

FINAL REPORT

STRATEGIC **R**EGIONAL **A**RTERIAL

ILLINOIS ROUTE 56/CERMAK ROAD

Volume 1 of 2: Kirk Road to Cermak Road

November 08, 1996

By:

 **DAMES & MOORE / MCE**

For:

 **Illinois Department
of Transportation**



**Operation
Greenlight**

FOREWORD

Illinois Route 56/Cermak Road is a Strategic Regional Arterial from Farnsworth/Kirk Road in Kane County to Cicero Avenue in the town of Cicero located in Cook County. For the purposes of this study the corridor has been divided into two separate corridor study areas. Volume one will be devoted to Illinois Route 56 and Volume two will be devoted to Cermak Road.

Illinois Route 56 (Butterfield Road) is a Strategic Regional Arterial from Farnsworth/Kirk Road in eastern Kane County to Cermak Road in DuPage County. Included in this report is the Highland Avenue/Interstate 88 interchange. This Strategic Regional Arterial (SRA) report for Illinois Route 56 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As an SRA route, Illinois Route 56 is intended to function as part of a regional arterial system. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process including citizen comments.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Illinois Route 56 SRA has been divided into four sections. Recommendations are made for each route section, and a summary of the major recommendations is presented below.

Section I: Kirk Road to Illinois Route 59

- Develop two 12 foot lanes in either direction, a 30 foot barrier median, and adjacent 10 foot bituminous concrete shoulders within the existing 200 feet of right of way from Illinois Route 56 to Illinois Route 59.
- Expand the intersection of Illinois Route 56 and Kirk Road. The east-west legs will consist of dual left turn lanes, two through lanes, and a right turn lane. The north-south legs will consist of dual left turn lanes, three through lanes, and a right turn lane.
- Modify structure number 045-0028 over Indian Creek.
- Evaluate the need for a signalized intersection at the Farnsworth International Business Park, as development warrants.
- Provide Illinois Prairie Path overpass to eliminate the existing at grade crossing.
- Evaluate the need for a signalized intersection at DuPage Parkway, as development warrants.
- Expand the intersection of Illinois Route 56 and Eola Road. The east leg will consist of two through lanes and a left turn lane. The west leg will consist of two through lanes and a right turn lane. The south leg will consist of a left turn lane and a right turn lane. The north leg to Fermilab will continue to be restricted to authorized vehicles only.
- Evaluate the need for a signalized intersection at Briggs Avenue, as development warrants.
- Expand the intersection of Illinois Route 56 and Illinois Route 59. The east-west legs will consist of dual left turn lanes, two through lanes and a right turn lane. The north-south legs will consist of dual left turn lanes, three through lanes and a right turn lane.

Section II: Illinois Route 59 to Naperville Road

- Develop two 12 foot lanes in either direction, a 30 foot barrier median, and adjacent 10 foot bituminous concrete shoulders, within the existing 200 feet of right-of-way from Illinois Route 59 to Naperville Road.
- Evaluate the need for a signalized intersection at Twin Pines Drive, as development warrants.
- Modify structure number 022-0054 over the west branch of the DuPage River.
- Expand the intersection of Illinois Route 56 and Winfield Road. The east-west legs will consist of dual left turn lanes, three through lanes and a right turn lane. The north-south legs will consist of dual left turn lanes, two through lanes and a right turn

EXECUTIVE SUMMARY - cont'd

lane.

- Modify structure number 022-0151 over the Illinois Prairie Path.
- Expand the intersection of Illinois Route 56 and Naperville Road. Two alternates should be evaluated during Phase I. The primary alternate is a conventional at-grade intersection. All four legs would consist of dual left turn lanes, three through lanes and a right turn lane (Detail D5-03). The second alternate is a grade separated point diamond intersection (Detail D5-03A). This alternate would feature two 12 foot east-west through lanes in each direction receiving free flow priority beneath the signalized intersection. The east-west upper intersection legs will consist of dual left turn lanes and dual right turn lanes. The north-south upper intersection legs will consist of dual left turn lanes, two through lanes and right turn lane.

Section III: Naperville Road to Interstate 355

- Develop three 12 foot lanes in either direction, a 30 foot barrier median, and adjacent 10 foot bituminous concrete shoulders within the existing 200 feet of right-of-way, from Naperville Road to Interstate 355. It may be necessary to substitute curb and gutter for shoulder pavement at some locations.
- Evaluate the need for a signalized intersection at Leask Lane, as development warrants.
- Modify structure number 022-0057 over the east branch of the DuPage River.
- Evaluate the need for a signalized intersection at the parcel known as Trust No. 112417, as development warrants per Circuit Court for Eighteenth Judicial Circuit, DuPage County, Case No. 87ED 90.

Section IV: Interstate 355 to Cermak Road

- Develop three 12 foot lanes in either direction, a variable width barrier median, and adjacent combination curb and gutter within the existing 200 feet of right-of-way from Interstate 355 to Cermak Road.
- Expand the intersection of Illinois Route 56 and Finley Road. All four legs will consist of dual left turn lanes, three through lanes and a right turn lane.
- Expand the point diamond intersection of Illinois Route 56 and Highland Avenue. Maintain two 12 foot east-west lanes in each direction receiving free flow priority beneath the signalized intersection. The east-west upper intersection legs will consist of dual left turn lanes and dual right turn lanes. The north-south upper intersection legs will consist of dual left turn lanes, three through lanes and a right turn lane.
- Modify structure number 022-9903 over Interstate 88.

EXECUTIVE SUMMARY - cont'd

- Evaluate potential for a point diamond interchange configuration between Interchange 88 and Highland Avenue (Detail D5-04A). This interchange would provide full access to Interstate 88 at Highland Avenue. In addition, a point diamond configuration would improve the spacing between the Interstate 88/Highland Avenue interchange and the Illinois Route 56/Highland Avenue point diamond intersection.



INTRODUCTION



The SRA System

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRA's) is proposed, in the 2010 TSD plan, to address this need most effectively from a traffic perspective. The SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region composed of 66 corridors.

From a traffic perspective, the purpose of strategic regional arterials will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. There is no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The desired configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between strategic regional arterials was determined by the projected 2010 level of travel demand in the area.

As part of a comprehensive approach, the SRA system is intended to:

- Supplement the primary expressway system.
- Enhance public transportation.
- Accommodate commercial vehicle traffic.
- Increase personal mobility and reduce congestion.

This report is concerned with Illinois Route 56 (Butterfield Road), which has been designated an SRA corridor from Kirk Road, in Kane County, to Cermak Road, in DuPage County. Also considered as part of the corridor is the Interstate 88/Highland Avenue interchange.

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for Illinois Route 56 that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the Illinois Route 56 corridor. It is organized as follows:

- **Environmental Conditions and Land Use**
 - This chapter presents Environmental and Land Use conditions which determine the nature of the corridor. This chapter includes a description of wetland, historical, and hazardous waste sites located within the corridor. Land use, zoning, and future developments are also listed.
- **Existing Roadway Conditions**
 - This chapter presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Corridor Planning Overview**
 - This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. The future land use and community concerns are reviewed.
- **Recommended Improvements**
 - This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersections diagrams, right-of-way requirement, access management, and public transit. Cost projections for R.O.W. and construction are also presented.
- **Public Involvement**
 - This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections: Individual Community Interviews, Advisory Panel Meetings, Newsletters, and the Public Hearing. These four opportunities for participation allowed the general public and their elected officials to voice opinions concerning the SRA study.

The Corridor Study Area

The Illinois Route 56 corridor, approximately 14.7 miles in length, begins in eastern Kane County at the Illinois Route 56/Kirk Road intersection and the terminus is at the Illinois Route 56/Cermak Road intersection in DuPage County. The Highland Avenue/Interstate 88 interchange is also considered within the project study limits. The surrounding land uses range from low density rural to high density commercial. Some of the features bordering the corridor include Fermilab, the Illinois Prairie Path, and five DuPage County Forest Preserves.

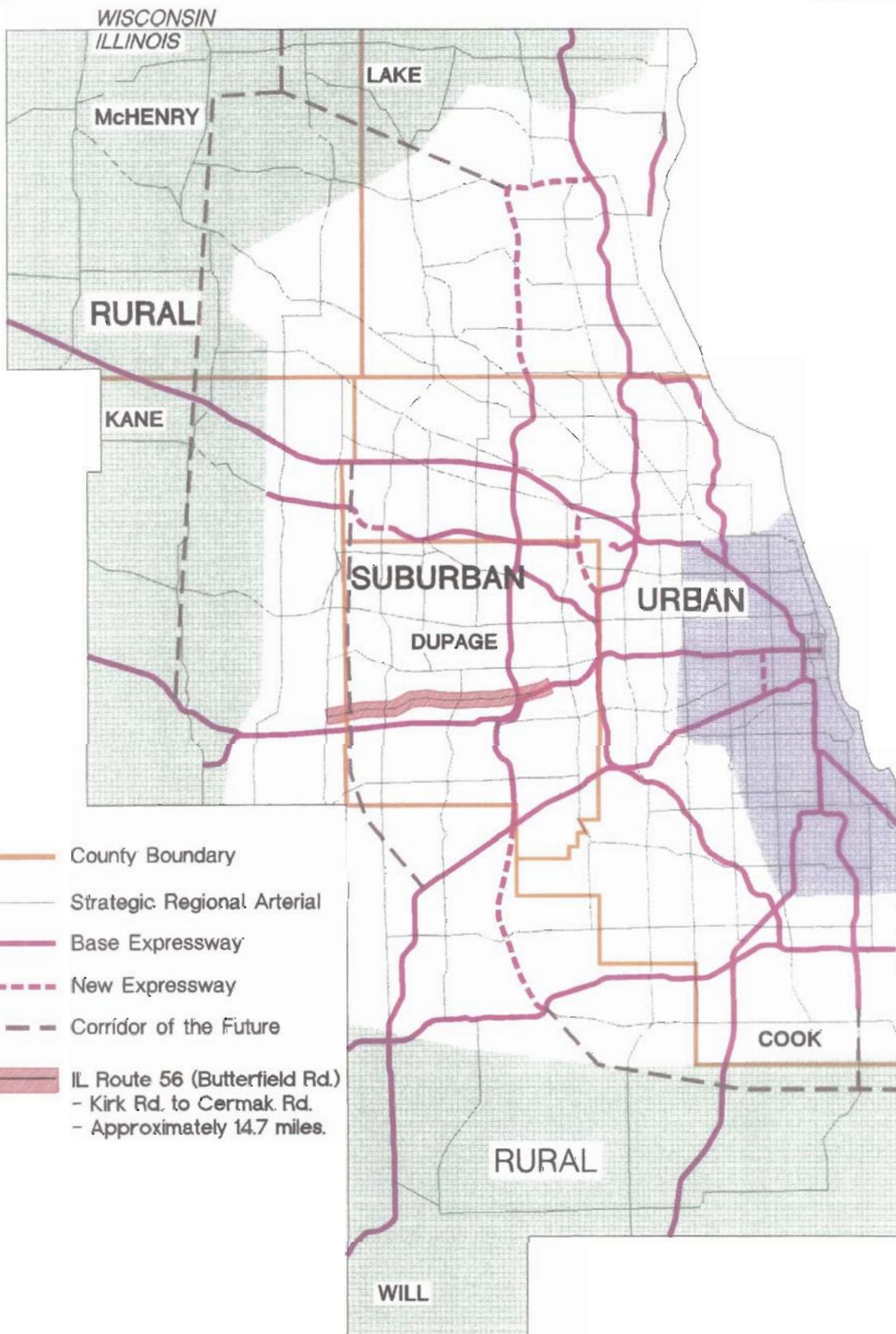
From Kirk Road to Naperville Road the corridor is a two lane road with aggregate shoulders. The surroundings consist of forest preserves, low density residential sections, and Fermilab. This section, like the majority of the corridor, is within a 200 foot right-of-way.

A four lane roadway with left turn lanes describes the section of the corridor between Naperville Road and Interstate 355. The adjacent land use is primarily residential with a substantial amount of adjacent DuPage County Forest Preserve property: There is a regional commercial development, Danada Square, to the north of Illinois Route 56 on either side of Naperville Road.

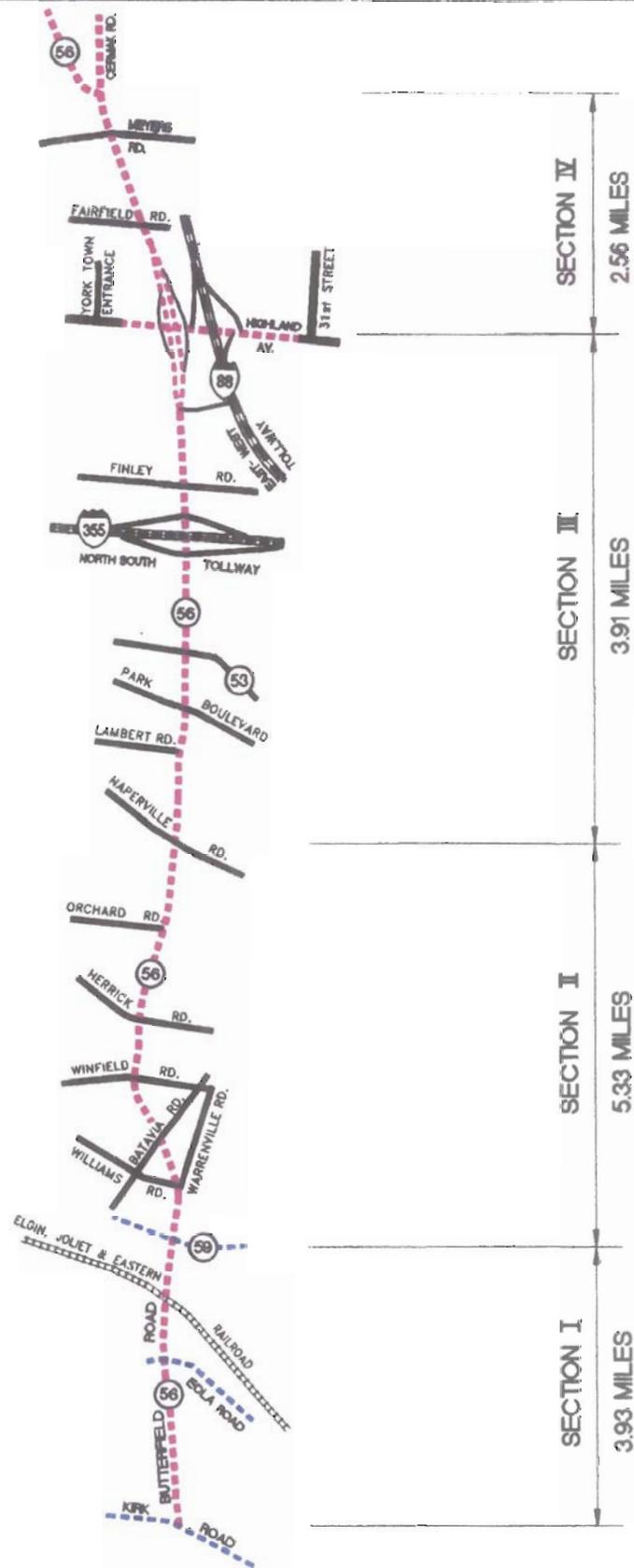
The section from Interstate 355 to the end of the project, Cermak Road, is characterized by high density commercial development on both sides of the road. The existing roadway cross section is six lanes with left, and in some cases, right turn lanes. Located between the major north-south and east-west interstates in the western suburbs, this section experiences significantly more traffic than the rest of the corridor. In addition, there is a regional commercial development, Yorktown Mall, located at the northeast corner of Illinois Route 56 and Highland Avenue.

Since the land uses adjacent to the Illinois Route 56 corridor will continue to grow and develop it is important to plan for the corridor's future. Through careful study of the surrounding area and a sensitivity to its recreational and residential character, future growth in traffic can be accommodated without significant impacts to the area.

The Location Map (Figure i-1) and the Corridor Map (Figure i-2) are shown on the following pages.

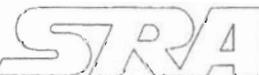


LOCATION MAP - ILLINOIS ROUTE 56
(BUTTERFIELD ROAD)



CORRIDOR MAP ILLINOIS ROUTE 56

FIGURE i-2



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

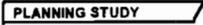


ENVIRONMENTAL CONDITIONS AND LAND USE

ILLINOIS ROUTE 56



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As part of the planning process, the SRA project study includes a general assessment of the environmental impacts. Environmental issues are a concern for transportation projects and include a wide variety of environmental topics. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation plans. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Lakeside Daisy is the only threatened species identified by the U.S. Fish and Wildlife Service as occurring along Illinois Route 56. Suitable habitat exists within DuPage County for other threatened species including the federally listed Prairie bush-clover (*Lespedeza leptostachya*) and the Eastern prairie fringed orchid (*Platanthera leucophaea*). The sources for this information as well as the other information contained in the environmental section of the report are included in Table I-4.

Section 1 - Kirk Road to Illinois Route 59

Exhibit A5-01 to Exhibit A5-04

Section 1 of the Illinois Route 56 SRA also known as Butterfield Road begins at Kirk Road in Kane County and continues east to Illinois Route 59 in DuPage County. This section passes through Aurora, Warrenville, Fermilab, and unincorporated Kane and DuPage Counties. The land use in this section is predominantly agricultural, forest preserve, and research (Fermi National Accelerator Laboratory).

Environmental Conditions

Big Woods Forest Preserve is located on the southwest corner of Illinois Route 56 and Eola Road. Much of the farmland located north of Illinois Route 56 is owned by the U.S. Department of Energy (DOE) as part of the Fermilab Complex. Fermilab has an active program of environmental enhancement including a prairie restoration project and involvement as a National Environmental Research Park. This involves several areas set aside as Park Net Manipulation Areas, a government program of environmental enhancement including prairie restoration. Park Net Areas are located adjacent to Illinois Route 56 between Eola Road and the Elgin Joliet & Eastern (EJ & E) Railroad. Indian Creek traverses Illinois Route 56 and includes floodplain areas on both sides of the roadway. Numerous small wetlands are located within the Fermilab complex. Numerous wetlands are also located near the intersection of Eola Road and Illinois Route 56. A farmed wetland is located on the southwest corner of Illinois Route 56 and the Elgin Joliet & Eastern Railroad. In addition, a designated 500-year floodplain and wetland area are located on the southwest corner of Illinois Route 56 and Illinois Route 59.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Within this section there is one potential Underground Storage Tank (UST) site and one designated Leaking Underground Storage Tank (LUST) site. The UST site is Angie's Hot Dog Stand located on the southeast corner of Illinois Route 56 and Illinois Route 59. This hot dog stand appears to have been a gas station. The LUST site is listed as a Superior Gas Station located at the northwest corner of Illinois Route 56 and Illinois Route 59. This gas station was formerly a Phillips 66 gas station.

Land Use

Although the land use in the area adjacent to the corridor is predominantly agricultural, a majority of the property south of Illinois Route 56 is zoned for future commercial and industrial development. The section on the south side of the right-of-way between Eola Road and the EJ & E Railroad is zoned commercial, industrial, and residential. The zoning is primarily industrial on both sides of the Illinois Route 56 right-of-way between the EJ & E Railroad and Illinois Route 59. This area is within Warrenville City Limits.

Some of the land in this section is zoned for large developments. A 350 acre site located on the southeast corner of Illinois Route 56 and Kirk Road has been designated as the Farnsworth International Business Park, zoned O/R/I, and currently under development. In addition, 264 acres in unincorporated Kane County between Kirk Road and the Prairie Path crossing will likely to be zoned O/R/I by the City of Aurora planning department. The Butterfield Project is located on the south side of Illinois Route 56 between the DuPage/Kane County border and Big Woods Forest Preserve. Eighteen acres of land from the county border to DuPage Parkway is zoned commercial. East of DuPage Parkway the land is zoned residential.

A commuter railroad station may be built near the intersection of Illinois Route 56 and the EJ & E Railroad if the rail line becomes a commuter line. The need for a railroad station at this location is currently being studied.

The major utilities located in this section include natural gas and electric. A Natural Gas Pipeline Company booster station is located north of the right-of-way approximately 0.5 miles west of Eola Road. A Commonwealth Edison facility is located at the southwest corner of the EJ & E Railroad and Illinois Route 56.

Fermilab is located on the north side of the Illinois Route 56 right-of-way between the Illinois Prairie Path crossing and the EJ & E Railroad. Fermilab is approximately 6800 acres in size and is owned by the U.S. Department of Energy. Butterfield Community Church is located on the southeast corner of Illinois Route 56 and Kirk Road. The Illinois Prairie Path traverses Illinois Route 56 west of the Kane/DuPage County border. Big Woods Congregational Church and Cemetery is located on the east side of Eola Road south of Illinois Route 56. This site is an identified historic structure which is listed on the DuPage County Local Listing of Historic Sites and Structures.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Section 2 - Illinois Route 59 to Naperville Road

Exhibit A5-04 to Exhibit A5-09

Section 2 of the Illinois Route 56 SRA begins at Illinois Route 59 and continues east to Naperville Road. This section includes the communities of Warrenville, Wheaton, and unincorporated DuPage County. The land use in this section is predominantly forest preserve and residential subdivisions.

Environmental Conditions

Three DuPage County Forest Preserves are located within this section. The first is Warrenville Grove Forest Preserve, approximately 115 acres, located on the southeast corner of Illinois Route 56 and Batavia Road. Roy C. Blackwell Forest Preserve is located on the northeast corner of Illinois Route 56 and Batavia Road. Herrick Lake Forest Preserve is located south of Illinois Route 56 east and west of Herrick Road. Danada Forest Preserve is located between Orchard Road and Naperville Road, south of Illinois Route 56. This Forest Preserve encompasses more than 780 acres. This Preserve also extends east of Naperville Road to Leask Lane.

Ferry Creek, surrounded by a designated 100 year floodplain, traverses Illinois Route 56 just west of Williams Road. A large portion of the area within the Warrenville Grove Forest Preserve and Roy C. Blackwell Forest Preserve include designated floodplain. This is the floodplain of the west branch of the DuPage River which traverses Illinois Route 56, west of Winfield Road. In addition, the northwest corner of Orchard Road and Illinois Route 56 is designated floodplain.

Several wetlands exist within this section. A large portion of the area within the Warrenville Grove Forest Preserve and Roy C. Blackwell Forest Preserve include wetlands. Blackwell Lake is located on the northwest corner of Illinois Route 56 and Winfield Road. A few smaller wetlands are located on the north side of Illinois Route 56 in the vicinity of the bridle/pedestrian path. In addition, two small wetlands are located on the Wheaton/Warrenville South High School property at the northwest corner of Illinois Route 56 and Herrick Road. A wetland is identified on the National Wetland Inventory (NWI) Map directly east of Faith Evangelical Covenant Church. However, the mapped wetland is not representative of the actual wetland identified in the field. The actual wetland is much smaller in size than the area shown on the NWI map. Three smaller wetlands exist within the Herrick Lake Forest Preserve which is located on the southeast corner of Illinois Route 56 and Herrick Road. Wetlands are located on both the northwest and southwest corners of Illinois Route 56 and Orchard Road. A creek and a wetland are located on the southeast corner within the Danada Forest Preserve. Incidentally, the NWI map show a wetland on the northeast corner of Orchard Road and Illinois Route 56. However, this area has been altered and now resembles a detention pond and not a natural wetland.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

The property located at the northwest corner of Illinois Route 56 and Batavia Road is suspected to be a former gas station site and has been identified as a possible UST site. The Butterfield Gardens property at 29W036 Butterfield Road is a designated LUST site. The Arrowhead Golf Clubhouse has also been identified as a LUST site by the IEPA.

Roy C. Blackwell Forest Preserve is on the site of a former landfill and is considered a Hazardous Materials site (CERCLIS).

Land Use

The large part of this section is DuPage County Forest Preserve land. The majority of the remaining land is zoned residential. However, small pockets of land within Warrenville are zoned commercial and industrial. Danada Square West, a commercial development of approximately 35 acres is located on the northwest corner of Naperville Road and Illinois Route 56.

Sesquicentennial Park is situated on leased Commonwealth Edison property at the southeast corner of Illinois Route 56 and Warrenville Road. Safety Care Center, a day care facility, is located just west of Rockwell Street on the north side of Illinois Route 56. The Warrenville Municipal Complex is located on the southwest corner of Illinois Route 56 and Batavia Road. A monument dedicated to War Veterans is located within this complex. A U.S. Post Office is located on the northwest corner of Batavia Road and Illinois Route 56. Cantigny Park is located on the northeast corner of Winfield Road and Illinois Route 56.

Wheaton/Warrenville South High School is located on the northwest corner of Illinois Route 56 and Herrick Road. Faith Evangelical Covenant Church and School is located on the northeast corner of Lakeview Drive and Illinois Route 56. An old stone farmhouse, which has been incorporated into the Arrowhead Golf Clubhouse, is a local historic landmark. Ridge Park, belonging to the Wheaton Park District, is located east of Burnham Place on the north side. The Illinois Prairie Path parallels Illinois Route 56 on the south side through portions of this section.

Section 3 - Naperville Road to Interstate 355

Exhibit A5-09 to Exhibit A5-13

Section 3 of the Illinois Route 56 SRA begins at Naperville Road and continues east to I-355 in DuPage County. This section includes the communities of Wheaton, Downers Grove, and unincorporated DuPage County. The land use in this section is primarily commercial and residential.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Environmental Conditions

Danada Forest Preserve, approximately 783 acres in size, is located between Orchard Road to Leask Lane on the south side of Illinois Route 56. Hidden Lake Forest Preserve, approximately 390 acres in size, is located between Illinois Route 53 and ¼ mile west of Woodcreek Drive on the south side of Illinois Route 56.

A wetland and large floodplain area are located at the southeast corner of Illinois Route 56 and Naperville Road within the Danada Forest Preserve. An improved drainage ditch flows parallel to East Loop Road and crosses Illinois Route 56. This ditch flows into the lake within Danada Forest Preserve. The east branch of the DuPage River and its associated floodplain traverse Illinois Route 56 between Illinois Route 53 and Gary Avenue. Peace Lutheran Church is located within the designated floodplain of the east branch of the DuPage River.

Sites within this section that may have Underground Storage Tanks include: a Phillips 66 gas station, located on the northwest corner of Illinois Route 56 and East Loop Road, an Amoco gas station, located on the southwest corner of Illinois Route 56 and Park Boulevard, a second Amoco gas station is located on the southwest corner of Illinois Route 56 and Illinois Route 53 and a Shell gas station located on the northeast corner of this same intersection. A Mobil Oil gas station is located on the northwest corner of Illinois Route 56 and Illinois Route 53 and is identified as a LUST site by the IEPA.

Land Use

The land use in this section is primarily single family residential subdivisions. Danada Square East, a commercial development approximately 54 acres, located on the northeast corner of Illinois Route 56 and Naperville Road. The Radisson/Esplanade complex is at the southwest corner of Illinois Route 56 and Interstate 355.

The Morton Arboretum is located approximately 0.5 miles south of Illinois Route 56 on Illinois Route 53. A unit of the Butterfield Park District is located east of Illinois Route 53 on the north side of Illinois Route 56. Western Acres Golf Course is located east of this Park District facility. The Illinois Institute of Technology College Satellite Campus is located north of Illinois Route 56 on East Loop Road.

St. Barnabas Episcopal Church is located just east of Forest Hill Drive on the south side of Illinois Route 56. Peace Lutheran Church is located west of Gray Avenue on the north side of Illinois Route 56. St. Luke's Evangelical Lutheran Church is located north of Illinois Route 56 near Ashley Drive. Adjacent to the church on the east is Glenbard South High School which is located on Raider Lane north of Illinois Route 56.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Section 4 - Interstate 355 to Cermak Road

Exhibit A5-13 to Exhibit A5-16

Section 4 of the Illinois Route 56 SRA begins at I-355 and continues east to Cermak Road in DuPage County. This section passes through the communities of Downers Grove, Lombard, Oakbrook and Oakbrook Terrace. The predominant land use from I-355 to the eastern termini at Cermak Road is commercial.

Environmental Conditions

A detention pond is located approximately 1/8 mile east of Downers Drive on the north side of Illinois Route 56, and east of Downers Drive on the north side. A wetland is located between Fairfield Avenue and Northern Baptist Theological Seminary on the north side of Illinois Route 56. Wetlands are also located on the northwest and southwest corners of Meyers Road and Illinois Route 56. Two smaller wetlands are located on the northwest and northeast corners of Cermak Road and Illinois Route 56. Most of the wetland areas described above appear to be detention basins for the commercial properties. In addition to the wetlands, drainage ditches are located parallel to Illinois Route 56 on both the north and south sides.

Sites which may contain Underground Storage Tanks (UST's) include the Firestone Tire Store located on the northeast corner of Fairfield Road and Illinois Route 56.

Sites which are designated Leaking Underground Storage Tank (LUST) sites include Bethany Theological Seminary located on the northwest corner of Meyers Road and Illinois Route 56.

Land Use

All of the land in this section is zoned commercial or office. This section of Illinois Route 56 is a regional commercial center. However, a large apartment complex is located on the northeast corner of Meyers Road and Illinois Route 56. The Allerton Ridge Cemetary is planning consolidation of grave sites to a central location to allow for commercial development along its frontage with Illinois Route 56 and Highland Avenue. The Allerton Ridge cemetery is located on the northwest corner of Illinois Route 56 and Highland Avenue. Boeger-Brinkman Cemetery is designated as a local historic site by DuPage County and is located on the north side of Illinois Route 56, east of Highland Avenue adjacent to the Yorktown Shopping Mall.

A Commonwealth Edison sub-station is located between Fairfield Avenue and Meyers Road on the south side of Illinois Route 56. Overhead Commonwealth Edison lines are located within the right-of-way along the north side of Illinois Route 56.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

The Yorktown Shopping Mall is located on the northwest corner of Fairfield Avenue and Illinois Route 56. The Northern Baptist Theological Seminary is located between Fairfield Avenue and Meyers Road on the north side of Illinois Route 56. The Bethany Seminary is located on the northwest corner of Meyers Road and Illinois Route 56.

**Table I-1
LUST and UST Sites
Illinois Route 56**

Name	Location	Exhibit No.	Incident No. IEPA Number
Amoco Service Station	SW corner of IL 56 and Kirk Road	U-1 Exhibit A5-01	None
Superior Gas (formerly Phillips 66)	NW corner of IL 56 and IL 59	L-1 Exhibit A5-04	890615 043
Angie's Hot Dog Stand	SE corner of IL 56 and IL 59	U-2 Exhibit A5-04	None
Butterfield Gardens	29W036 Butterfield Road	L-2 Exhibit A5-05	912212 0430835022
Suspected former gas station site	NW corner of IL 56 and Batavia Road	U-3 Exhibit A5-05	None
Arrowhead Golf Course	26W151 Butterfield Road	L-3 Exhibit A5-08	902381 0431055062
Phillips 66	NW corner of East Loop Road and IL 56	U-4 Exhibit A5-10	None
Amoco	SE corner of IL 56 and Park Boulevard	U-5 Exhibit A5-11	None
Amoco	SW corner of IL 56 and IL 53	U-6 Exhibit A5-12	None
Mobil Oil	NW corner of IL 56 and IL 53	L-4 Exhibit A5-12	891567 0430455033
Shell Oil	NE corner of IL 56 and IL 53	U-7 Exhibit A5-12	None
Firestone	NE corner of IL 56 and Fairfield Road	U-8 Exhibit A5-15	None
Bethany Baptist Theological Seminary	NW corner of Meyers Rd. and IL 56	L-6 Exhibit A5-15	911500 0430705042
Commonwealth Edison Substation	South of IL 56 and East of Fairfield Avenue	U-9 Exhibit A5-15	None
CERCLIS Sites Illinois Route 56			
Roy C. Blackwell Forest Preserve	North of IL 56 between the west branch of the DuPage River and Winfield Road	C-1 Exhibit A5-06	IL D980606305

**Table I-2
Significant Buildings and Sites
Illinois Route 56**

Name	Location	Exhibit Number
<i>Churches</i>		
Butterfield Community Church	1405 Butterfield Road	A5-01
Big Woods Congregational Church & Cemetery (Historic Site)	3S477 Eola Road	H-1, A5-03
Faith Evangelical Covenant Church	NE corner Lakeview and IL 56	A5-07
St. Luke's Evangelical Lutheran Church	NE corner Ashley Drive and IL 56	A5-11
St. Barnabas Episcopal Church	East of Forest Hill Dr, S. side of IL 56	A5-11
Peace Lutheran Church	West of Gray Ave., North side of IL 56	A5-12
<i>Schools</i>		
Wheaton - Warrenville South High School	NW corner of IL 56 and Herrick Road	A5-07
Glenbard South High School	NW corner of IL 56 and Park Boulevard	A5-11
<i>Parks</i>		
Sesquicentennial Park	SE corner of IL 56 and Warrenville Rd.	A5-05
Ridge Park	East of Burnham Place, N side of IL 56	A5-09
Butterfield Road	East of IL 53, North of IL 56	A5-12
Big Woods Forest Preserve	SW Corner of IL 56 and Eola Road	A5-03
Roy C. Blackwell Forest Preserve	NE Corner of IL 56 and Batavia Road	A5-06
Warrenville Grove Forest Preserve	SE Corner of IL 56 and Batavia Road	A5-06
Henrick Lake Forest Preserve	South of IL 56, East and West of Henrick Road	A5-07
Danada Forest Preserve	South of IL 56, between Orchard Road and Naperville Road	A5-08
<i>Other</i>		
Fermilab	Between Kirk Road and EJ & E RR, North side of IL 56	A5--01-04
Warrenville Fire Station	SE corner of IL 59 and IL 56	A5-04
Safety Care Center (Day care)	West of Rockwell St., N. side of IL 56	A5-05
US Post Office	NW corner of Batavia Road and IL 56	A5-05

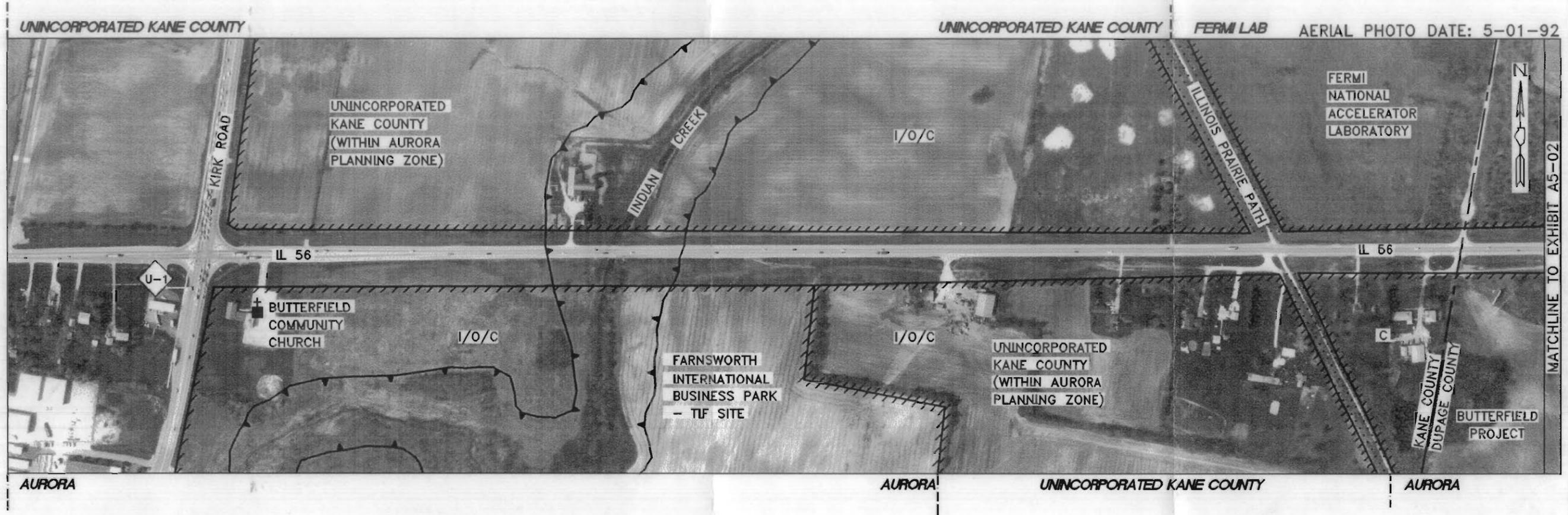
Municipal Complex (Police, Library, and City Hall)	SW corner of Batavia Road and IL 56	A5-05
Arrowhead Swim and Tennis Club	W. of Arrowhead Dr., N. side of IL 56	A5-08
Arrowhead Clubhouse (Historic Site)	South side of IL 56, Across from Arrowhead Drive	A5-08
Kindercare Daycare and Learning Center	NW corner of IL 56 and IL 53	A5-12
Allerton Ridge Cemetery	NW corner of IL 56 and Highland Ave.	A5-14
Boeger-Brinkman Cemetery (Historic Site)	NE corner of IL 56 and Highland Ave.	A5-14

**Table I-3
Endangered Species
Illinois Route 56**

Species	Status
<i>Identified on Illinois Route 56 Corridor</i>	
Lakeside daisy (<i>Hymenoxys acaulis var. glabra</i>)	Threatened
<i>Identified in DuPage County</i>	
Black tern (<i>Chilidonias niger</i>)	Category 2 Candidate
Henslow's sparrow (<i>Ammodramus henslowii</i>)	Category 2 Candidate
Loggerhead shrike (<i>Lanius ludovicianus</i>)	Category 2 Candidate
Blanding's turtle (<i>Emydoidea blandingii</i>)	Category 2 Candidate
Kirtland's Snake (<i>Clonophis kirtlandi</i>)	Category 2 Candidate
Hine's emerald dragonfly (<i>Somatochlora hineana</i>)	Proposed to be listed as Endangered
Auriculate false-foxglove (<i>Tomanthera auriculata</i>)	Category 2 Candidate
Lake cress (<i>Armoracia aquatica</i>)	Category 2 Candidate
Prairie thistle (<i>Cirsium hillii</i>)	Category 2 Candidate
Butternut (<i>Juglans cinerea</i>)	Category 2 Candidate
Eastern prairie fringed orchid (<i>Platanthera leucophaea</i>)	Endangered
Prairie bush-clover (<i>Lespedeza leucophaea</i>)	Threatened

**Table I-4
Sources of Environmental and Land Use Data
Illinois Route 56**

Item	Data Source
Park Land and Other Open Space	<p>Illinois Nature Preserves System 1987-1988 Report and 1992 Update, Illinois Nature Preserves Commission</p> <p>DuPage County Forest Preserve Maps</p> <p>Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois</p> <p>Visual Survey 7/94</p> <p>Field Reconnaissance 7/94</p>
Wetlands	<p>National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service</p> <p>Field Reconnaissance 7/94</p>
Floodplains	<p>FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development</p>
Hazardous Materials	<p>Comprehensive Environment Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files</p>
Historic Sites	<p>The National Register of Historic Places 1990; U.S. Department of the Interior</p> <p>Cultural and Historical Inventory, DuPage County 1993</p> <p>Field Reconnaissance 7/94</p>



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Indian Creek floodplain traverses Illinois Route 56 approximately 1/4 mile west of Kirk Road.

U-1 = Amoco station

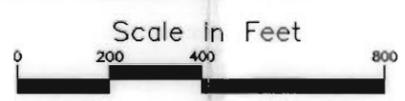
DESCRIPTION OF LAND USE:

- Farnsworth International Business Park, 350 acres agricultural use, zoned office, research, & industrial
- Unincorporated Kane county, 264 acres agricultural use, commercial potential.
- Butterfield Project, 18 acres agricultural use, zoned commercial
- Fermi National Accelerator Laboratory, 6800 acres Illinois Prairie Path to E,J & E Railroad, research facility
- The Illinois Prairie Path intersects Illinois Route 56 approximately 1/2 mile east of Kirk Road.

LEGEND	
	= 100 YEAR FLOOD PLAIN
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
R	= RESIDENTIAL
	= U.S.T. SITE
	= RELIGIOUS INSTITUTION
	= CITY/TOWNSHIP BOUNDARY
	= COUNTY BOUNDARY

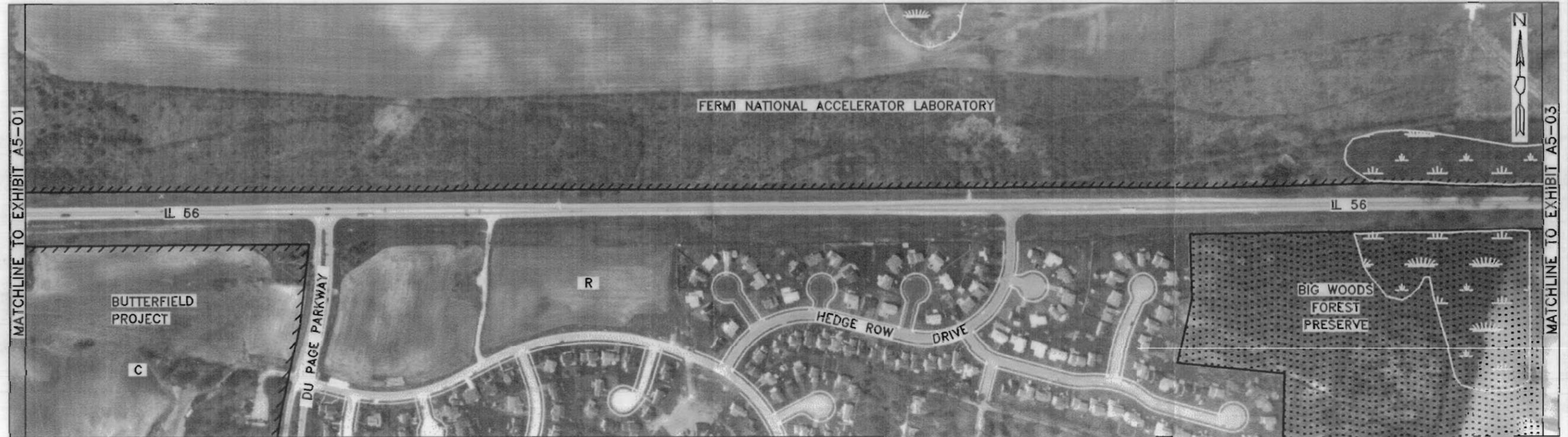
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AERIAL PHOTO DATE: 5-01-92

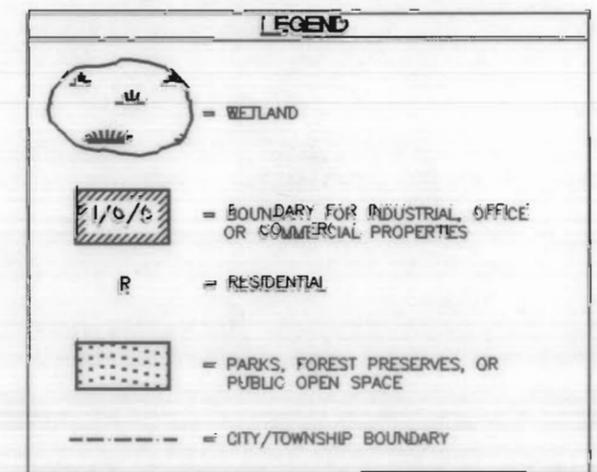


DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Fermi National Accelerator Laboratory Department of Energy, agricultural use and open space to buffer the research facilities from adjacent development.

DESCRIPTION OF LAND USE:

- Butterfield Project, 18 acres, agricultural use, zoned commercial.
- Big Woods Forest Preserve, 441 acres, Forest Preserve District of DuPage County.
- Fermi National Accelerator Laboratory, 6800 acres.



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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A5-02



BIG WOODS FOREST PRESERVE

AURORA

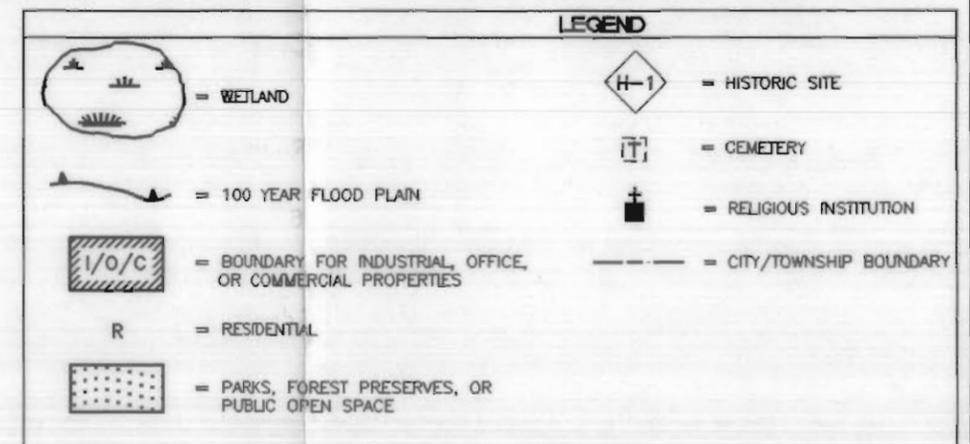
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Fermi National Accelerator Laboratory Department of Energy
- The area from Eola Rd. to the EJ & E Railroad is designated as Parknet Manipulation Area
- Isolated floodplain traverses Illinois Route 56 approximately 1/2 mile west of Eola Rd.
- Isolated floodplain encroaches Illinois Route 56 at the southwest corner of Illinois Route 56/Eola Rd.

