.85

Note: (*) Denotes SRA Corridor
(**) Projected ADT Volumes Reduced To 50,000 Maximum
(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 for Minor Arterials, 5,000 ADT for Local Roadways

Mannheim Road/U.S. 45

Table A-1

Year 2010 Intersection Planning Capacity Analysis

Mannheim Road/ U.S. 45 AND:	Mannheim Road/U.S. 45						CROSS ROAD						TOTAL V/C				
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION		% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C
67th Street (1)	40500	10%	60	0.94	10%	243	L-TT	0.89	5000	10%	60	0.94	50%	250	L-R	0.10	0.99
Joliet Road (1)	40500	10%	60	0.94	10%	243	L-TT-R	0.57	20000	10%	60	0.94	10%	120	LL-T-TR	0.37	0.94
Mall Drive (1)	33200	10%	60	0.94	10%	199	L-TT-R	0.81	5000	10%	60	0.94	10%	30	LTR	0.24	1.05
55th Street (1)	33200	10%	60	0.94	10%	199	L-TT-R	0.66	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.10
Plainfield Road (1)	33100	10%	60	0.94	10%	199	L-TT-R	0.66	20000	20%	60	0.94	10%	120	L-T-TR	0.44	1.10
47th Street (1)	32200	10%	60	0.94	10%	193	L-T-TR	0.71	29700	10%	60	0.94	10%	178	L-T-TR	0.65	1.36
Cossitt Ave (1)	30600	10%	60	0.94	10%	184	L-T-TR	1.12	12000	10%	60	0.94	10%	72	LTR	0.57	1.69
Harris Street (1)	32800	10%	60	0.94	10%	197	L-T-TR	1.20	5000	10%	60	0.94	10%	30	LTR	0.24	1.44
Burlington Ave (1)	32800	10%	60	0.94	10%	197	L-T-TR	0.72	12000	10%	60	0.94	10%	72	T-R	0.44	1.16
Hillgrove Ave (1)	32800	10%	60	0.94	10%	0	T-TR	0.72	12000	10%	60	0.94	10%	72	T-R	0.44	1.16
Ogden Ave*	35800	10%	60	0.94	10%	215	L-T-TR	0.79	30800	10%	60	0.94	10%	185	L-T-TR	0.68	1.47
Homestead Road (1)	35800	10%	60	0.94	10%	215	L-TT	0.79	5000	10%	60	0.94	10%	250	L-R	0.10	0.89
Harding Ave (1)	35800	10%	60	0.94	10%	215	L-T-TR	0.79	5000	10%	60	0.94	10%	30	L-TR	0.21	1.00
31st Street	33700	10%	60	0.94	10%	202	L-T-TR	0.76	32600	10%	60	0.94	10%	196	L-T-TR	0.72	1.48
Cermak Road	35600	10%	60	0.94	10%	214	L-TT-TR	0.55	36900	10%	60	0.94	10%	221	L-TT-TR	0.57	1.12
Dorchester Ave (1)	35600	10%	60	0.94	10%	214	L-TT-R	0.71	5000	10%	60	0.94	10%	30	L-TR	0.21	0.92
Canterbury St (1)	35600	10%	60	0.94	10%	214	L-TT-R	0.71	5000	10%	60	0.94	10%	30	L-TR	0.21	0.92

Note: (*) Denotes SRA Corridor

(**) Projected ADT Volumes Reduced To 50,000 Maximum

(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 for Minor Arterials, 5,000 ADT for Local Roadways