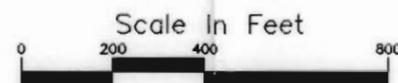
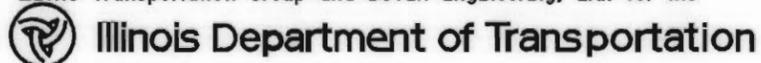
DESCRIPTION OF LAND USE:

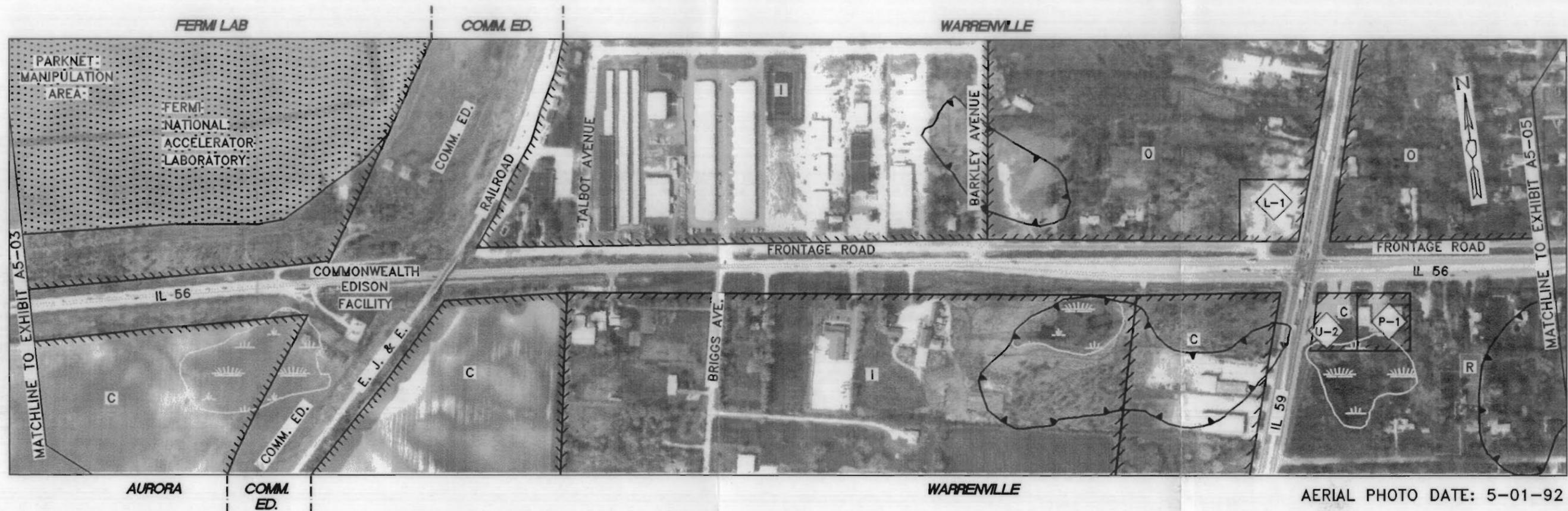
- Big Woods Congregational Church and Cemetery
- Big Woods Forest Preserve, 441 acres Forest Preserve District of DuPage County.
- Fermi National Accelerator Laboratory, 6800 acres.



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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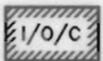
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Superior Gas (formerly Phillips 66)
Incident no. 890615, IEPA no. 043
-  = Angle's hot dog stand

DESCRIPTION OF LAND USE CONDITIONS:

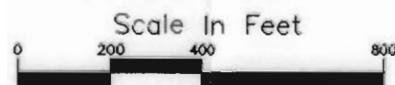
-  = Warrenville fire station
- Fermi National Accelerator Laboratory, 6800 acres.
- The southeast corner of the Illinois Route 56/E,J&E R.R. junction is a potential location for a commuter station if the E,J&E line is connected to a commuter line.

LEGEND			
	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAN		= U.S.T. SITE
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES		= PUBLIC FACILITY
	= RESIDENTIAL		= CITY/TOWNSHIP BOUNDARY
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A5-04



WARRENVILLE

WARRENVILLE

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

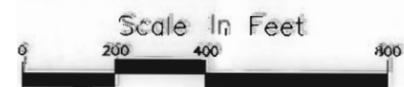
-  = Butterfield Gardens
-  = Abandoned gas station site
- * Ferry creek floodplain traverses IL 56 approximately 1/8 mile west of Warrenville Road. This same floodplain encroaches the south R.O.W. line of Illinois Route 56 from Illinois Route 59 to Ferry Creek.
- * An isolated wetland is located within the Illinois Route 56 R.O.W. approximately 1/8 mile west of Rockwell Dr.

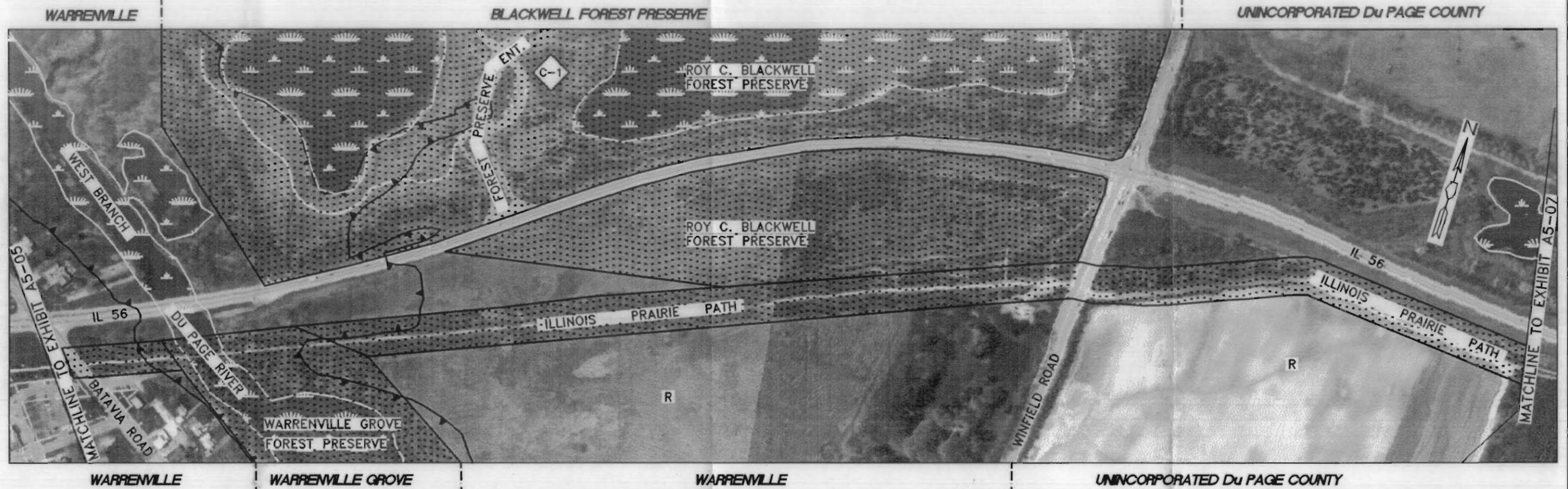
DESCRIPTION OF LAND USE CONDITIONS:

-  = Sesquicentennial Park
-  = U.S. Post Office
-  = Warrenville City Hall complex
- * Illinois Prairie Path runs adjacent to the south R.O.W. line of Illinois Route 56 from Warrenville Rd. to 1/2 mile west of Winfield Rd.

LEGEND			
	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR INDUSTRIAL OFFICE OR COMMERCIAL PROPERTIES		= PUBLIC FACILITY
	= RESIDENTIAL		
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE



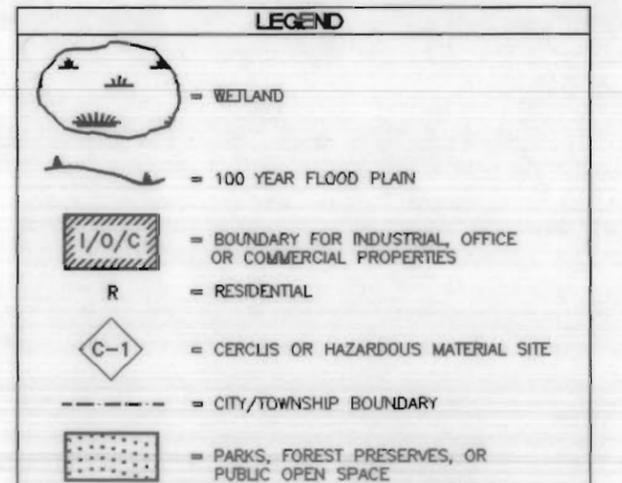


DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = DuPage County landfill Blackwell Forest Preserve - IL D980606305
- West branch of the Dupage River floodplain traverses Illinois Route 56 approximately 1/8 mile east of Batavia Road.

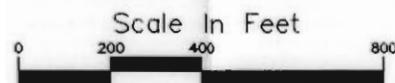
DESCRIPTION OF LAND USE CONDITIONS:

- Roy C. Blackwell Forest Preserve, 1314 acres Forest Preserve District of DuPage County.
- Warrenville Grove Forest Preserve, adjacent to south R.O.W. at the west branch of the DuPage River. Forest Preserve District of DuPage County, 115 acres.
- Illinois Prairie Path runs adjacent to south R.O.W. line of Illinois Route 56 from Warrenville Rd. to 1/2 mile west of Winfield Road.



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITION AND LAND USE

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



UNINCORPORATED DUPAGE COUNTY

HERRICK LAKE FOREST PRESERVE

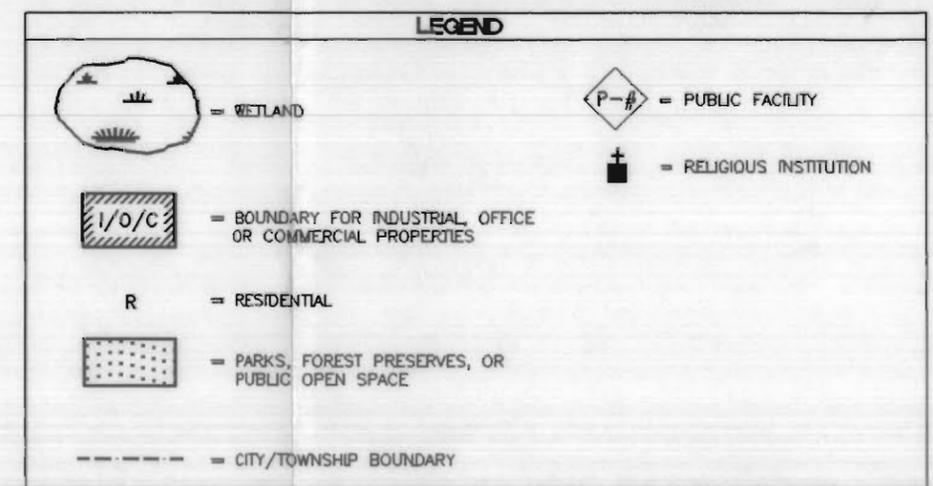
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Small isolated wetlands

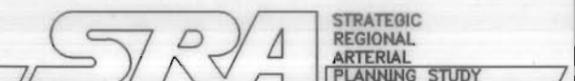
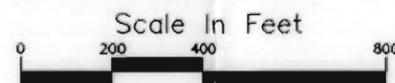
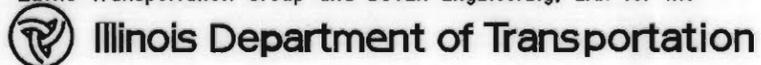
DESCRIPTION OF LAND USE CONDITIONS:

- ◊ P-6 = Wheaton-Warrenville High School
- Herrick Lake Forest Preserve, 767 acres Forest Preserve District of DuPage County.
- Illinois Prairie Path runs adjacent to the south R.O.W. line of Illinois Route 56 from Warrenville Rd. to 1/2 mile west of Winfield Rd. where it crosses under Illinois Route 56 and runs adjacent to the north R.O.W. for approximately 1/4 mile to the east and then turns to the north.



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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UNINCORPORATED DUPAGE COUNTY

WHEATON



HERRICK LAKE

ARROWHEAD GOLF COURSE

DANADA FOREST PRESERVE

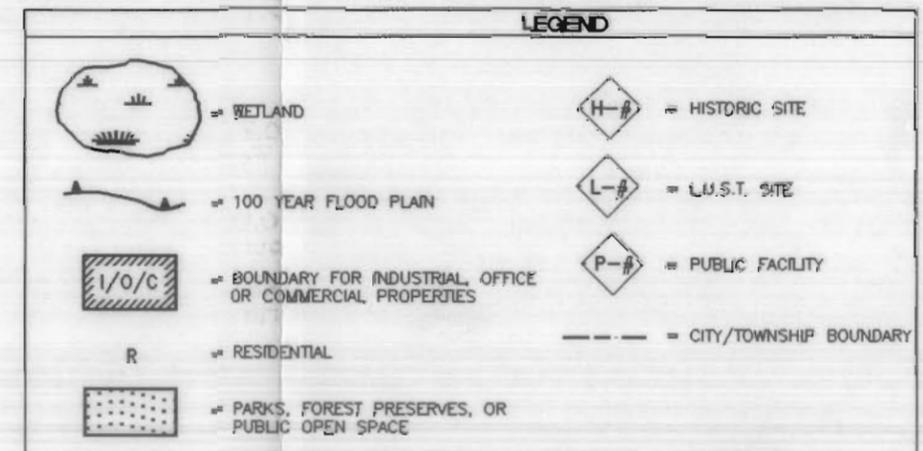
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- ◊ L-3 = Arrowhead Golf Course
Wheaton Park District
- Isolated wetland encroaches the North R.O.W. line of Illinois Route 56 approximately 1/4 mile West of Arrowhead Drive.
- Isolated wetland encroaches the South R.O.W. line of Illinois Route 56 along Arrowhead Golf Course.
- Isolated Flood Plain and associated wetland encroaches the North R.O.W. line of IL 56 at the North West corner of Illinois Route 56 and Orchard Road.

DESCRIPTION OF LAND USE CONDITIONS:

- ◊ H-2 = Arrowhead club house - local historic site
- ◊ P-6 = Arrowhead Swim & Tennis Club
- ◊ P-7 = Arrowhead Golf Course - Wheaton Park District
- Danada Forest Preserve, 783 acres
Forest Preserve District of DuPage County.



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE



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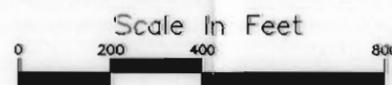


EXHIBIT A5-08



DANADA FOREST PRESERVE

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Isolated wetland encroaches the north R.O.W. line at the northeast corner of Cromwell Dr. and Illinois Route 56.

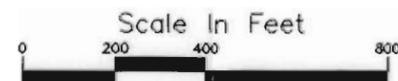
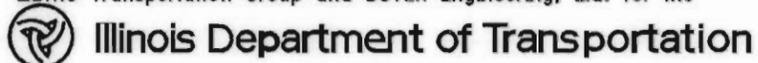
DESCRIPTION OF LAND USE CONDITIONS:

- ◊ P-8 = Ridge Park - Wheaton Park District
- Danada Forest Preserve, 783 acres Forest Preserve District of DuPage County
- Danada Square West, 35 acres commercial
- Danada Square East, 54 acres commercial

LEGEND	
	= WETLAND
	= 100 YEAR FLOOD PLAIN
	= BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
	= RESIDENTIAL
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	= CITY/TOWNSHIP BOUNDARY
	= PUBLIC FACILITY

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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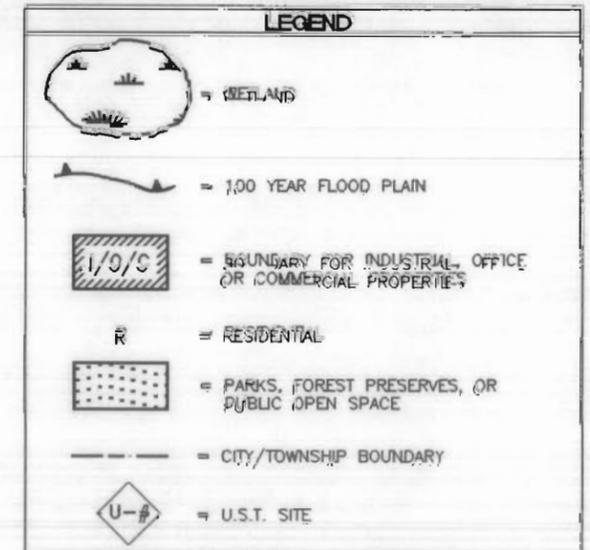


DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Gas station (Phillips 66)
- A floodplain within the Danada Forest Preserve encroaches upon the south R.O.W. line of Illinois Route 56 from Naperville Road to Leask Lane.

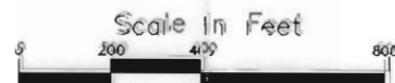
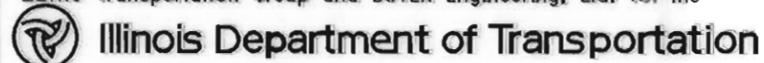
DESCRIPTION OF LAND USE CONDITIONS:

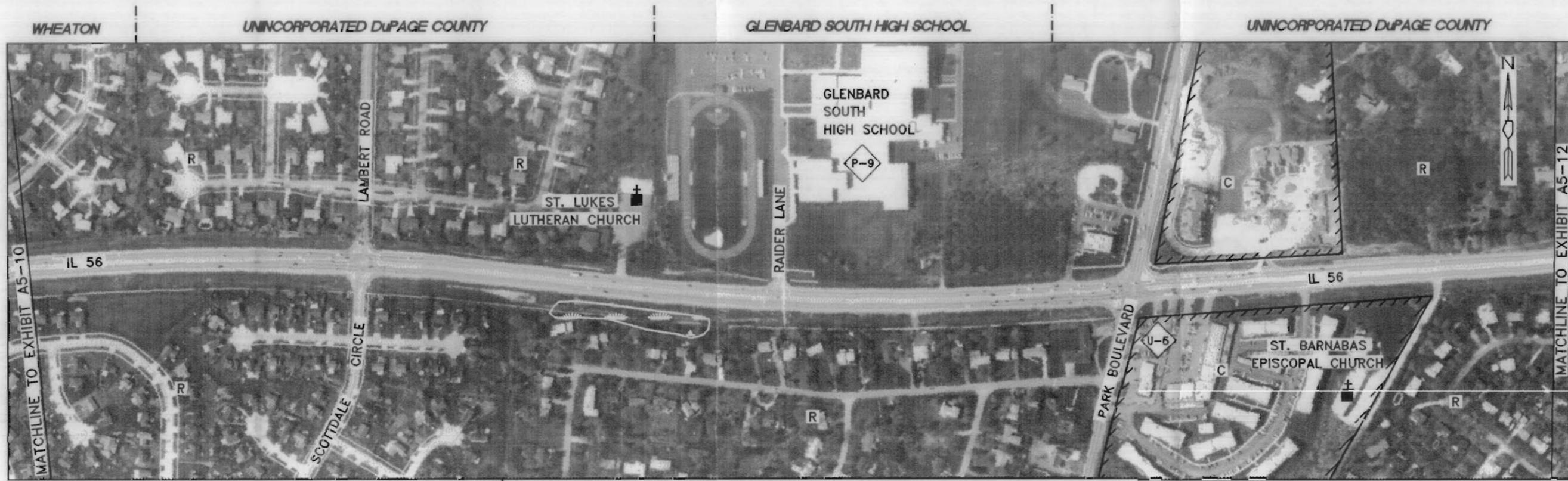
- Danada Square East, 54 acres commercial
- IIT West Campus, approximately 0.25 mile north of Illinois Route 56.



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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MATCHLINE TO EXHIBIT A5-10

MATCHLINE TO EXHIBIT A5-12

WHEATON

UNINCORPORATED DuPAGE COUNTY

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U-5 = Amoco service station
- * Isolated wetland encroaches the south R.O.W. line of Illinois Route 56 approximately 1/4 mile west of Lambert Road.

DESCRIPTION OF LAND USE CONDITIONS:

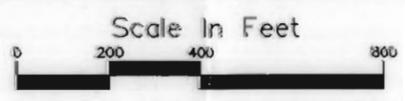
- P-9 = Glenbard South High School

LEGEND

	= WETLAND
	= BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
	= RESIDENTIAL
	= U.S.T. SITE
	= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

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MATCHLINE TO EXHIBIT A5-11

MATCHLINE TO EXHIBIT A5-13

UNINCORPORATED DUPAGE COUNTY

WESTERN ACRES GOLF COURSE

UNINCORPORATED DUPAGE COUNTY

UNINCORPORATED DUPAGE COUNTY

HIDDEN LAKE FOREST PRESERVE

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco service station
-  = Mobil service station
-  = Shell service station
- East Branch of the DuPage River floodplain and its associated wetland traverse of Illinois Route 56 approximately 1/4 mile East of Illinois Route 53.

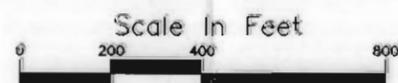
DESCRIPTION OF LAND USE CONDITIONS:

-  = Kindercare daycare & learning center
-  = Butterfield Park District
- Western Acres Golf Course
- Hidden Lake Forest Preserve, 390 acres Forest Preserve District of DuPage County.

LEGEND			
	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAN		= U.S.T. SITE
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES		= PUBLIC FACILITY
	= RESIDENTIAL		= RELIGIOUS INSTITUTION
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



HIDDEN LAKE FOREST PRESERVE

DOWNERS GROVE

AERIAL PHOTO DATE: 5-01-92

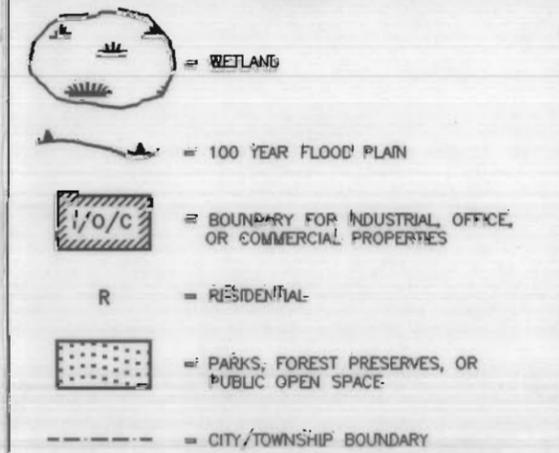
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Minor isolated wetland located at the southwest corner of Illinois Route 56 and I-355.

DESCRIPTION OF LAND USE CONDITIONS:

- Hidden Lake Forest Preserve, 390 acres Forest Preserve District Of DuPage County.
- Radisson/Esplanade Center, office complex
- Trust no. 112417, NW Illinois Route 56/I-355, 50 acres agricultural use, zoned Industrial.
- I-355 to Highland Ave., Regional Commercial Center.

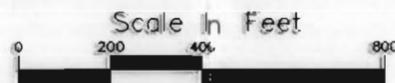
LEGEND



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/WCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



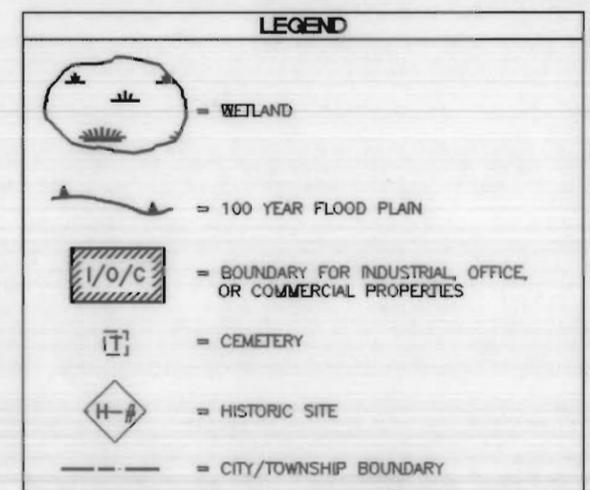
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Minor isolated wetland located at the southwest corner of Illinois Route 56 and Downers Drive.

DESCRIPTION OF LAND USE CONDITIONS:

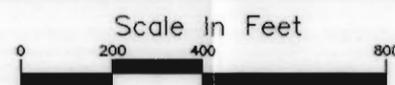
- I-355 to Highland Ave., regional commercial center
 - Allerton Ridge Cemetery, 58 acres, planned consolidation of grave sites to a central location. The south and east exterior will then be used for commercial development.
 - Yorktown Mall, regional shopping center, 750,000 sq. ft.
-  = Boeger-Brinkman Cemetery, designated as a local historic site by DuPage County.



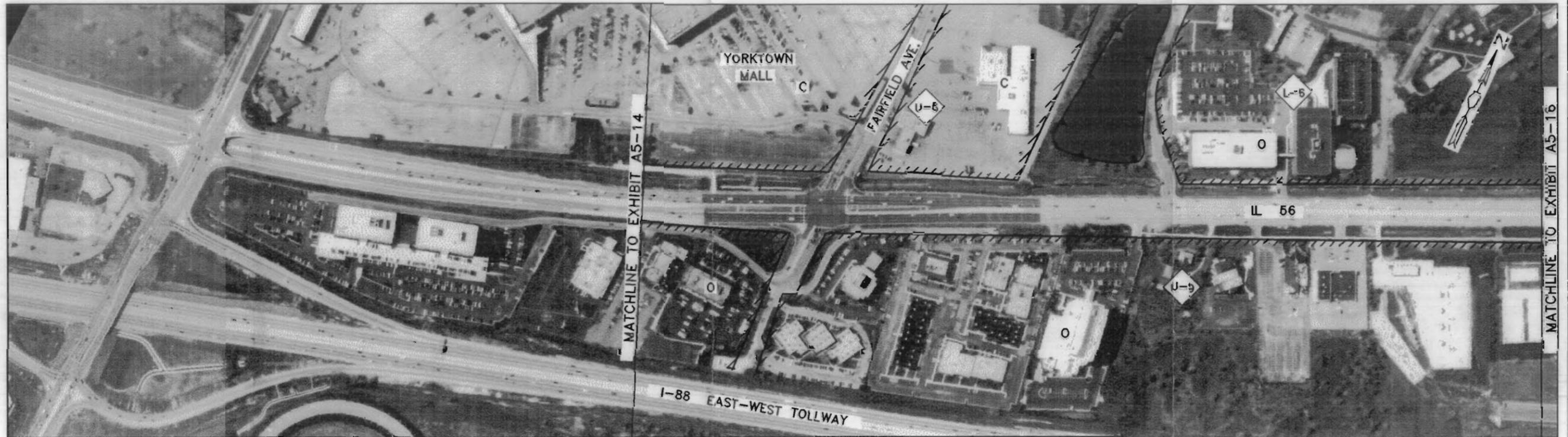
ILLINOIS ROUTE 56 - ENVIRONMENTAL AND LAND USE CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

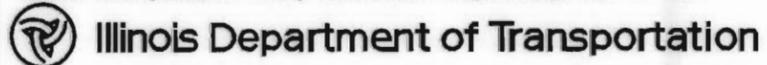
-  - Northern Baptist Theological Seminary
-  - Fire Stone
-  - Com-ed substation

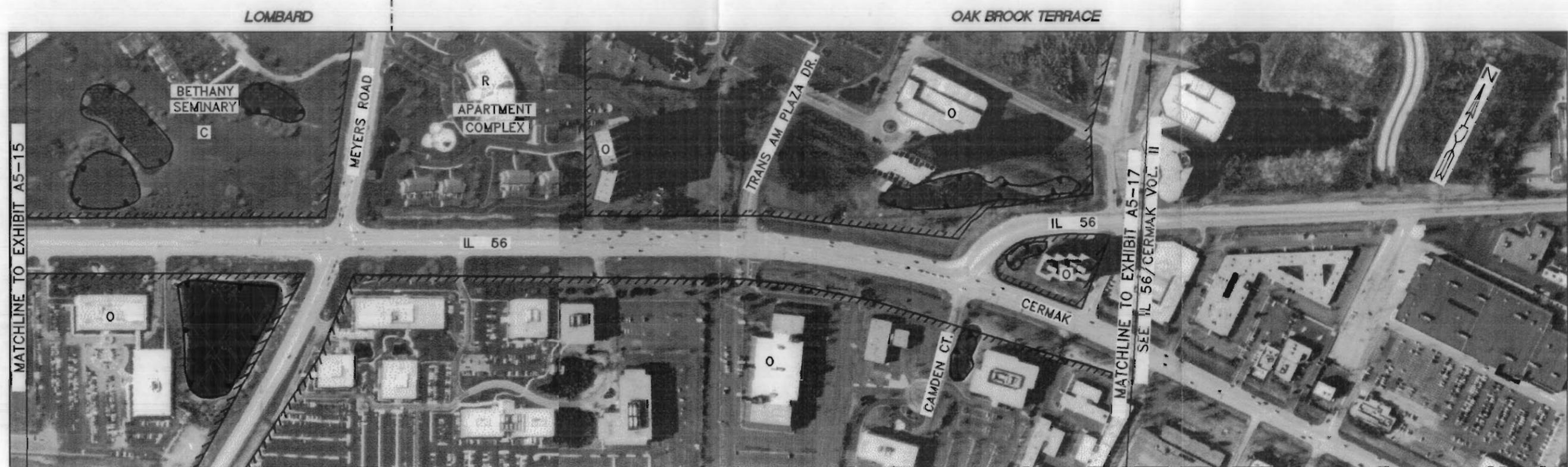
DESCRIPTION OF LAND USE CONDITIONS:

LEGEND	
	= 100 YEAR FLOOD PLAIN
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= L.U.S.T. SITE
	= U.S.T. SITE

ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



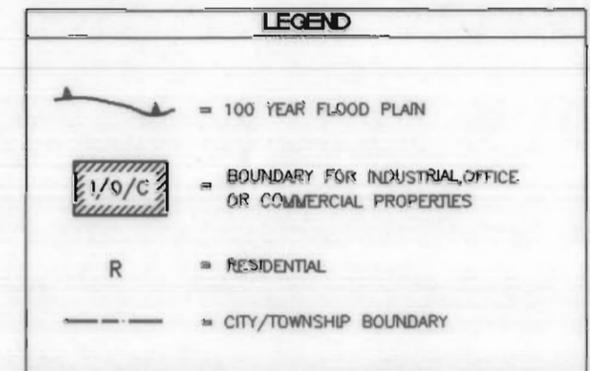


AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

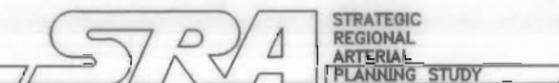
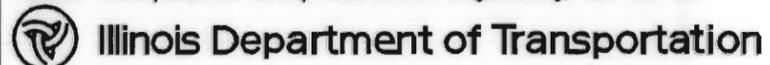
DESCRIPTION OF LAND USE CONDITIONS:

- * Multiple Detention basins
- * Bethany Seminary



ILLINOIS ROUTE 56 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING ROADWAY CONDITIONS

ILLINOIS ROUTE 56

SRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

EXISTING ROADWAY CONDITIONS

Introduction

As part of the planning process, the SRA project study includes a detailed evaluation of the existing roadway conditions. Physical characteristics of the route are discussed including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined. Finally public transit issues including bus and rail service operating along and intersecting the corridor are evaluated.

Section 1 - Kirk Road to Illinois Route 59

Exhibit B5-01 to Exhibit B5-04

Section 1 of the Illinois Route 56 SRA begins at Kirk Road, in eastern Kane County, and continues to Illinois Route 59, in DuPage County. This section passes through Aurora, Warrenville, Fermilab, and unincorporated Kane and DuPage Counties. This section intersects three SRA corridors, Kirk Road, Eola Road, and Illinois Route 59.

Physical Characteristics

This section is characterized by two 11 foot lanes with eight foot aggregate shoulders on either side. The centerline of the road is offset 26 feet to the north of the right-of-way centerline. The 200 feet of right-of-way allows room for expansion to the standard suburban SRA cross-section.

There are two structures in this section of Illinois Route 56. Structure number 045-0028 over Indian Creek, near Kirk Road has a clear width of 45 feet. Structure number 022-0128 carries the EJ & E Railroad over Illinois Route 56. The two lanes under this structure are located between the north and center piers. This structure was built to accommodate two additional lanes between the center and south piers but has substandard overhead clearance, 14 feet 0 inches. In addition, the existing vertical approaches to this structure do not meet SRA criteria.

The intersection of Kirk Road and Illinois Route 56 is a major intersection of two SRA routes. There are two through lanes, a left turn lane and a shared right turn lane at both the north and south legs of the intersection. The west leg consists of one through, one left turn, and one right turn lane. The east leg of the intersection has a through lane, with a shared right turn, and a left turn lane.

Eola Road and Illinois Route 56 is also a major intersection of two SRA routes. The west leg of the intersection consists of a through lane, with a shared right turn, and a left turn lane. The east leg has a through lane and a left turn lane. There is a left turn lane and a right turn lane at the south leg. The north leg, to Fermilab, is restricted to authorized vehicles only.

EXISTING ROADWAY CONDITIONS - cont'd

The intersection of Illinois Route 56 and Illinois Route 59 is an intersection of two SRA routes. The existing configuration for all four legs of the intersection is two through lanes, a shared right turn lane, and a left turn lane.

Other physical characteristics in this section include an at-grade bicycle path crossing and a frontage road. The Illinois Prairie Path crosses Illinois Route 56 approximately 3/4 mile east of Kirk Road. There is a frontage road on the north side of Illinois Route 56 between the EJ & E Railroad and Illinois Route 59.

Traffic Control, Operations, and Safety

The ADT between Kirk Road and Illinois Route 59, according to the 1989 FHWA traffic maps for Kane and DuPage Counties (Table II-4), ranges from 15,000 vpd to 17,000 vpd (Table III-3). The speed limit in this section is 55 mph from Kirk Road to the Elgin, Joliet, and Eastern Railroad where it is reduced to 50 mph. The intersection of Illinois Route 59 and Illinois Route 56 is identified as a high accident location by the IDOT High Accident Location Identification System (Table II-2). The intersection of Kirk Road and Illinois Route 56 has a high accident rate but is not identified as a high accident location. Parking is not permitted along this section.

Public Transportation

There are no public transit routes within this section of Illinois Route 56 although the E J & E Railroad has commuter potential, including the possibility of a commuter station at Illinois Route 56.

Section 2 - Illinois Route 59 to Naperville Road

Exhibit B5-04 to Exhibit B5-09

Section 2 of the Illinois Route 56 SRA begins at Illinois Route 59 and continues east to Naperville Road. The communities of Warrenville and Wheaton and unincorporated DuPage county border this section of Illinois Route 56. This section intersects one SRA route, Illinois Route 59.

Physical Characteristics

There are two 12 foot lanes of traffic in this section with 8 foot aggregate shoulders to Batavia Road where they become 8 foot bituminous concrete. From Herrick Road to Orchard the shoulder is again 8 foot aggregate. As in the previous section, the centerline of the road is offset 26 feet north of the right-of-way centerline. The right-of-way is 218 feet from Illinois Route 59 to Williams Road and 200 feet from Williams Road to Orchard Road.

EXISTING ROADWAY CONDITIONS - cont'd

Illinois Route 56 passes over two structures in section 2. Structure number 022-0054, across the west branch of the DuPage River, is approximately 0.1 miles east of Batavia Road with a clear width of 56 feet (Table II-1). Structure number 022-0151 passes over the Illinois Prairie Path, 0.4 miles east of Winfield Road. This structure has a clear width of 84 feet (Table II-1).

There are three main routes that intersect Illinois Route 56 in this section. These are, from west to east, Winfield Road, Weisbrook/Herrick Road, and Naperville Road.

Winfield Road intersects Illinois Route 56 approximately $\frac{3}{4}$ mile east of the west branch of the DuPage River. The existing lane configuration of the north and south legs is two through lanes, with a shared right turn lane, and a left turn lane. There is a through lane, with a shared right turn lane, and a left turn lane on both the east and west legs.

Weisbrook Road is approximately one mile east of Winfield Road. The lane configuration for all four approaches consists of a through lane, with a shared right turn lane, and a left turn lane.

Naperville Road is the last main intersection in this section of Illinois Route 56. It intersects Illinois Route 56 at an angle of approximately 70 degrees. The lane configuration is two through lanes, a right turn lane, and a left turn lane for all four legs.

There is also a segment of frontage road along Illinois Route 56 in this section. This is located on the north side of Illinois Route 56 between Illinois Route 59 and Patterman Road.

Traffic Control, Operations, and Safety

The ADT for this section ranges from 14,000 vpd to 22,000 vpd, at Naperville Road. This section has a speed limit of 50 mph. These factors, high speed limit and high ADT, as well as a 70 degree skew angle, at the Illinois Route 56 and Naperville Road intersection, contribute to its designation as a high accident location (Table II-2 and Table II-3). There is also a concern for pedestrian safety at Weisbrook and Illinois Route 56 due to the proximity of Wheaton-Warrenville High School. Parking is not permitted along this section.

Public Transportation

There are two bus routes operating within this section of Illinois Route 56. The first is Pace #790 operating between Illinois Route 59 and Twin Pines. Pace #713 intersects Illinois Route 56 at Naperville Road.

EXISTING ROADWAY CONDITIONS - cont'd

Section 3 - Naperville Road to Interstate 355

Exhibit B5-09 to Exhibit B5-13

The third section of the Illinois Route 56 SRA is between Naperville Road and I-355. It passes through the communities of Wheaton, Downers Grove, and unincorporated DuPage county.

Physical Characteristics

The Illinois Route 56 cross section is comprised of four 12 foot lanes separated by a mountable median that varies from 16 feet to 22 feet from Naperville Road to Bob-O-Link Road with 10 foot bituminous concrete shoulders. From Bob-O-Link Road to Interstate 355 the roadway section expands to six 12 foot lanes with a barrier median and adjacent curb and gutter.

There are two structures in this section. Structure number 022-0057 carries Illinois Route 56 over the east branch of the DuPage River 0.2 miles east of Illinois Route 53 (Table II-1). This structure has a clear width of 88 feet. Structure number 022-0057 is the I-355 overpass (Table II-1). This structure carries three 12 foot through lanes and two 12 foot left turn lanes in either direction. An 8 foot barrier median separates the opposing traffic. This structure has a 128 foot clear width.

There are two main routes intersecting Illinois Route 56 in this section. These routes are Illinois Route 53 and Lloyd Avenue.

Illinois Route 53 intersects Illinois Route 56 approximately ½ mile east of Park Boulevard. The lane configuration for the north and south legs consists of two through lanes, a shared right turn lane, and a left turn lane. There are two through lanes, a right turn lane, and two left turn lanes on the east and west legs of the intersection.

Lloyd Avenue is approximately ¼ mile west of Interstate 355 and provides access to the Esplanade/Radisson center. The configuration for the north leg of the intersection consists of one through lane, with a shared right turn, and a left turn lane. There are three through lanes, a shared right turn lane, and two left turn lanes at the east leg of the intersection. The south leg of the intersection has one through lane, with a shared right turn lane, a right turn lane, and two left turn lanes. The west leg has three through lanes, two right turn lanes, and a left turn lane.

EXISTING ROADWAY CONDITIONS - cont'd

Traffic Control, Operations, and Safety

According to the DuPage County traffic map, the ADT between Naperville Road and I-355, on Illinois Route 56, ranges from 27,000 vpd to 38,000 vpd. The major traffic generators for this section are the Danada Square shopping center, the Esplanade/Radisson center, and Interstate 355. There are also three schools near this section, College of DuPage located north of Illinois Route 56 on Park Boulevard, IIT West Campus located within the Danada East development, and Glenbard South High School at Raider Lane. The speed limit is 50 mph between Naperville Road and Leask Road, and 45 mph from Leask Road to I-355. Parking is not permitted along this section.

Public Transportation

There is one bus route along Illinois Route 56 and three routes intersecting Illinois Route 56 in this section. Pace #715 operates along Illinois Route 56 between Yorktown Mall and Lambert Road. The three intersecting routes are Pace #706, at Bradford Road, #652, at Lambert Road, and #713, at Naperville Road

Section 4 - Interstate 355 to Cermak Road

Exhibit B5-13 to Exhibit B5-17

The fourth section of the Illinois Route 56 SRA begins at I-355 and continues to Cermak Road. This section passes through the communities of Downers Grove, Lombard, Oakbrook and Oakbrook Terrace.

Physical Characteristics

There are six 12 foot lanes between I-355 and Finley Road. This changes to four lanes at the Highland Avenue slip ramp and back to six lanes beyond the ramp. The barrier median varies from 32 feet to 50 feet.

There are two structures in this section of Illinois Route 56 (Table II-1). Structure number 022-0154 at Highland Avenue is a single point diamond intersection with the Illinois Route 56 through lanes passing under Highland Avenue. This structure has a clear width of 83 feet underneath Highland Avenue and clear width of 125 feet over Highland Avenue. The second structure in this section is Structure Number 022-9903 which carries Highland Avenue over Interstate 88 with a clear width of 72 feet. The interchange with Interstate 88 is the main feature in this section. This interchange only allows for partial access since there is no direct access to westbound Interstate 88. Access to westbound Interstate 88 is provided via Downers Drive.

EXISTING ROADWAY CONDITIONS - cont'd

There are four major routes intersecting Illinois Route 56 in this section. These routes are, from west to east, Finley Road, Downers Drive, Highland Avenue and Cermak Road.

Finley Road intersects Illinois Route 56 approximately 0.1 miles east of Interstate 355. The configuration for the north and south legs of the intersection consist of two through lanes, a right turn lane, and a left turn lane. There are three through lanes, with a shared right turn lane, and two left turn lanes at the east and west legs.

Downers Drive is approximately ¼ mile east of Interstate 355. This route provides access to westbound Interstate 88 at the south terminus. The lane configuration for the north leg consists of two through lanes, with a shared right turn lane, and a left turn lane. There are two through lanes, with shared right and left turn lanes, on the south leg of the intersection. The east and west legs consist of three through lanes, a right turn lane, and two left turn lanes.

Highland Avenue is approximately ½ mile east of Interstate 355. This is a point-diamond interchange with Illinois Route 56 receiving through priority. The lane configuration for the ramps off of Illinois Route 56 consists of one left turn and one right turn lane. There are two through lanes, a right turn lane, and a left turn lane on the north leg of Highland Avenue. The south leg consists of three through lanes, a right turn lane, and two left turn lanes.

The intersection of Illinois Route 56 and Cermak Road is a major intersection of two SRA routes. The existing lane configuration for the north leg of Illinois Route 56 is a left turn lane, a through lane and a right turn lane. The west leg of Illinois Route 56 consists of a left turn lane and three through lanes with a shared right. The east leg on Cermak Road consists of a left turn lane and two through lanes with a shared right turn. The south leg on Camden Court has two through lanes with a shared left turn lane and a shared turn lane.

Traffic Control, Operations, and Safety

The existing ADT for this section ranges from 38,000 vpd to 41,000 vpd. The speed limit is 45 mph for the entire section (Table II-4). The intersection of Illinois Route 56 and Finley Road is designated a high accident location on the Illinois Department of Transportation High Accident Location Identification System (Table II-2).

The main traffic generators in this section are I-355, Yorktown Mall, and I-88 (via Highland Avenue and Downers Drive). The commercial nature of this section also produces a substantial amount of local traffic.

EXISTING ROADWAY CONDITIONS - cont'd

Public Transportation

There are three Pace routes along this section of Illinois Route 56 and one intersecting it. Route #715 runs from Yorktown Mall to Lambert Road, #877 from the east study limit to Woodcreek Road, and #880 provides rush hour service along route #877. Pace #332 intersects Illinois Route 56 at Yorktown Mall.

**Table II-1
Structure Inventory
Illinois Route 56**

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	045-0028	Indian Creek			45'	27'	Reconstruciton required
SN-2	022-0128		E.J. & E. R.R.	14'0"	2x34'	169'	Can accommodate 2 additional lanes
SN-3	022-0054	W. Branch DuPage River			56'	116'	Modification required
SN-4	022-0151	Prairie Path			84'	32'	Modification required
SN-5	022-0057	E. Branch DuPage River			88'	68'	Modification required
SN-6	022-0220	I-355			128'	300'	
SN-7	022-0154	IL 56			125'	86'	Modification required
			Highland	15'5"	2x41.5'	125'	
SN-8	022-9903	I-88			72'	231'	Modification required

**Table II-2
Accident Rates at Intersections
Illinois Route 56**

Cross Street	N-S- ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Kirk	21600	17000	34	24	27	2.011
Hedgerow	2500	15000	4	1	2	0.365
Eola	5000	15000	8	8	9	1.142
IL 59 *	38000	14000	42	29	21	1.616
Batavia	5000	17000	6	2	6	0.581
Winfield	6300	17000	4	17	14	1.372
Weisbrook	5200	16000	4	3	2	0.388
Arrowhead	2500	15000	6	1	3	0.522
Orchard	5000	15000	6	15	3	1.096
Danada Sq. Ent	2500	15000	9	4	3	0.835
Naperville Rd. *	27000	22000	41	56	58	2.889
East Loop	5000	27000	6	5	20	0.885
Leask	5000	27000	5	2	6	0.371
Bradford	5000	30000	10	6	8	0.626
Lambert	10000	30000	18	21	29	1.553
Park	19000	30000	22	24	21	1.249
IL 53	23000	28000	32	13	12	1.021
Woodcreek	10000	28000	26	17	12	1.322
Finley *	10000	38000	47	37	42	2.397
Downers	10000	38000	24	22	18	1.218
Highland Ramp	10000	38000	3	2	4	0.171
Fairfield	10000	38000				
Meyers	18000	41000	35	32	21	2.720
22nd	37000	41000	10	15	12	0.866

* IDOT High Accident Location Identification System - High Accident Locations 1992

**Table II-3
Accident Rates on Segments
Illinois Route 56**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Kirk	Hedgerow	1.74	15000	15	18	8	1.435
Hedgerow	Eola	0.87	15000	8	8	9	1.750
Eola	IL 59	0.76	14000	14	7	5	2.232
IL 59	Batavia	1.29	14000	12	17	6	1.770
Batavia	Winfield	0.77	17000	3	1	4	0.558
Winfield	Weisbrook	1.08	18000	4	4	8	0.752
Weisbrook	Arrowhead	0.69	18000	8	3	2	0.956
Arrowhead	Orchard	0.44	18000	2	2	6	1.153
Orchard	Danada Sq. Ent.	0.93	18000	16	28	18	3.382
Danada Sq. Ent.	Naperville	0.13	18000	2	1	4	2.732
Naperville	East Loop	0.19	22000	5	5	4	3.059
East Loop	Leask	0.07	22000	1	3	5	5.337
Leask	Bradford	0.46	22000	12	5	11	2.527
Bradford	Lambert	0.63	27000	1	15	8	1.289
Lambert	Park	0.53	27000	3	2	4	0.574
Park	IL 53	0.54	30000	9	8	3	1.127
IL 53	Woodcreek	1.07	28000	16	17	13	1.402
Woodcreek	Finley	0.44	38000	14	22	37	3.987
Finley	Downers	0.24	38000	7	3	2	1.202
Downers	Highland Ramp	0.19	38000	8	6	5	2.403
Highland Ramp	Cermak	1.12	41000	148	110	88	6.880

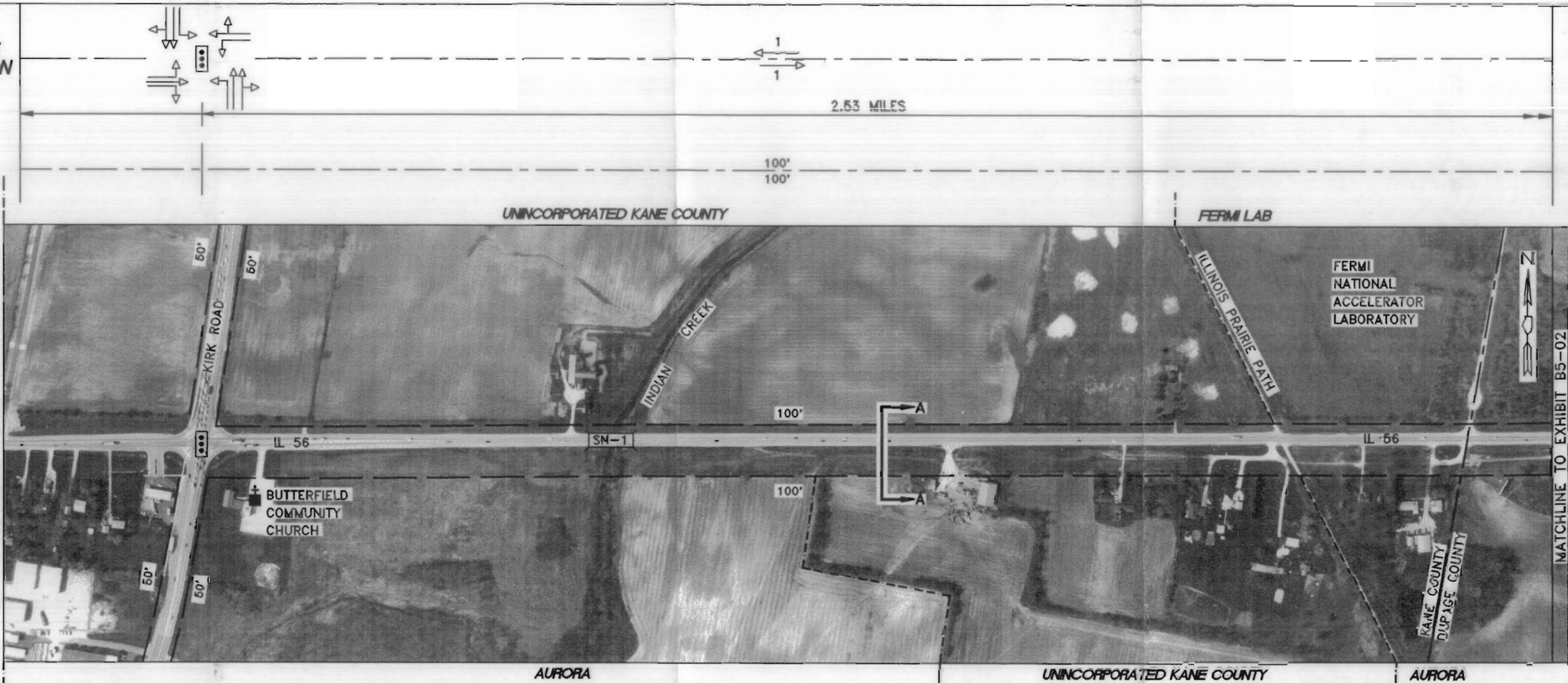
Table II-4
Sources of Data for Traffic and Transportation Characteristics
Illinois Route 56

Item	Data Source
Traffic Volumes • Average Daily Traffic • Intersection Turning Movement Counts	- USDOT Office of Planning and Programming, 1989 Traffic Map, Kane and DuPage County - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit • Routes	- Metra - Pace
Traffic Control • Signalized Intersection Locations • Other Traffic Control	- Field Reconnaissance
Cross Section • Lane Widths and Arrangements • Shoulder Widths • Type of Section	- As-Built Plans - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance
Right-of-Way	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - As-Built Plans, Sidwell Maps
Curb/Roadside Use • Parking • Bus and Loading Zones	- Field Reconnaissance
Structures	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Other Features	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

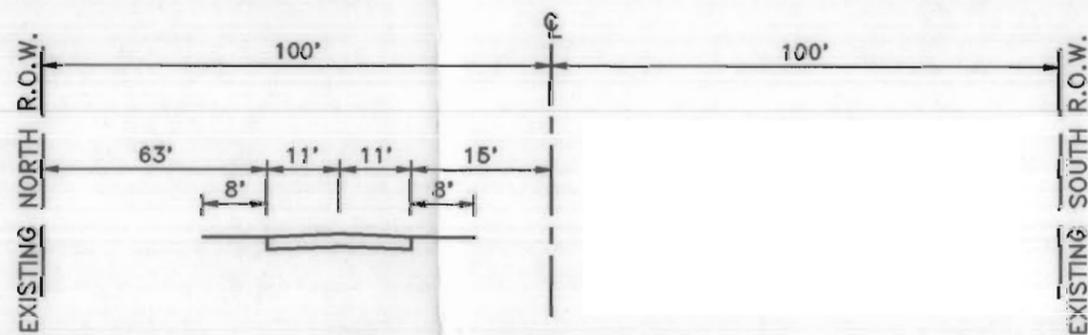


DESCRIPTION OF EXISTING CONDITIONS:

* The intersection of Kirk Road and IL 56 has a high accident rate.

SN-1 = Structure number 045-0028

* Illinois Prairie Path at-grade crossing 0.76 miles east of Kirk Road.



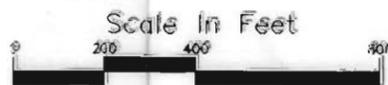
EXISTING TYPICAL SECTION A-A
KIRK ROAD TO MATCHLINE B5-02

AERIAL PHOTO DATE: 5-01-92

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY
	= COUNTY BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

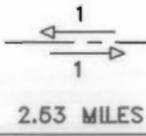
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



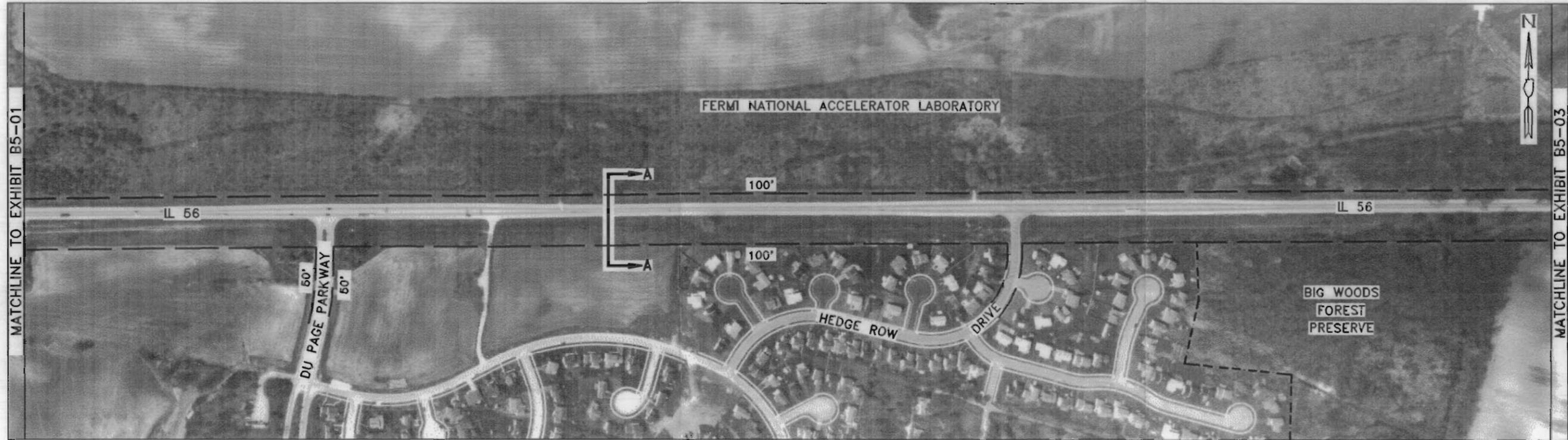
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



FERMI LAB



FERMI NATIONAL ACCELERATOR LABORATORY

100'

IL 56

BIG WOODS FOREST PRESERVE

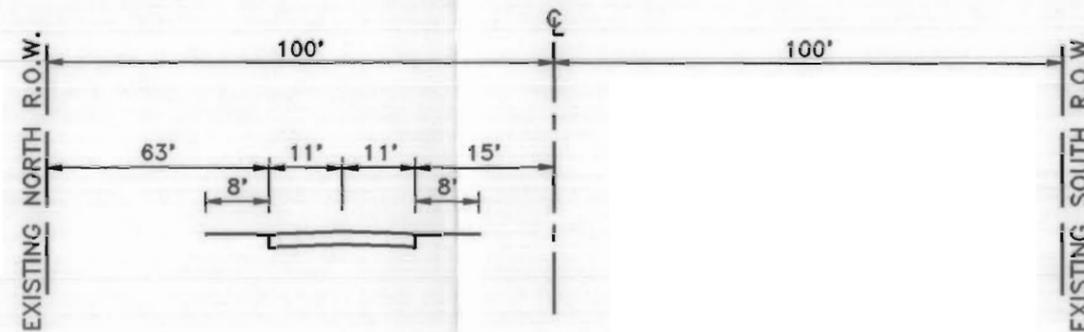
AURORA

BIG WOODS FOREST

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

- * Existing left turn lane from WB IL 56 to DuPage Parkway
- * Existing left turn lane from EB IL 56 Hedge Row Drive.

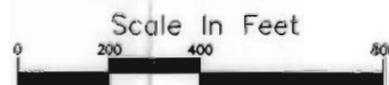


EXISTING TYPICAL SECTION A-A
MATCHLINE B5-01 TO MATCHLINE B5-03

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= DISTANCE OF EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

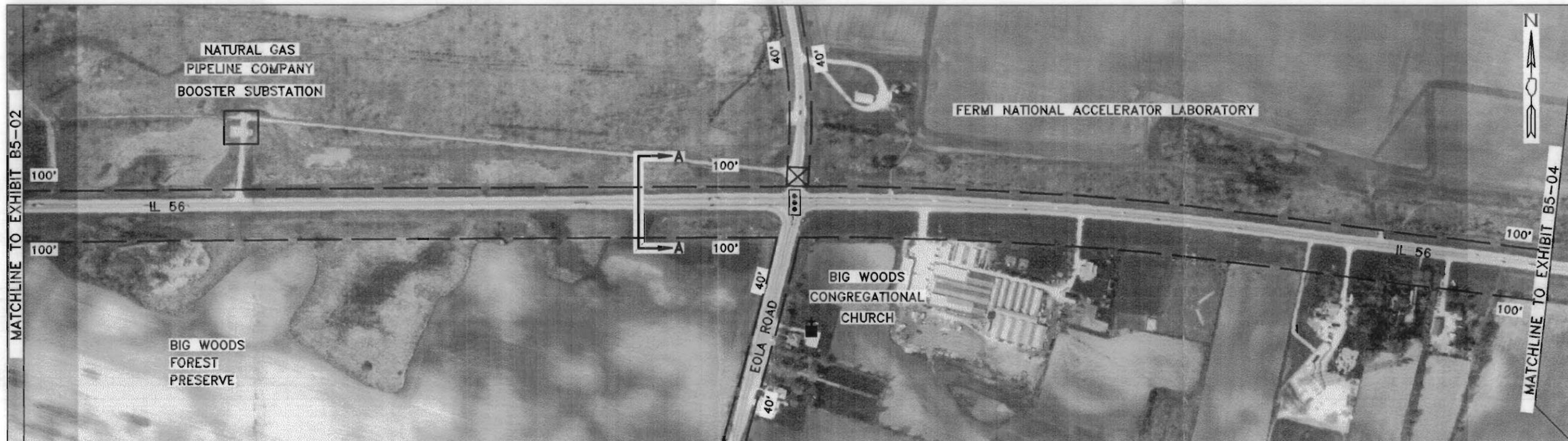
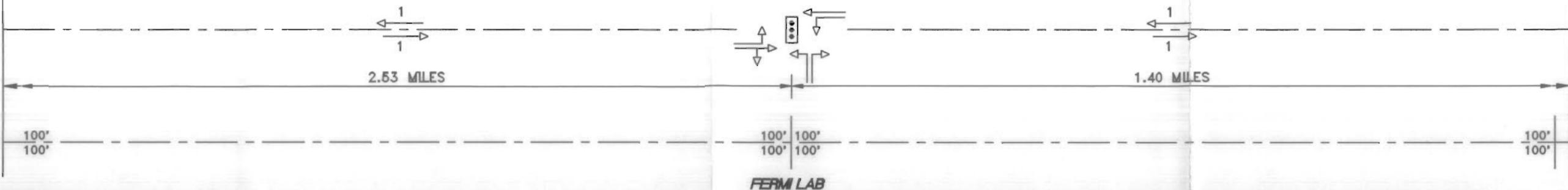
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



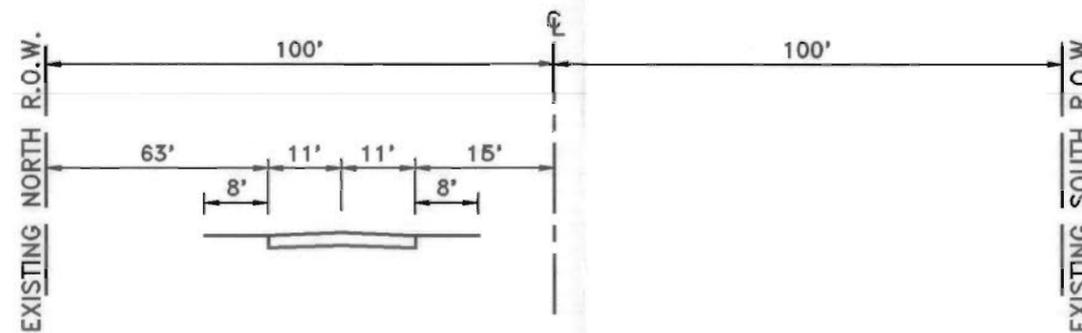
BIG WOODS FOREST PRESERVE

AURORA

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

* Access to Fermilab via Eola Road is closed to through traffic.



EXISTING TYPICAL SECTION A-A
MATCHLINE B5-02 TO MATCHLINE B5-04

LEGEND	
	= EXISTING RIGHT OF WAY
	= MILE MARKER
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY
	= CLOSED TO THROUGH TRAFFIC

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

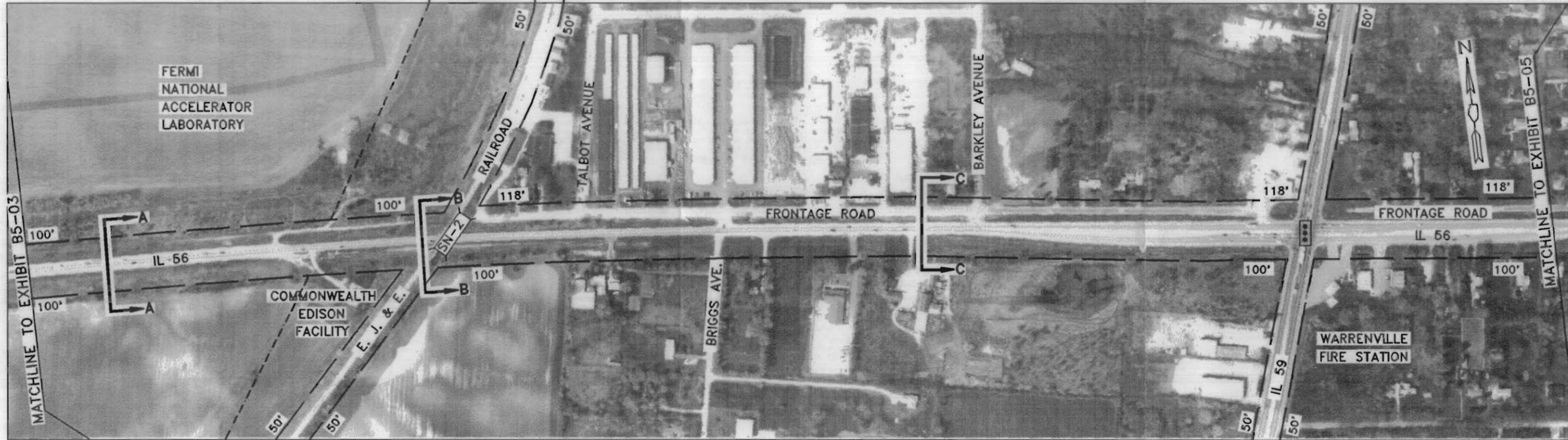
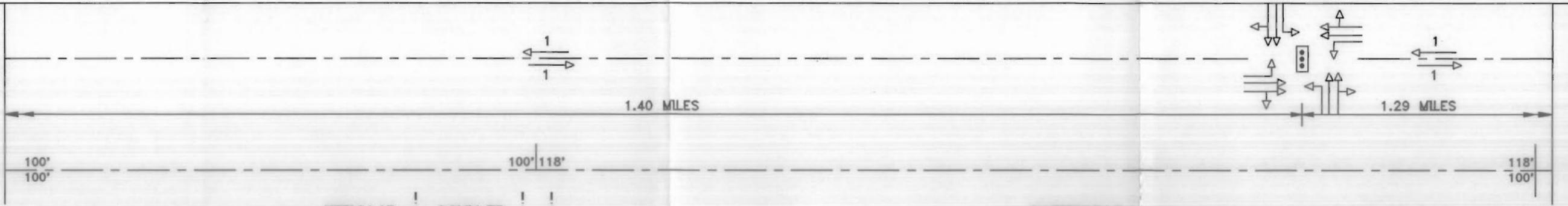
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

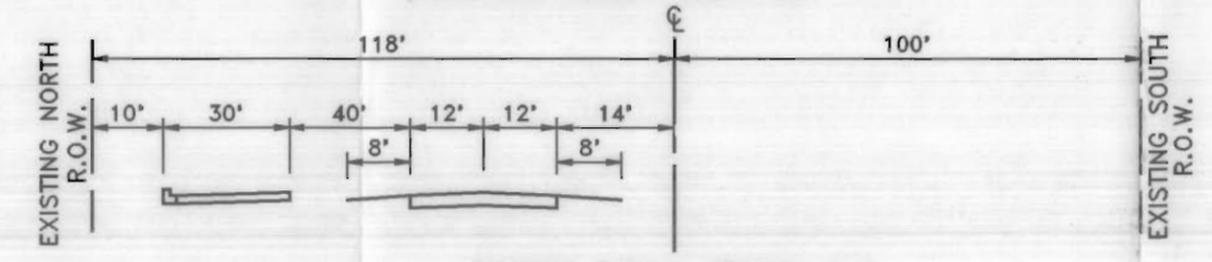
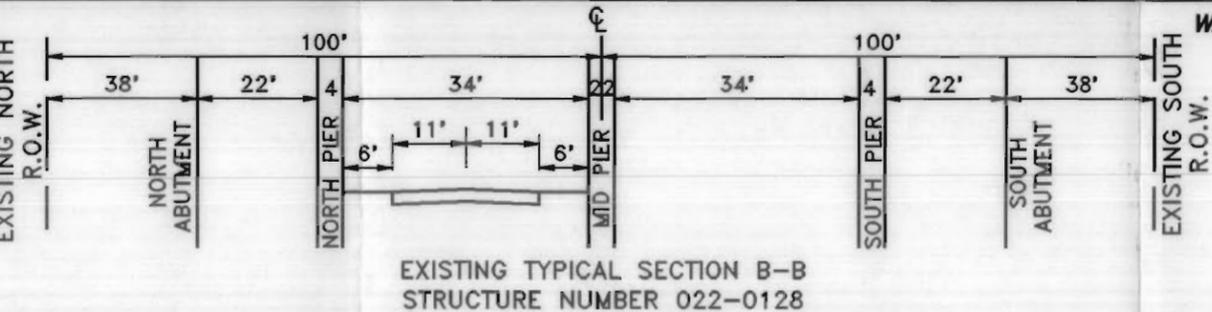
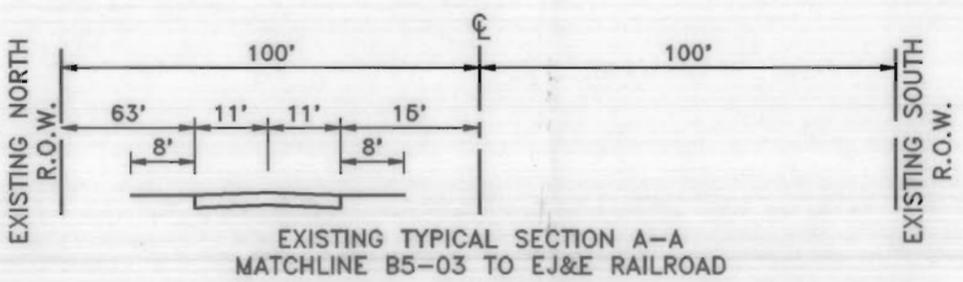


DESCRIPTION OF EXISTING CONDITIONS:

- SN-2 = Structure number 022-0128
- * Substandard clearance of 14'-0".
- * Elgin, Joliet, and Eastern Railroad currently carries freight but has commuter potential.
- * The intersection of IL 56 and IL 59 is a high accident location.

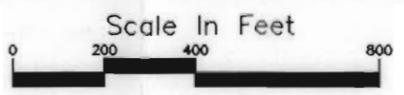
AERIAL PHOTO DATE: 5-01-92

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY



ILLINOIS ROUTE 56 - EXISTING CONDITIONS

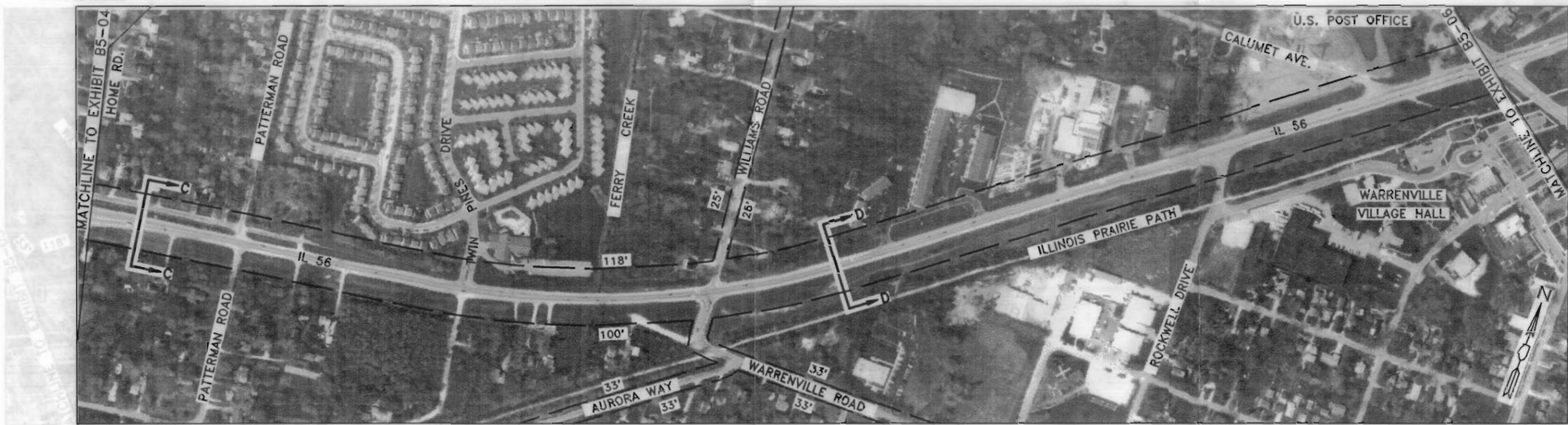
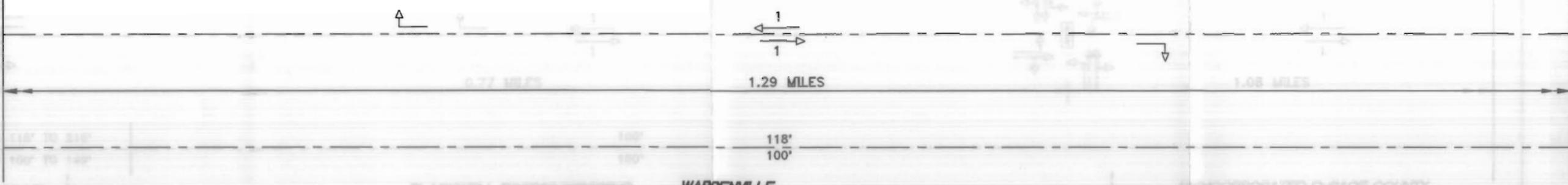
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

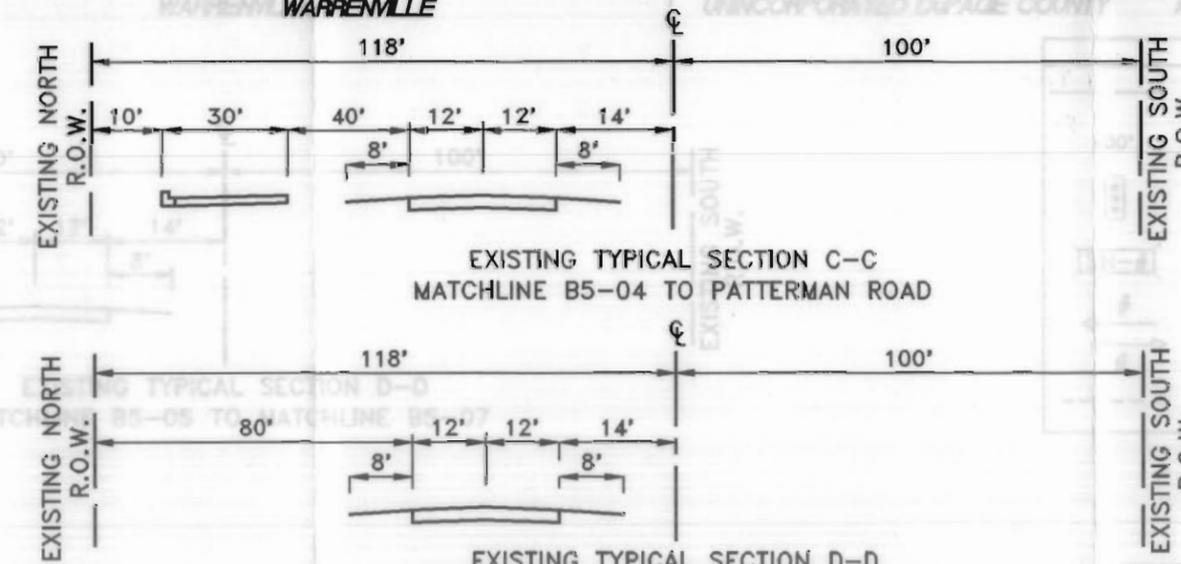
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

- * Existing right turn lane from WB IL 56 to NB Twin Pines Drive.
- * Existing right turn lane from EB IL 56 to SB Rockwell Drive.

Existing right turn lane EB IL 56 to NB Blackwell Forest Preserve.

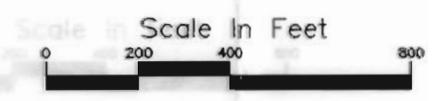
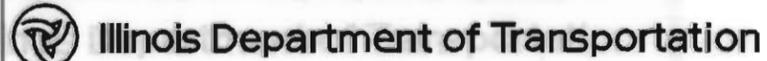


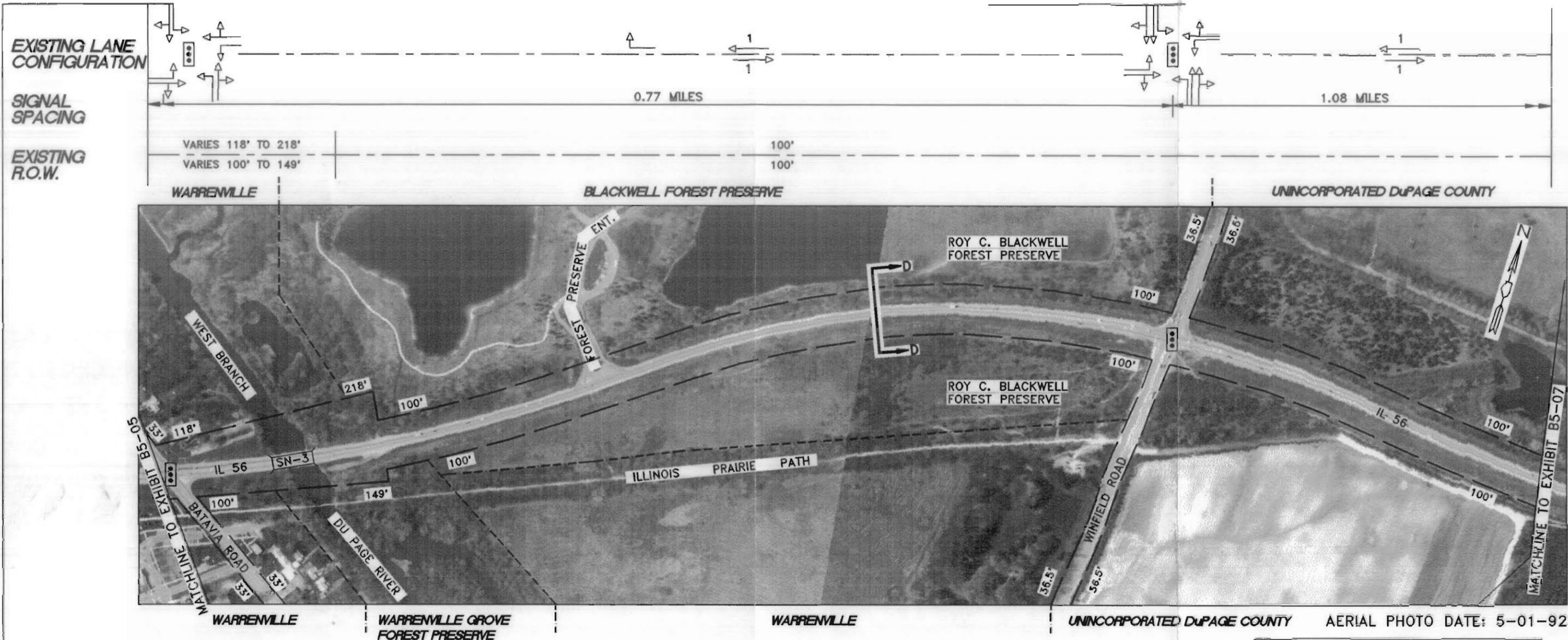
LEGEND

- - - = EXISTING RIGHT OF WAY
- - - = EXISTING RIGHT OF WAY DISTANCE
- - - = EXISTING TRAFFIC SIGNAL
- - - = EXISTING TRAFFIC LANE CONFIGURATION
- 118' = EXISTING RIGHT OF WAY DISTANCE
- # = EXISTING TRAFFIC SIGNAL
- ← # → = EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

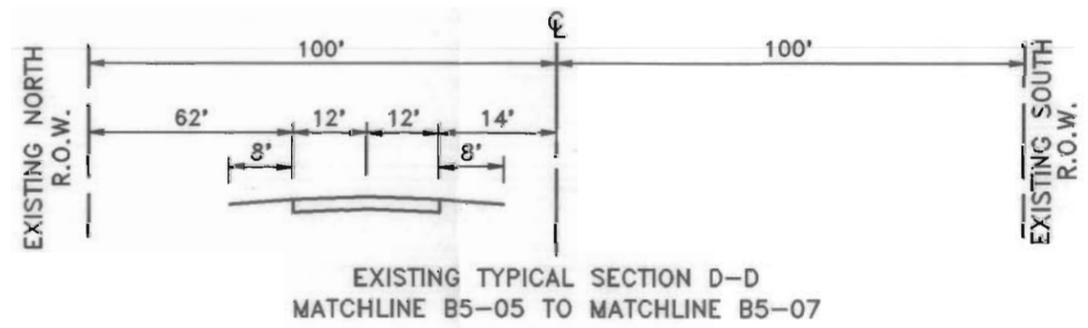




DESCRIPTION OF EXISTING CONDITIONS:

SN-3 = Structure number 022-0054

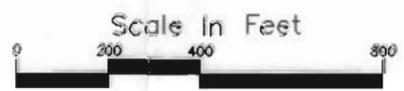
* Existing right turn lane EB IL 56 to NB Blackwell Forest Preserve.



LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

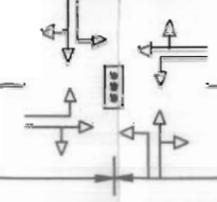
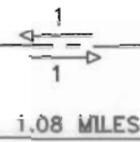
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



1.13 MILES

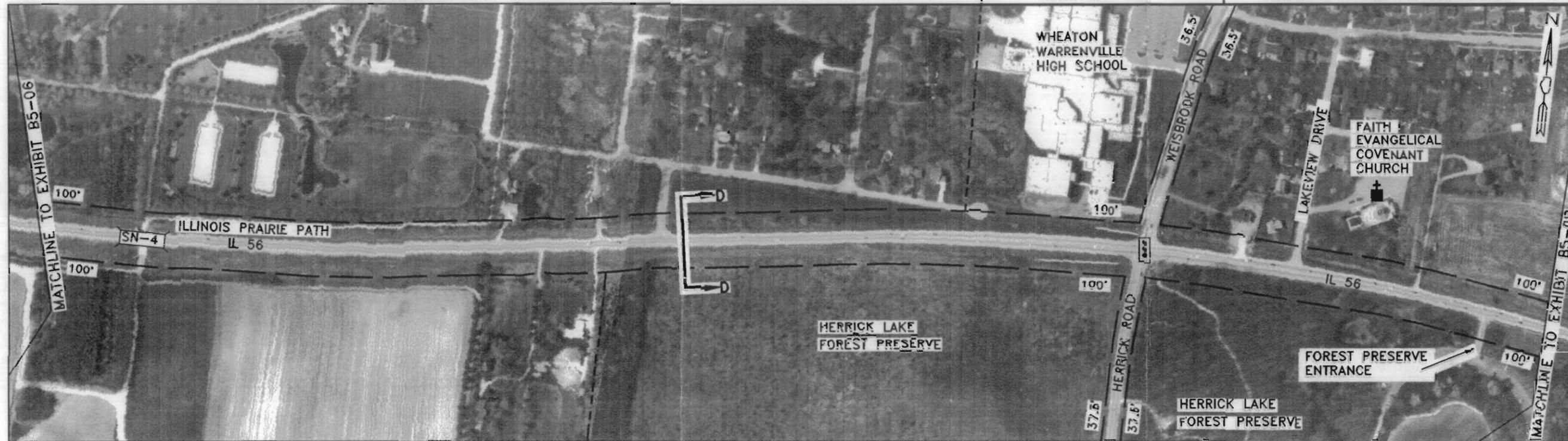
1.08 MILES

100'
100'

UNINCORPORATED DuPAGE COUNTY

WHEATON

UNINCORPORATED DuPAGE COUNTY



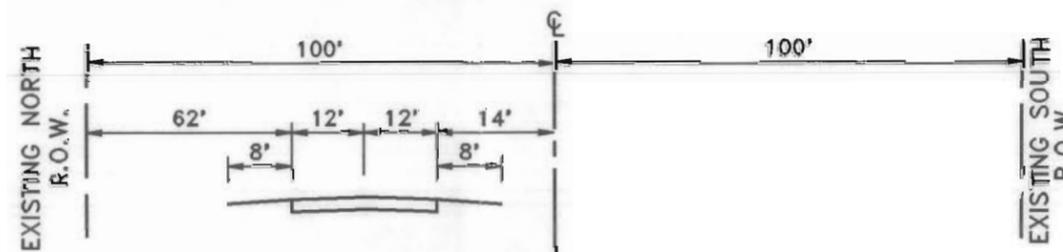
UNINCORPORATED DuPAGE COUNTY

HERRICK LAKE FOREST PRESERVE

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-4 = Structure number 022-0151

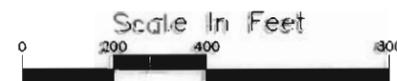


EXISTING TYPICAL SECTION D-D
MATCHLINE B5-06 TO MATCHLINE B5-08

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

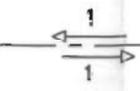
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



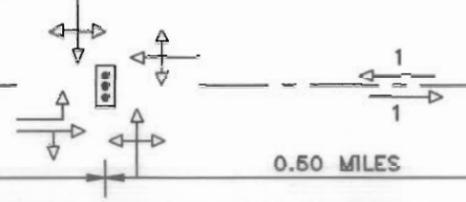
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



1.13 MILES



0.60 MILES

UNINCORPORATED DuPAGE COUNTY

WHEATON



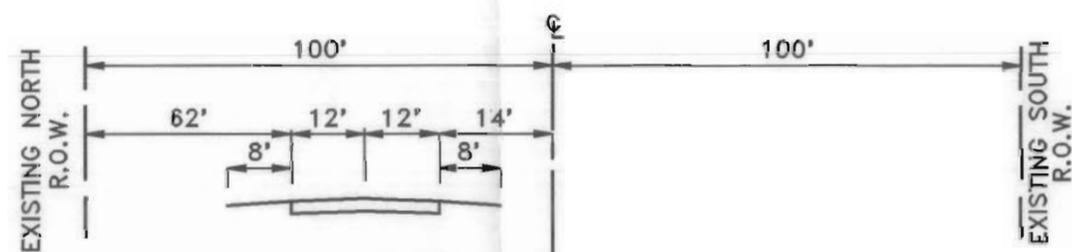
HERRICK LAKE

ARROWHEAD GOLF COURSE

DANADA FOREST PRESERVE

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

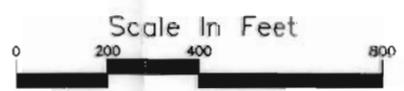


EXISTING TYPICAL SECTION D-D
MATCHLINE B5-07 TO MATCHLINE B5-09

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

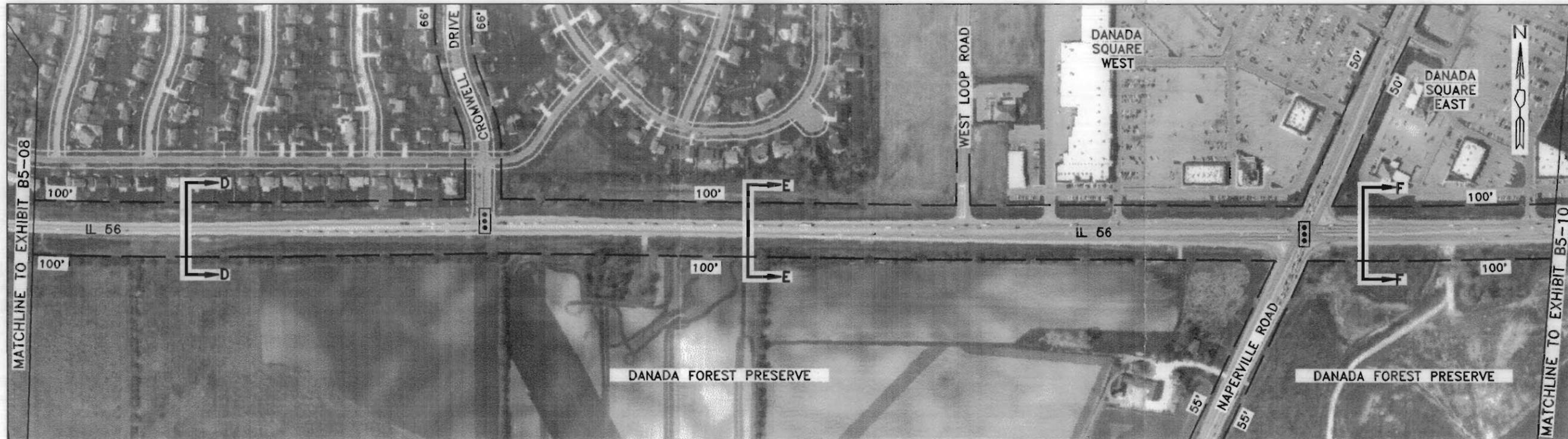
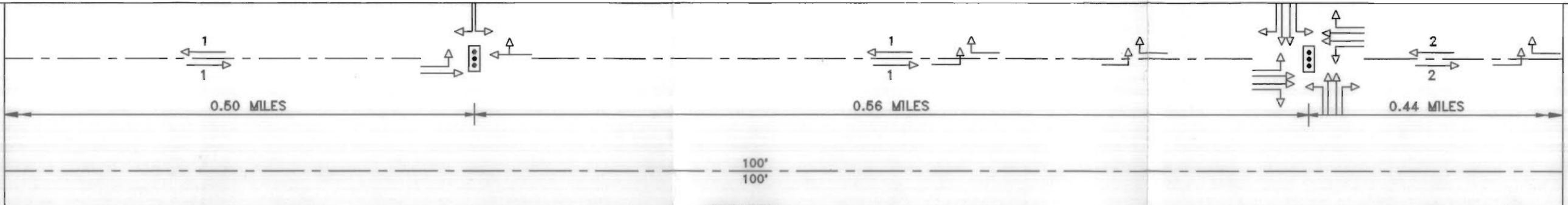
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

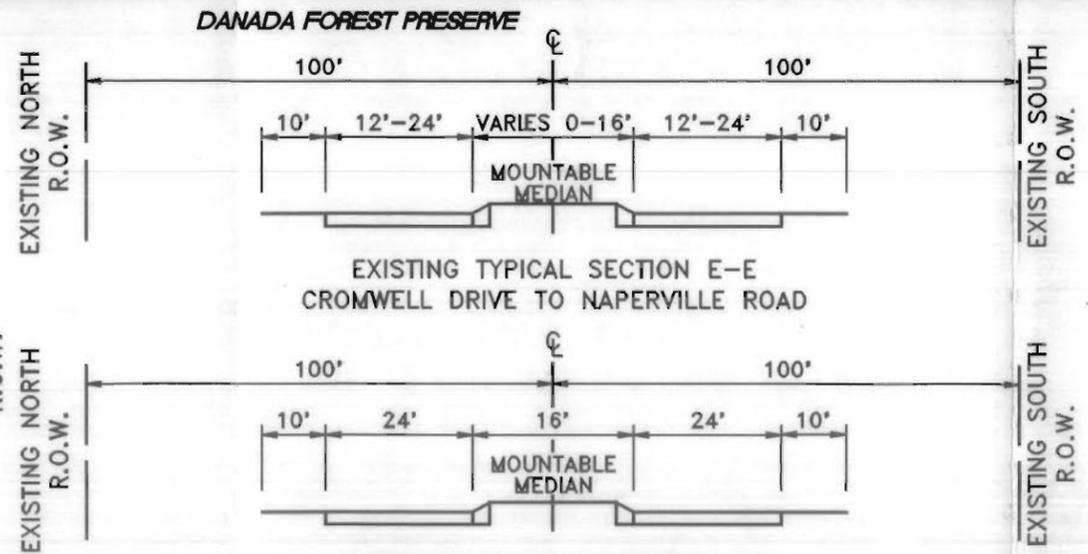
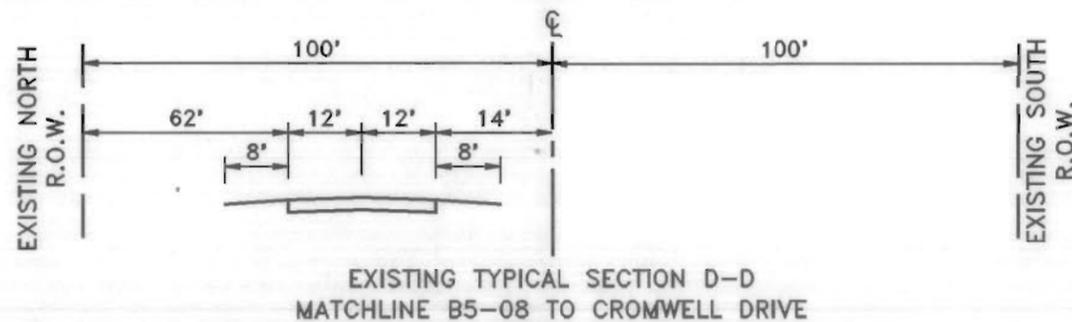
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

- * The Intersection of IL 56 and Naperville Road is a high accident location.
- * Existing right and left turn lanes to West Loop Road.
- * Existing right and left turn lanes to Danada Square West.
- * Existing right and left turn lanes to Danada Square East.



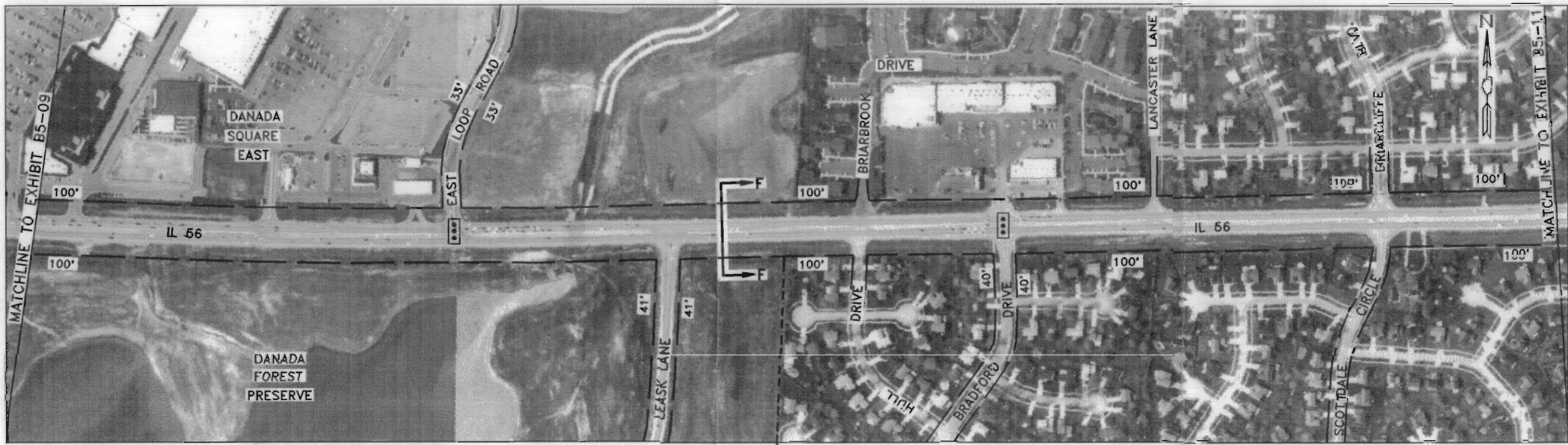
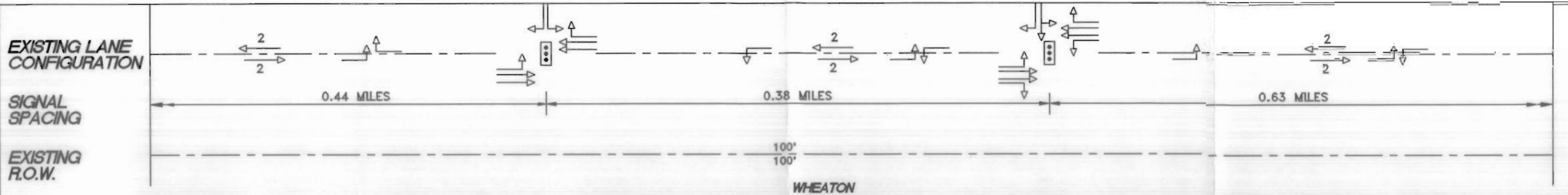
AERIAL PHOTO DATE: 5-01-92

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

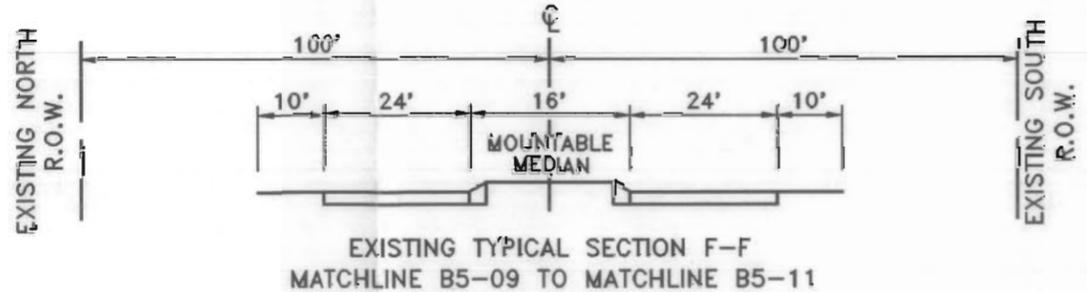




DANADA FOREST PRESERVE WHEATON AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

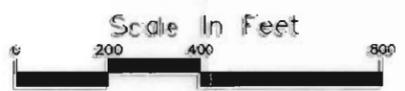
- * Existing right and left turn lanes to Danada Square East.
- * Existing left turn lane from WB IL 56 to SB Leask Lane.
- * Existing left turn lane from WB IL 56 to SB Hill Drive.
- * Existing left turn lane from EB IL 56 to NB Briarbrook Drive.
- * Existing left turn lane from EB IL 56 to NB Lancaster Lane.
- * Existing left turn lane from WB IL 56 to SB Scottdale Circle.
- * Existing left turn lane from EB IL 56 to NB Briarcliff Blvd.