**Mannheim Road/U.S. 45
Table A-1**

Year 2010 Intersection Planning Capacity Analysis

Mannheim Road/ U.S. 45 AND:	Mannheim Road/U.S. 45						CROSS ROAD						TOTAL V/C				
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION		% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C
Roosevelt Road	50000	10%	60	0.94	10%	300	L-TTT-R	0.70	33400	10%	60	0.94	10%	200	L-TTT-R	0.47	1.17
Harrison Street** (1)	50000	10%	60	0.94	10%	300	L-TTT-R	0.70	12000	10%	60	0.94	30%	216	L-TR	0.23	0.93
Van Buren (1)	36200	10%	60	0.94	10%	217	L-TTT-R	0.51	5000	10%	60	0.94	10%	30	L-TR	0.21	0.72
Madison Street (1)	36600	10%	60	0.94	10%	220	L-T-TR	0.80	12000	10%	60	0.94	10%	72	L-TR	0.50	1.30
Washington Blvd (1)	36600	10%	60	0.94	10%	220	L-T-TR	0.80	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.24
Randolph St (1)	40100	10%	60	0.94	10%	241	L-TT	0.91	5000	10%	60	0.94	50%	250	L-R	0.10	1.01
St. Charles Road	47300	10%	60	0.94	10%	284	L-T-TR	1.04	25100	10%	60	0.94	10%	151	L-TT-R	0.50	1.54
Lake Street	47900	10%	60	0.94	10%	287	L-TTT-R	0.67	36600	10%	60	0.94	10%	220	L-TTT-R	0.51	1.18
Soffel Ave (1)	47900	10%	60	0.94	10%	287	L-TT-TR	0.73	5000	10%	60	0.94	10%	30	L-TR	0.21	0.94
South Mall Drive (1)	44300	10%	60	0.94	10%	266	L-TTT	0.89	5000	10%	60	0.94	50%	250	L-R	0.10	0.99
North Mall Drive (1)	44300	10%	60	0.94	10%	266	L-TTT	0.89	5000	10%	60	0.94	50%	250	L-R	0.10	0.99
Armitage Ave (1)	44700	10%	60	0.94	10%	268	L-TTT-R	0.63	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.07
Fullerton Ave (1)	44700	10%	60	0.94	10%	268	L-TTT-R	0.63	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.07
Grand Ave**	52500	10%	60	0.94	10%	300	LL-TTT-R	0.63	37700	10%	60	0.94	10%	226	LL-TTT-R	0.48	1.11
Belmont Ave** (1)	50000	10%	60	0.94	10%	300	L-TTT-R	0.70	20000	10%	60	0.94	10%	120	L-T-TR	0.44	1.14
Waveland Ave** (1)	50000	10%	60	0.94	10%	300	L-TTT	1.00	5000	10%	60	0.94	50%	250	L-R	0.10	1.10
Seymour Ave** (1)	50000	10%	60	0.94	10%	300	L-TTT	1.00	12000	10%	60	0.94	50%	600	L-R	0.23	1.23

Note: (*) Denotes SRA Corridor
 (**) Projected ADT Volumes Reduced To 50,000 Maximum
 (1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 for Minor Arterials, 5,000 ADT for Local Roadways

Mannheim Road/U.S. 45

Table A-1

Year 2010 Intersection Planning Capacity Analysis

Mannheim Road/ U.S. 45 AND:	Mannheim Road/U.S. 45										CROSS ROAD						TOTAL V/C
	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	TWO-WAY ADT	K	D	ROADSIDE FRICTION	% TURNS	LT TURN VOLUME	LANES ON APPROACH	V/C	
Future Access Drive** (1)	50000	10%	60	0.94	10%	300	L-TT-TR	0.77	5000	10%	60	0.94	10%	30	L-TR	0.21	
Airport Entrance (1)	42700	10%	60	0.94	10%	256	LL-TTT	0.54	5000	10%	60	0.94	50%	250	LL-R	0.07	
Lawrence Ave	47200	10%	60	0.94	10%	283	LL-TTT	0.60	44600	10%	60	0.94	50%	2230	LL-RR	0.42	
Zemke Blvd (1)	39400	10%	60	0.94	10%	236	L-TTT-R	0.55	5000	10%	60	0.94	10%	30	L-T-TR	0.11	
Higgins Road	39400	10%	60	0.94	10%	236	LL-TTT-R	0.50	44000	10%	60	0.94	10%	264	L-TTT-R	0.62	
Touhy Ave	36100	10%	60	0.94	10%	217	LL-TTT-R	0.46	40500	10%	60	0.94	10%	243	LL-TTT-R	0.51	

Note: (*) Denotes SRA Corridor

(**) Projected ADT Volumes Reduced To 50,000 Maximum

(1) Assumed for Unavailable Volumes: 20,000 ADT for Major Arterials, 12,000 for Minor Arterials, 5,000 ADT for Local Roadways

Table A-2
Suburban Arterial Level-of-Service Analysis Inputs
Mannheim Road/U.S. Route 45