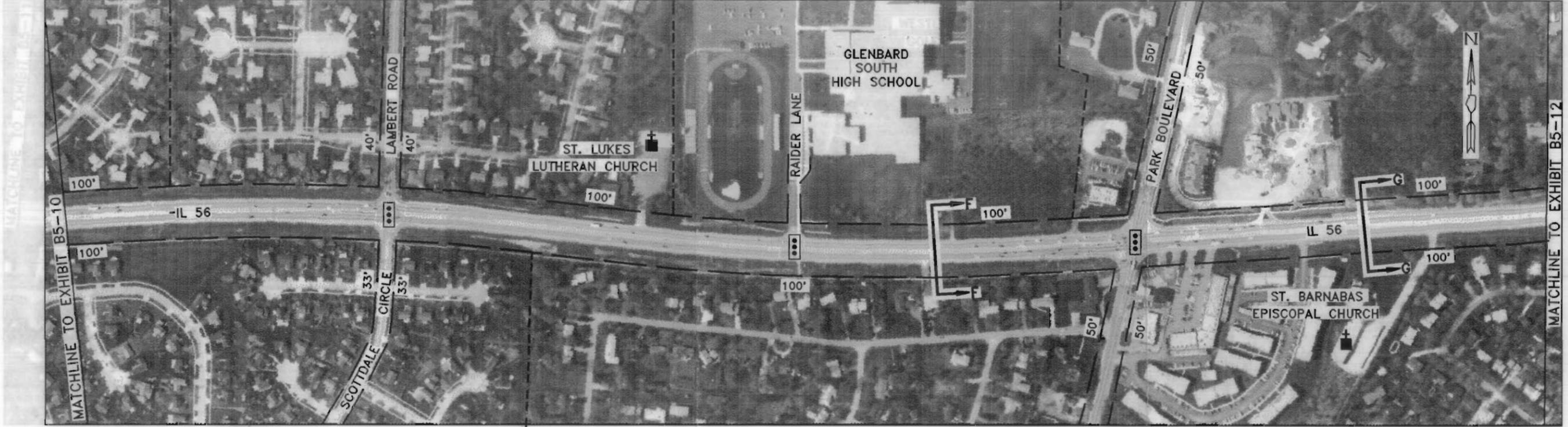
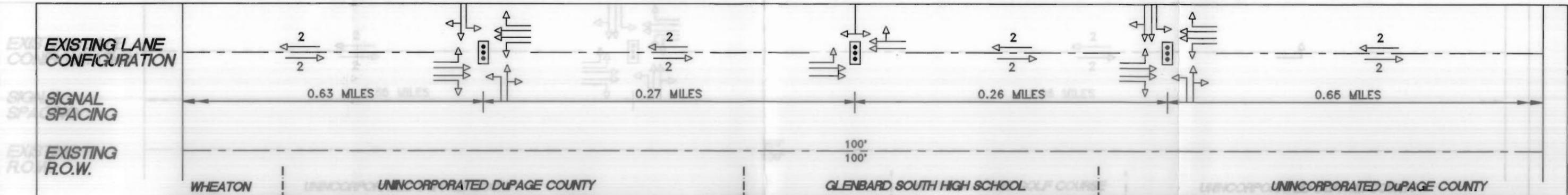


LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



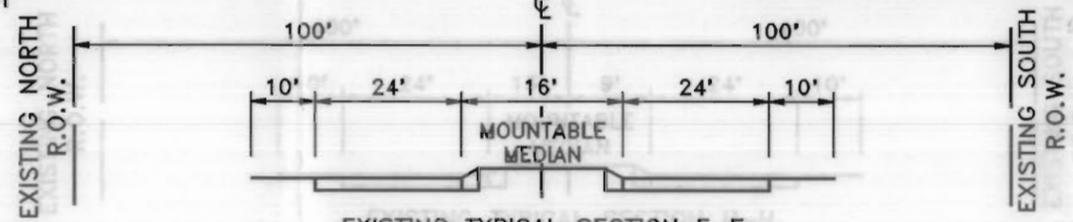


DESCRIPTION OF EXISTING CONDITIONS:

Existing Left lane from EB IL 56 to NB Gary Avenue.



EXISTING TYPICAL SECTION F-F
MATCHLINE B5-10 TO PARK BLVD.



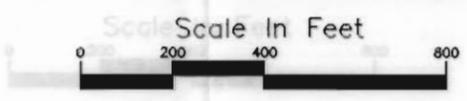
EXISTING TYPICAL SECTION G-G
PARK BLVD. TO MATCHLINE B5-12

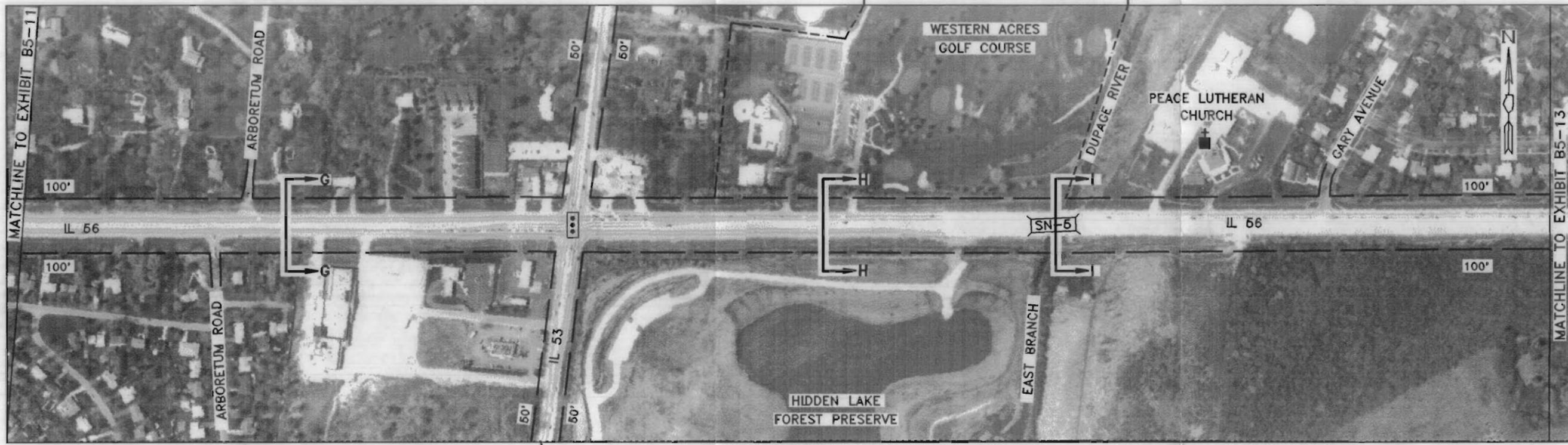
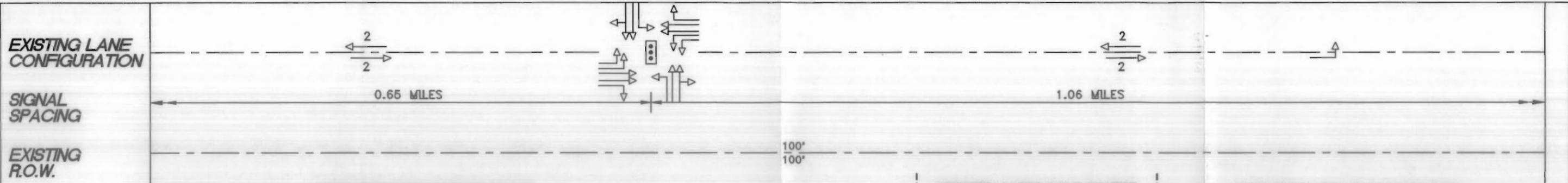
LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC LANE CONFIGURATION
- = CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

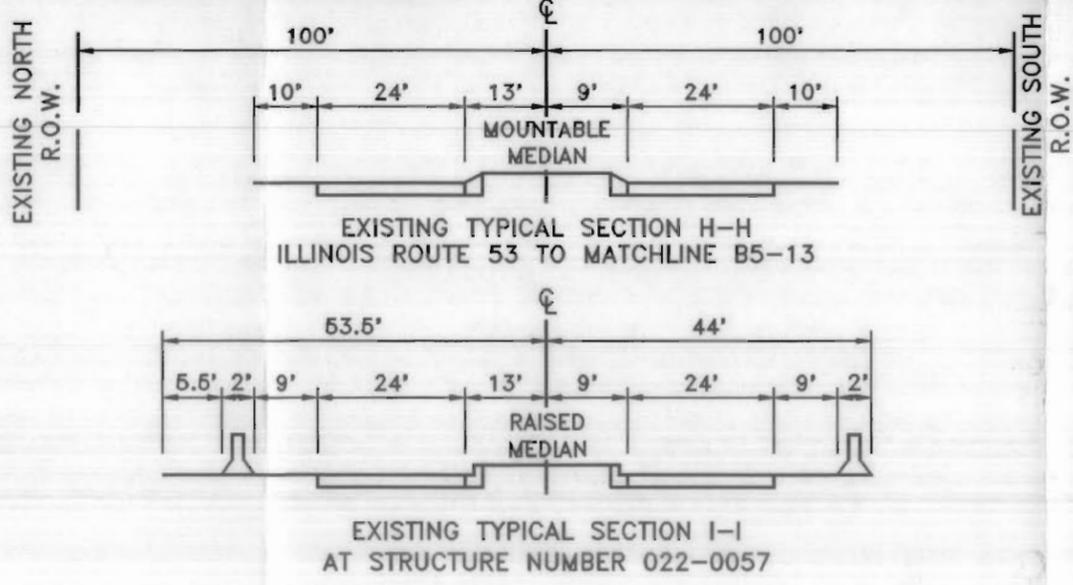
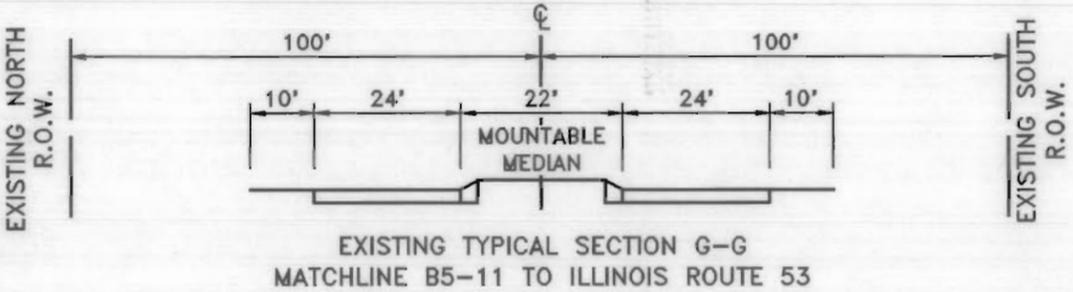
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

SN-5 = Structure number 022-0057
 * Existing Left lane from EB IL 56 to NB Gary Avenue.

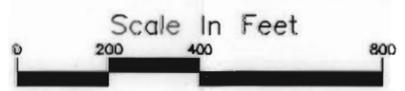
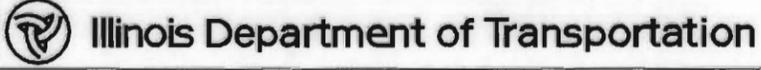


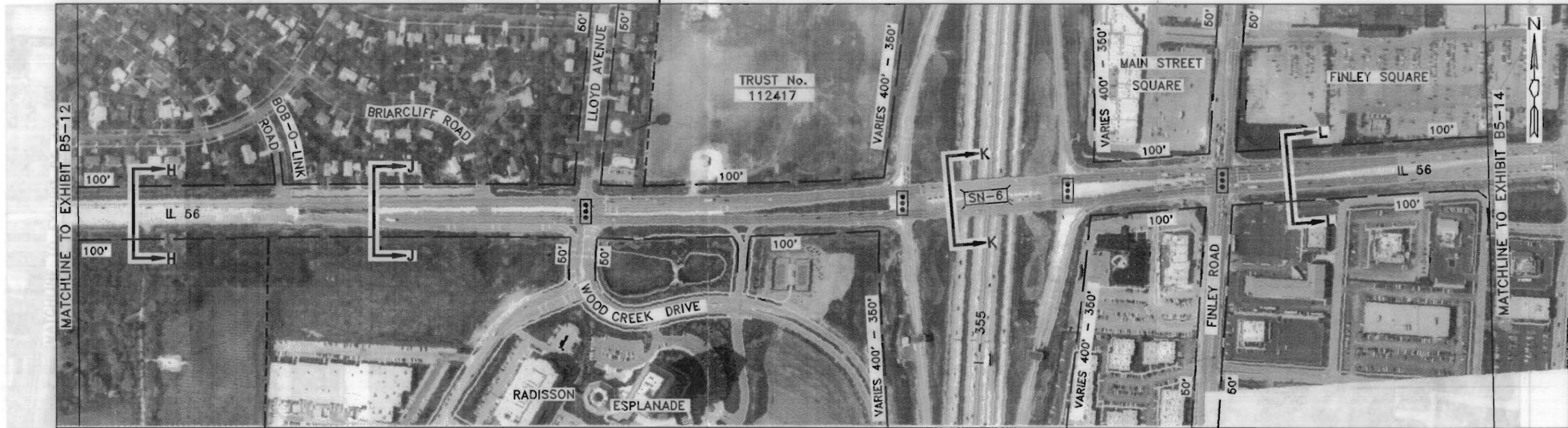
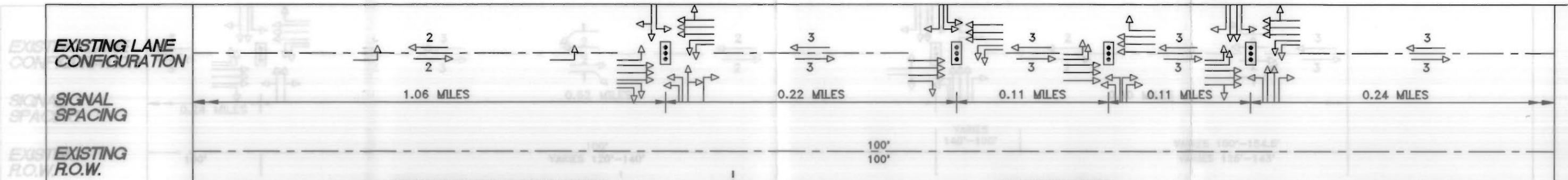
AERIAL PHOTO DATE: 5-01-92

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





HIDDEN LAKE FOREST PRESERVE

DOWNERS GROVE

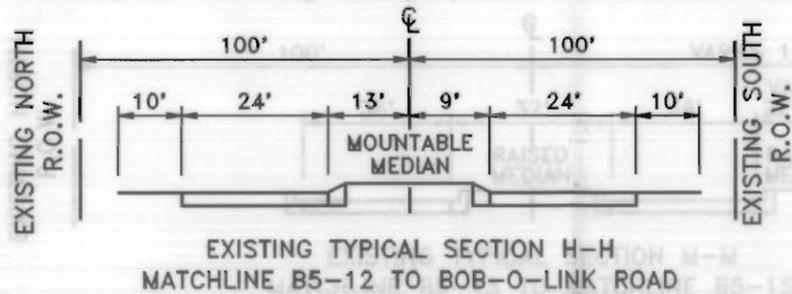
DOWNERS GROVE

LOMBARD

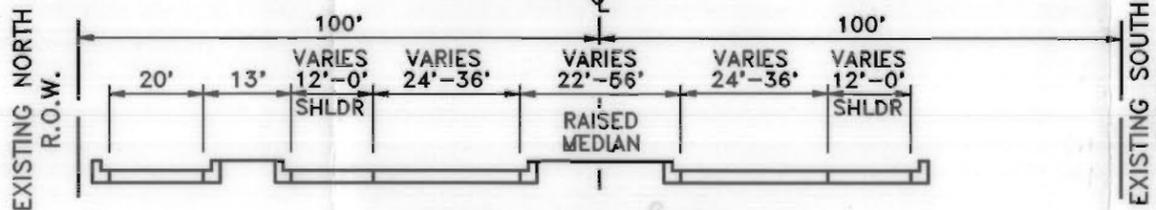
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

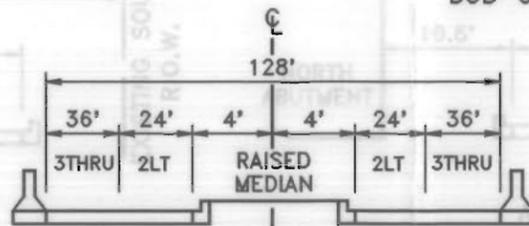
- SN-6 = Structure number 022-0220
- * The intersection of IL 56 and Finley Ave. is a high accident intersection.
- * Existing left turn lane from EB IL 56 to NB Bob-O-Link Road.
- * Existing left turn lane from EB IL 56 to NB Briarcliff Road.



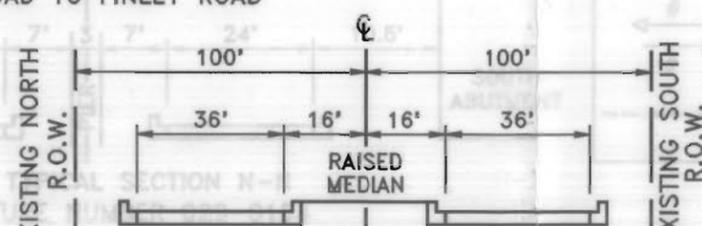
EXISTING TYPICAL SECTION H-H
MATCHLINE B5-12 TO BOB-O-LINK ROAD



EXISTING TYPICAL SECTION J-J
BOB-O-LINK ROAD TO FINLEY ROAD



EXISTING TYPICAL SECTION K-K
AT STRUCTURE 022-0220



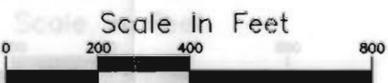
EXISTING TYPICAL SECTION L-L
FINLEY ROAD TO MATCHLINE B5-14

LEGEND	
	EXISTING RIGHT OF WAY
	MILE MARKER
	EXISTING TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING TRAFFIC LANE CONFIGURATION
	CITY/TOWNSHIP BOUNDARY

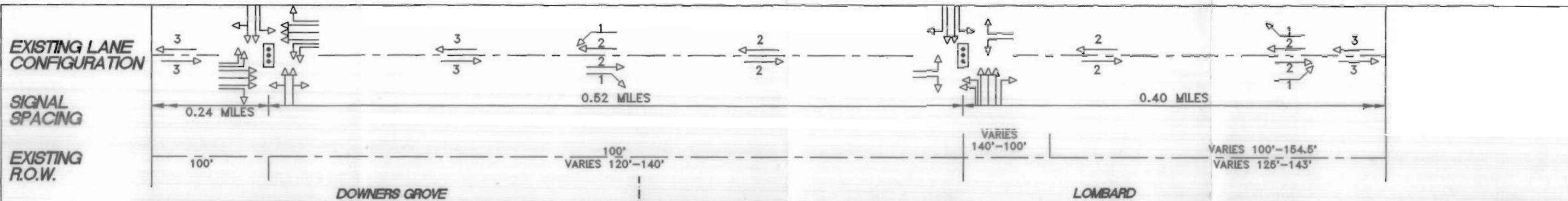
ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



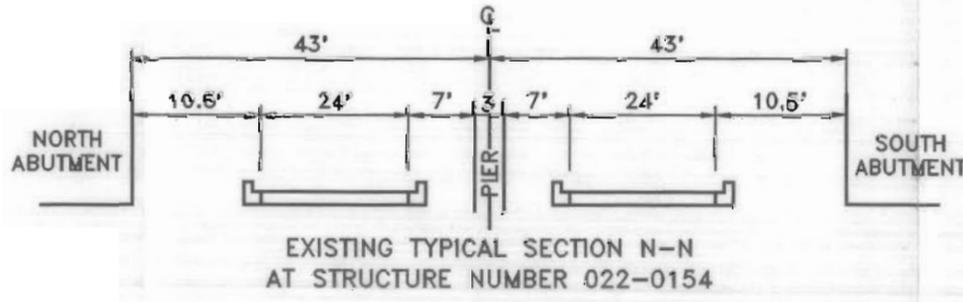
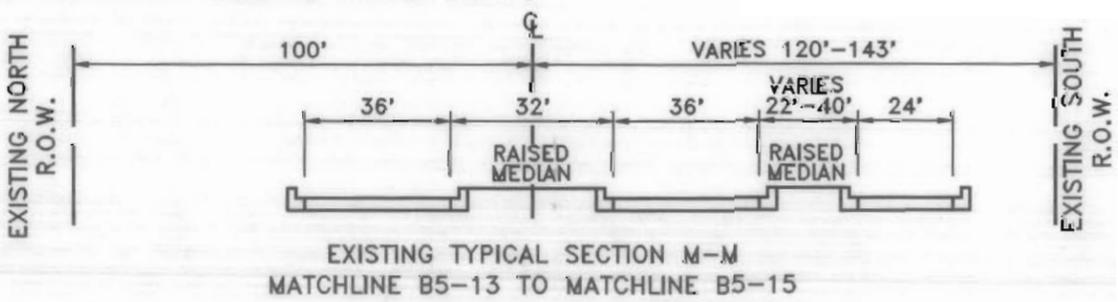
SSRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

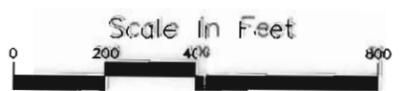
- SN-7 = Structure number 022-0154
- * IL 56 / Highland Avenue point diamond intersection with east-west traffic receiving through priority.



LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
- - -	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

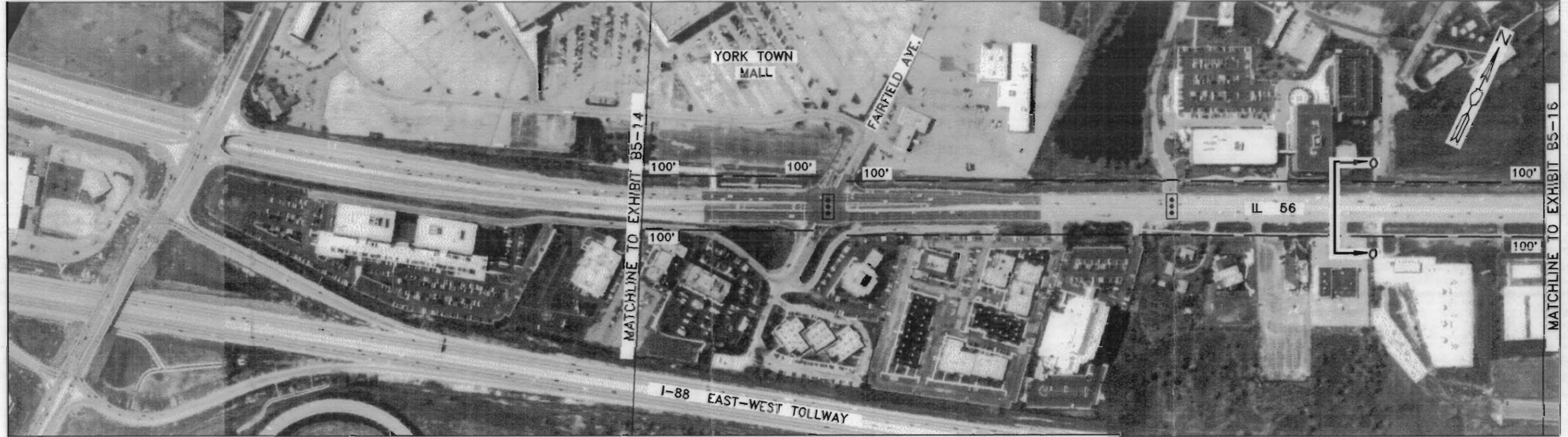
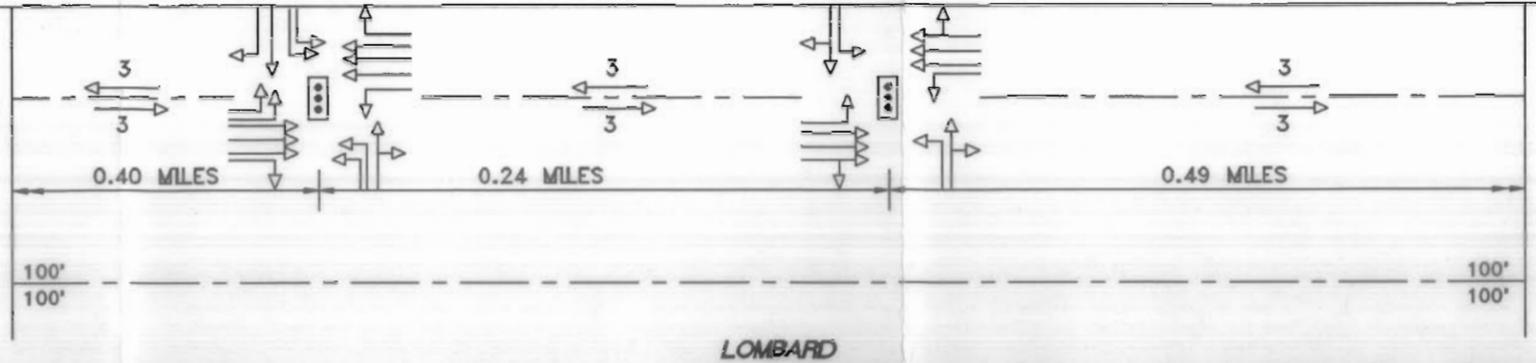
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

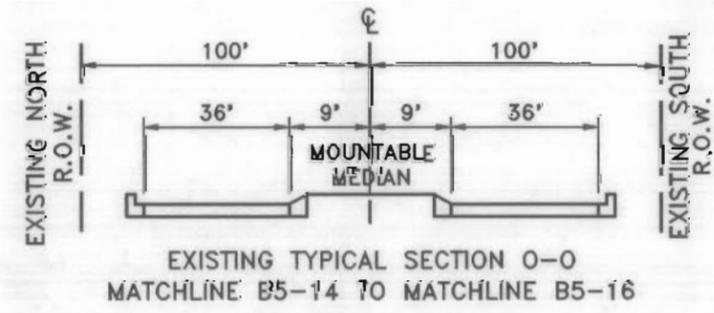
SIGNAL SPACING

EXISTING R.O.W.



AERIAL PHOTO DATE: 5-01-92

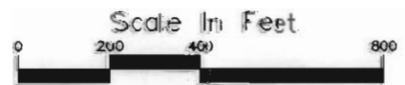
DESCRIPTION OF EXISTING CONDITIONS:

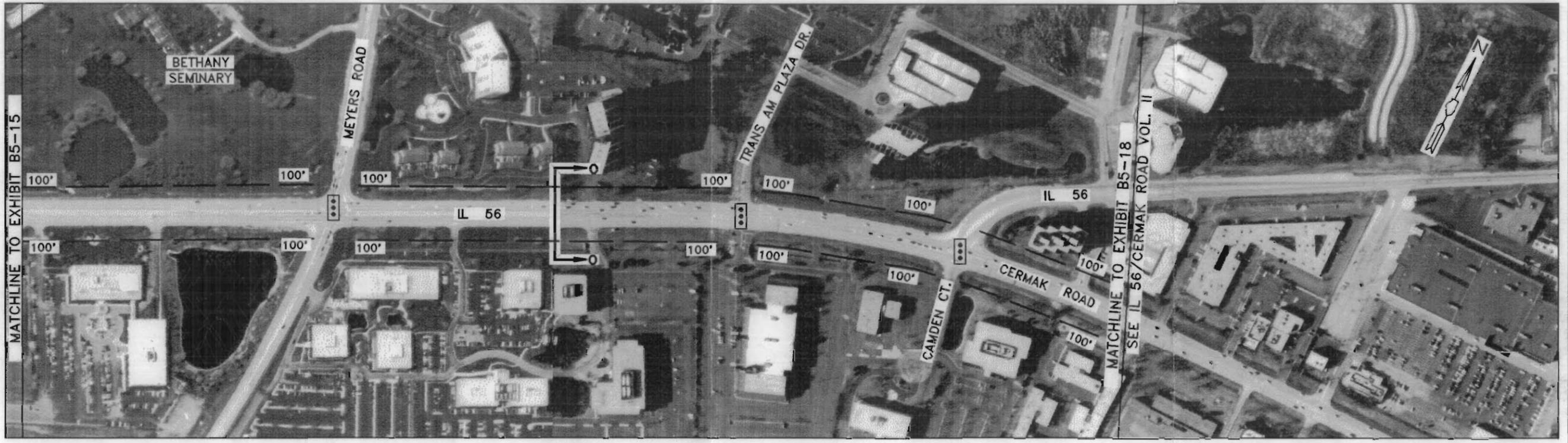
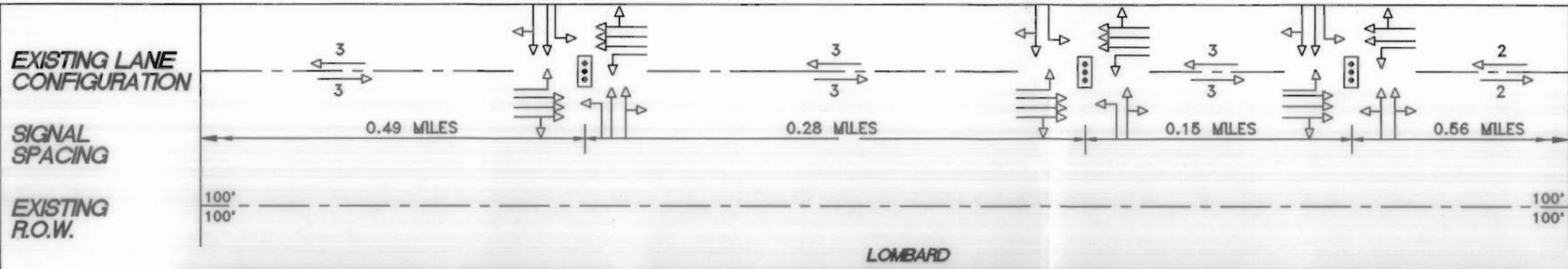


LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION

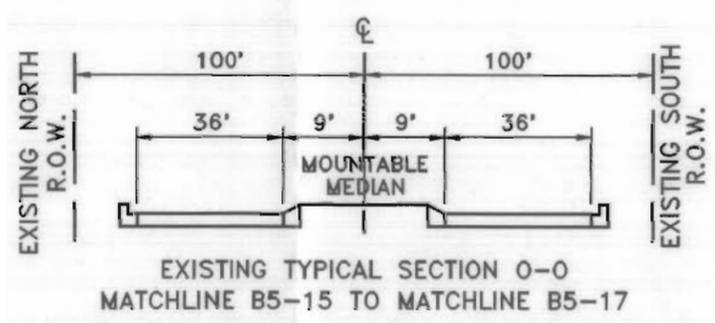
ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



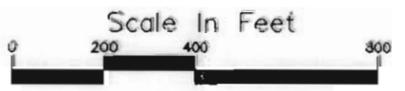


DESCRIPTION OF EXISTING CONDITIONS:



LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION

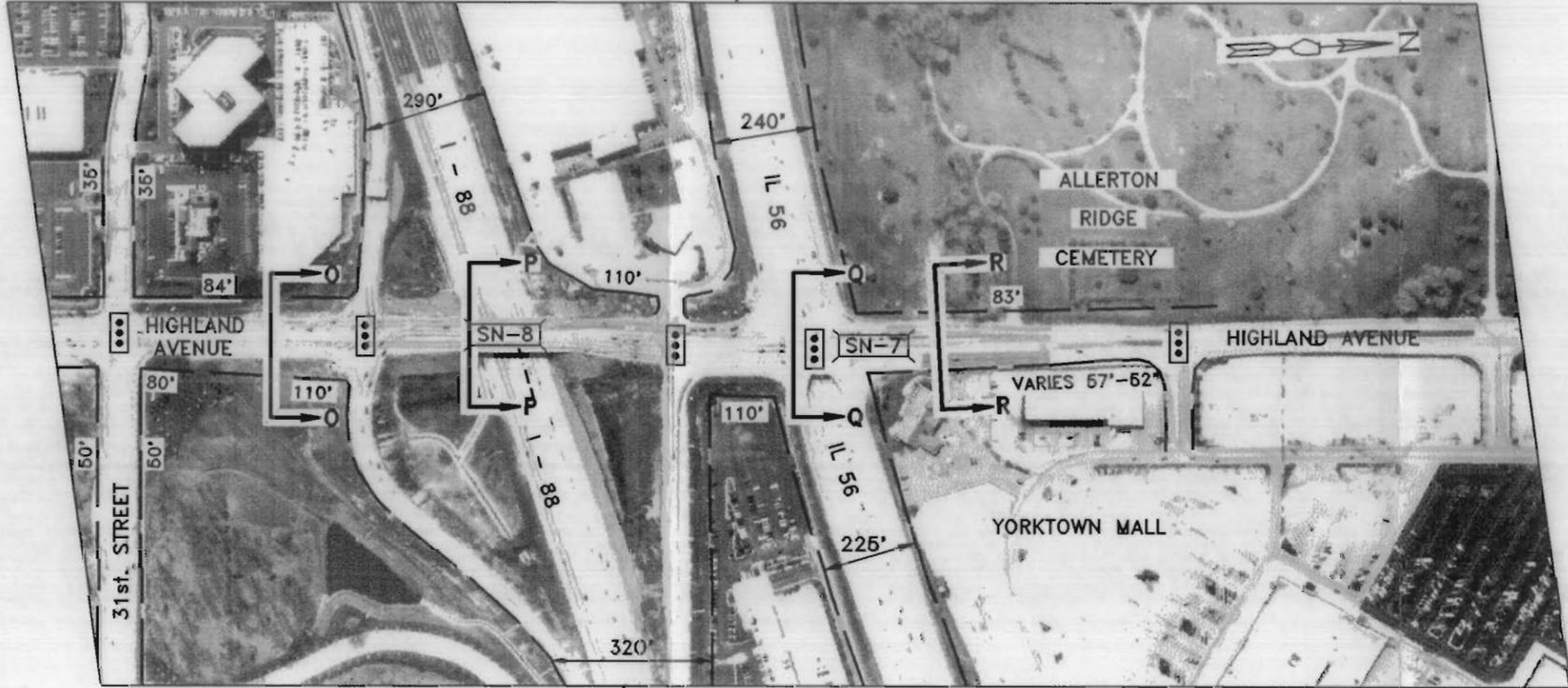
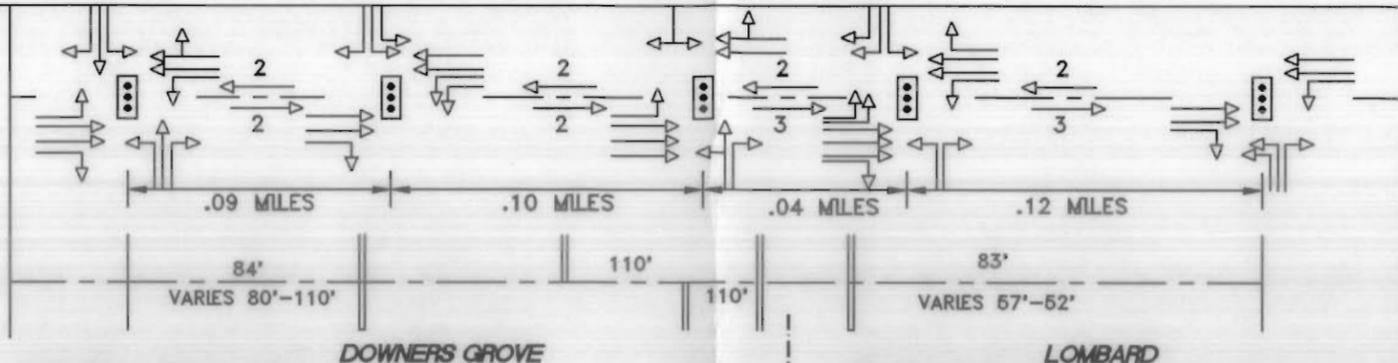
ILLINOIS ROUTE 56 - EXISTING CONDITIONS



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



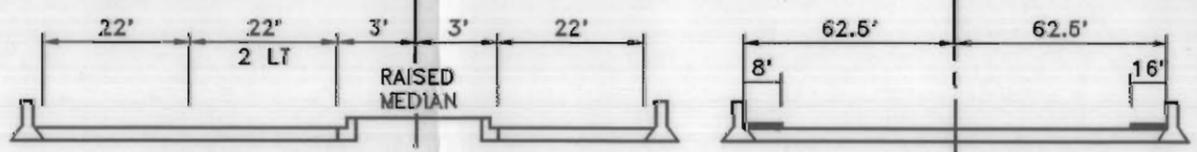
DOWNERS GROVE

LOMBARD

AERIAL PHOTO DATE: 5-01-92

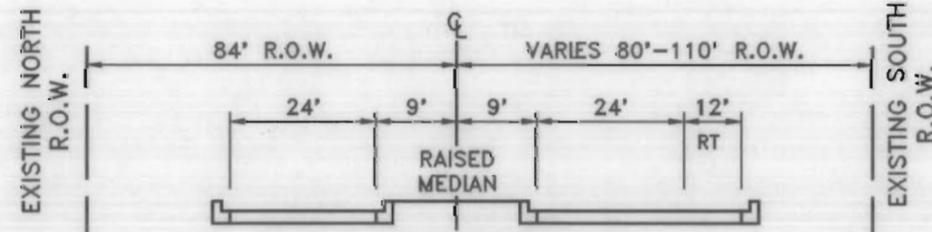
DESCRIPTION OF EXISTING CONDITIONS:

- SN-7 = Structure number 022-0154
- SN-8 = Structure number 022-9903

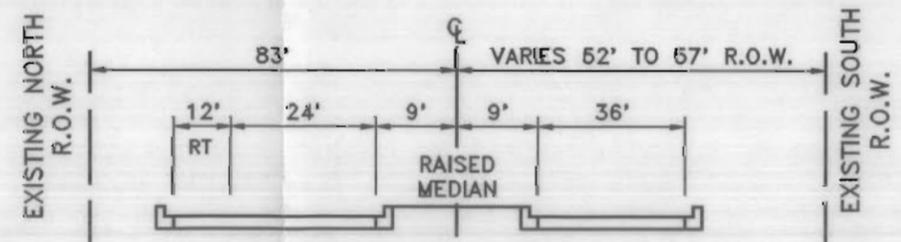


EXISTING TYPICAL SECTION P-P
STRUCTURE NUMBER 022-9903

EXISTING TYPICAL SECTION Q-Q
STRUCTURE NUMBER 022-9903



EXISTING TYPICAL SECTION O-O
31st STREET TO I-88

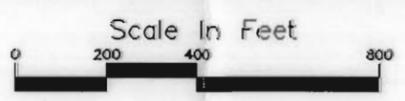


EXISTING TYPICAL SECTION R-R
IL-56 TO YORKTOWN ENTRANCE

LEGEND	
	= EXISTING RIGHT OF WAY
110'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



CORRIDOR PLANNING FRAMEWORK

ILLINOIS ROUTE 56



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

Long-range planning for the Illinois Route 56 SRA corridor takes into account many factors. These factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance between all of these design considerations to best address the transportation needs of the region.

This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 56 corridor. A summary of the planning framework issues follows:

- Functional Classification
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Illinois Route 56
- Other planned transportation improvements within, crossing, or near the Illinois Route 56 corridor
- Long-range land use plans for the communities along Illinois Route 56
- Existing safety and traffic operational problems along Illinois Route 56
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 56 was developed after compiling the information mentioned above and includes the following recommendations:

- The number of continuous through lanes in each direction along Illinois Route 56
- Locations of signalized intersections
- Locations and specifications of special intersections
- A general discussion of access management
- The need for and locations of special or unique highway solutions

CORRIDOR PLANNING FRAMEWORK - cont'd

Functional Classification

The Illinois Route 56 SRA corridor is classified as a suburban route for the entire 14.6 mile length. According to the Design Concept Report, the desirable cross section is three continuous through lanes in each direction, separated by a raised median for access control (See Figure III-1).

Route Design Considerations

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The desirable cross sections is shown in Figure III-1.

According to the Design Concept Report a suburban SRA requires 120 to 150 feet of right-of-way. The Illinois Route 56 corridor has a minimum of 200 feet of right-of-way so the full SRA cross section is possible for the entire corridor. This right-of-way width provides for three through lanes in either direction separated by a raised median 18 feet to 46 feet wide. A full listing of desirable suburban SRA characteristics appears in Table III-1. The Suburban SRA Roadway Design Criteria appear in Table III-2.

The 2010 Transportation Network

Both the East-West Tollway, Interstate 88, and the North-South Tollway, Interstate 355, have interchanges with Illinois Route 56 near the eastern end of the corridor. The main purpose of the Illinois Route 56 SRA corridor, in conjunction with the other SRA routes in the area, is to supplement and provide access to the two tollways.

The Illinois Route 56 SRA corridor is intersected by three SRA routes. At the west end of the route it is crossed by Kirk Road. Illinois Route 56 is the northern terminus of the Eola Road SRA. Illinois Route 59 crosses Illinois Route 56 approximately 4.5 miles east of Kirk Road.

There is only one parallel SRA route in the vicinity, Roosevelt Road. Illinois Route 56 is approximately half the distance between Roosevelt Road, to the north, and Interstate 88, to the south. There are no other major east-west routes in the area to accommodate the regional traffic flow.

2010 Traffic Models

CATS provided Dames & Moore/MCE with raw travel demand model output for the years 1990 and 2010. The model runs for this study assumed full buildout of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 Transportation System Development (TSD) Plan Update in all other respects. The data was modified by Dames & Moore/MCE, in consultation with CATS, to produce the 2010 forecasts shown in this report.

The existing (1990) ADT and the projected (2010) ADT can be found in Table III-3.

Other Corridor Planning Activities

Roadway Improvements

Planning information was obtained from IDOT, CATS, Kane County, DuPage County, and the surrounding communities. A list of projects relevant to Illinois Route 56 is presented in Table III-4.

City and Village Comprehensive Plans

Villages and cities along Illinois Route 56 provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives. These plans are listed in Table III-5.

Transit Improvements

The Illinois Route 56 corridor has limited existing transit, mostly concentrated at the eastern end. Transit in this corridor is exclusively Pace routes although there is discussion of a possible EJ & E Railroad commuter rail link traversing the central portion of the corridor. The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for planning impacts.

Future Land Use and Development

Future Conditions

Current land use trends along the Illinois Route 56 corridor are expected to remain similar in the future. Based on the large amount of forest preserve land and Fermilab as well as a mature commercial region at the east end, only sporadic growth is foreseeable.

Planning Framework and Recommendations

The planning framework was used to determine the best possible alternates for the Illinois Route 56 corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria lead to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross section and geometrics, operations, access management, public transit, and short term alternates.

Cross Section and Geometrics

This section is a discussion of the number and width of through lanes, median type and width, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

Operations

The operations section contains information pertaining to projected traffic volume, proposed speed limit, and predicted capacity and level of service. This section also examines accident rates and contains general solutions for areas indicated as high accident locations.

Access Management

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role. This section discusses methods used to coordinate access for vehicles entering and leaving the corridor.

Public Transit

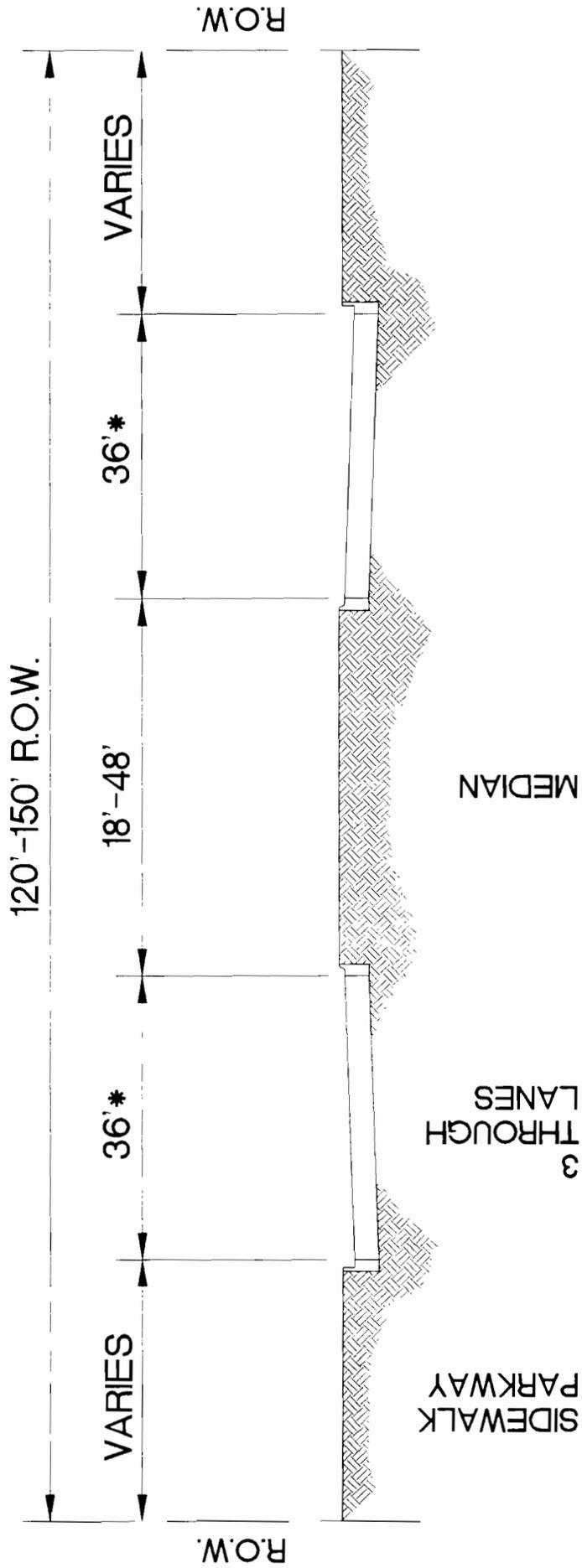
This section contains recommendations concerning public transit. Techniques associated with mass transit which may be applicable to suburban situations are evaluated. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered with the objectives of the SRA system.

Short Term Alternates

Any improvement that is a low cost method of enhancing the flow of traffic on the SRA route is considered in this section. Examples include access management, traffic signal installation/ removal, and signal coordination.

SUBURBAN SRA ROUTES

FIGURE III-1



STANDARD SUBURBAN SRA CROSS SECTION

* AN ADDITIONAL 1' COULD BE ADDED TO ACCOMMODATE BICYCLE DEMAND WHERE R.O.W. IS NOT CONSTRAINED OR WHERE PARKWAY WIDTH CAN BE REDUCED.

Table III-1
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterial

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

* Adapted from SRA Design Concept Report, HB & A, Inc.

**Table III-2
Suburban SRA Roadway Design Criteria**

Horizontal Alignment	
Minimum Design Speed	45 mph
Minimum Stopping Sight Distance	325'
Minimum Radius Horizontal Curve	740'
Maximum Degree of Curvature	7°45'
Maximum Superelevation	4%
Minimum Length of Superelevation	
- Four Lane With Small Probability of Six Lanes	192'
- Six Lane Section	234'
Horizontal Clearance	2'
Vertical Alignment	
Maximum Grades	6%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

* Adapted from SRA Design Concept Report, HB & A, Inc.

**Table III-3
Existing and Projected Average Daily Traffic
Illinois Route 56**

LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
Kirk Rd. to DuPage County Line	15000 - 20000	20000 - 25000
DuPage County Line to Eola Rd.	15000 - 20000	20000 - 25000
Eola Rd. to IL 59	10000 - 15000	25000 - 30000
IL 59 to Batavia Rd.	15000 - 20000	20000 - 25000
Batavia Rd. to Winfield Rd.	15000 - 20000	25000 - 30000
Winfield Rd. to Weisbrook Rd.	15000 - 20000	25000 - 30000
Weisbrook Rd. to Orchard Rd.	15000 - 20000	35000 - 40000
Orchard Rd. to Naperville Rd.	20000 - 25000	40000 - 45000
Naperville Rd. to Leask Rd.	25000 - 30000	55000 +
Leask Rd. to Park Blvd.	30000 - 35000	40000 - 45000
Park Blvd. to I-355	25000 - 30000	55000 +
I-355 to Highland Ave.	35000 - 40000	55000 +
Highland Ave. to Cermak Rd.	35000 - 40000	55000 +

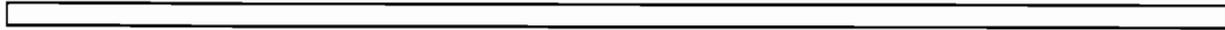
**Table III-4
Future Projects
Illinois Route 56**

Project Name	Time Table
Illinois Route 56/Naperville Rd.	1991-1995
Illinois Route 56/Batavia Rd.	1991-1995
Illinois Route 56/Weisbrook Rd.	1991-1995
Illinois Route 56/Park Blvd.	1996-2000
Finley Rd. 2L to 4L - Ogden Ave. to Butterfield Rd.	1991-1995
Eola Rd 2L to 4L - Liberty St. to Illinois Route 56	1991-1995
Illinois Route 56 2L to 4L - Illinois Route 59 to Naperville Rd.	1996-2000
Illinois Route 56 2L to 4L - County Line to Illinois Route 59	1996-2000
Illinois Route 56/Illinois Route 59	1996-2000
Illinois Route 56/Leask Rd.	1996-2000

From **Ten Year Comprehensive Road Improvement Plan**, DuPage County Division of Transportation, Adopted 5-22-90

**Table III-5
Summary of Previous and Current Planning Studies
Illinois Route 56**

Study, Plan, or Report	Source	Status as of 1994
Transportation Planning Studies • CATS 2010 Transportation System Development Plan	CATS	Official
Land Use and Comprehensive Plans • Zoning Map (1990) • Zoning Map (1993) • Zoning Map (1993) and Future Land Use Plan (1983) • Zoning Map (1993) and Comprehensive Land Use Plan (1989) • Zoning Map (1993) and Comprehensive Land Use Plan (1984)	Lombard Warrenville Downers Grove Wheaton Aurora	Official Official Official Official Official/Interim
Other Plans and Studies • Comprehensive Transportation Study • Arterial Corridor Development Plan (1985) • Ten Year Comprehensive Road Improvement Plan (1990) • Technical Site Information (1993) • Aurora Comprehensive Plan: Butterfield Project (1991) • Major Development Map (1993) • Illustrative Master Plan Cantera (1991)	Lombard Warrenville DuPage County DOT Fermilab Aurora Aurora Warrenville	— — — — — — —



RECOMMENDED IMPROVEMENTS

ILLINOIS ROUTE 56



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



RECOMMENDED IMPROVEMENTS

Recommendations are arrived at by incorporating the land use, population trends and projected traffic volumes along Illinois Route 56. These recommendations do not address the wetland and drainage issues fully. It should be noted that there are a number of locations along the corridor where wetlands will be encroached. This report does not include the areas of wetland impacted, but compensatory storage areas will be required to mitigate impacts to existing wetlands due to the development, and to avoid damage to nearby properties. The increase in pavement area due to additional lanes, sidewalks, medians, bicycle paths and shoulders should be taken into consideration when upgrading the drainage system.

The following are recommendations for the cross-section and geometrics, operations, access mangement, public transit and short term alternatives.

Section 1 - Kirk Road to Illinois Route 59

Exhibit C5-01 to Exhibit C5-04

Section 1 of the Illinois Route 56 SRA begins at Kirk Road, in eastern Kane County, and continues to Illinois Route 59, in DuPage County. This section passes through Aurora, Warrenville, Fermi National Accelerator Laboratory, and unincorporated Kane and DuPage counties.

Cross Section and Geometrics

The proposed cross section for section 1 is based on the desirable suburban SRA cross section presented in the Design Concept Report. Although the Design Concept Report shows a six lane cross section, capacity analysis shows that a four lane cross section will accommodate the projected 2010 ADT.

From Kirk Road to the EJ & E Railroad the proposed four lane cross section will provide two 12 foot lanes in either direction, with a 30 foot barrier median and 10 foot bituminous concrete shoulders. No additional R.O.W. is required to provide this cross section, see Table IV-1. The approximate construction costs are summarized in Table IV-2.

To accommodate the proposed roadway cross section it will be necessary to reconstruct IDOT structure number 045-0028 over Indian Creek, see Table II-1. IDOT structure number 022-0128 carries the EJ & E Railroad over Illinois Route 56. Although reconstruction of this facility would be preferred, it is not required to accommodate a modified cross section. A clear width of 34 feet exists between the north and center pier (location of existing roadway), and the center and south pier. By reducing the roadway median to 14 feet at structure number 022-0128, it is possible to provide 5 feet of clearance from the edge of pavement to the piers (see Proposed Typical Section C-C). The existing substandard vertical clearance and approach alignment require modification to meet SRA standards.

RECOMMENDED IMPROVEMENTS - cont'd

The proposed cross section from the E J & E Railroad to Illinois Route 59 provides two 12 foot lanes with a 30 foot barrier median and 10 foot bituminous concrete shoulders. The frontage road to the north, servicing the commercial section, will remain intact. No additional R.O.W. is required to provide this cross section.

The intersection of Illinois Route 56 and Kirk Road is a major intersection of two SRA corridors. Capacity analysis shows that a level of service of "C" can be achieved. The east-west legs will consist of dual left turn lanes, two through lanes, and a right turn lane. The north-south legs will consist of dual left turn lanes, three through lanes, and a right turn lane. This will require an additional 25 feet of R.O.W. along either side of Kirk Road (see Detail D5-01).

Future engineering study may reveal potential sites for median breaks or signalized intersections. Any future median breaks or signalized intersections not recognized in this report should meet a quarter mile minimum spacing requirement. The Farnsworth Business Park access is a candidate site for future traffic signalization. As development warrants, the need for a signalized intersection at DuPage Parkway should be evaluated. DuPage Parkway is an access point for the industrial and commercially zoned areas to the west. Briggs Avenue has been identified as a candidate site for future traffic signalization. This intersection will serve the industrial area to the north and access to a potential commuter rail station to the south, should the EJ & E Railroad begin commuter service.

The intersection of Eola Road and Illinois Route 56 is an intersection of two SRA routes. Capacity analysis shows that a level of service of "B" can be achieved. The proposed lane configuration consists of two through lanes and a right turn lane for the west leg. There will be two through lanes and a left turn lane for the east leg of the intersection. The south leg of the intersection will consist of a right turn and a left turn lane. Access to Fermilab will continue to be restricted to authorized vehicles only at the north leg of the intersection.

The intersection of Illinois Route 56 and Illinois Route 59 is a major intersection of two SRA corridors. Capacity analysis shows that a level of service of "C" can be achieved, see Table IV-3. The east-west legs will consist of dual left turn lanes, two through lanes, and a right turn lane. The north-south legs will consist of dual left turn lanes, three through lanes, and a right turn lane. This configuration requires additional right-of-way along Illinois Route 59. This would consist of an additional 10 feet of right-of-way at the northwest quadrant, 10 additional feet at the northeast quadrant, and 25 feet from both sides of Illinois Route 59 to the south (see Detail D5-02).

Operations

Based on the traffic model, the 2010 forecast ADT for this section is between 20,000 vpd and 28,000 vpd. The recommended speed limit is 45 mph.

RECOMMENDED IMPROVEMENTS - cont'd

A capacity analysis was performed for this section of Illinois Route 56 by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "C", or better, can be achieved for both eastbound and westbound traffic, see Table IV-4.

Two intersections in this section have been identified as having high accident rates. The intersection of Illinois Route 56 and Kirk Road has an accident rate of 2.011 accidents per million vehicles. The intersection of Illinois Route 56 and Illinois Route 59 has an accident rate of 1.616 accidents per million vehicles and has been identified as a high accident location by the IDOT High Accident Location Identification System - High Accident Locations 1992 (Table II-3). Improved geometrics, surface treatment, and lighting systems will help reduce accident rates at these locations.

Access Management

Although areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. In this section of Illinois Route 56, access to future development and individual residences should be limited to "Right Turn Only" movements. Access consolidation should be applied, where possible, with consideration for median breaks to allow left turn access. A median break allowing full access should be provided at Hedgerow Drive. A locked gate on the right of way line for both the natural gas booster station and the Commonwealth Edison Facility should be considered. No parking is recommended on this section of Illinois Route 56.

Public Transit

The Illinois Prairie Path intersects Illinois Route 56 approximately 0.8 miles east of Kirk Road and Kirk Road approximately 1.1 miles north of Illinois Route 56. These intersections are at-grade and unsignalized. To eliminate these crossings we propose that an Illinois Prairie Path overpass be constructed. As part of the Future Agenda for Suburban Transportation, jointly published by Metra and Pace, Metra's Extended Transportation Agenda proposes the investigation of a new suburb-to-suburb rail service on the freight line of the Elgin, Joliet, and Eastern Railroad. The junction of Illinois Route 56 and the EJ & E Railroad is identified as a possible commuter station site. Bus turn-outs are recommended at the access roads to Fermi Laboratory. Bus turn-in sites are recommended anywhere in the section that will host new commercial industrial or office development of 250,000 gsf or more. In addition, the availability of ample right-of-way creates opportunities to enhance existing and develop new bicycle and pedestrian facilities.

Short Term Alternates

Local agencies should develop policies which promote service roads to consolidate access.

RECOMMENDED IMPROVEMENTS - cont'd

Section 2 - Illinois Route 59 to Naperville Road

Exhibit C5-04 to Exhibit C5-09

Section 2 of the Illinois Route 56 SRA begins at Illinois Route 59 and continues east to Naperville Road. The communities of Warrenville, Wheaton, and unincorporated DuPage county border this section of Illinois Route 56.

Cross Section and Geometrics

The proposed cross section from Illinois Route 59 to Naperville Road provides two 12 foot lanes in either direction with a 30 foot barrier median and 10 foot bituminous concrete shoulders. To accommodate the proposed cross section it will be necessary to modify IDOT structure number 022-0054 over the West Branch of the DuPage River and structure number 022-0151 over Illinois Prairie Path. No additional right-of-way is required for this cross section, see Table IV-1. The approximate construction costs are summarized in Table IV-2.

As downtown Warrenville develops, the need for a signalized intersection at Twin Pines Drive should be evaluated. Capacity analysis shows that a level of service of "B" can be achieved at the intersection of Illinois Route 56 and Twin Pines Road (Table IV-3). The proposed lane configuration for this intersection is one through lane with shared right and left turn lanes for the north legs and south. The west leg consists of a left turn lane and two through lanes with a shared right turn lane. The proposed lane configuration for the east leg is a right turn lane, two through lanes, and a left turn lane.

The intersection of Illinois Route 56 and Winfield Road is a major intersection. With the completion of the interchange at I-88 and the construction of the Cantera development, the intersection should experience an accelerated growth in ADT. Capacity analysis shows that a level of service of "D" can be achieved. The east-west legs will provide dual left turn lanes, three through lanes, and a right turn lane. The north-south legs will provide dual left turn lanes, two through lanes, and a right turn lane. This will require additional right-of-way along Winfield Road. An additional 25 feet of right-of-way will be required in the northwest and southeast quadrants and 15 additional feet will be required in the northeast and southwest quadrants of the intersection.

Weisbrook Road intersects Illinois Route 56 approximately one mile east of Winfield Road. Capacity analysis shows that a level of service of "D" can be achieved. The proposed lane configuration for this intersection is two through lanes, a right turn lane, and a left turn lane for the east and west legs of the intersection. There are two through lanes, with a shared right turn lane, and a left turn lane proposed the north and south legs of the intersection.

RECOMMENDED IMPROVEMENTS - cont'd

The intersection of Illinois Route 56 and Naperville Road is a major intersection. Two alternates should be considered in the phase I study.

The first alternate is an at-grade configuration. The east-west legs would provide dual left turn lanes, three through lanes, and a right turn lane. The north-south legs would provide dual left turn lanes, three through lanes, and a right turn lane. This will require 10 feet of additional right-of-way along either side of Naperville Road. Analysis shows that a level of service "E" can be achieved. The estimated cost of this alternate is \$ 2,250,000 (see Detail D5-03).

The second alternate is a grade separated intersection. This option would feature the east-west through movement receiving free flow priority beneath the signalized intersection. The east-west intersection legs would consist of dual left turn lanes and dual right turn lanes. The north-south legs will consist of dual left turn lanes, two through lanes, and a right turn lane. The maximum grade on this alternate is 1.50% (west leg through movement). This will require up to 15 feet of additional right-of-way along either side of both Naperville Road and Illinois Route 56. West Loop Road will be limited to a right turn only. This alternate would eliminate access to West Loop Road and Danada Square West, from Illinois Route 56. Analysis shows that a level of service of "D" can be achieved, with the east-west through movement flowing freely. The estimated cost of this alternate is \$7,500,000 (See Detail D5-03A).

Operations

Based on the traffic model, the 2010 projected ADT will be between 28,000 vpd and 40,000 vpd. The proposed speed limit is 45 mph.

A capacity analysis was performed for this section of Illinois Route 56 by applying the projected ADT to the recommended model. The analysis predicts that both eastbound and westbound traffic will operate at a level of service of "C", or better (Table IV-4).

The intersection of Illinois Route 56 and Naperville Road has an accident rate of 2.89 accidents per million vehicles and has been identified as a high accident location by the IDOT High Accident Location Identification System - High Accident Location 1992. The construction of a single point diamond intersection should greatly reduce the accident rate at this location.

RECOMMENDED IMPROVEMENTS - cont'd

Access Management

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead in implementing zoning and access policies which are consistent with the SRA Planning Report. In this section of Illinois Route 56, access to future development and individual residences should be limited to "Right Turn Only" movements. Access consolidation should be applied, where possible, with consideration for left turn access. At the Warrenville Fire Station full access to Illinois Route 56 and Illinois Route 59 with traffic signal preemption capability should be developed. Full access should also be provided at Patterman Road, Williams Road, Rockwell Drive, Blackwell Forest Preserve, Hoy Road, Herrick Lake Forest Preserve, Arrowhead Drive, Arrowhead Country Club, Cree Lane, West Loop Road, and Danada Square West. Access to Calumet Avenue will be closed. A right turn deceleration lane should be provided at major access points with an ADT of 500 vpd or greater. Blackwell Forest Preserve, Herrick Lake Forest Preserve, Arrowhead Drive, and Arrowhead Country Club may be candidates for deceleration lanes. No parking is allowed on this section of Illinois Route 56.

Public Transit

Two bicycle paths intersect this section of Illinois Route 56, the Illinois Prairie Path and the Batavia Avenue bicycle path. Providing safe crossing points for recreational bicyclists should be a priority. It should be noted that the Bikeways of Northeastern Illinois adopted by NIPC in 1989 indicates a proposed bikeway along the southern right-of-way of Illinois Route 56 from Weisbrook Road to Interstate 355. Bus turn-outs are recommended at Westbrook Road for use by Wheaton/Warrenville High School and at Naperville Road for use by the Danada Square development. Bus turn-ins are recommended anywhere in the section that will host new commercial/industrial or office developments of 250,000 gsf or more. The recommended site is at Danada Square (Illinois 56 and Naperville Road).

Park and Ride lots should be considered at the intersection of major arterials that connect traffic generators. The recommended sites in this section are Illinois 56/Illinois 59 and Illinois 56/Naperville Road.

Short Term Alternate

Local agencies should develop service roads to consolidate access.

RECOMMENDED IMPROVEMENTS - cont'd

Section 3 - Naperville Road to Interstate 355

Exhibit C5-09 to Exhibit C5-13

The third section of the Illinois Route 56 SRA is located between Naperville Road and I-355. It passes through the communities of Wheaton, Downers Grove, and unincorporated DuPage county

Cross Section and Geometrics

The proposed cross section for section 3 is based on the desirable suburban SRA cross section presented in the Design Concept Report. The proposed cross section from Naperville Road to the east branch of the DuPage River provides three 12 foot lanes in either direction, with a 30 foot barrier median and 10 foot bituminous concrete shoulders. Due to the relatively steep embankment slopes, the proposed cross section, from the east branch of the DuPage River to Interstate 355, provides three 12 foot lanes in either direction, with a 30 foot barrier median and adjacent combination curb and gutter. To accommodate the proposed cross section it will be necessary to modify IDOT structure number 022-0057 over the East Branch of the DuPage River. IDOT structure number 022-0220 over I-355 will not require any modification, the current structure meets the proposed SRA cross section.

As development warrants, the need for a signalized intersection at Leask Lane should be evaluated. Because of current land use developments it will not be possible to align Leask Lane with East Loop Road. The signal spacing here does not meet the desirable spacing for suburban SRA's. Interconnection and coordination of the signals at Naperville Road, East Loop Road, Leask Lane, and Bradford Drive is recommended.

Raider Lane provides direct access for Glenbard South High School. A right turn lane into the school should be developed. Interconnection and coordination of the signals at Lambert Road, Raider Lane, and Park Boulevard is recommended.

The intersection of Illinois Route 53 and Illinois Route 56 is a major intersection of two state routes. The proposed lane configuration consists of three through lanes, two left turn lanes, and a right turn lane for the east and west legs. There will be two through lanes, a right turn lane, and a left turn lane at the north and south legs of the intersection. Capacity analysis shows that a level of service of "D" can be achieved (Table IV-3).

RECOMMENDED IMPROVEMENTS - cont'd

Woodcreek Drive/Lloyd Avenue intersects Illinois Route 56 approximately 1 mile east of Illinois Route 53. The proposed lane configuration is three through lanes, two right turn lanes, and a left turn lane for the west leg. There will be three through lanes, a right turn lane, and two left turn lanes at the east leg of the intersection. The north leg of the intersection consists of a through lane, with a shared right turn lane, and a left turn lane. The south leg consists of a through lane, with a shared right turn, an exclusive right turn lane, and two left turn lanes. Capacity analysis shows that a level of service of "C" can be achieved (Table IV-3).

The intersection of Illinois Route 56 and Interstate 355 is a major interchange. Capacity analysis shows that the current configuration has sufficient capacity to accommodate the 2010 traffic projections. The result of this analysis is a level of service of "C+" for both ramp intersections associated with the interchange (Table IV-3).

Operations

Based on the traffic model, the 2010 projected ADT for this section is between 35,000 vpd and 58,000 vpd. The recommended speed limit is 45 mph.

A capacity analysis was performed for this section of Illinois Route 56 by applying the projected ADT to the recommended model. The result of the analysis is a level of service "C" for both eastbound and westbound movements (Table IV-4). There are no high accident locations within this section of Illinois Route 56.

Access Management

Although areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. The future development and residential access should be restricted to "Right Turn Only" access to Illinois Route 56. Full access should be provided at Danada Square East, Hull Drive, Briarbrook Drive, Lancaster Lane, Briarcliffe Boulevard, Arboretum Road (south), Western Acres Golf Course, Gray Avenue, Bob-O-Link Road, and Briarcliff Road. A right turn deceleration lane should be evaluated for Western Acres Golf Course. No parking is allowed on this section of Illinois Route 56. The northwest corner of Illinois Route 56 and Interstate 355 has protected access rights. Provide full access with potential for a signalized intersection per circuit court of the Eighteenth Judicial Circuit, DuPage County (Case No. 87ED90).

RECOMMENDED IMPROVEMENTS - cont'd

Public Transit

Bus turn-outs are recommended at Raider Lane for use by Glenbrook South High School. Bus turn-ins are recommended anywhere in the section that will host new commercial/industrial or office development of 250,000 gsf or more. It should be noted that the Bikeways of Northeastern Illinois adopted by the North Eastern Illinois Planning Commission in 1989 indicates a proposed bikeway along the southern right-of-way of Illinois Route 56 from Weisbrook Road to Interstate 355. Park and Ride lots are recommended at Illinois 53/Illinois 56 and at Illinois 355/Illinois 56.

Short Term Alternates

Short term alternates would include closed loop signal systems at Naperville Road, East Loop Road, Leask Lane and Bradford Drive. Another closed loop signal system could be developed at Lambert Road, Raider Lane, and Park Boulevard.

Section 4 - Interstate 355 to Cermak Avenue

Exhibit C5-13 to Exhibit C5-16

Section 4 of the Illinois Route 56 SRA begins at Interstate 355 and continues to Cermak Avenue. This section passes through the communities of Downers Grove, Lombard and Oak Brook. This area is a major commercial center for the region.

Cross Section and Geometrics

The proposed cross section from Interstate 355 to Highland Avenue provides three 12 foot lanes in either direction with a 30 foot barrier median, and three 12 foot lanes in each direction with an 18 foot barrier median from Highland Avenue to Cermak Avenue. No additional right-of-way is required (Table IV-1). The approximate construction costs are summarized in Table IV-2.

The intersection of Illinois Route 56 and Finley Road is a major intersection. Analysis shows that it is not possible to achieve a level of service of "C" with an at-grade intersection. Due to spacing between Interstate 355 and Finley Road, a grade separated intersection is not possible at this location. We recommend the following configuration. The east-west legs will provide dual left turn lanes, three through lanes, and a right turn lane. The north-south legs will provide dual left turn lanes, three through lanes, and a right turn lane. The result of the capacity analysis is a level of service of "E" for this configuration. Because the signal spacing here does not meet SRA standards, we recommend interconnection and coordination of the signals at Woodcreek Drive, I-355 (W), I-355 (E), Finley Avenue, and Downers Drive.

RECOMMENDED IMPROVEMENTS - cont'd

The intersection of Illinois Route 56 and Highland Avenue is a major intersection. The current intersection is a grade separated point-diamond, with free flow priority to two 12 foot lanes in both the east and west direction passing under the Highland Avenue intersection. We recommend maintaining two 12 foot through lanes in each direction under Highland Avenue. The east-west intersection legs will consist of dual left turn lanes and dual right turn lanes. The north-south legs at Highland Avenue will consist of dual left turn lanes, three through lanes, and a right turn lane. This will require up to 20 feet of additional R.O.W. Analysis shows that only a level of service of "F" can be achieved (see Detail D5-04).

Capacity analysis was done on all the other intersections, within this section of Illinois Route 56. With respect to the intersection of Illinois Route 56 and Fairfield Avenue, the capacity analysis indicates that the intersection will operate at a Level of Service of "D" during the peak hours of traffic flow. The proposed configuration will consist of dual left turn lanes, three through lanes and a right turn lane on the west leg. The east leg will consist of one left turn lane, three through lanes and a right turn lane. The south leg will consist of dual left turn lane, one through with a shared right lane, and the north leg will consist of dual left turn lanes.

The intersection of Illinois Route 56 and Cermak Road is a major intersection. Capacity analysis indicates that the intersection will operate at a Level of Service of "D" during peak hours of traffic flow. The proposed geometric configuration consists of a left turn lane and three through lanes with a shared right turn on the east and west legs. The north leg will consist of one left turn lane, two through lanes with a shared right turn lane. The south leg will consist of two through lanes with shared left and right turns.

Operations

A capacity analysis was performed for this section of Illinois Route 56 by applying the projected ADT to the recommended model. The result of the analysis is a level of service "C" for the eastbound traffic. The westbound traffic will operate at a level of service of "D".

The intersection of Illinois Route 56 and Finley Road has an accident rate of 2.397 accidents per million vehicles and has been identified as a high accident location by the IDOT High Accident Location Identification System - High Accident Locations 1992. We recommend overhead signing to better differentiate the Finley intersection from the northbound I-355 ramp intersection. Improved geometrics and surface treatments should reduce accident rates at this intersection.

According to the traffic model for 2010, the projected ADT for this section is approximately 55,000 vpd. We recommend a speed limit of 45 mph.

RECOMMENDED IMPROVEMENTS - cont'd

Access Management

Although areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA Planning Report. All direct access to Illinois Route 56 should be limited to intersecting streets.

Future development and residential access should be restricted to “right turn only” access to Illinois Route 56. No parking is allowed on this section of Illinois Route 56.

Public Transit

Bus turn-ins and turn-outs should be considered anywhere in the section that will host new commercial/industrial or office development of 250,000 gsf or more. Park and Ride lots should be considered at the intersection of major arterials that connect traffic generators.

Short Term Alternates

A short term alternate for this section of Illinois Route 56 would entail developing a closed loop signal system including the signalized intersections.

Section 5 - (Highland Avenue) Interstate 88 to Illinois Route 56

Exhibit C5-17

Section 5 begins at the Interstate 88 south off ramp and continues north to Illinois Route 56. Downers Grove is located to the west and Lombard is to the east. The section is located in a major commercial center for the region.

Cross Section and Geometrics

The interchange of Interstate 88 and Highland Avenue and the intersection of Illinois Route 56 and Highland Avenue dominate this short section. We propose to tailor the cross sections to these interchanges. Two alternates deserve consideration.

RECOMMENDED IMPROVEMENTS - cont'd

The first alternate for the Interstate 88/Highland interchange utilizes the current configuration which consists of two separate intersections with Highland Avenue. The westbound exit ramp intersection with Highland Avenue would consist of dual left turn lanes and dual right turn lanes. The west leg to the frontage road will provide a single right turn lane. The frontage road would be upgraded to provide more direct access to westbound Interstate 88 (via Downers Drive) for motorists on Highland Avenue. The north-south leg would consist of dual left turn lanes, three through lanes, and a separate right turn lane. No additional right-of-way is required. Analysis shows that a level of service of "D" can be achieved. (see Detail D5-04)

The eastbound exit ramp intersection with Highland Avenue would consist of dual left turn lanes and dual right turn lanes. The north leg would provide dual left turn lanes and two through lanes. The south leg would provide three through lanes and a separate right turn lane. No additional right-of-way is required. Analysis shows that a level of service of "D" can be achieved. The estimated cost of this alternate is \$ 3,500,000 (Table IV-2).

The second alternate for the Interstate 88/Highland Avenue interchange involves construction of a point diamond interchange. This alternate would tighten the interchange and provide for access ramps in all four quadrants. The east and west legs (westbound Interstate 88 exit ramps) would provide dual left turn lanes and dual right turn lanes. The south leg would provide dual left turn lanes, three through lanes, and a separate right turn lane. No additional R.O.W. is required. Analysis shows that a level of service of "D" can be achieved. The estimated cost of this alternate is \$ 10,000,000. (see Detail D5-04A).

Operations

According to the traffic model, the 2010 projected ADT for this section is 65,000 vpd. The recommended speed limit will be 35 mph.

Access Management

All direct access to Highland Avenue should be limited to "Right Turn Only" movements. No parking is allowed on this section.

Public Transit

Bus turn-ins and turn-outs should be considered anywhere in the section that will host new commercial/industrial or office development of 250,000 gsf or more. Park and Ride lots should be considered at the intersection of major arterials that connect traffic generators. The recommended site is at Highland Avenue (use of Yorktown Mall). Structures allowing for the safe passage of pedestrians along this section over Illinois Route 56 and Interstate 88 should be considered.

RECOMMENDED IMPROVEMENTS - cont'd

Short Term Alternates

There are no short term alternates for this section of Highland Avenue.

**Table IV-1
Estimated R.O.W. Requirements for Illinois Route 56**

Section	Intersecting Street	Estimated Additional R.O.W. Required (acres)	Cost Estimate (1995 Dollars)
I	Kirk	0.92	\$100,000.00
I	Eola	0.46	\$50,000.00
I	IL 59	0.8	\$100,000.00
I	Illinois Route 56 Requirements	0	\$0.00
Section I Total		2.18	\$250,000.00
II	Winfield	0.92	\$150,000.00
II	Weisbrook	0.36	\$50,000.00
II	Naperville	1.24	\$450,000.00
II	Illinois Route 56 Requirements	0	\$0.00
Section II Total		2.52	\$650,000.00
III	Illinois Route 56 Requirements	0	\$0.00
Section III Total		0	\$0.00
IV	Finley	1.15	\$400,000.00
IV	Highland	0.26	\$100,000.00
IV	Illinois Route 56 Requirements	0	\$0.00
Section IV Total		1.41	\$500,000.00
V	Illinois Route 56 Requirements	0	\$0.00
Section V Total		0	\$0.00

**Table IV-2
Estimate of Construction Cost
Illinois Route 56**

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$7,500,000.00
Intersection/Interchange Improvement	\$3,300,000.00
Structure Modification/Replacement	\$400,000.00
Right-of-Way	\$250,000.00
Transit Improvement	\$1,700,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$13,150,000.00
Section II	
Roadway	\$12,200,000.00
Intersection/Interchange Improvement	\$4,650,000.00
Structure Modification/Replacement	\$600,000.00
Right-of-Way	\$650,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section II	\$18,100,000.00
Section III	
Roadway	\$11,300,000.00
Intersection/Interchange Improvement	\$1,400,000.00
Structure Modification/Replacement	\$300,000.00
Right-of-Way	\$0.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section III	\$13,000,000.00

Table IV-2 (Con't)
Estimate of Construction Cost
Illinois Route 56

Recommended Improvement	Estimated Cost (1995 Dollars)
Section IV	
Roadway	\$0.00
Intersection/Interchange Improvement	\$2,050,000.00
Structure Modification/Replacemen	\$850,000.00
Right-of-Way	\$500,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section IV	\$3,400,000.00
Section V	
Roadway	\$1,000,000.00
Intersection/Interchange Improvement	\$1,000,000.00
Structure Modification/Replacement	\$1,500,000.00
Right-of-Way	\$0.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section V	\$3,500,000.00
Estimated Cost for All Recommended Improvements Illinois Route 56	\$51,150,000.00

Table IV-3
Intersection Level of Service (2010)
Illinois Route 56

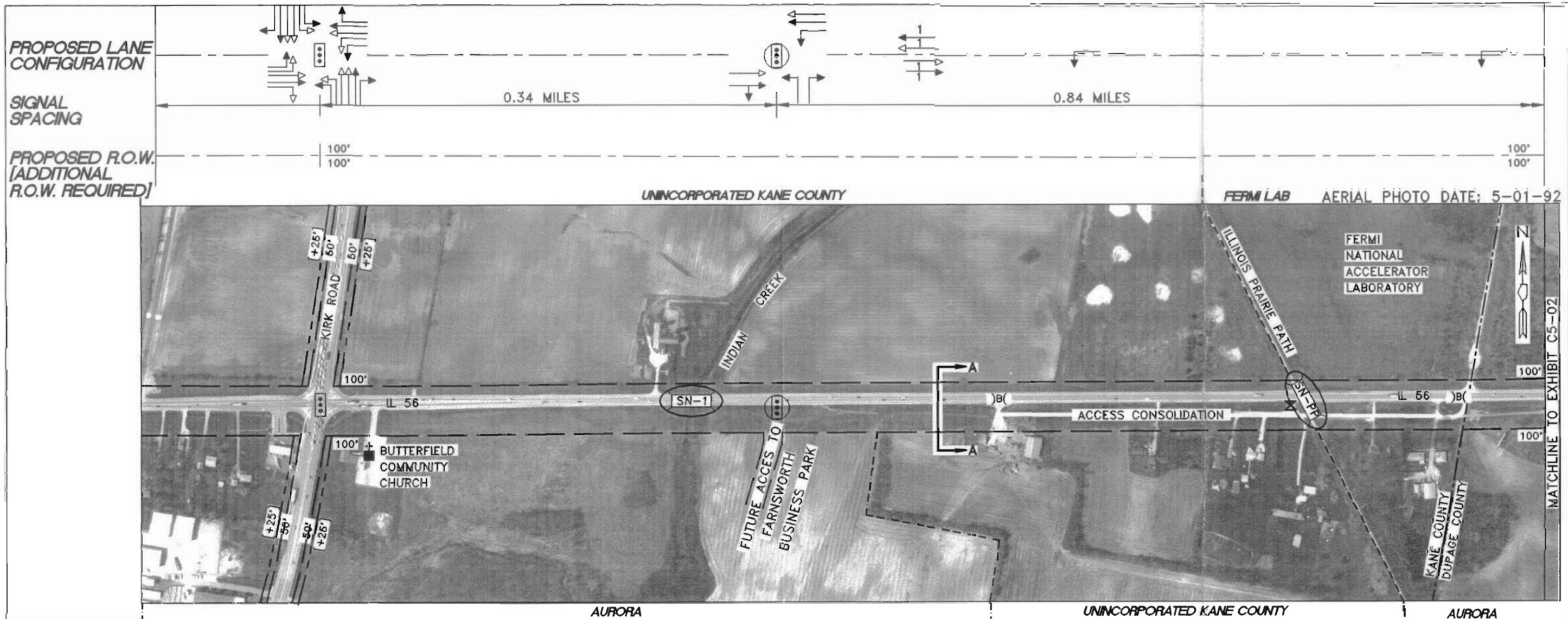
Intersecting Road	N	S	E	W	INT
Kirk	C	D	C	C	C
DuPage Pkwy	-	B	B	C	B
Eola	-	B	B	C	B
IL 59	C	C	C	C	C
Batavia	F	F	C	C	E
Winfield	E	C	*D	*D	D+
Weisbrook	D	E	*D	*E	D
Orchard	C	-	C	B	C
Cromwell	C	-	C	B	C
Naperville	E	E	*D	E	E
East Loop	E	-	C	C	C
Leask	-	D	C	C	C
Bradford	C	C	C	B	C
Lambert	C	C	C	C	C
Raider	C	-	B	A	B
Park	F	F	E	E	F
IL 53	D	C	C	D	D
Woodcreek	D	D	C	C	C
I-355 (W)	C	-	C	C	C
I-355 (E)	-	B	B	B	B
Finley	F	F	D	D	E
Downers	D	D	C	C	C
Highland **	C	F	F	F	F
Fairfield	D	C	E	E	D
Technology	F	E	D	D	D
Meyers'	C	D	E	E	D
Transam Plaza	C	D	C	C	C
Cermak	B	B	E	D	D

* Through movement achieves a level of service of C

** Grade separated--free flow through movement in both east and west

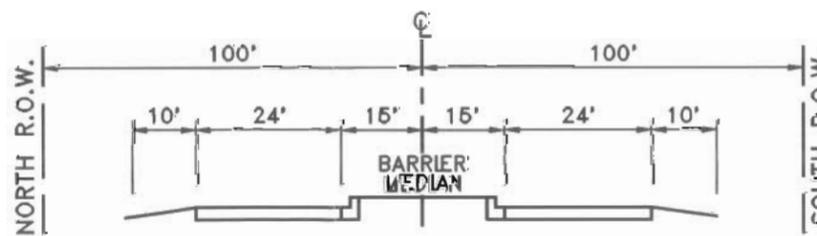
Table IV-4
Arterial Level of Service (2010)
Illinois Route 56

Section	Segment	EB	WB
Section I	Kirk to IL 59	A	A
Section II	IL 59 to Naperville	B	B
Section III	Naperville to I-355	C	C
Section IV	I-355 to Cermak	C	D
Illinois Route 56	Overall	B	B



DESCRIPTION OF PROPOSED CONDITIONS:

- * Kirk Road/Illinois Route 56 Intersection (See Detail D5-01).
- * The access to the Farnsworth Business Park has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated as future development warrants.
- SN-PP = Provide Illinois Prairie Path overpass to eliminate the existing at grade crossing.
- SN-1 = Structure number 045-0028. Reconstruction of this structure will be necessary to accommodate the proposed cross-section.
- * Provide a median break for access consolidation in the vicinity of the Illinois Prairie Path. (See Figure F5-01).

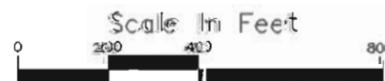


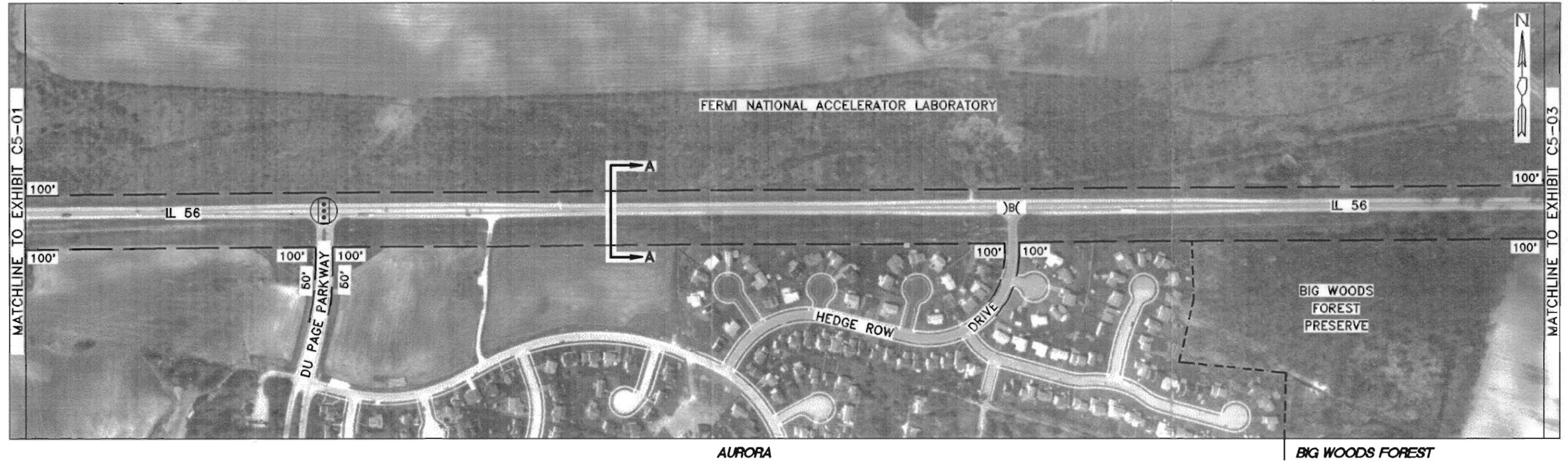
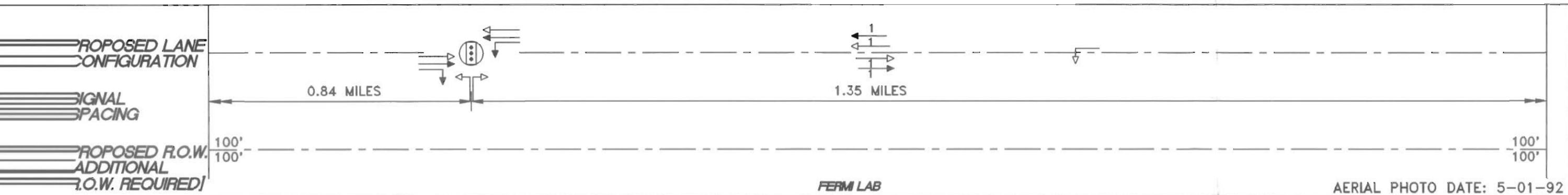
PROPOSED TYPICAL SECTION A-A
KIRK ROAD TO MATCHLINE C5-02

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= CITY/TOWNSHIP BOUNDARY
	= COUNTY BOUNDARY
	= EXISTING TRAFFIC SIGNAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
100'	= EXISTING RIGHT OF WAY DISTANCE
[+60']	= PROPOSED ADDITIONAL RIGHT OF WAY
)B(= MEDIAN BREAK
	= CLOSE ACCESS
SN-#	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

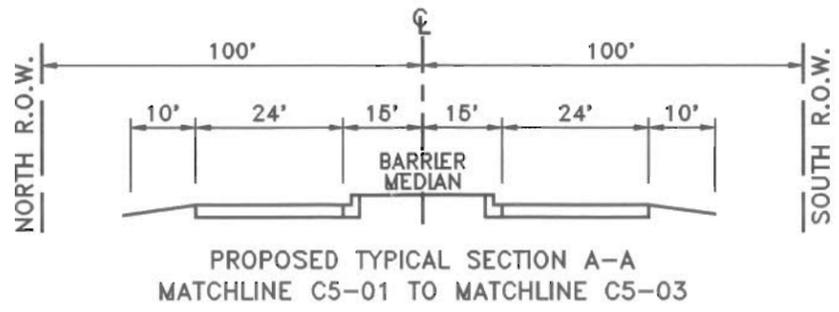
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * DuPage Parkway has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated as future development warrants.
- * Provide median break for full access to Hedgerow Drive.



LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
)B(= MEDIAN BREAK
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

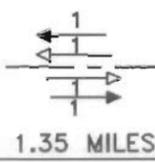
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



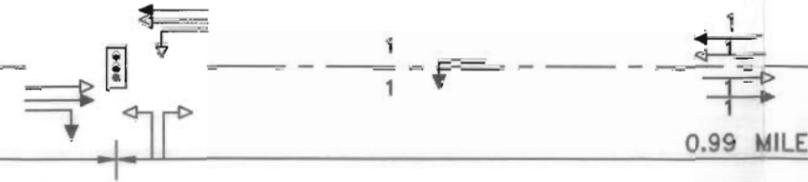
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

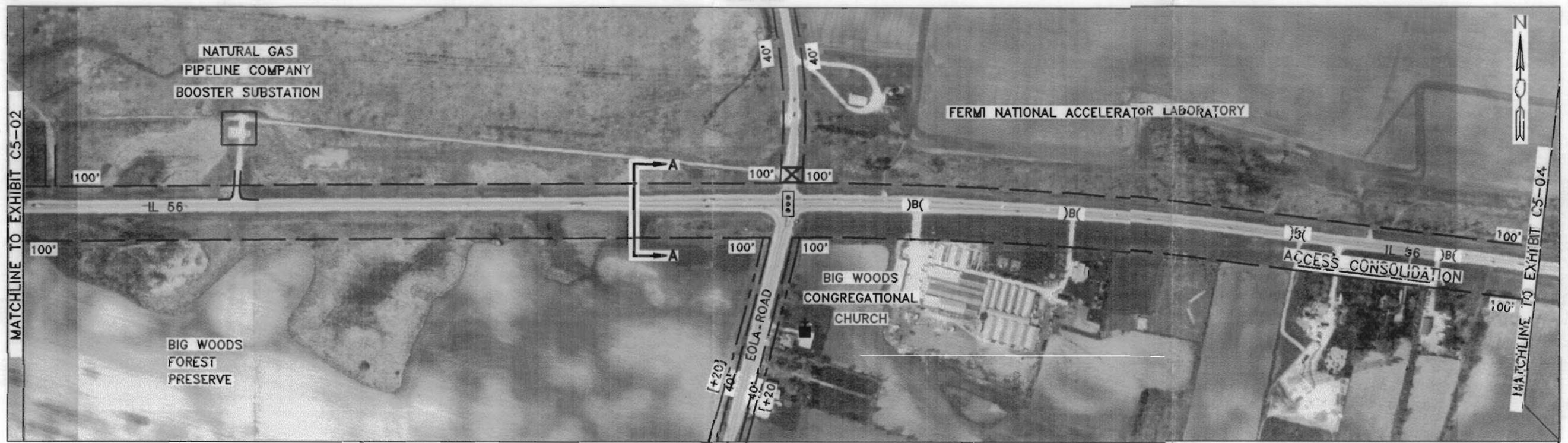
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



1.35 MILES



0.99 MILES



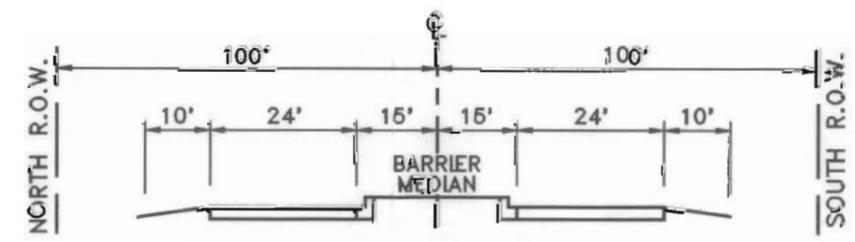
BIG WOODS FOREST PRESERVE

AURORA

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Provide a median break for access consolidation approximate 0.5 miles east of Eola Road.