Intersection Operations										Assumed Signal Operation				
Intersection	V/C a	Left-Turn Volume a	Number of Left-Turn Lanes a	G/C for Left Turn b	Thru G/C c	Capacity d	Cycle Length (Seconds) e	Arrival Type f	Progression Factor g	Spacing to Next Intersection	Arterial Type/Class and Speed			
Laraway Road	0.48	71	1	0.05	0.45	1449	120	III	1.00	5755	I-55			
Nebraska Avenue	0.78	78	1	0.05	0.31	982	120	III	1.00	2850	I-50			
U.S. Route 30/Lincoln Highway	0.94	105	2	0.04	0.34	1079	120	III	1.00	1370	I-45			
Colorado Avenue	0.59	105	1	0.07	0.57	1837	120	IV	0.72	1670	II-35			
Access Drive	0.59	105	1	0.07	0.57	1837	120	IV	0.72	2430	I-45			
St. Francis Road	1.00	138	1	0.09	0.41	1306	120	III	1.00	1800	I-45			
Laporte Road	1.01	141	1	0.09	0.41	1315	120	III	1.00	2565	I-45			
Willow Lane	0.72	141	1	0.09	0.61	1966	120	III	1.00	2595	I-45			
191st Street	0.71	149	2	0.05	0.39	1857	120	III	1.00	7805	I-45			
179th Street	0.70	173	1	0.12	0.51	2464	120	III	1.00	2650	I-55			
175th Street	0.53	140	1	0.09	0.79	3809	100	III	1.00	2575	I-55			
171st Street	0.52	138	1	0.09	0.79	3805	100	III	1.00	2700	I-55			
167th Street	0.79	138	1	0.09	0.35	1685	120	III	1.00	2692	I-55			
Access Road	0.52	121	1	0.08	0.52	2474	120	III	1.00	2640	I-55			
159th Street	0.88	227	2	0.08	0.47	2255	120	III	1.00	750	I-55			
Mall Drive	0.82	227	1	0.15	0.78	3722	100	IV	0.83	1440	II-35			
Access Road	0.79	227	1	0.15	0.58	2798	120	IV	0.82	1770	II-35			
153rd Street	0.84	227	1	0.15	0.54	2388	120	IV	0.84	1340	II-35			
151st Street	0.99	227	2	0.08	0.49	2352	120	IV	0.90	1360	II-35			
149th Street	0.62	199	1	0.13	0.69	3312	120	IV	0.73	1320	II-35			
147th Street	0.72	199	1	0.13	0.58	2763	120	IV	0.78	1655	II-35			
144th Place	0.72	199	1	0.13	0.58	2763	120	IV	0.78	1000	II-35			
143rd Street	1.04	214	2	0.07	0.36	1735	120	III	1.00	5245	II-35			
135th Street	0.97	236	1	0.16	0.74	2367	100	IV	0.88	1003	I-45			
High School Drive	0.97	236	1	0.16	0.74	2367	100	IV	0.88	930	I-45			
131st Street	1.23	236	1	0.16	0.48	1552	120	IV	0.90	5300	I-45			
123rd Street	1.07	188	1	0.13	0.46	1483	120	III	1.00	7952	I-45			
111th Street	0.88	214	1	0.14	0.74	2380	100	III	1.00	2650	I-45			
107th Street	1.12	182	1	0.12	0.42	1355	120	III	1.00	7973	I-45			
95th Street	0.98	175	2	0.06	0.36	1728	120	III	1.00	5400	I-45			
87th Street	0.85	175	1	0.12	0.41	1981	120	III	1.00	12197	I-45			
67th Street	0.99	243	1	0.16	0.74	2358	100	III	1.00	3600	I-45			
Joliet Road	0.94	243	1	0.16	0.44	1422	120	III	1.00	1300	I-45			