PROPOSED TYPICAL SECTION A-A
MATCHLINE C5-02 TO MATCHLINE C5-04

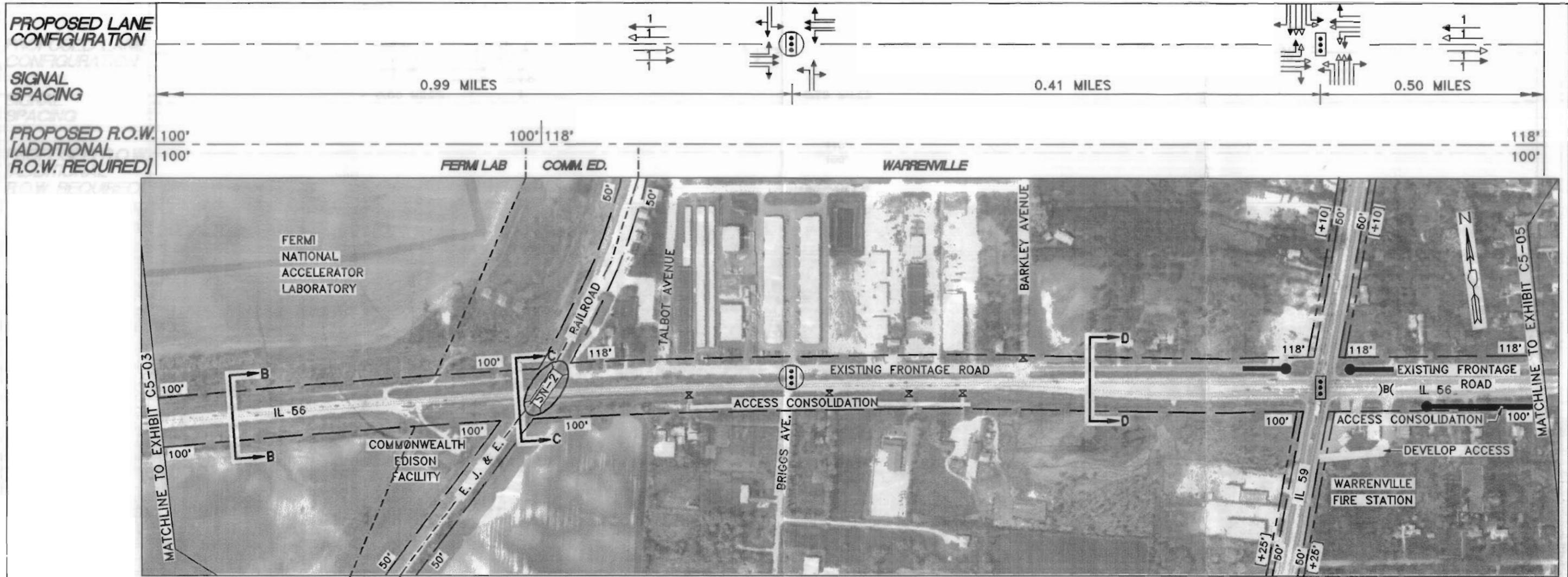
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
)B(= MEDIAN BREAK
	= CLOSE ACCESS
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by JAMES & MOORE/WCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXHIBIT C5-03



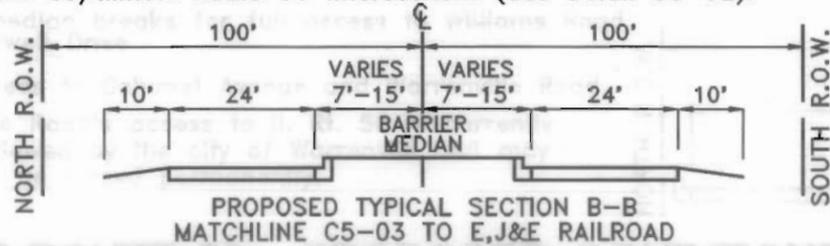
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

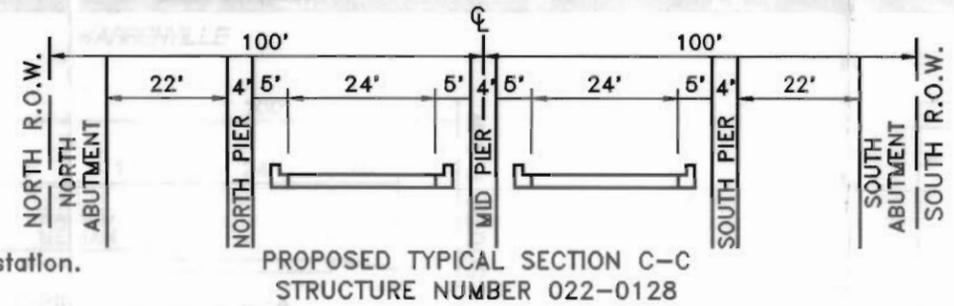
SN-2 = STRUCTURE NUMBER 022-0128

Reconstruction of this structure is preferred, but not necessary. The existing structure can accommodate a four lane cross-section with a modified median. It will be necessary to modify both the vertical clearance and vertical approach alignment to meet SRA standards. Special drainage consideration is required at this point.

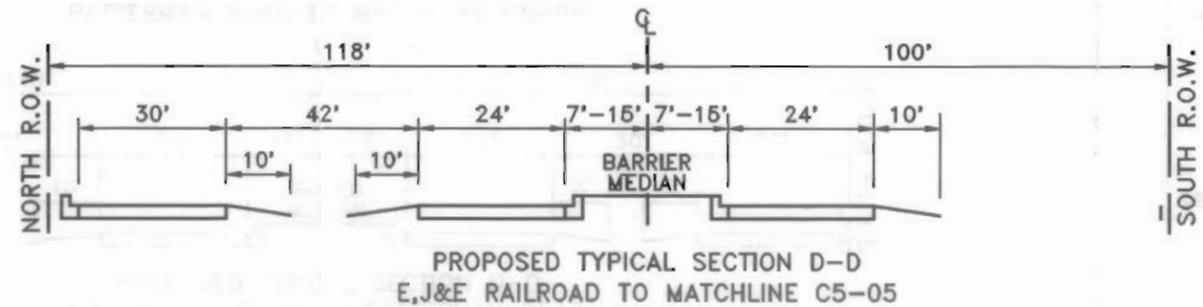
- * Briggs Ave. has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated as future development warrants. It will be necessary to modify the vertical approach alignment to meet SRA standards.
- * The junction of IL 56 and the E,J&E Railway has potential for development of a commuter rail station.
- * Provide full access to the Warrenville fire station at the southeast corner of IL-56 and IL-59.
- * Close access to Barkley Ave, when signal is installed at Briggs Avenue.
- * Illinois Route 59/Illinois Route 56 Intersection. (See Detail D5-02).



PROPOSED TYPICAL SECTION B-B
MATCHLINE C5-03 TO E,J&E RAILROAD



PROPOSED TYPICAL SECTION C-C
STRUCTURE NUMBER 022-0128

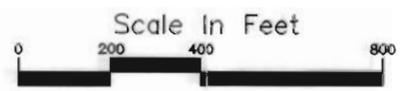


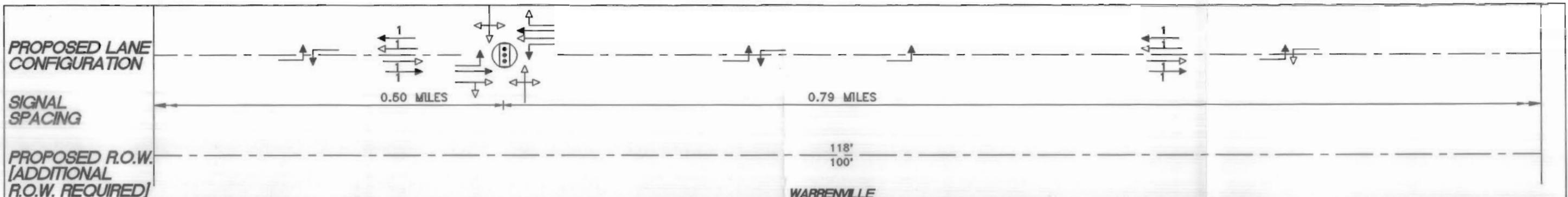
PROPOSED TYPICAL SECTION D-D
E,J&E RAILROAD TO MATCHLINE C5-05

LEGEND	
---	EXISTING RIGHT OF WAY
- - -	PROPOSED RIGHT OF WAY
●●●	EXISTING TRAFFIC SIGNAL
100'	EXISTING RIGHT OF WAY DISTANCE
[+00']	PROPOSED ADDITIONAL RIGHT OF WAY
X	CLOSE ACCESS
●	Cul de Sac
SN-#	EXISTING STRUCTURE NUMBER
(SN-#)	MODIFY EXISTING STRUCTURE
→	EXISTING TRAFFIC LANE CONFIGURATION
→	PROPOSED TRAFFIC LANE CONFIGURATION
- - -	CITY BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

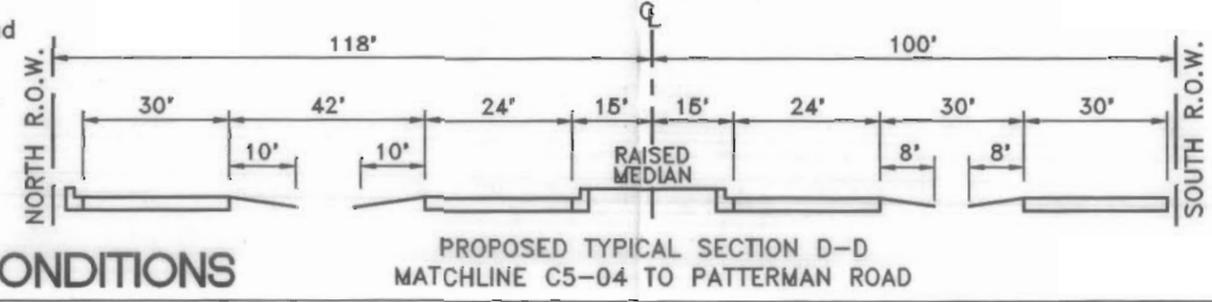
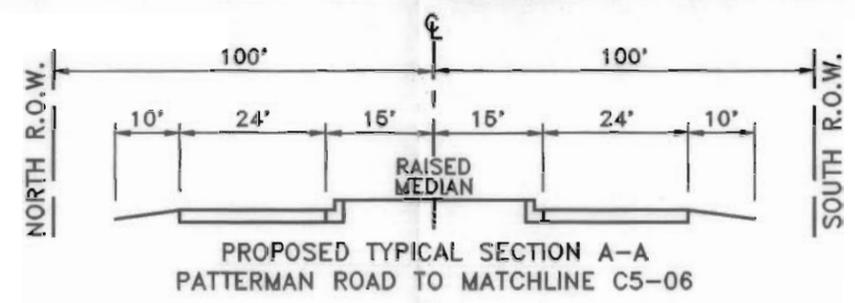




AERIAL PHOTO DATE: 05-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

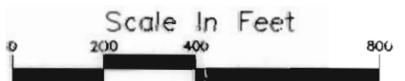
- * Provide median breaks for access consolidation at Patterman Road and between Williams Road and Rockwell Road in the north R.O.W.
- * Twin Pines Drive has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated at future development warrants.
- * Provide median breaks for full access to Williams Road and Rockwell Drive
- * Close access to Calumet Avenue and Warrenville Road.
- * Warrenville Road's access to Il. Rt. 56 is currently being reviewed by the city of Warrenville and may ultimately be closed permanently.

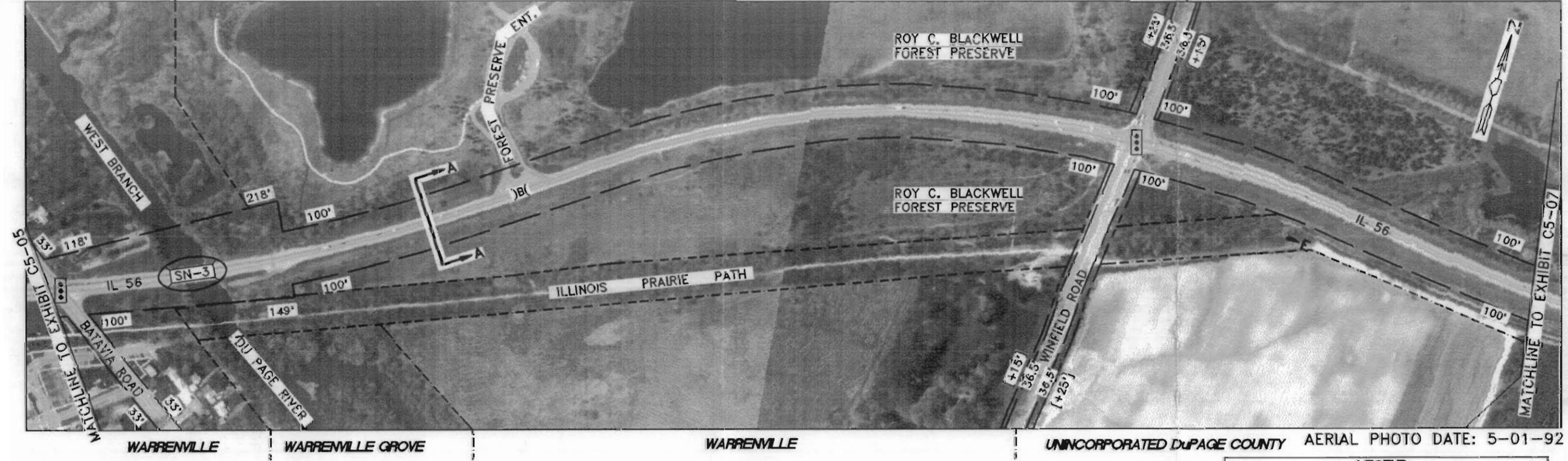
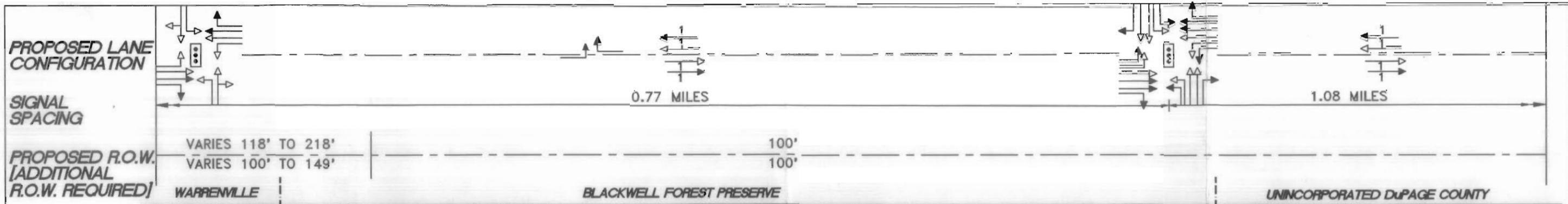


LEGEND	
—	= EXISTING RIGHT OF WAY
118'	= EXISTING RIGHT OF WAY DISTANCE
(●)	= PROPOSED TRAFFIC SIGNAL
X	= CLOSE ACCESS
●	= Cul de Sac
)B(= MEDIUM BREAK
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
▬▬▬▬▬	= ROAD REALIGNMENT

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

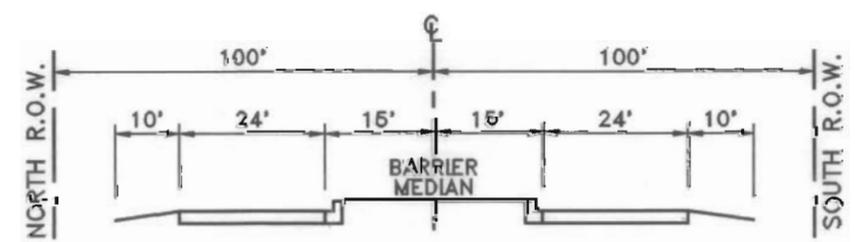




DESCRIPTION OF PROPOSED CONDITIONS:

SN-3 = STRUCTURE NUMBER 022-0054
 Modification of this structure will be necessary to accommodate the proposed roadway section.

* Provide median break full access to Roy C. Blackwell Forest Preserve. Evaluate need for right turn lane into forest preserve.



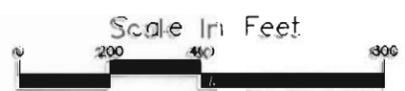
PROPOSED TYPICAL SECTION A-A
 MATCHLINE C5-05 TO MATCHLINE C5-07

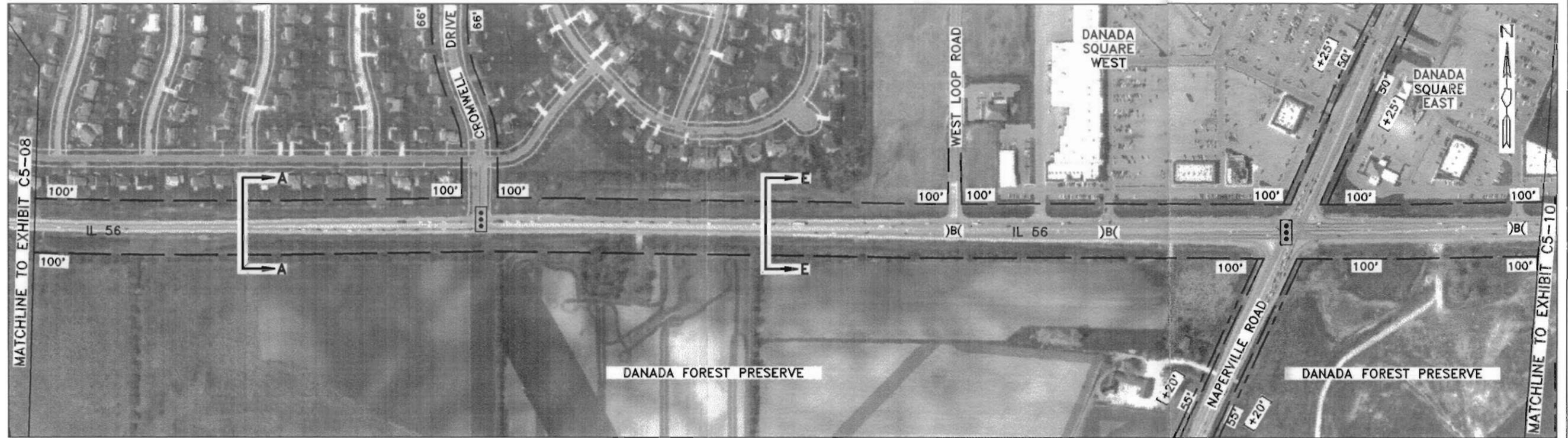
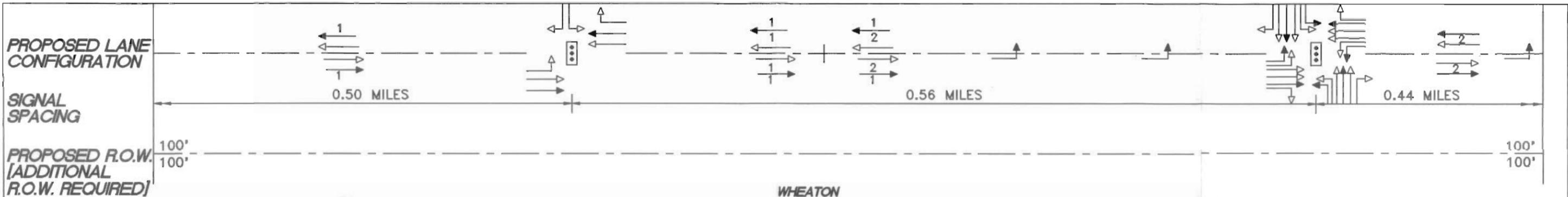
LEGEND

- = EXISTING RIGHT OF WAY
- = PROPOSED RIGHT OF WAY
- 100' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
-)B(= MEDIAN BREAK
- SN-# = MODIFY EXISTING STRUCTURE
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

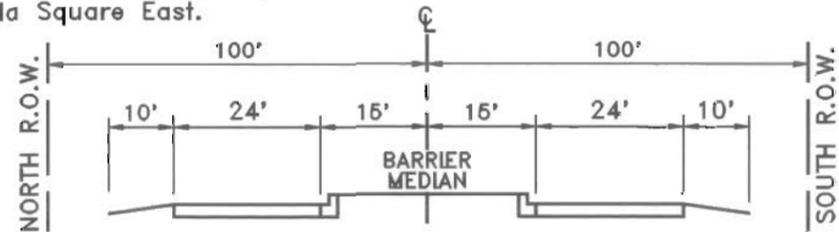
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



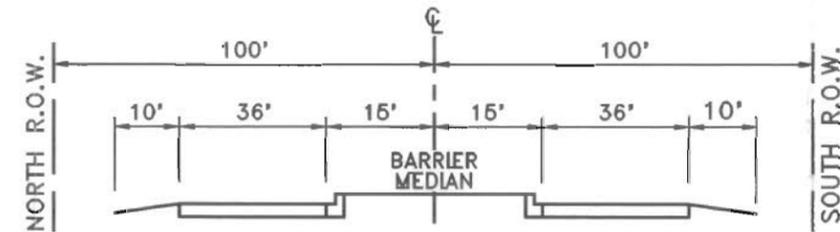


DESCRIPTION OF PROPOSED CONDITIONS:

- * The intersection of IL 56 and Naperville Road is a major intersection of two SRA corridors. (See Details D5-03 and D5-03A) A grade separated diamond point alternate should be evaluated as traffic growth warrants.
- * Provide median breaks for full access to West Loop Road Danada Square West and Danada Square East.



PROPOSED TYPICAL SECTION A-A
MATCHLINE C5-08 TO CROMWELL DRIVE

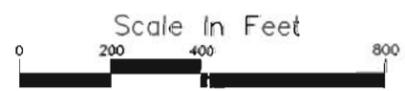


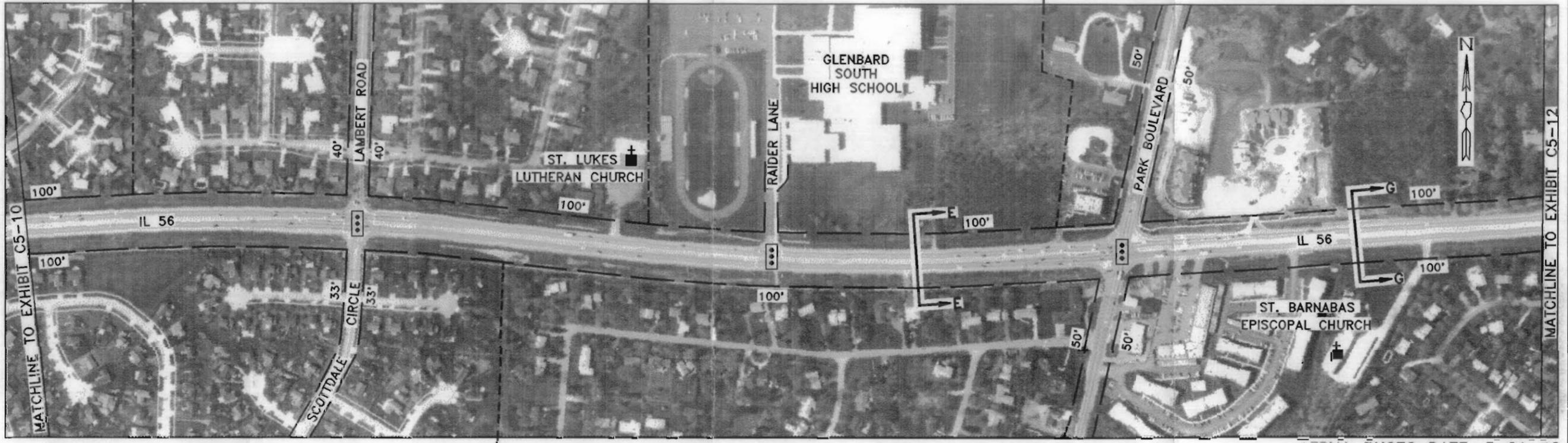
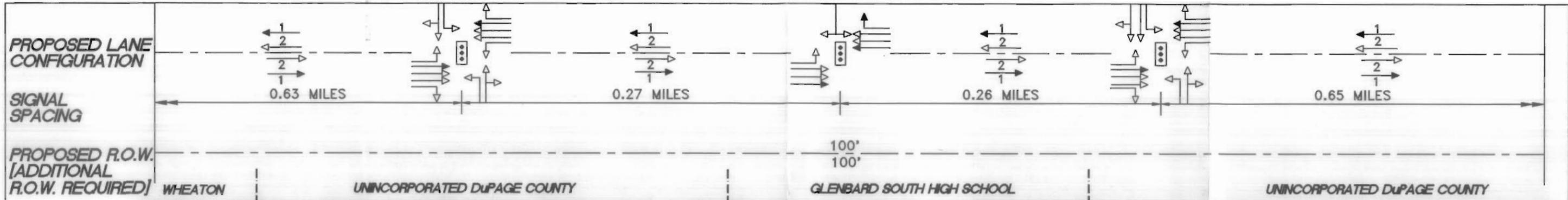
PROPOSED TYPICAL SECTION E-E
CROMWELL DRIVE TO MATCHLINE C5-10

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY DISTANCE
100'	= EXISTING RIGHT OF WAY DISTANCE
)B(= MEDIAN BREAK
	= CLOSE ACCESS
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

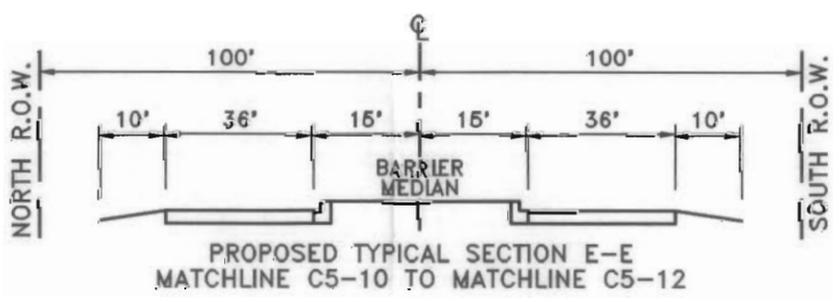
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Interconnection and coordination of the signals at Lambert Rd., Raider Ln., and Park Blvd. is recommended.

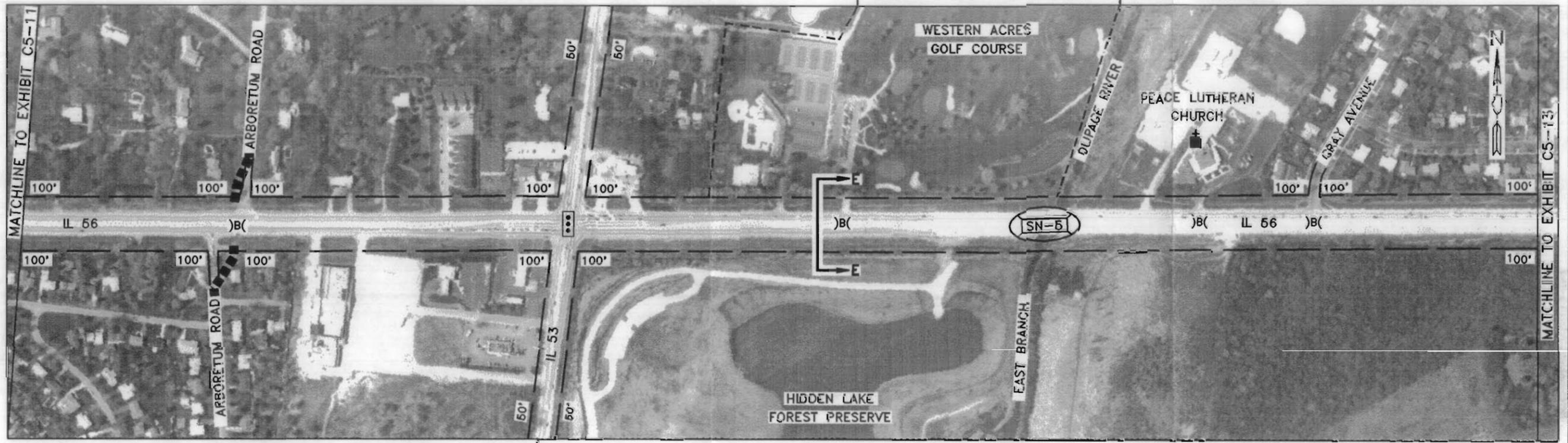
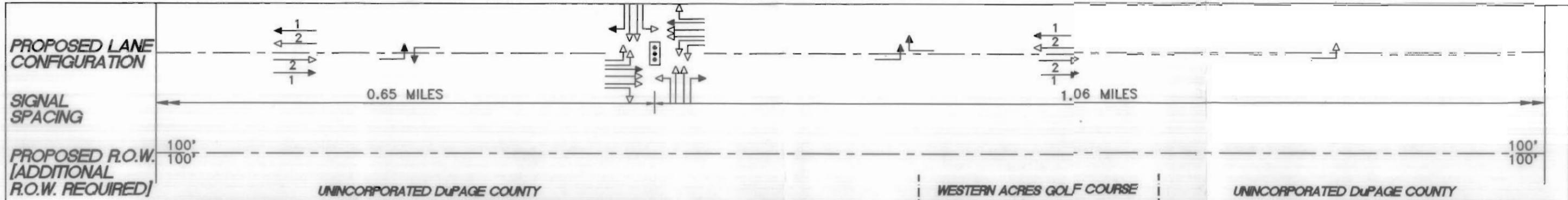


LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY, TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





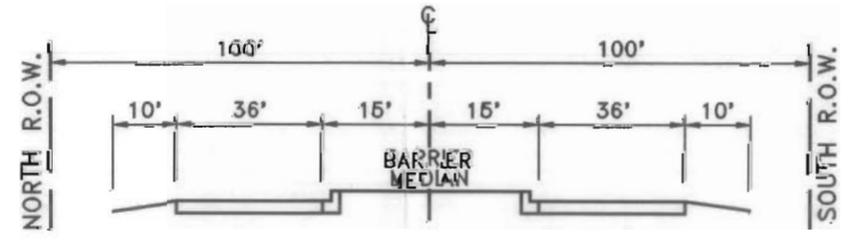
AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-5 = STRUCTURE NUMBER 022-0057

Modification of this structure will be necessary to accommodate the proposed roadway section

- * Align Arboretum Road north and south.
- * Provide full access to IL 56 at Arboretum Rd., Western Acres Golf Course, and Gray Avenue.



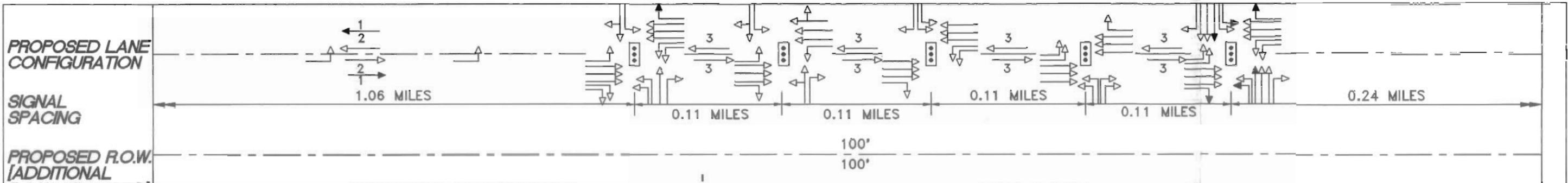
PROPOSED TYPICAL SECTION E-E
MATCHLINE C5-11 TO MATCHLINE C5-13

LEGEND	
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
)B(= MEDIAN BREAK
	= EXISTING TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY
	= ROAD REALIGNMENT

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAWES & MOORE/MOE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

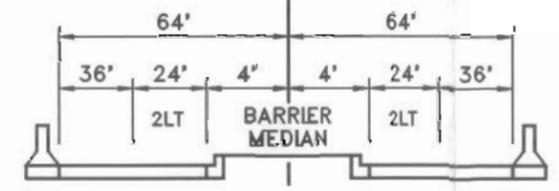
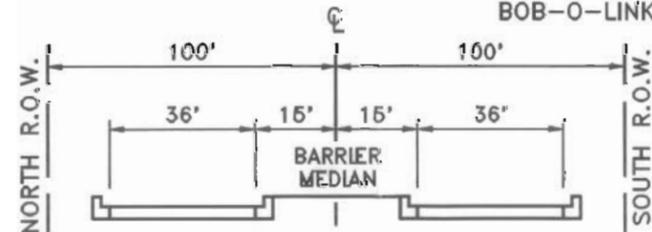
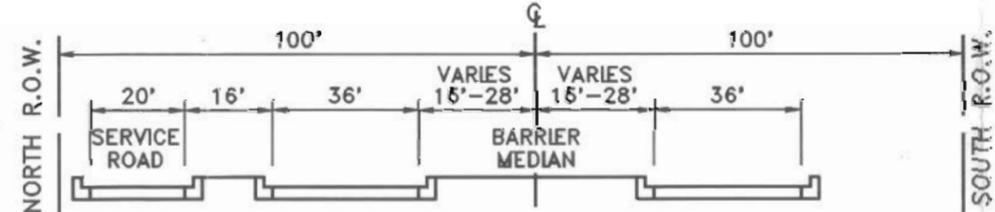




AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

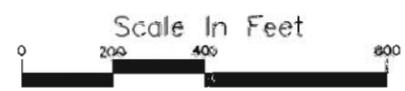
- SN-6 = STRUCTURE NUMBER 022-0220
- This structure currently complies with the proposed SRA cross-section. No modification is required.
- * Provide median breaks for full access to IL 56 at Bob-O-Link Rd. and Briarcliffe Rd.
- * Interconnection and coordination of the signals at Lloyd Ave., Access Drive, I-355(W), Ramp I-355(E), Ramp Finley Ave., and Downers Drive is recommended.

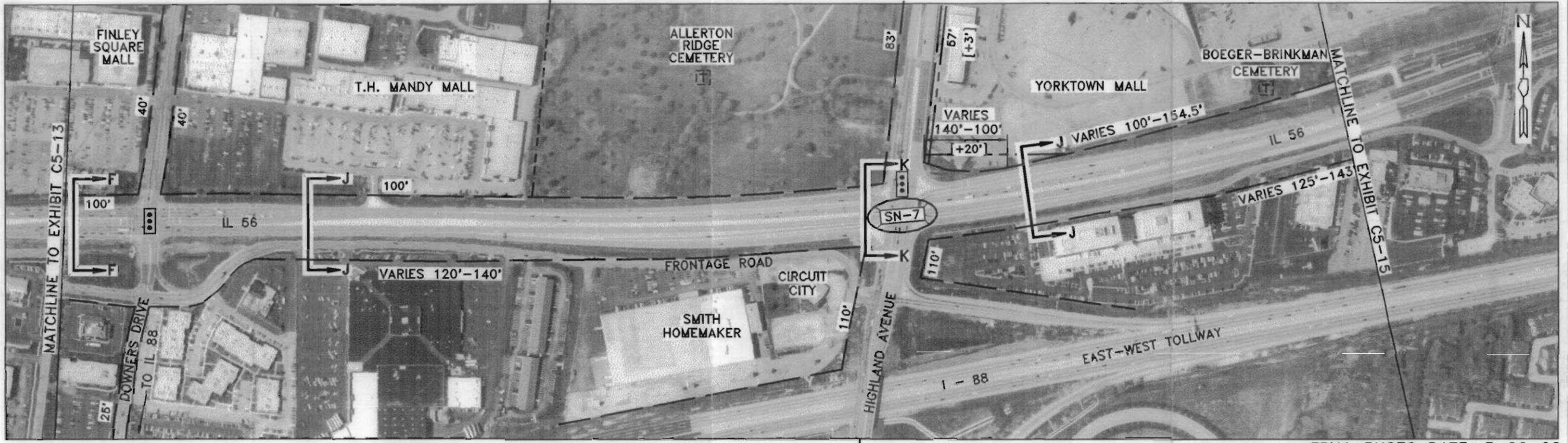
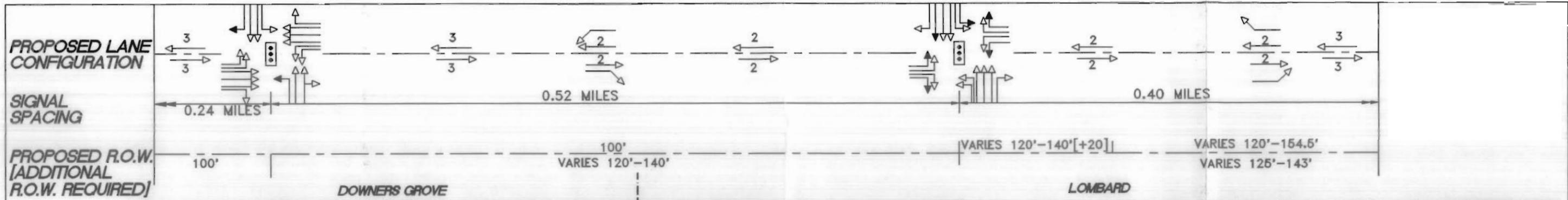


LEGEND	
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
100'	EXISTING RIGHT OF WAY DISTANCE
[+00']	PROPOSED ADDITIONAL RIGHT OF WAY
)B(MEDIAN BREAK
	EXISTING TRAFFIC SIGNAL
SN-#	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	PROPOSED TRAFFIC LANE CONFIGURATION
	CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

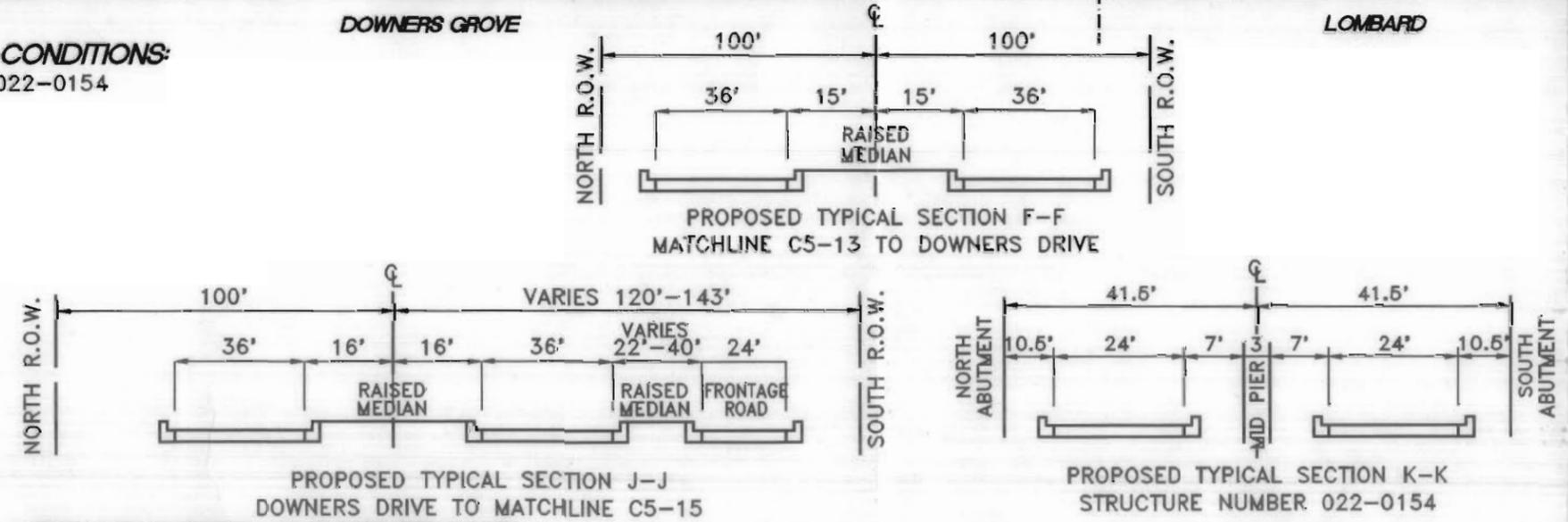
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





AERIAL PHOTO DATE: 5-06-92

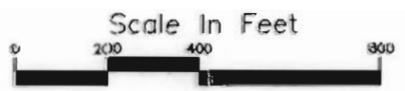
DESCRIPTION OF PROPOSED CONDITIONS:
 SN-7 = STRUCTURE NUMBER 022-0154



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

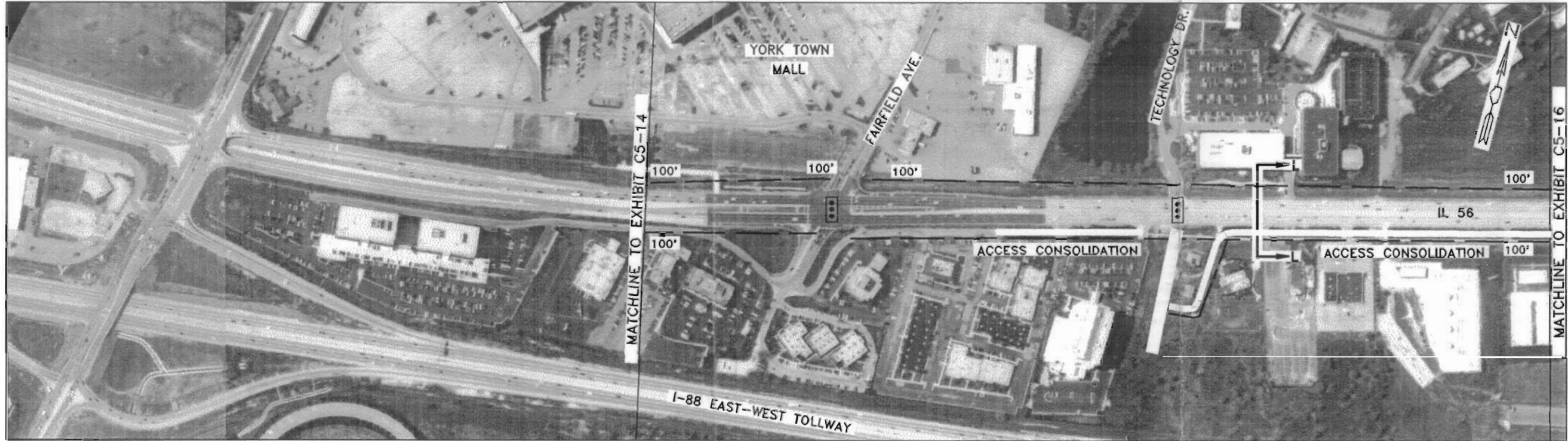
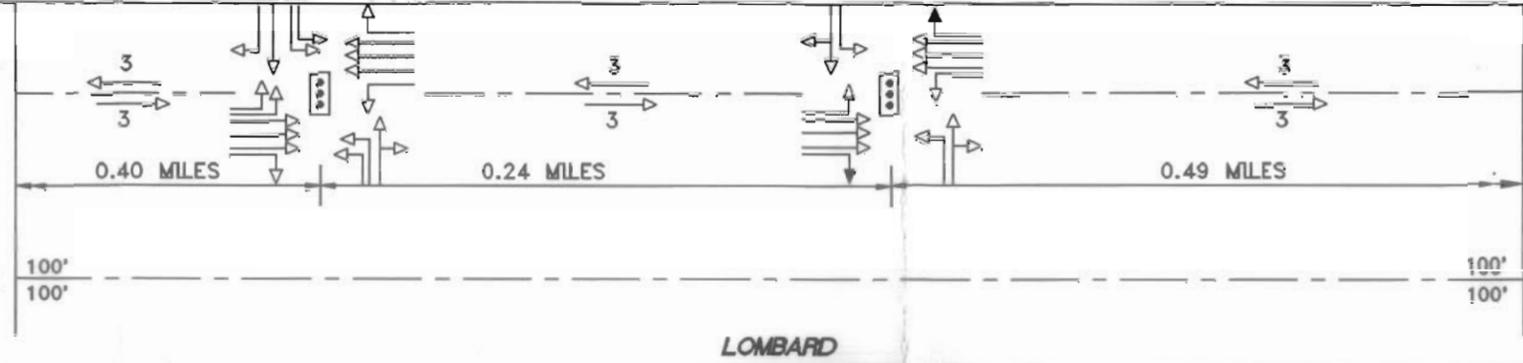
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

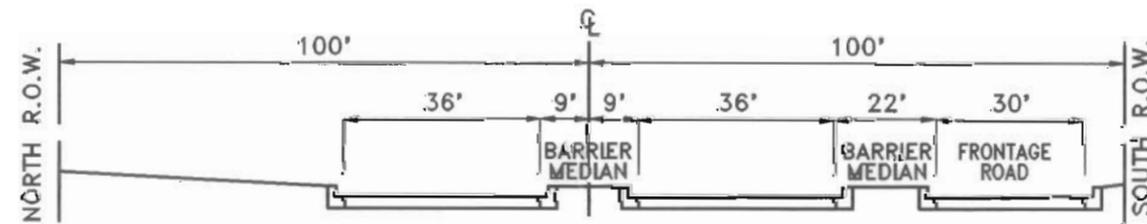
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Interconnection and coordination of the signals at Fairfield Ave. and Technology Dr. is recommended.



PROPOSED TYPICAL SECTION L-L
MATCHLINE C5-14 TO MATCHLINE C5-16

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
110'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

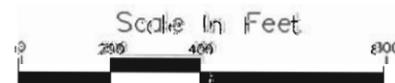
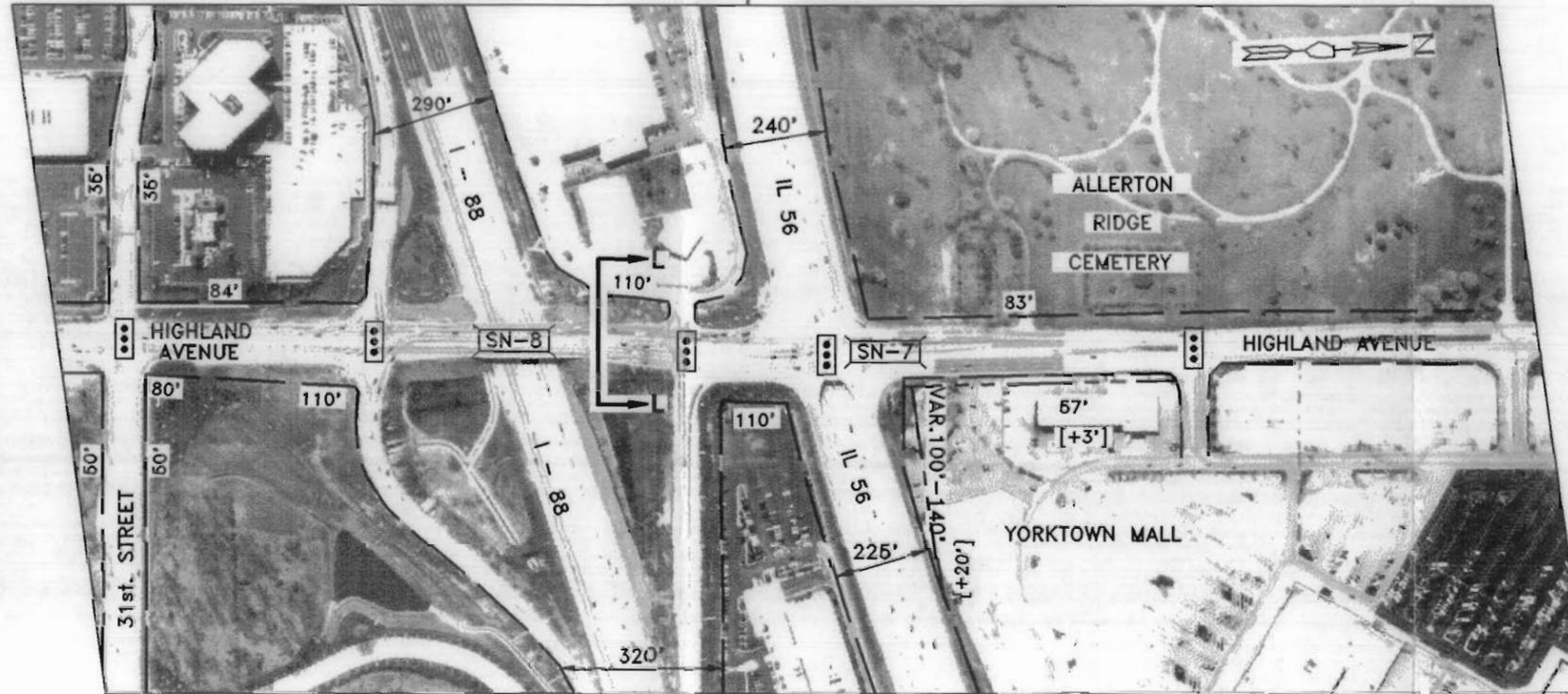
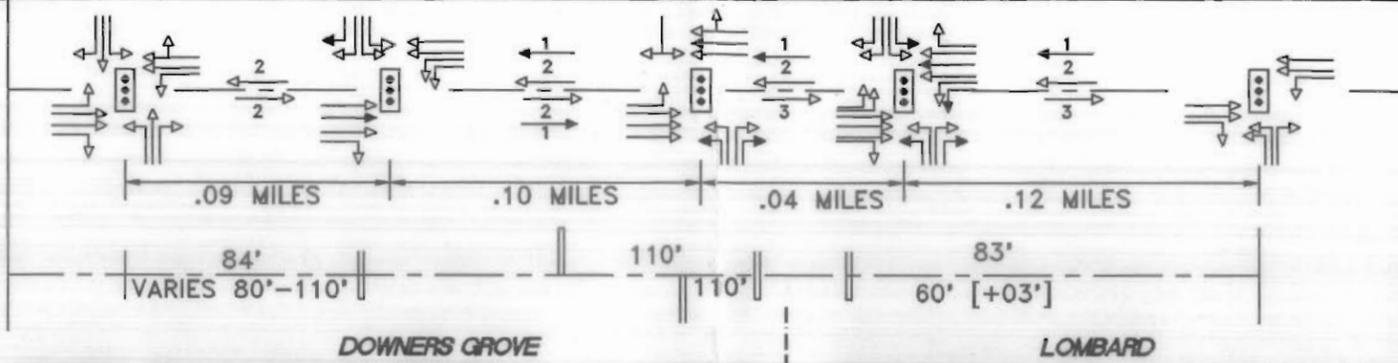


EXHIBIT C5-15

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



DOWNERS GROVE

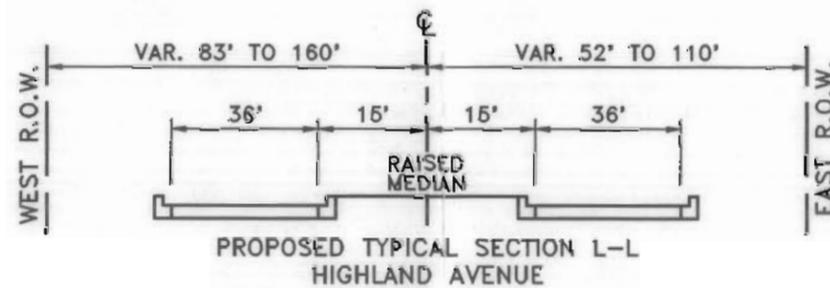
LOMBARD

AERIAL PHOTO DATE: 5-01-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-7 = STRUCTURE NUMBER 022-0154
 SN-8 = STRUCTURE NUMBER 022-9903

* IL 56/Highland/I-88 Intersection,
 (See Detail D5-04A and 05-04B).



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
110'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

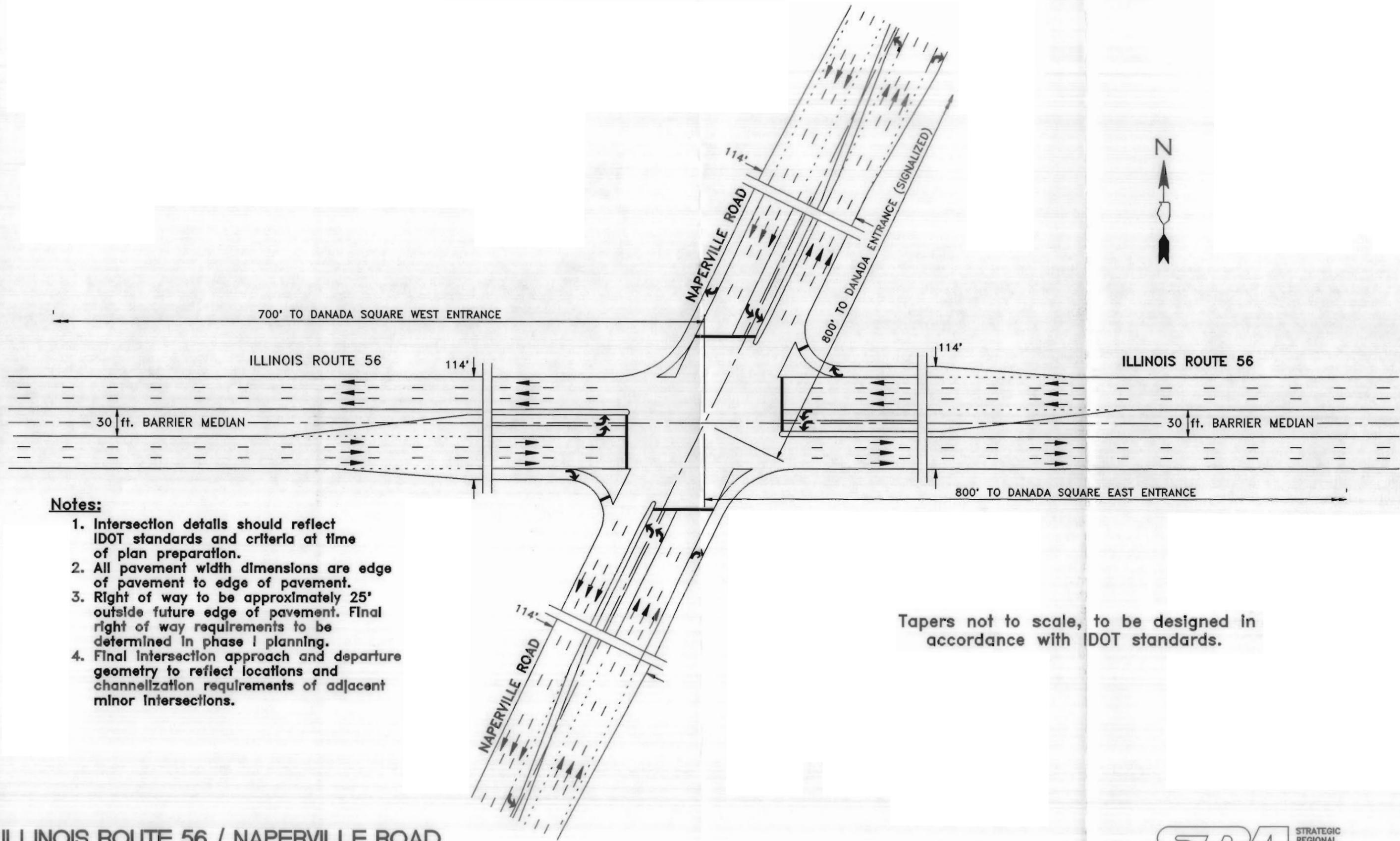
ILLINOIS ROUTE 56 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase I planning.
4. 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.

ILLINOIS ROUTE 56 / NAPERVILLE ROAD

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



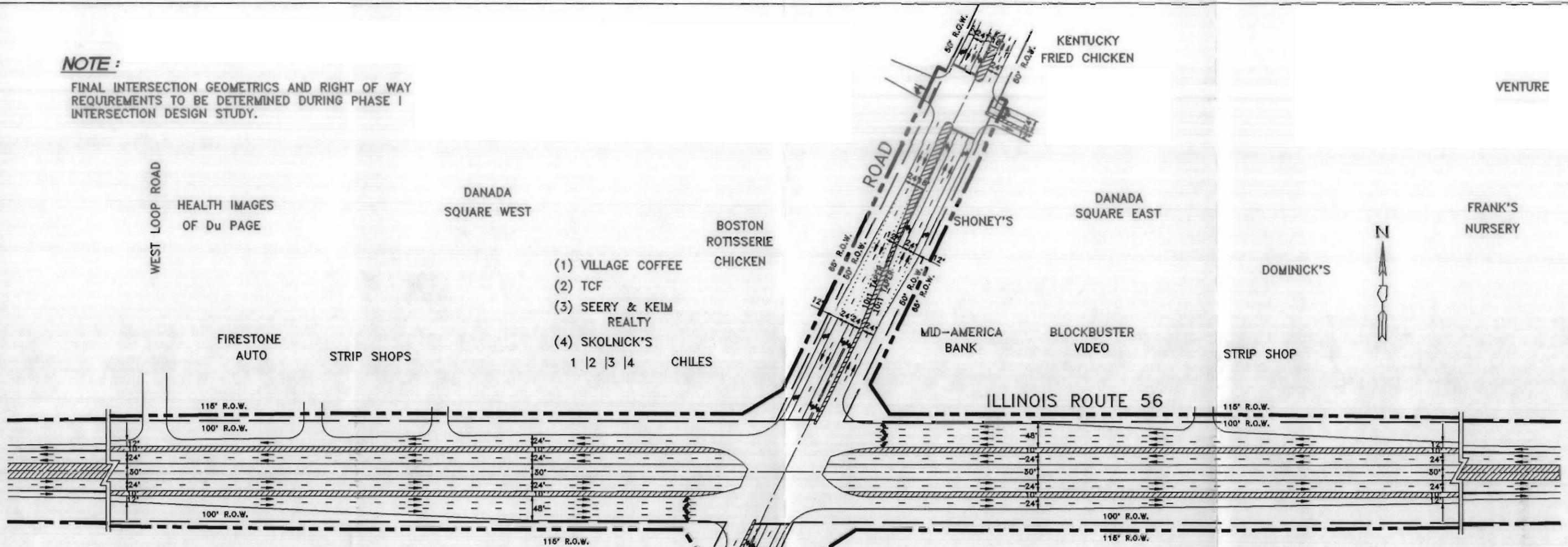
(NOT TO SCALE)



NOTE:

FINAL INTERSECTION GEOMETRICS AND RIGHT OF WAY REQUIREMENTS TO BE DETERMINED DURING PHASE I INTERSECTION DESIGN STUDY.

VENTURE



**PROPOSED INTERSECTION CONFIGURATION
SINGLE POINT DIAMOND**

EAST / WEST LEGS

- DUAL LEFT TURN LANES
- TWO THROUGH LANES (GRADE SEPARATED/UNDER)
- DUAL RIGHT TURN LANES

NORTH / SOUTH LEGS

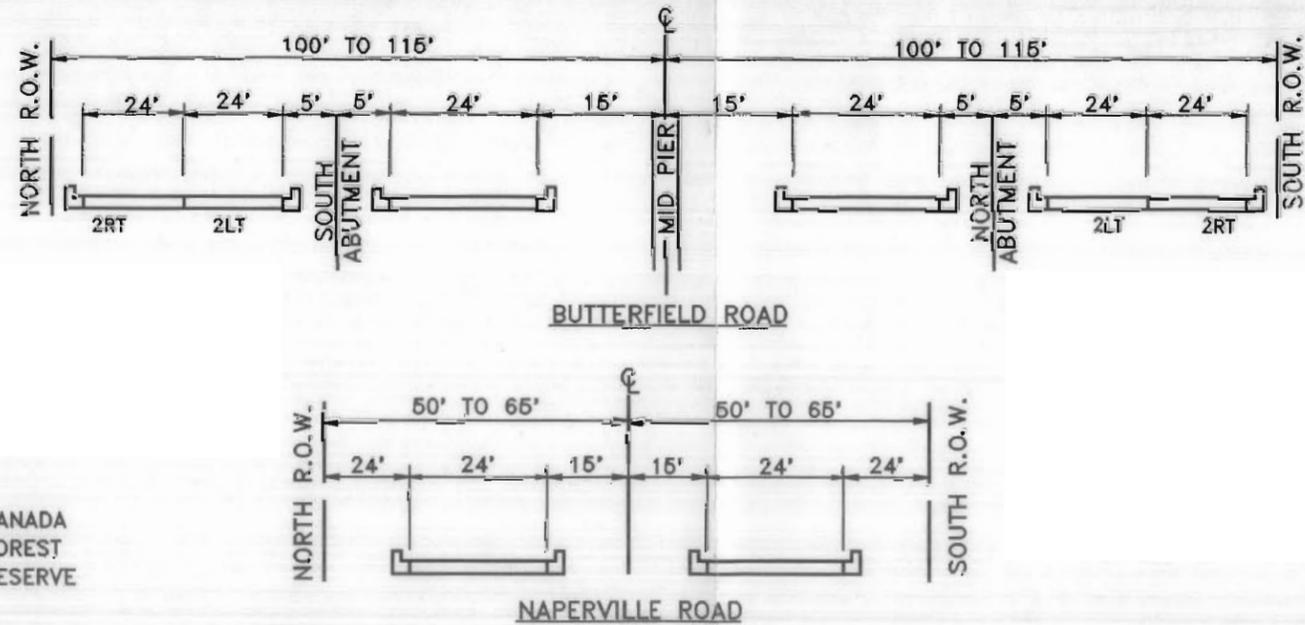
- DUAL LEFT TURN LANES
- TWO THROUGH LANES
- SEPARATE RIGHT TURN LANE

*** ADDITIONAL R.O.W. REQUIRED**

- EAST/WEST LEGS - 0' TO 15' ON EITHER SIDE
- SOUTH LEGS - 10' ON EITHER SIDE
- SOUTH LEGS - 15' ON EITHER SIDE

LEGEND:

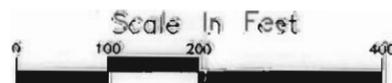
- EXISTING RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY



ILLINOIS ROUTE 56 / NAPERVILLE ROAD INTERSECTION



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DETAIL D5-03A

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**PROPOSED INTERSECTION CONFIGURATION
ILLINOIS ROUTE 56/HIGHLAND AVENUE**

- EAST/WEST LEGS**
 - DUAL LEFT TURN LANES
 - TWO THROUGH LANES (GRADE SEPARATED)
 - DUAL RIGHT TURN LANES
- NORTH/SOUTH LEGS**
 - DUAL LEFT TURN LANES
 - THREE THROUGH LANES
 - SEPARATE RIGHT TURN LANE
- ADDITIONAL R.O.W. REQUIRED**
- | | |
|-----------|--------------------|
| NORTH LEG | EAST = +3' |
| | WEST = 0' |
| SOUTH LEG | EAST = 0' |
| | WEST = 0' |
| WEST LEG | NORTH = 0' |
| | SOUTH = 0' |
| EAST LEG | NORTH = +0' TO 20' |
| | SOUTH = 0' |

**PROPOSED INTERSECTION CONFIGURATION
I-88 NORTH/HIGHLAND AVENUE**

- EAST LEG**
 - DUAL LEFT TURN LANES
 - DUAL RIGHT TURN LANES
- WEST LEG**
 - SINGLE RIGHT TURN LANE
- NORTH LEG**
 - THREE THROUGH LANES
- SOUTH LEG**
 - DUAL LEFT TURN LANES (FOR WB IL RTE. 56)
 - THREE THROUGH LANES

**PROPOSED INTERSECTION CONFIGURATION
I-88 SOUTH/HIGHLAND AVENUE**

- WEST LEG**
 - DUAL LEFT TURN LANES
 - DUAL RIGHT TURN LANES
- NORTH LEG**
 - DUAL LEFT TURN LANES
 - TWO THROUGH LANES
- SOUTH LEG**
 - THREE THROUGH LANES
 - SINGLE RIGHT LANE

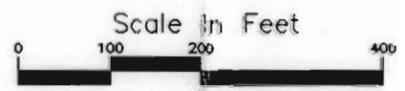
NOTE:
 FINAL INTERSECTION GEOMETRICS AND RIGHT OF WAY REQUIREMENTS TO BE DETERMINED DURING PHASE I INTERSECTION DESIGN STUDY.

LEGEND:
 ——— EXISTING RIGHT OF WAY
 - - - PROPOSED RIGHT OF WAY

ILLINOIS ROUTE 56 / HIGHLAND AVENUE / INTERSTATE 88

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

DETAIL D5-04

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**PROPOSED INTERSECTION CONFIGURATION
ILLINOIS ROUTE 56/HIGHLAND AVENUE**

EAST/WEST LEGS

- DUAL LEFT TURN LANES
- TWO THROUGH LANES (GRADE SEPARATED)

NORTH/SOUTH LEGS

- DUAL LEFT TURN LANES
- THREE THROUGH LANES
- SEPARATE RIGHT TURN LANE

***ADDITIONAL R.O.W. REQUIRED**

NORTH LEG	EAST = +3'
	WEST = 0'
SOUTH LEG	EAST = 0'
	WEST = 0'
WEST LEG	NORTH = 0'
	SOUTH = 0'
EAST LEG	NORTH = +0' TO 20'
	SOUTH = 0'

**PROPOSED INTERSECTION CONFIGURATION
I-88/HIGHLAND AVENUE (POINT DIAMOND)**

EAST LEG

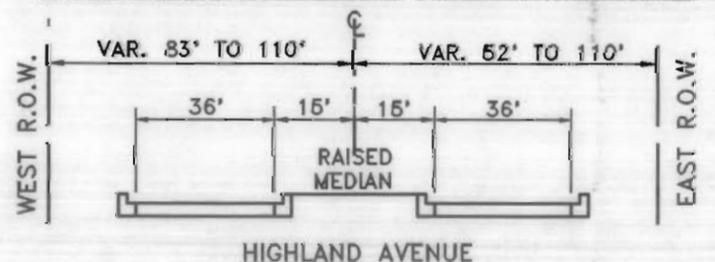
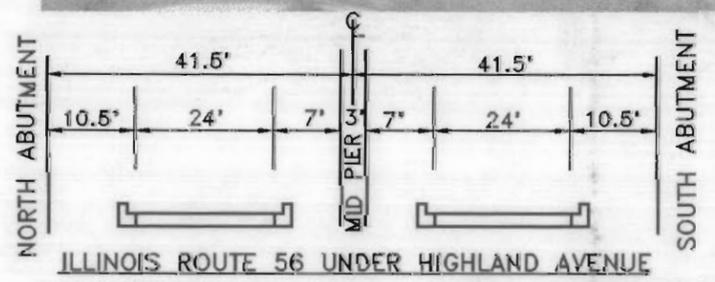
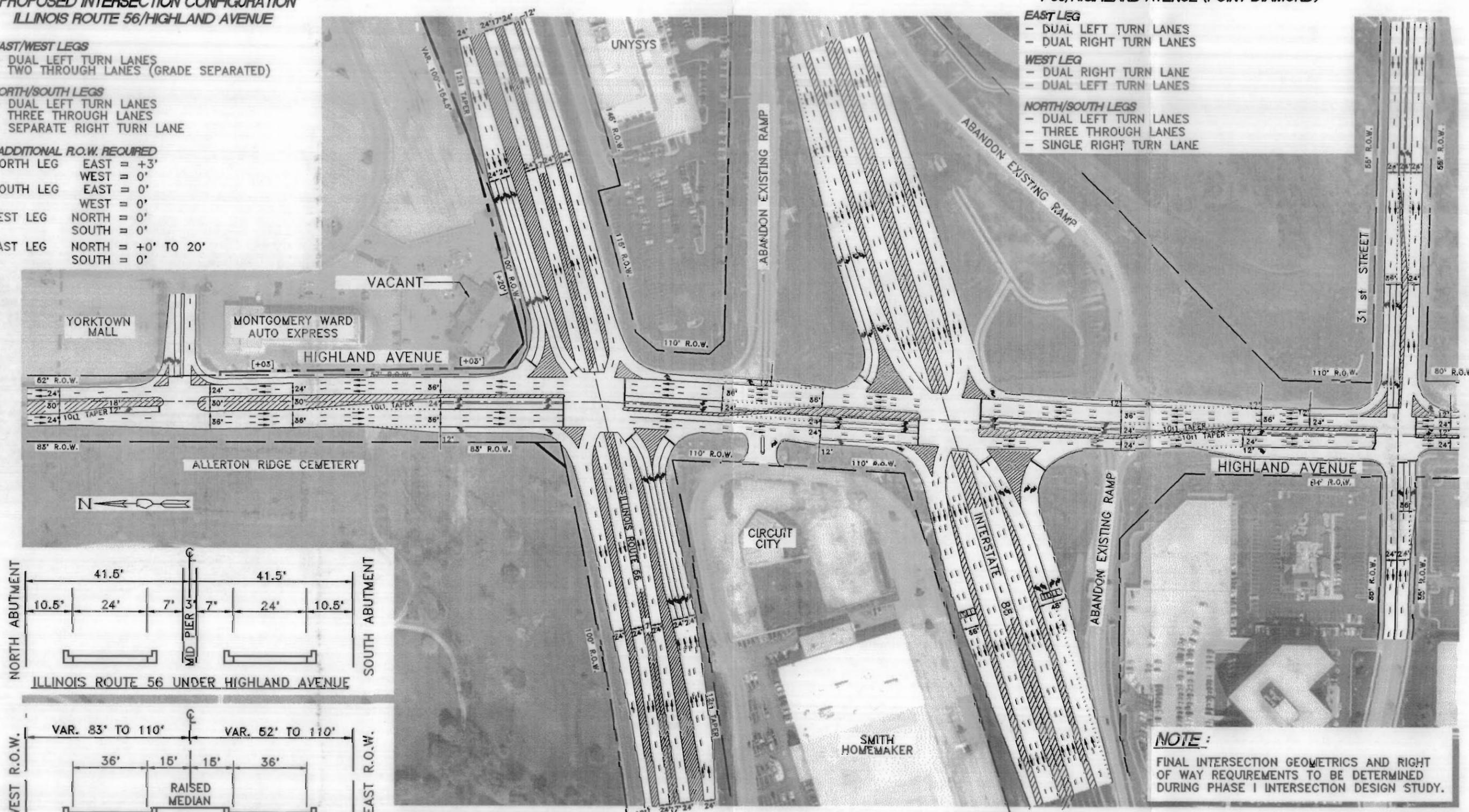
- DUAL LEFT TURN LANES
- DUAL RIGHT TURN LANES

WEST LEG

- DUAL RIGHT TURN LANE
- DUAL LEFT TURN LANES

NORTH/SOUTH LEGS

- DUAL LEFT TURN LANES
- THREE THROUGH LANES
- SINGLE RIGHT TURN LANE

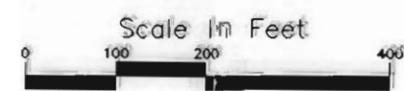


NOTE:
FINAL INTERSECTION GEOMETRICS AND RIGHT OF WAY REQUIREMENTS TO BE DETERMINED DURING PHASE I INTERSECTION DESIGN STUDY.

LEGEND:
 - - - - - EXISTING RIGHT OF WAY
 - - - - - PROPOSED RIGHT OF WAY

ILLINOIS ROUTE 56 / HIGHLAND AVENUE / INTERSTATE 88

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

DETAIL D5-04A

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PUBLIC INVOLVEMENT

ILLINOIS ROUTE 56



PUBLIC INVOLVEMENT

Public involvement plays a fundamental role in the SRA study. The process sets the stage so that local agencies have the opportunity to provide input, as well as, voice their concerns throughout the study process. The study is initiated (Individual Community Interviews) and completed (Public Hearing) with public involvement. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. In addition, a periodic newsletter spotlighting the SRA corridor is published.

Individual Community Interviews

The first step in the study process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the SRA study to local officials. At this time, the design team is introduced to the community representatives. This opportunity allows the design team to develop a better understanding of local concerns and perspectives toward each corridor. Comments and information are gathered and incorporated in the Issues Summary Report.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. The Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information. Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. The Advisory Panel 1 Workshop is basically an extension of the ICI's. The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. Advisory Panel 1 was held on October 11, 1994 at the Warrenville City Hall.

Next is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. The Advisory Panel 2 Workshop occurs after IDOT has reviewed the geometric design and the draft report. Advisory Panel 2 was held on April 24, 1996 at the Warrenville City Hall. The Advisory Panel for Illinois Route 56 was composed of governmental agencies along the corridor.

- Kane County
- City of Aurora
- DuPage County
- Fermilab
- City of Warrenville
- City of Wheaton
- Village of Glen Ellyn
- Village of Downers Grove
- Village of Lombard

Public Hearings

The public hearings for Illinois Route 56 was held on May 21, 1996. This hearing were held at the College of DuPage. Public comments were documented as shown in the Disposition of Comments Section of this chapter and in the Appendix.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

INDIVIDUAL COMMUNITY INTERVIEWS (ICI)

ISSUES SUMMARY REPORT

ILLINOIS 56 (BUTTERFIELD ROAD) - KIRK ROAD TO I-88/HIGHLAND AVENUE

MARCH 2, 1994

REVISED MAY 24, 1994

**SRA SUBSET #4 - CORRIDOR #5 - ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)
ISSUES SUMMARY REPORT FROM INDIVIDUAL COMMUNITY INTERVIEWS**

SUMMARY OF ACTIVITY

The Illinois Department of Transportation (IDOT) has contracted DAMES & MOORE/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the six-county planning area of Northeast Illinois Planning Commission (NIPC). The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspectives toward each corridor.

Introductory letters were sent to each of the agencies affected along the entire length of the corridor on September 29, 1993. The letters were sent from Mayor Jack Williams of Franklin Park, who is Chairman of the CATS Council of Mayors Executive Committee. Telephone calls were made by the facilitators to set up meetings with the officials of each of the agencies beginning on October 11, 1993. Each of the scheduled meetings was attended by either Lawrence Lux or Debra Duerr, who served as facilitators for the meetings, and at least one corridor manager. The following is a summary of the meetings attended:

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&M/MCE REPRESENTATIVE</u>
10/18/93	City of Wheaton	C. James Carr Donald Rose	Mayor City Manager	Lawrence Lux Michael Hurtubise
10/18/93	Village of Downers Grove	Betty Cheever Kurt Bressner Bob Jungworth	Village President Village Manager Village Engineer	Debra Duerr Paul Schneider
10/20/93	City of Warrenville	Vivian Lund Jim Connors	Mayor City Administrator	Debra Duerr Paul Schnieeder
10/25/93	City of Aurora	David Pierce James Nanninga Rusty Erickson	Mayor City Engineer Director of Community Dev.	Lawrence Lux Michael Hurtubise Paul Schneider Bruce Trego
10/26/93	Kane County Div. of Transportation	Nabi Fakroddin Thomas Cieslica Terrence Heffron	Director of Transportation Deputy Director Planner	Lawrence Lux Michael Hurtubise Bruce Trego
10/27/93	Fermi Lab	Dr. Dennis Theriot Dr. Ray Stefanski Norman Hansen	Assoc. Dir. for Technology Assoc. Dir. for Technology Design Project Manager (DOE)	Lawrence Lux Michael Hurtubise Bruce Trego

ISSUES SUMMARY REPORT - cont'd

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&M/MCE REPRESENTATIVE</u>
11/9/93	Village of Lombard	William Mueller William Lichter Jeffrey Conner	Village President Village Manager Planning Director	Paul Schneider
11/22/93	DuPage County	Aldo E. Botti Don Zielenga	County Board Chairman Director - Div. of Transportation	Debra Duerr Paul Schneider Joe Chiczewski
11/22/93	Yorktown Mall	Robert Long James Romano	President Vice President	Debra Duerr Paul Schneider
12/1/93	Village of Glen Ellyn	Gary Webster Robert Minix Cathy Radek	Village Administrator Civil Engineer Administrative Assistant	Debra Duerr Paul Schneider

In virtually every case, the participants expressed their appreciation for us meeting with them early on in the process. All of the meetings were very open, with candid exchanges of information.

At the conclusion of each of the meetings, a letter of request with a packet of information was left with each of the officials. The letter contained a request for community or agency data, designation of the advisory panel member, and designation of a day-to-day contact within each community.

Follow-up thank you letters were sent to each of the principal contacts with copies to the others in attendance following each of the meetings. This letter outlined the tentative schedule for proceeding with the study for the next 6 to 8 months.

ADDITIONAL AGENCIES RECOMMENDED FOR CONSULTATION

During the course of the meetings, suggestions were made regarding additional agencies to meet with regarding issues of special interest. They are as follows:

- DuPage County Public Works
- DuPage Mayors & Managers Association
Transportation Committee (Mike Alison,
Mgr. Bensenville, Chairman)
- DuPage County Forest Preserve District
- Marmion Military Academy
- Yorktown Mall

MAJOR ISSUES OF CONCERN

A number of issues of local interest were identified which will be summarized in the following pages, however, one overall issue that was heard from most of the agencies was a question as to why the SRA was terminating at the Farnsworth/Kirk Road intersection. Virtually all people interviewed expressed concern that unless this route was extended to either Randall Road or Illinois Route 47, we would merely be transferring existing problems. It was also pointed out that most of the growth in the region over the next 20 years will be west of the Fox River and the overall SRA plan contains very few east-west routes to service the western portions of Kane county. The agencies strongly urged that the SRA study on Route 56 should be extended between Farnsworth/Kirk Road and Illinois Route 47.

SUMMARY OF LOCAL ISSUES

This corridor can basically be divided into three separate and distinct segments. To simplify the use of this report, local issues are discussed by segment.

The first segment from the Highland Avenue/I-88 intersection to I-355 contains a high density commercial development on both sides of the route. The existing roadway improvements contain a six to eight lane cross-section throughout the entire length to accommodate existing traffic.

The second section from roughly I-355 to approximately 1/2 mile west of Naperville Road is primarily residential and DuPage County Forest Preserve District property. The roadway is an existing four lane roadway within a very wide existing right-of-way. A major shopping area exists at the Naperville Road intersection.

The third section from 1/2 mile west of Naperville Road to the Farnsworth/Kirk Road intersection consists of a low population density and is residential in nature. The section includes substantial properties owned by either the Forest Preserve District of DuPage County or the Federal Government (Fermi Lab). Much of the remaining land is either very low density properties or vacant. This entire stretch is a two lane roadway with a very wide existing right-of-way.

The Illinois Route 56 corridor intersects with three other SRA corridors:

Illinois Route 59	(SRA Subset #1)
Naperville Road	(SRA Subset #2)
Farnsworth/Kirk Road	(SRA Subset #4)

If extended further west this corridor would also intersect two other SRA routes.

Randall Road/Illinois 31	(SRA Subset #1)
Illinois Route 47	(SRA Subset #3)

HIGHLAND AVENUE/I-88 TO I-355

- The +200-foot ROW for Illinois 56 in this segment appears to be completed to SRA standards.
- Access to I-88 eastbound from Highland Avenue is adequate.
- To access westbound I-88 from Lombard, traffic from southbound Highland must enter west bound Illinois 56 and cross two lanes of traffic in a very short distance to access Downers Drive. Although the Village would prefer a complete I-88 westbound access ramp from southbound Highland, the presence of Circuit City and Smith Homemakers at the northwest corner of the Highland/I-88 interchange would prevent this. We will identify the Tollway's plans for the northwest corner.
- Better signing for I-355 from westbound Illinois 56 is required; overhead signs as opposed to roadside signs were suggested. Since Finley Road is so close, many people miss the I-355 ramps.
- Allertown Ridge Cemetery is located near the intersection of Highland and Illinois 56. It is a 58-acre lot zoned B-3. Access to the cemetery is between Yorktown Mall and Illinois 56; there is a lawsuit over access between the private owner and IDOT. Consolidating the graves to a central location was suggested to allow development of the south and west edges. A contact is James Schiort (708) 773-8500.
- Evaluate right turn in deceleration lane at Lombard Park District Golf Course/Western Acres.
- Approximately 1/2 mile east of Highland, Bethany Seminary lot will be redeveloped to store/commercial, and will likely become a major traffic generator for the area.
- Yorktown Mall landscapes and maintains an IDOT berm along Illinois 56 bordering the shopping center. They would like IDOT to either 1) reimburse them for their maintenance, or 2) pay for planting a landscape plan provided by the Mall, which the Mall would maintain. Although maintenance concerns are not within the scope of this project. We offered to identify a contact person at IDOT for them to discuss this with.
- Yorktown Mall is adding 500,000 square feet of retail space (Target Home Depot, Von Maur, etc.), and predicts that total mall traffic will increase about 40%. Fairfield is their only access to Illinois 56, and a 50% increase in traffic at this intersection is estimated.

I-355 TO WEST OF NAPERVILLE ROAD

- Although Illinois 56 is one of four major arterials identified in the Glen Ellyn Comprehensive Plan, it is not the village's major concern since it is on the fringe of their planning area.
- College of DuPage main access is Illinois 56, and this is a major traffic generator.
- Concern for public safety at Park/Illinois 56 intersection: 1) Glenbard High School pedestrians and 2) traffic accessing two-lane Park Blvd south of Illinois 56 as a cut through to the tollway.
- The safety of bicyclists crossing Illinois 56 if a bike path developed to connect the DuPage River to the Prairie Path and Morton Arboretum is a concern.
- A DuPage Water Commission major transmission pipeline is located within IDOT ROW on the south side of Illinois 56, at least through Glen Ellyn. This will be investigated.
- An opticom system to control signals for emergency vehicles was suggested.
- It was speculated that the various communities along Illinois 56 want to maintain their residential character, and might request noise barriers, landscaping, etc.
- The major land owner is the DuPage County Forest Preserve District, which owns much of the property on the south side of the roadway.
- Wheaton anticipates a need for at least a four or six lane, divided urban cross-section with protected left turns at major intersections.
- Signals would be desirable at the intersection of Leask Lane and Briarcliff with Illinois 56, due to sight distance and safety concerns, relative to the Danada East commercial shopping center.
- Street lighting should be considered at the Naperville Road/Illinois 56 intersection. There is a concern with the dark area encompassed by the forest preserve district suddenly joining a brightly lit commercial area at the Danada shopping areas.
- This section of roadway would probably receive a high level of support from the Wheaton area, particularly due to the fact that a sufficient right-of-way appears to exist. This support could be enhanced if additional support was lent by the DuPage County Forest Preserve District.
- There is no other major commercial or residential development anticipated at this time along this stretch of the roadway.

WEST OF NAPERVILLE ROAD TO FARNSWORTH AVENUE

- Left turn lanes should be installed at Arrowhead Drive.
- The City of Wheaton believes the state of Illinois needs to perform interim intersection improvements at Orchard Road and at the Weisebrook Road/Herrick Road intersection.

- There is a new subdivision under discussion east and west of the swim club located west of Arrowhead Road on the north side of Illinois 56. Only a small portion of this new subdivision would require access to Route 56.
- DuPage County has performed a number of drainage projects in the unincorporated areas north of Illinois 56, these projects carry the water south toward the golf course/forest preserve under Illinois 56. This should be coordinated with the DuPage County Public Works.
- An existing bicycle path crosses Illinois 56 from the Herrick Lake Forest Preserve and joins the prairie path at the Herrick/Weisebrook intersection. A bicycle underpass should be considered for this intersection.
- Heavy traffic drops off west of Winfield, and it is doubtful that six lanes will be needed by 2010. An upgrade to four lanes may be justified. There is no major planned commercial development on Illinois 56 in the Warrenville vicinity.
- Pedestrian and bicycle traffic and safety is of great importance in the Warrenville area since many people walk and bike for local activities.
- Warrenville village hall is a DuPage County historic site.
- The following specific suggestions and observations were offered by Warrenville:
 - Rockwell will be extended to Illinois 56. A signal and right-turn deceleration lane may be needed.
 - A portion of Calumet accessing Illinois 56 will be vacated.
 - IDOT wants to cul-de-sac Warrenville Road. Alternatively, a new signal might help.
 - More than 100 children live in the Thornwild subdivision and need to cross Illinois 56 to access the Prairie Path and the village. Safety is a concern.
 - Likewise, a bicycle path has recently been installed along Batavia Road to connect with the Fermi Lab bike system.
 - Pedestrian and bicycle access is needed to the Blackwell Forest Preserve.
 - 300 to 600 new residences are planned for the area between Warrenville Road and I-88, where a new interchange is also planned.
 - A left-turn lane is needed from eastbound Batavia Road to eastbound Illinois 56. This location is also where the Prairie Path crosses Batavia, and safety is a concern.
 - Illinois 59 and Illinois 56 intersection has the highest accident rate. Truck access to an industrial park is hampered by a frontage road near Briggs that may be able to be closed off.
 - The frontage road could be upgraded to serve possible commercial development at Barkley.
 - It was suggested that a five (5) lane cross section (a middle turn lane) between Naperville Road and Highway 25, be considered.

- Within Warrenville, there are several intersecting concerns: the entrance to Blackwell Forest Preserve, Batavia Road, Rockwell Street, Williams Road, Warrenville Road, Landon Drive and the Thornwilde Subdivision entrance.
- The Batavia Road access through Fermilab should be kept open as a convenient and/or emergency east-west route, at the very least, Batavia to Wilson.

- A development is proposed with the City of Aurora near the EJ & E Railroad underpass. This development is anticipated to have an approximately 20 year build-out. Most of the access from the proposed development would be to Eola Road or Ferry Road.
- The City of Aurora anticipates improving Farnsworth Road using STP funds between York Street and Illinois 56, commencing with Phase I Studies next year (1994).
- DuPage County is anticipating making Eola Road a four lane cross-section. •The City of Aurora would like to see the SRA extended from its present Farnsworth Avenue to the Oak/Randall intersection.
- The study should incorporate the proposed bridge crossings being developed by Kane County.
- The city of Aurora is already proceeding on a possible bridge crossing at Sullivan Road/Mooseheart Road in Aurora.
- Preliminary findings to reduce the number of potential bridge crossings to approximately four will be released in January/February of 1994 at a public hearing. The intention of the public hearing is to eliminate those locations with "fatal flaws," then prioritize those remaining bridges based on traffic, environmental and local support issues for further investigation.
- The major development in Kane County for the next 20 years will be in the Randall Road/Illinois 47 corridor. Therefore, the County is very anxious to see the east/west corridor studies extended to at least Randall Road or more preferably to Illinois Route 47.
- The impact of the demise of the SSC in Texas on Fermi Lab is unknown at this time.
- Fermi Lab does not own the land southwest of the prairie path up to the Kirk/Illinois 56 intersection.
- At the present time Fermi Lab is building a new booster adjacent to the prairie path in the southwest corner of the development. If any land is to be acquired from Fermi Lab along Butterfield Road, they request that it be replaced in kind with property lying southwest of the prairie path in order to increase the buffer between the prairie path and the new booster.
- There are currently approximately 2,300 people working on the Fermi Lab site and this number is anticipated to remain constant.

- Within the next 6 to 24 months Fermi Lab is anticipating closing access to Eola Road, Butterfield Road and Batavia Road as well as making some internal road closures to eliminate most of the public traffic which presently enters and exits the Fermi Lab property. The primary access will be the Pine Street exit along Kirk Road. The Wilson Road access point along Kirk Road is anticipated to be closed except for deliveries.
- Along Kirk Road, the Federal Government has committed a 250 ft. corridor for right-of-way, if necessary, for the expansion of Kirk Road, particularly near the intersection of Illinois Route 56.
- Fermi Lab maintains several natural and reinstated natural prairie areas which are near or adjacent to some of the wetlands which presently exist along Illinois 56 and along the eastern boundary of the laboratory.

PROJECT DEVELOPMENT AND SCHEDULE

During the winter and spring of 1994, the consultants will study these issues and will develop alternative concepts to address them. In late summer or early fall of 1994, an advisory panel workshop will be held with designated elected officials along the corridor, to help determine the feasibility of these concepts in addressing local needs. Other alternate concepts may be developed during the workshop. The consultant will then take the information developed in the workshop and produce a preferred alternate or set of alternates. These will then be discussed and modified at a second advisory panel workshop, probably in spring of 1995. Results of the second workshop will be incorporated in a preliminary plan to be presented at a Public Meeting, to be held in late 1995. Comments from the Public Meeting will be incorporated in the plan and the SRA Feasibility Study Report, which will be presented to IDOT sometime in 1995.

IDOT will take feasibility studies for all five SRA subsets and determine a priority for the projects. The priority will be based on a number of factors, including need, cost, funding availability, environmental and socioeconomic impacts, right-of-way availability, and local support. Once the projects are prioritized, they will then be scheduled for preliminary engineering studies, final design and construction. Based on this procedure, the intent of the IL 56 SRA Study is to serve as a planning tool to be used by IDOT and the local communities to supply a long range plan for the future of the IL 56 corridor.

**ADVISORY PANEL 1 WORKSHOP
SRA CORRIDOR 5 - ILLINOIS ROUTE 56
MEETING MINUTES**

Date: October 11, 1994

Time: 9:00 A.M. to 12:00 P.M.

Location: City of Warrenville, City Hall
Warrenville, Illinois

Subject: Strategic Regional Arterial Subset #4
Illinois Route 56/Highland Avenue (Kirk Road to I-88)

Attendees: Joseph M. Chiczewski, Dames & Moore/MCE
Michael R. Hurtubise, Dames & Moore/MCE
Paul A. Schneider, Dames & Moore/MCE
Daniel J. Burns, Dames & Moore/MCE
Beth P. Dimopoulos, Dames & Moore/MCE
Luis Guarin, City of Aurora
Dr. Ray Stefanski, Fermi National Accelerator Laboratory
Ron Mentzer, City of Warrenville
John Barberis, City of Warrenville
Vivian M. Lund, City of Warrenville
Rich Starr, Illinois Department of Transportation
David Hunt, Chicago Arterial Transportation Study
Paul Redman, City of Wheaton
Melissa Bolz, DuPage County Mayors and Managers Association
Betty Cheever, Village of Downers Grove
John Eisele, Village of Downers Grove
Stan Rickard, Village of Lombard

Copies To: Attendees, Gary Webster, Village of Glenn Ellyn, Don Zeilenga, DuPage County
Division of Transportation, Aldo Botti, DuPage County Board, Nabi Fakhroddin, Kane
County Division of Transportation

The purpose of this meeting was to present the first advisory panel workshop for the Illinois Route 56 SRA corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation, and a general overall view of the SRA project by Joe

Chiczewski, of Dames & Moore/MCE. Paul Schneider, of Dames & Moore/MCE, followed with a review of the SRA corridor. The following is a summary of comments for specific locations.

Section I - Kirk Road to Illinois Route 59

This section is characterized by two 11-foot lanes with adjacent eight foot aggregate shoulders. The centerline of the roadway is offset 26 feet to the north of the R.O.W. centerline. The existing 200 feet of R.O.W. allows room for expansion to the standard suburban SRA cross-section. The traffic model generated for this section shows that a four lane cross-section will provide the desired level of service. The recommended cross section is two 12- foot lanes in either direction, with a 30-foot raised median and adjacent 10-foot bituminous concrete shoulders.

- Dr. Stefanski and Mayor Lund confirmed that Eola Road is closed to the north of Eola Rd.
- Ms. Bolz stated that there will be a meeting at the end of the month regarding the conversion of the EJ&E rail line to commuter service. In the event that this takes place, the intersection of Illinois Route 56 and the EJ&E railroad has been identified as a possible commuter station location.
- Dr. Stefanski advised that the prairie path should cross Kirk Rd. at Pine Rd. or Wilson Rd., instead of Kirk Rd. and Butterfield Rd. There is concern about Fermi Lab losing access to the Prairie Path.
- Aurora also had concerns about a Prairie Path alignment that crossed the west and south legs of the Kirk Rd./IL 56 intersection. He suggested a Kirk Rd. crossing at Pine St. and a crossing of IL 56 at the proposed signalized intersection at DuPage Pkwy. Bicycle traffic would hinder traffic flow at the high-volume Kirk Rd./IL 56 intersection.
- Mr. Schneider stated that a plan for future access consolidation and frontage roads has been developed. Frontage roads would require an additional 15 feet of R.O.W. under this plan.
- During discussion about the access consolidation/frontage road plan, Luis Guarin, of Aurora, noted that development in Section I was already occurring and 15 feet of R.O.W. may not be available for frontage road development. Mayor Lund stated that many of the lots in Warrenville are shallow and could not give up an additional 15 feet without impacting the parcels.
- Mr. Chiczewski suggested we contact IDOT for the development permit.
- During the discussion of the access consolidation/frontage road plan, Luis Guarin stated that the parcel between Kirk Rd. and the Illinois Prairie Path, from Illinois Route 56 to 2800 feet north of Illinois Route 56 is unincorporated but in Aurora's planning zone. He also noted that Aurora anticipates development of the parcel in the future.
- Mr. Starr suggested considering a "jughandle" design, for the frontage road intersections, to both accommodate turning radii and to minimize R.O.W.

acquisition.

- Dr. Stefanski stated there is a new power line planned to Fermi Lab.
- Mayor Lund expressed concern about drainage at the EJ&E Railroad underpass. Sight distance is also a problem at this location. Mr. Schneider stated that reconstruction of this structure is preferred but not necessary. The proposed cross-section, with a modified median, would work at this location. The current vertical alignment and clearance are substandard and would have to be modified. The drainage situation will require additional attention.
- Mayor Lund would like to see a signalized intersection at Briggs. She would also like to see access to Barclay closed to Illinois Route 56 and limited to the existing frontage road, thereby discouraging trucks. Briggs could provide access to a potential commuter station for the potential EJ&E commuter line.