**Table A-2
Suburban Arterial Level-of-Service Analysis Inputs
Mannheim Road/U.S. Route 45**

Intersection	Intersection Operations					Assumed Signal Operation							Arterial Type/Class and Speed
	V/C a	Left-Turn Volume a	Number of Left-Turn Lanes a	G/C for Left Turn b	Thru G/C c	Capacity d	Cycle Length (Seconds) e	Arrival Type f	Progression Factor g	Spacing to Next Intersection			
Mall Drive	1.05	199	1	0.13	0.64	2044	120	IV	0.90	3315	II-35		
55th Street	1.10	199	1	0.13	0.47	1495	120	III	1.00	980	II-35		
Plainfield Road	1.10	199	1	0.13	0.47	1495	120	IV	0.90	4330	II-35		
47th Street	1.36	193	1	0.13	0.39	1259	120	III	1.00	2640	II-35		
Cossitt Avenue	1.69	184	1	0.12	0.54	1728	120	III	1.00	620	II-25		
Harris Street	1.44	197	1	0.13	0.70	2246	120	IV	0.90	650	II-20		
Burlington Avenue	1.16	197	1	0.00	0.62	1986	100	IV	0.90	165	II-20		
Hillgrove Avenue	1.16	0	0	0.00	0.62	1986	100	IV	0.90	520	II-20		
Ogden Avenue	1.47	215	1	0.14	0.39	1261	120	IV	0.90	1540	II-30		
Homestead Road	0.89	215	1	0.14	0.74	2382	100	III	1.00	1800	II-30		
Harding Avenue	1.00	215	1	0.14	0.65	2069	120	III	1.00	2700	II-30		
31st Street	1.48	202	1	0.13	0.38	1212	120	III	1.00	5544	II-30		
Cermak Street	1.12	214	1	0.14	0.35	1672	120	III	1.00	665	I-40		
Dorchester Avenue	0.92	214	1	0.14	0.63	2013	120	IV	0.87	2000	II-30		
Canterbury Street	0.92	214	1	0.14	0.63	2013	120	III	1.00	2700	II-30		
Roosevelt Road	1.17	300	1	0.20	0.40	1912	120	III	1.00	1954	II-30		
Harrison Street	0.93	300	1	0.20	0.55	2653	100	III	1.00	1370	II-30		
Van Buren Street	0.72	217	1	0.14	0.56	2706	120	IV	0.78	1960	II-35		
Madison Street	1.30	220	1	0.15	0.47	1500	120	III	1.00	2746	II-35		
Washington Boulevard	1.24	220	1	0.15	0.50	1595	120	III	1.00	1370	II-30		
Randolph Street	1.01	241	1	0.16	0.74	2369	100	IV	0.90	3910	II-30		
St. Charles Road	1.54	284	1	0.19	0.49	1555	120	III	1.00	3115	II-30		
Lake Street	1.18	287	1	0.19	0.38	1807	120	III	1.00	2200	II-35		
Soffel Avenue	0.94	287	1	0.19	0.59	2809	120	III	1.00	2006	II-30		
Mall Drive (South)	0.99	266	1	0.18	0.72	3464	100	III	1.00	1375	II-35		
Mall Drive (North)	0.99	266	1	0.18	0.72	3464	100	IV	0.89	710	II-35		
Armitage Avenue	1.07	268	1	0.18	0.41	1969	120	III	1.00	2587	II-35		
Fullerton Avenue	1.07	268	1	0.18	0.41	1969	120	III	1.00	3030	I-40		
Grand Avenue	1.11	300	2	0.10	0.47	2244	120	III	1.00	2200	I-40		
Belmont Avenue	1.14	300	1	0.20	0.41	1987	120	III	1.00	3850	I-40		
Waveland Avenue	1.10	300	1	0.20	0.71	3404	100	III	1.00	1600	I-40		
Seymour Avenue	1.23	300	1	0.20	0.61	2942	100	III	1.00	750	I-40		
Future Access Drive	0.98	300	1	0.20	0.59	2811	120	IV	0.90	3690	I-40		

**Table A-2
Suburban Arterial Level-of-Service Analysis Inputs
Mannheim Road/U.S. Route 45**

Intersection Operations				Assumed Signal Operation							
Intersection	V/C ^a	Left-Turn Volume ^a	Number of Left-Turn Lanes ^a	G/C for Left Turn ^b	Thru G/C ^c	Capacity ^d	Cycle Length (Seconds) ^e	Arrival Type ^f	Progression Factor ^g	Spacing to Next Intersection	Arterial Type/Class and Speed
Airport Entrance	0.61	256	2	0.09	0.80	3840	100	III	1.00	1680	1-40
Lawrence Avenue	1.02	283	2	0.09	0.49	2371	100	III	1.00	10718	1-40
Zemke Boulevard	0.66	236	1	0.16	0.68	3245	120	III	1.00	1170	1-40
Higgins Road	1.12	236	2	0.08	0.37	1765	120	IV	0.90	4400	1-40
Touhy Avenue	0.97	217	2	0.07	0.40	1929	120	III	1.00	-	1-40

^a From Intersection Planning Capacity Analysis - Table A-1

^b G/C for Left turns = $\frac{L.T.Vol/Left\ Lanes}{1500}$

^c G/C for through movement = $\frac{V/C\ for\ U.S.\ 45}{V/C\ for\ intersection}$ - G/C for Left turns

^d Capacity = 1,600 x number of through lanes x G/C (for through movement)

^e Assumptions:
 2-phase signals: 60-90 seconds
 3-phase signals: 90-100 seconds
 4-phase signals: 120-150 seconds

^f Assume Type III, IV or Type V, depending on spacing of signals relative to SRA guidelines per Highway Capacity Manual

^g Per Highway Capacity Manual Table 11-6

^h Per Highway Capacity Manual - Assume Types I or II for suburban SRAs