Section II - Illinois Route 59 to Naperville Road

This section is characterized by two 12-foot lanes with adjacent eight foot aggregate shoulders on either side. The centerline of the roadway is offset 26 feet to the north of the R.O.W. centerline. The existing 200 Feet of R.O.W. allows room for expansion to the standard suburban SRA cross-section. From IL 59 to Winfield Rd. the recommended cross-section will be two 12-foot lanes in either direction with a 30-foot raised median and adjacent 10-foot bituminous concrete shoulders. From just west of Winfield Rd. the recommended cross-section expands to the standard suburban SRA cross-section. The recommended cross-section will provide three 12-foot lanes in either direction, with a 30-foot raised median and adjacent 10-foot bituminous concrete shoulders.

- At the intersection of Illinois 59 and Illinois 56, significant expansion is required to meet future demands. Mayor Lund questioned the need for dual left turn lanes. Mr. Chiczewski stated that it would accommodate the long range commuters, particularly at the intersection of two SRA corridors.
- Mayor Lund stated that the City of Warrenville did not want to see Warrenville Rd. become a collector and did not see a need for signaling this intersection. Mayor Lund suggested that Twin Pines Dr. at the Thornwilde subdivision would be a better location for a signalized intersection. Mr. Schneider explained that the Cantera development has direct access to Warrenville Rd. and, therefore, will be an attractive alternate to vehicles heading for westbound Illinois Route 56. Mayor Lund again stated that the City of Warrenville did not want to see Warrenville Rd. become a collector. Mr. Schneider said that more alternates could be considered for this area.
- Mayor Lund stated that north Rockwell would be continued to Illinois Route 56. It will line up with the southern segment of Rockwell. She did not see a need for a signalized intersection at this location. Mayor Lund mentioned that there was local interest in opening "right only" ingress and egress from Stafford Rd. to Batavia Rd. just south of the Illinois Route 56 R.O.W. Mr. Schneider said that he would have to

review the distance from the Illinois Route 56/Batavia intersection before making a recommendation.

- Mr. Schneider stated that the recommended cross-section expands from two 12 foot lanes in either direction to three 12 foot lanes in either direction. The transition to the recommended suburban cross-section will take place to the west of Winfield Rd. The intersection of Illinois Route 56 and Winfield Rd. will require expansion. The new interchange with I-88 and the Cantera development are expected to generate a significant amount of traffic at this location. Mayor Lund stated that the traffic study for Cantera was done by Barton-Aschman. Mr. Schneider requested the traffic study findings for use with the Illinois Route 56 SRA study. Mr. Schneider stated that more reliable projections would be possible with these study results. Mayor Lund stated that the northwest and southwest corners of the intersection were forest preserve and the northeast and south east corners were part of the McCormick estate.
- Mr. Redman, of Wheaton, pointed out that DuPage County has plans to create a new north-south arterial by connecting Schaffner to Weisbrook Rd. This would result in a four lane Weisbrook cross section at Illinois Route 56.

Section III - Naperville Road to Interstate 355

This section is characterized by four 12 foot lanes separated by a mountable median that varies from 16 feet to 22 feet with adjacent 10 foot bituminous concrete shoulders. The recommended cross-section provides three 12 foot lanes in either direction with a 30 foot raised median and adjacent combination curb and gutter.

- Mr. Schneider presented the grade separated alternate for the Illinois 56/Naperville Rd. intersection. Analysis shows that an at grade intersection will not provide a level of service rating of "D", or greater, at this location. A single point diamond intersection with the east-west through movement receiving priority is recommended. Mr. Redman stated that, although analysis may show a need for a grade separated intersection, it could severely impact access to Danada Square, particularly West Loop Rd., where future development is planned. This alternate would need to be examined further in coordination with the commercial interests in this area. Mr. Redman felt that lighting in this area should be improved.
- Mr. Schneider stated that Leask Lane had been identified as a potential location for a future signalized intersection. Mr. Redman felt that this would work well with plans for development in the parcel opposite of Leask Lane.
- Ms. Bolz stated the Village of Glenn Ellyn agreed right-turn lanes at the high school would be advisable. Many young drivers use this intersection during the school year.
- Mr. Schneider asked if there were any development plans for the Smitty's Farm parcel at the northwest corner of Illinois Route 56 and I-355. Mayor Cheever, of Downers

Grove, said that, based on her knowledge, no development was currently planned for this parcel. Mr. Schneider recommended that any future development, at this location, be restricted to "right only" ingress and egress at Illinois Route 56 and rely on Lloyd Ave. for primary access.

- Mr. Schneider indicated that the Illinois Route 56/I-355 interchange was already adequate to provide for projected future traffic demands.

Section IV - Interstate 355 to Highland Avenue

This section is a regional commercial center. Yorktown Mall is located at the northeast corner of Illinois Route 56 and Highland Ave. The cross section consists of three 12 foot lanes in either direction with adjacent combination curb and gutter. The recommended cross-section will provide four 12 foot lanes in either direction with a 30 foot raised median and adjacent combination curb and gutter.

- Mayor Cheever and Mr. Eisele, of Downers Grove, would like the existing traffic figures to be revised. They advised that the latest counts differ from the information presented.
- Mayor Cheever stressed changing the identity of "the corner at Circuit City" to a frontage road in the report.
- Mayor Cheever was concerned of the lack of information addressing pedestrian crossing. She is on the NPIC committee which studies and promotes pedestrian and bicycle transit options. She felt that the SRA system, in general, should address and promote more pedestrian, bicycle, and transit amenities.
- Mayor Cheever suggested restricting left turns into the southern frontage road, at peak hours only, rather than prohibiting left turns altogether.
- Mr. Eisele inquired if expanding to four through lanes in either direction would require relocation of the existing frontage roads. Mr. Schneider stated that he felt only median barrier treatment was required. Further coordination will be needed as Downers Grove will be reconstructing the southeast frontage road to Unisys in 1995.
- Mr. Schneider indicated that there had been discussion about redevelopment of the Allerton Ridge Cemetery. This could lead to consolidation of grave sites to a central location allowing development along the road side. Mr. Schneider stated that it would be preferable to develop a frontage road in this area. Mr. Rickard felt that frontage development could be difficult and developing access to Downers Drive may

not be possible due to existing development.

Section V - Highland Avenue/31st Street to Yorktown Mall Entrance

This section contains the Illinois Route 56, Highland Avenue, I-88 (East-West Tollway) intersection/interchange. The lack of a northwest access ramp to I-88 makes traffic movements difficult for vehicles wanting to access westbound I-88.

- Mayor Cheever suggested that the southwest frontage road might provide the best access to westbound I-88 via Downers Drive.
- Mr. Schneider explained that we were in the process of trying to obtain more detailed traffic information in this area before making any specific recommendations.
- Mayor Cheever stated that the property at 31st and Highland Avenue may be rezoned owing to a petition before the Village Council.

Close

- Mr. Chiczewski and Mr. Schneider thanked the advisory panel members for their participation and input.
- Mr. Schneider noted that the next step for the Illinois Route 56 SRA corridor is the geometric review with IDOT. He also stated that the Advisory Panel 2 Workshop should take place in mid 1995.

Faithfully Submitted,

Paul A. Schneider
Corridor Leader
Dames & Moore/MCE

**ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 5 - IL RTE 56
MEETING MINUTES**

DATE: April 24, 1996

TIME: 9:00 a.m. to 12:00 p.m.

LOCATION: City of Warrenville, City Hall, Warrenville, Illinois

ATTENDEES:

Ronald Mentzer	- City of Warrenville
Vivian M. Lund	- Mayor, City of Warrenville
Carl Schoedel	- DuPage Mayors & Managers
John Loper	- DuPage County DOT
John Eisele	- Village of Downers Grove
Paul Redman	- City of Wheaton
Thomas Nash	- St. James Farm - Homeowner's Association
Ray Stefanski	- Fermi Lab
Dagman Fafgren	- Legislative Asst. for Rep. Peter Rosham
Rich Starr	- Illinois Department of Transportation
George J. Schober	- Dames & Moore/MCE
Hosain A. Safarloo	- Dames & Moore/MCE
Rafay A. Mohammed	- Dames & Moore/MCE

COPIES TO : Attendees, Gary Webster, Village of Glenn Ellyn, Nabi Fakroddin, Kane County Division of Transportation

**ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 5 - IL RTE 56
MEETING MINUTES
(continued)**

The purpose of this meeting was to present the second Advisory Panel Workshop for the Illinois Route 56 SRA Corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation, and a general overall view of the SRA project was given by George Schober of Dames & Moore/MCE. Hosain Safarloo of Dames & Moore/MCE followed with a review of the SRA Corridor. The following is a summary of comments:

Mr. Safarloo gave the corridor presentation by sections. He said that the limits of the corridor have change since the Advisory Panel-I meeting. The Illinois 56 corridor now begins at Kirk Road and has been extended to include Cermak Road up to Cicero Avenue.

Mr. Safarloo said that for simplicity, the corridor reports have been divided into two volumes. Volume I deals with IL 56 from Kirk Road to Cermak Road, and Volume II deals with Cermak Road/22nd Street from IL 56 to Cicero Avenue. Mr. Safarloo said that in Volume I, again, the corridor has been divided into sections for simplicity.

Section I - Kirk Road to Illinois Route 56

This section is characterized by two 11-foot lanes with adjacent 8-foot aggregate shoulders. The traffic projections generated for this section shows that a 4-lane cross-section will provide the desired level of service. The recommended cross-section is four 12-foot lanes, with a 30-foot barrier median and 10-foot bituminous concrete shoulder. Additional R.O.W. is not required to accommodate this cross-section.

- * Mayor Lund asked if any consideration was given to the E.J. & E Railroad crossing. She said that consideration for two rail lines should be given, and if in the future, a commuter station is considered, then the access to the station should be through Briggs Avenue. She also said to include in the narrative for a need for more storm water controls at the crossing. Mr. Safarloo said that a signal has been proposed at Briggs Avenue, which would facilitate the traffic if a commuter station is considered at this location. Mr. Safarloo said that storm water controls would be done during the Phase I study.

- * Mr. Loepper asked if considerations for U-turns have been given. Mr. Starr answered this by saying that the traffic will be managed by traffic signals efficiently, so there is no need for U-turns along the corridor.

**ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 5 - IL RTE 56
MEETING MINUTES
(continued)**

- * Mayor Lund asked about access consolidation at Briggs Avenue. Mr. Safarloo said that we are proposing access consolidation and proposing a frontage road through the access roads.
- * Mayor Lund asked if there would be financial assistance for construction of frontage roads. Mr. Starr said that it would be considered during Phase-II of the project but her request would be included in the report.
- * Mr. Stefanski said that access roads to Fermi Lab should be marked out on the proposed exhibits.

Section II - Illinois Route 59 to Naperville Road

This section is characterized by two 12-foot lanes with adjacent 8-foot aggregate shoulders on either side. The proposed cross-section will consist of two 12-foot lanes in either direction with a 30-foot barrier median and 10-foot concrete shoulders. No additional R.O.W. is required to accommodate this section.

- * Mayor Lund said she appreciates the proposed signal at Twin Pines Drive and the provision of left turn lanes from IL 56. She also said that access consolidation should be considered at this location. Mr. Safarloo said that we are proposing access consolidation and it is shown in the report.
- * Mayor Lund said that the interchange at the Cantera Development is open, and she asked if our future volume projections include the Cantera Development. Mr. Mohammed said that the projections include the Cantera Development and any other major developments that would have impacts on the corridor.
- * Mr. Nash, from the Home Owners Association, said that there are significant residential areas along IL 56 and Hoy Road. He said that the association is interested in noise control issues, and if it is being mentioned in the report for a possibility of a noise barrier along IL 56.
- * Mr. Starr/Mr. Safarloo said that noise calculations would be done during the Phase I study for this corridor, and if the calculations warrant a noise barrier, it will be considered.
- * Mayor Lund said that the triangular area between Hoy Road and IL 56 is residential and three homes have been approved there.

ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 5 - IL RTE 56
MEETING MINUTES
(continued)

- * Mr. Stefanski asked at what phases Fermi Lab could ask for funds. Mr. Starr answered that in the next five years, nothing is planned for IL 56.
- * Mr. Redman said that the City of Wheaton is considering a residential area west of Arrowhead Drive. He said that the City is looking for an access point east of the Herrick Lake Forest Preserve. Mr. Starr said that the City of Wheaton should send in a written request to IDOT stating the same.
- * Mr. Mentzer, from the City of Warrenville, said that Warrenville Fire Station may be vacating the land. Mr. Starr asked Mr. Safarloo to check into it before finalizing the report.

Section III - Naperville Road to I-355

This section is characterized by four 12-foot lanes separated by a mountable median that varies from 16-feet to 22-feet with adjacent 10-foot bituminous concrete shoulders. The recommended cross-section will consist of three 12-foot lanes in either direction with a 30-foot barrier median with adjacent combination curb and gutter.

- * Mr. Redman said to show re-alignment and lane configuration on Leask Road exhibits.
- * Mr. Loepper said that the signal at Access Drive is existing and it needs to be shown as existing on the exhibit. He also said that the signal is too close to Wood Creek Drive.
- * Mr. Redman said that for any development east of East Loop Road, the access would be aligned with Leask Road. He said that on the exhibits, it should be shown as a future access.

Section IV - I-355 to Highland Avenue

The existing cross-section consists of three 12-foot lanes in either direction with curb and gutter. The recommended cross-section will consist of four 12-foot lanes in either direction with a 30-foot barrier median and adjacent combination curb and gutter.

- * Mr. Loper said that the DuPage County plans for the bridge at Highland Avenue should be included in the report.

**ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 5 - IL RTE 56
MEETING MINUTES
(continued)**

Section V - Highland Avenue/31st Street to Yorktown Mall Entrance

This section contains the Illinois Route 56, Highland Avenue, I-88 intersection/interchange. Mr. Safarloo presented the different alternates for Highland Avenue.

Mr. Starr stated that for the Highland Avenue alternates, Dames & Moore/MCE should talk with the Village of Downers Grove, ISTHA and the concerned agencies and decide on which alternate should be shown in the report.

Close

Mr. Starr concluded the meeting and stated that anyone present can give us information or material to include in the final report, and mentioned that the public hearing is scheduled for sometime in May.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

DAMES & MOORE/MCE

Rafay Mohammed
Corridor Leader

RM:tz

DISPOSITION OF COMMENTS

The Public Hearing for the Illinois Route 56 SRA Corridor was held on May 21, 1996 at the College of DuPage, Glenn Ellyn, between 2:00 p.m. and 7:00 p.m. Approximately 26 people attended.

Comments received were generally in favor of the recommended improvements. There were mixed concerns for the intersection improvements recommended at Illinois Route 56 and Naperville Road. One of the major concerns for the residents of Stonehedge and Arrowhead subdivisions were for noise to additional traffic.

The comments taken at the public hearing are included in the Appendix. They will be taken into account as this study progresses into Phase I Study. Also, there would be further opportunities for public involvement as the future studies progress.

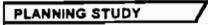


APPENDIX

ILLINOIS ROUTE 56



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



SRA SPOTLIGHT

IL 56/BUTTERFIELD/HIGHLAND AVENUE PROJECT NEWS

Individual Community Interviews (ICI'S)



The ICI Process and Purpose

Strategic Regional Arterial (SRA) Subset 4 was the first subset to use the Individual Community Interview (ICI's) process. Individual interviews were conducted instead of a group panel meeting to:

- * Involve community leaders one on one with the project study team.
- * Identify local concerns at the earliest possible stage of the study.
- * Create open, two way communication between the study team and community leaders.
- * Introduce the project study team.
- * Collect community information.
- * Identify an ongoing local contact person and a person to continue participation in future panel workshops.

ICI's were held with officials from counties, municipalities and other agencies. Meetings began with an introduction of the corridor leader, the SRA's location, and an explanation of the SRA study's scope and purpose. Information was then solicited from the official regarding the public and/or local political viewpoints for each corridor. Finally, the officials were requested to continue their involvement in future advisory panel workshops.

Cont'd on Page 2



IL 56/Butterfield Road/Highland Avenue is designated as an SRA route for 15 miles from Kirk Road to Interstate 88. Input received from the Individual Community Interviews (ICI's) conducted to date has provided helpful information in developing the preliminary concept for the corridor. The ICI's have helped the study team to better understand local perspectives on land use, traffic, and community concerns. ICI's were conducted in the communities of Aurora, Downers Grove, Glen Ellyn, Lombard, Warrenville, and Wheaton. Additional ICI's were held with the Kane and DuPage County Highway Departments, Fermi Lab, and Yorktown Mall. Future ICI's will be held with the county forest preserves.

Some of the key issues brought forward during the ICI's are discussed in the paragraphs to follow. Additional discussions will occur at panel workshops and all issues will be addressed in the SRA Report.

The current project limits of the IL 56/Butterfield Road/Highland Avenue SRA corridor are Kirk/Farnsworth Road at the western limit and Highland Avenue at the eastern. After conducting the ICI's, several agencies suggested that the study's western limit be extended to IL 47. This is because a lot of growth in the area is expected to be west of the Fox River and IL 47 is seen as a key linkage.

Cont'd on Page 2

SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

The SRA System and Project Team

The SRA system is a 1,340 mile network of existing roads in Cook, Du Page, Kane, Lake, McHenry and Will Counties and a portion of Kendall County which is being studied in subsets of 200-250 miles. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan that addresses urban congestion in Northeastern Illinois with the goal of improving regional mobility. The SRA study incorporates intermodal transportation issues, land planning/use issues and environmental concerns into the study process. The SRA system was developed as part of the region's 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) Policy Committee in 1989.

IL 56/Butterfield Road/Highland Avenue is one of fourteen corridors being studied in the fourth subset of the SRA system. Dames & Moore/MCE, Metro Transportation Group, and Hsiung and Associates form the consulting engineering team that will study the route with Dames & Moore/MCE as the lead consultant. Our team will evaluate input from CATS, IDOT and communities to produce a long-range concept plan of improvements as a part of an interactive process to address the future needs of this corridor.

The ICI Process and Purpose (cont'd)

The ICI's emphasized that the purpose of the SRA study was for long term future planning along the corridor. Also highlighted was that final recommendations would be corridor-specific, based on future needs and existing conditions along the corridor, not just on a standard SRA design guidelines. The interviews were conducted to listen to concerns, gather information, and involved an open and frank sharing of local viewpoints by the officials interviewed.

What We Heard From You (cont'd)

The safety of bicyclists and pedestrians is another central concern expressed by several communities along the corridor. Concern stems from the popularity of the Prairie Path, Morton Arboretum, and several forest preserves along the corridor where bicycling and hiking are popular. In addition, Glenbard South High School, located on Butterfield Road, has many pedestrians.

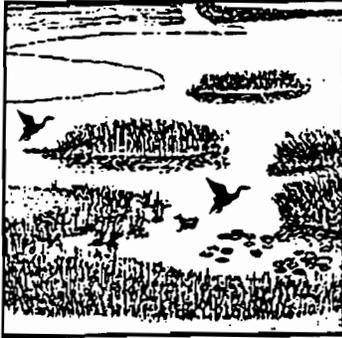
Future traffic generators were also discussed during the ICI's. Yorktown Mall has plans to expand its retail space and expects a 40% increase in traffic. Another generator will be the Cantera development planned for Winfield Road near the proposed interchange with Interstate 88.

Local issues and concerns brought forward in the community interview process will be addressed in the study of the IL 56/Highland Avenue SRA corridor. By identifying these issues at the initial stages of the study, the communities, IDOT, CATS, and the project study team can more effectively work together in planning for the future needs of the corridor. A corridor issues summary report is being prepared and will be mailed to each ICI participant

Next Steps

- 
- * Corridor issues summary report mailed to ICI participants.
 - * Develop preliminary corridor recommendations.
 - * Panel workshops.
 - * More newsletters.

Environmental Issues - An Introduction



The SRA study is a dynamic project initiated by the Illinois Department of Transportation to examine the future transportation needs of the Northeastern Illinois area. An important concern of this project is the environmental issues which confront highway planning.

As part of the planning process, the SRA project study team will identify key environmental concerns of federal, state, and local significance. The key is to identify these environmental concerns early in the planning process. Early identification allows more time for solutions. Environmental issues which are a concern for transportation projects include nearly the entire spectrum of environmental topics. The SRA project study team reviews each of these topics to determine what effect a roadway project will have on them.

Planners must never lose sight of the fact that environmental concerns equate to people's concerns. It is easy to look at a map and locate a wetland, floodplain, or historic site. The SRA project goes one step further and that is public involvement. It is the people in the community who are most affected both positively and negatively, by a roadway project. People in the communities may have a different perception of environmental impacts than the planners and engineers who review maps. That is why the public involvement process is as key element in dealing with environmental issues. In this way, no environmental concern should be overlooked, and it is the people most affected who can ensure that the environment matters.

After all the data has been collected and the public input is summarized, a more detailed analysis of these environmental concerns will take place as individual corridors proceed to more advanced design stages.

Upcoming issues of the SRA newsletter will spotlight critical environmental issues that are encountered during the planning process. In future issues we will deal with the increasingly important subject of wetlands and the regulations that protect them.



SRA SPOTLIGHT

Under Contract With:



Illinois Department
of Transportation

Prepared By:

 **DAMES & MOORE / MCE**

In Coordination With:



Chicago Area
Transportation Study

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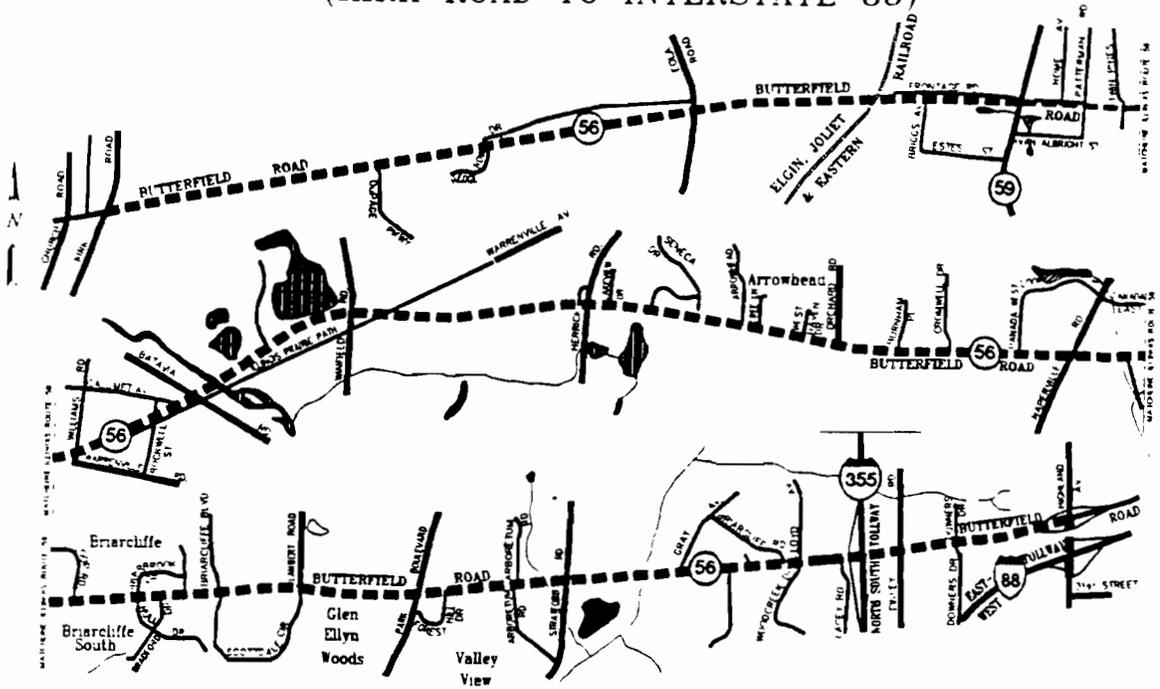
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Advisory Panel Membership:

Aurora
Downers Grove
Glen Ellyn
Lombard
Warrenville
Wheaton
DuPage County
Kane County

SRA

IL 56/BUTTERFIELD ROAD/HIGHLAND AVENUE (KIRK ROAD TO INTERSTATE 88)



Illinois Department
of Transportation



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA

SRA SPOTLIGHT

IL 56/BUTTERFIELD/HIGHLAND AVENUE PROJECT NEWS

Corridor Description

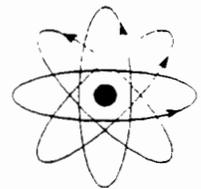
The IL 56/Butterfield Road/Highland Avenue SRA corridor map is shown on page four. The corridor extends from Kirk/Farnsworth Road to Highland Avenue to I-88 (the East-West Tollway). The surrounding land uses range from low density rural to high density commercial. Some of the features bordering the corridor include Fermilab, the Prairie Path, and five DuPage County Forest Preserves.

From Kirk/Farnsworth Road to approximately 1/2 mile west of Naperville Road the corridor is a two lane road with gravel shoulders. The surroundings consist of forest preserves, low density residential sections, and Fermilab. This segment, like the majority of the corridor, is within a very wide right-of-way, approximately 200 feet.

A four lane roadway with left turn lanes describes the section of the corridor starting approximately 1/2 mile west of Naperville Road extending to I-355 (the North-South Tollway). The land use is primarily residential with a substantial amount of DuPage County Forest Preserve property. In addition, there is a major commercial development, Danada Square, to the north of Butterfield Road on either side of Naperville Road.

The segment from I-355 to the east end of the project, I-88, is characterized by high density commercial development on both sides of the road. The existing roadway cross section is six to eight lanes with left, and in some cases, right turn lanes. Located between the major north-south and east-west interstates in the western suburbs and near Yorktown Mall, this segment experiences significantly more traffic than the rest of the corridor.

Since the land uses adjacent to the Butterfield Road corridor will be growing and developing it is important to plan for the corridor's future. Through careful study of the surrounding area and a sensitivity to its recreational and residential character, future growth in traffic can be accommodated without significant impacts to the area. Our study team wishes to thank the communities and agencies for their input in beginning to meet the future needs of this corridor.



SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.

Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control.

Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species. Also,



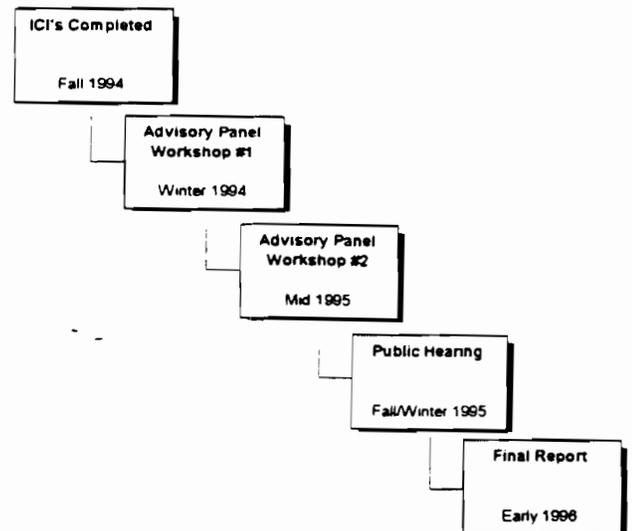
about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

Source: Wetlands, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

Upcoming Schedule



Next Steps



- * Corridor issues summary report mailed to ICI participants.
- * Develop preliminary corridor recommendations.
- * Panel workshops.
- * More newsletters.



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CHICAGO
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SRA

SRA SPOTLIGHT

ILLINOIS ROUTE 56 PROJECT NEWS

Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are

distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICI's.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.



The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the corridor was gathered at the ICI's. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the

corridor.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban,

(See TRAFFIC page 2)

SRA

SPOTLIGHT ON

ILLINOIS ROUTE 56

TRAFFIC

(Continued from page 1)

suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the

number of through lanes and turn lanes. In addition, capacity analysis

SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses
- Level of Service

will also indicate sections of roadway, limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

Traffic patterns for the Butterfield Road corridor are basically proportional to land use densities. At the west end of the corridor, where a major bordering land use is Fermilab, traffic densities are relatively low. The east end of the corridor tends to have higher traffic densities due to the major regional commercial center and the access to the East-West and North-South Tollways. Future traffic patterns are expected to remain the same, with some minor variations due to growth and development.

Underground Storage Tanks

Picture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account

for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

(Continued on page 3)

(Continued from page 2)

In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

- 1) **Notification to the state of the existence of a tank by its owner.**
- 2) **Compliance with detection prevention, and correction of release standards.**
- 3) **Compliance with tank performance standards.**
- 4) **Compliance with financial responsibility standards.**

Planning future road improvements and corridor studies will always deal with the problems of UST's and LUST's. What must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed

before these regulations were enacted that will have to be dealt with.



Reference: Journal of Environmental Permitting, Executive Enterprises Publications Co., Inc., New York, New York 10010-6904, Winter 91/92



SRA SPOTLIGHT

Under Contract With:



**Illinois Department
of Transportation**

In Coordination With:



**Chicago Area
Transportation Study**

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Glen Ellyn

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Warrenville

Wheaton

DuPage County

Kane County

SRA

SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
<u>PLANNING</u>	<u>PRELIMINARY DESIGN</u>	<u>FINAL DESIGN</u>	<u>CONSTRUCTION</u>	<u>POST CONSTRUCTION</u>
1) Data Collection 2) Test Alternatives 3) Local Coordination 4) Environmental Screening 5) Recommend Improvements 6) Public Hearing	1) Preparation of Preliminary Plans 2) Public Involvement 3) Environmental Studies/ Mitigation 4) Public Hearing	1) Preparation of Contract Plans 2) Community Coordination 3) Environmental Mitigation	1) Implementation 2) Community Coordination	1) Environmental Monitoring 2) Land Development/ Access



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SRA SPOTLIGHT

ILLINOIS ROUTE 56 PROJECT NEWS

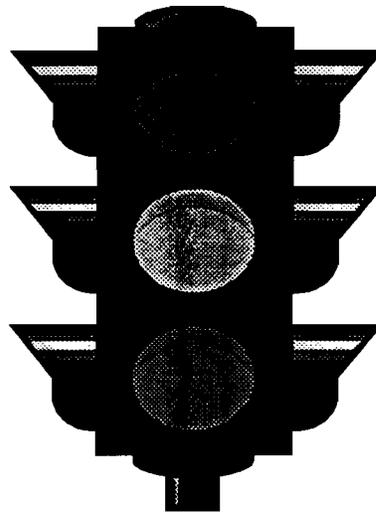
SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area,

specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation GreenLight as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.

SPOTLIGHT ON ILLINOIS ROUTE 56

Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by careful control of the location, type and design of driveways and public

intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompatibility of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

Access management is an important aspect of the IL 56 SRA corridor. The corridor is suburban and land use varies along the corridor. The west end of the corridor is characterized by open land use. The Fermi National Accelerator Laboratory is located

(Continued from page 2)

from Kane County to the EJ & E Railroad. Most of the corridor is residential with the exception of the east end which is primarily commercial. There are several forest preserves and golf courses throughout the corridor. The need to provide access exists at the Farnsworth International Business Park and Danada Square. In Warrenville. Ordinance 804 addresses access considerations in adopting a corridor Development Plan for IL 56 and IL 59. Access needs to remain restricted in the commercial zone from Interstate 355 to Highland Avenue near Yorktown Mall.

Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual

(Continued on page 4)



SRA SPOTLIGHT

Under Contract With:



Illinois Department
of Transportation

In Coordination With:



Chicago Area
Transportation Study

Prepared By:



DAMES & MOORE / MCE

CATS Council of Mayors Planning Liaison:

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DuPage Mayors & Managers Conference
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Advisory Panel Membership:

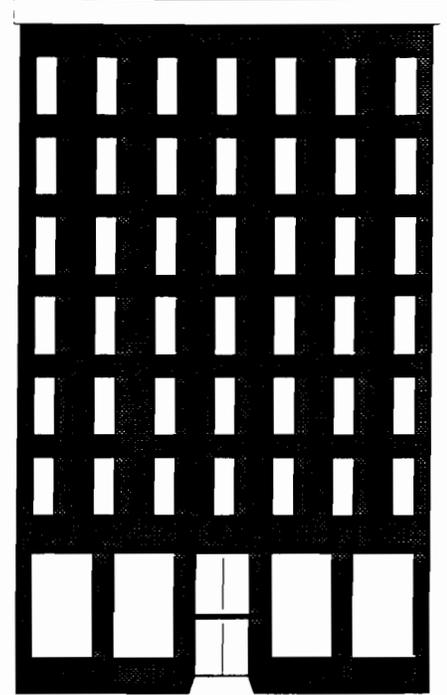
Aurora	Warrenville
Downers Grove	Wheaton
Glen Ellyn	DuPage County
Lombard	Kane County

SRA

(Continued from page 3)

studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is greater for the routes which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



**Illinois Department
of Transportation**



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA

PUBLIC HEARING REGISTER

Project: IL 56 (Butterfield Road) from Kirk Road to 22nd Street

Location: College of DuPage

Date: 5/21/96

Time: 2-7 PM

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

	Name	Address	Representing
P	1 Susan/Sam Cerniglia	2072 Gladstone Dr Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other
L	2 SANDY PASZCZAK	25 W 731 White Birch Whtn Zip 60187	Self <input checked="" type="checkbox"/> Other
E	3		Self <input type="checkbox"/> Other
R	4 Dr. J. H. Udelhofen	26 W 044 Cree Ln Wheaton Zip 60187	Self <input type="checkbox"/> Arrowhead Other Homeowner Ass.
S	5 Mary Kay Mathison	2088 Gladstone Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other
E	6 Tom Wukitch	2080 GLADSTONE Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other Stonehedge Homeowner
P	7 Joe Grace	2084 Gladstone Whtn Zip 60187	Self <input checked="" type="checkbox"/> Other
R	8 RAY KRISTOFFEL	5503 BELMONT RD DOWNERS GROVE Zip 60515	Self <input checked="" type="checkbox"/> Other
A	9 Gail Hauss	2063 Somerset Ln Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other Husband
I	10 JOHN SUGRUE	25707 Cree Ln Wheaton IL Zip 60187	Self <input type="checkbox"/> Other
N	11 DALE DURFEY	1200 OAK BROOK RD OAK BROOK Zip 60521	Self <input type="checkbox"/> Other OAK BROOK
T	12 JOHN EISELE	801 BURLINGTON DOWNERS GROVE Zip 60515	Self <input type="checkbox"/> Other DOWNERS GROVE

PUBLIC HEARING REGISTER

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PLEASE PRINT

	Name	Address	Representing
P	1 LARRY QUAS	27 W. 708 GREENVIEW WARRENVILLE Zip 60555	Self <input checked="" type="checkbox"/> Other
L	2 RONALD MENTZER	3525B MANNING AVE WARRENVILLE Zip 60555	Self _____ Other <input checked="" type="checkbox"/> City of WARRENVILLE
E	3 JOE UHER	17W 453 South Lane DR. Zip 60181	Self _____ Other Villa Park
R	4 JERRY MANGAN	2068 GLAOSTONE DRIVE WHEATON Zip 60187	Self <input checked="" type="checkbox"/> Other
S	5 ROG MCMEN	3003 BUTTERFIELD OAK BLVD Zip 60521	Self _____ Other
E	6 PHIL LORENZINI	2037 MIDDLETON DR WHEATON Zip 60187	Self _____ Other STONHEDGE HOMEOWNERS
	7 Carolyn Price	1530 College Ln. So Wheaton IL Zip 60187	Self <input checked="" type="checkbox"/> Other neighborhood
P	8 CATHY KURYLO	2091 GLADSTONE WHEATON Zip 60187	Self <input checked="" type="checkbox"/> Other
R	9 Angie Pilcher	1388 College Ln So Wheaton IL Zip 60187	Self <input checked="" type="checkbox"/> Other neighborhood
I	10 Hazel Glenn	1486 College Ln. So Wheaton IL Zip 60187	Self _____ Other neighborhood
N	11 Paul and Jeffery	26 W 045 CREEK LN WHEATON Zip 60187	Self <input checked="" type="checkbox"/> Other SPOUSE
T	12 Bob Daszyn	21 W 701 White Birch Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other

PUBLIC HEARING REGISTER

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PLEASE PRINT

	Name	Address	Representing
P L E A S E P R I N T	1	Marilyn Gebhardt <u>2003 Sherwood</u> Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other husband
	2	John Battis JOHN BATTIS <u>1070 Heatherwood Cr.</u> Wheaton Zip 60187	Self <input checked="" type="checkbox"/> Other
	3	_____ _____ Zip	Self _____ Other
	4	_____ _____ Zip	Self _____ Other
	5	_____ _____ Zip	Self _____ Other
	6	_____ _____ Zip	Self _____ Other
	7	_____ _____ Zip	Self _____ Other
	8	_____ _____ Zip	Self _____ Other
	9	_____ _____ Zip	Self _____ Other
	10	_____ _____ Zip	Self _____ Other
	11	_____ _____ Zip	Self _____ Other
	12	_____ _____ Zip	Self _____ Other

PUBLIC COMMENT

PROJECT: IL 56 (Butterfield Road) from Kirk Road to 22nd Street

DATE: Tuesday, May 21, 1996

Too Close to Homeowner's property!
Let's be more concerned with our environment & not getting home from work 5 minutes earlier.
From Cromwell to Herricks traffic is heavy for 1 hour each morning & approx 1 hr each ~~ea~~ evening. we can live with this! Let's lower the speed limit on Butterfield Rd. & keep this a nice residential & recreation area as well as an area where our children are present. (Wheaton Warrenville South) Do we want a 4 lane highway by the high school? I think not.



Illinois Department of Transportation

NAME: SANDY PASZCZAK

ADDRESS: 25W 731 White Birch Ln Wheaton

PUBLIC COMMENT

PROJECT: IL 56 (Butterfield Road) from Kirk Road to 22nd Street

DATE: Tuesday, May 21, 1996

Please be considerate and in
understanding of 56 expand toward open
space side, if an option, no closer
to homes, i.e. DANADA PRESERVE + ARROWHEAD GOLF
+ HERRICK PRESERVE.
Also be considerate of increased
noise + other environmental concerns
with screens etc to protect
residences.

Finally, my personal bias
is that there is no place of
~~urgency~~ as peak needs are short
time periods during ~~week~~ week day
peak periods.

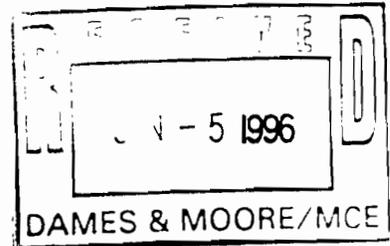


Illinois Department of Transportation

NAME: BOB PASZCZAK

ADDRESS: 25 W 731 WHITE BIRCH LN
WHEATON, IL 60187

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 56)
(BUTTERFIELD ROAD) FROM)
KIRK ROAD TO 22ND STREET)
(CERMAK ROAD) IN DU PAGE)
COUNTY AND KANE COUNTY)



GLEN ELLYN, 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 College of DuPage, Open Campus Center, 22nd Street and Lambert Avenue, Glen Ellyn, Illinois, on Tuesday, the 21st day of May, A. D. 1996, between the hours of 2:00 and 7:00 P. M.

remember having come here. And I hope that they will consider what I have to say.

* * * * *

DR. JOHN H. UDELHOFEN: Dr. John H. Udelhofen, 26 W 044 Cree, C-r-e-e, Lane in Wheaton.

I sent this comment in two weeks ago to the Daily Herald, Tuesday, May 21, 1996. It appeared in its weekly report, featuring answers to questions about traffic problems and road construction.

"Gentlemen, there is a need to widen Butterfield Road from two lanes to four lanes between Cromwell and Herrick/Wiesbrook Roads in Wheaton.

"There is an immediate need for deceleration lanes and left-turn lanes on Butterfield Road at Cree Lane and Arrowhead Drive by the Arrowhead Golf Club. There have been several accidents when the drivers used the travel lane on the right to pass cars making left turns.

"What is the timetable for widening Butterfield? Can modifications be made to add the deceleration and left-turn lanes in the immediate future if the four-lane expansion is not

implemented?"

Answer: "There is no timetable yet but the Illinois Department of Transportation is doing a long-range planning for Butterfield Road now. It will hold a public hearing from 2:00 to 7:00 P. M. today in Room 1208 of the Open Campus Center at the College of DuPage, 22nd at Lambert Road, Glen Ellyn. Les Swieca, IDOT Program Development Section Chief, said agency representatives will be there to discuss and answer questions."

The answer I really need, because I am just -- I was just talking to this other gentleman. He said that they will get it in the plan.

I know the answer to my question, but I am asking again.

* * * * *

JOE GERACE: My name is Joe Gerace. I live at 2084 Gladstone, Wheaton.

I just bought the house yesterday or the day before. I am quite concerned about the fact of the noise and the six-lane approach to Cromwell because homeowners in the entire area of Gladstone

right there are going to be concerned quite a bit with this proposal.

If there is the possibility of the road being swung to the -- I believe that would be to the south -- existing Forest Reserve instead of bringing it as far into the right-of-way that you have, into the proximity of the subdivision, it will be very beneficial to us to have you utilize the land on the Forest Preserve side versus the subdivision side.

The taxes are relatively high as it is. And, I mean, you are paying to live in that area and you are not paying to have someone driving through your back yard.

I would think that some noise abatement definitely would have to be put into there.

There is also an existing retention pond that the City of Wheaton just put in and a sidewalk that was just put in this year by the City of Wheaton. That leads us to shopping areas to the east of us.

So I think the most beneficial situation for the homeowners would be the fact of swinging it down farther to the south and into the existing Forest Preserve lands versus bringing it closer

into the subdivision lands.

And that is basically it. Thank you.

* * * * *

RON MUHITCH: Ron Muhitch. My address is 2080 Gladstone Drive. The subdivision is Stonehedge in Wheaton.

The proposal for the IDOT expansion of Route 56 currently causes a major problem for a substantial residential community in Wheaton, the Stonehedge/Arrowhead combination, by the proximity of the homes adjacent to the Route 56 proposal.

And the major proposal that I am against is the six-lane merge happening west of Naperville Road. I would prefer it to happen east of Naperville Road, where there is a commercial development versus a residential development.

The other consideration I would like to see is that the road be expanded to the south of the existing Butterfield Road due to the fact that that is the county Forest Preserve area; whereas, going north would bring the road closer to the adjacent properties.

My other concern is that Route 56, at that conversion of the six to four lanes, is currently seven to eight feet above the residential area, which is one of my houses; and that will produce a noise abatement issue for the area of Stonehedge, which would be the far east, northeast, section of Stonehedge.

A recent sidewalk and retention pond was developed by the City of Wheaton on the northeast corner of Cromwell and Butterfield Road. Currently children and families are receiving access with that sidewalk to the Danada shopping area. That was recently put in in 1995-96.

And encroachment of a north additional lane on Route 56 would bring major problems of accidents, potential accidents, to people walking on that sidewalk and a safety issue in the community.

And my final comment is that the intersection of Naperville Road and Butterfield Road is a high accident intersection and that the traffic flow should be reduced prior to that intersection, not through the intersection, which would cause more cars and a higher rate of potential safety incidents at the intersection of Naperville Road and

Butterfield Road.

* * * * *

MARY KAY MATHIASSEN: My name is Mary Kay Mathiasen, 2088 Gladstone Drive.

I guess that our major concerns are, Number One, the noise level along that area. We would love to see a fence, a high wooden fence, or whatever you would put up, as opposed to a berm, taking into consideration that the road is seven feet higher than our ground level at that point.

And, also, I note that the noise level on our second floor windows is much greater than on our first floor because of that.

We, too, would like to see it -- see the road either reduced to -- from -- six lanes to four at Naperville Road or wait and do it down like at Orchard Road, but not behind our houses, or anyone else's houses.

At Orchard there is a large area where there are no homes, both east and west of Orchard. At least, they are set far back; and, of course, at Naperville there is the commercial area.

But it is the acceleration and the downshifting of the trucks and cars behind the houses that make the noise so much higher. And that is because everyone waits to the last minute to try and get ahead of the next guy before the lanes narrow and that.

And the other thing would be, if they can possibly do it, as long as there are no houses on the south side of Butterfield Road, any expansion, widening, we would love to see it go south and not closer to our back yards.

That is it. Thank you.

* * * * *

GAIL KAUSS: Gail Kauss. I live at 2063 Somerset Lane, Wheaton.

My comment is the noise factor that I and all my neighbors are very interested in. We know progress will, you know, go forward. But we are concerned with the noise factor, since we have bought out here in this area, and it was in the woods, and we would like to protect some of that quietness.

That is all.

* * * * *

JERRY MANGAN: Jerry Mangan. I live at 2068 Gladstone Drive, one word, in Wheaton.

My home is in the Stonehedge Subdivision. It currently backs up to Illinois Route 56. For myself and my family, and I believe many of my neighbors, we have a great concern about anything with regards to the redesign of Route 56 which would increase the noise level of the traffic on that roadway or the volume of traffic on that roadway.

At present there is a fairly substantial noise level as it currently exists. And, based on the plans as I viewed them, it appears that the potential for increase in that is substantial.

We would be very much in favor of anything that would ultimately reduce that noise and prevent -- provide, rather -- a visual obstruction as well to any of the new expanded lanes of traffic.

And, possibly in addition to that, we would ask that consideration be given to moving the expansion of the construction on Route 56 between Naperville Road and Cromwell Drive farther south to acquire additional right-of-way, probably from the

Forest Preserve in that area, because that land is uninhabited, rather than moving it closer to the Stonehedge Subdivision.

Thank you.

* * * * *

PHIL LORENZINI: My name is Phil Lorenzini. My address is 2037 Middelton Drive. It is in Wheaton.

I am President of the Stonehedge Homeowners Association, and I am here to review the proposal for Route 56.

The concerns that I will list on behalf of myself, as well as the residents that live adjoining Route 56, would be -- one, would be speed, as to any changes considered there.

Secondly, going from three lanes to two right before Cromwell Drive, as you head west, will that alleviate the traffic congestion that we currently experience during the early evening hours going from two to one lane in that area?

And, finally, noise level, will that increase and what consideration will be given to

reduce the noise level for the homes adjacent to Route 56?

Those are about it. I think that covers it.

The other thing is some acknowledgement as to the timing of the project and the public's ability to comment. That is it, I am done.

* * * * *

MARILYN GEBHARDT: My name is Marilyn Gebhardt, 2003 Sherwood Place, Wheaton.

I am just basically here to say that I would like Butterfield Road widened from, I believe it is, West Loop all the way to Route 59 to four lanes.

It is a bottleneck. It is dangerous; especially, at Cromwell. And sometimes traffic doesn't even move; it is backed up for a mile to a mile and a half.

And you can add that whatever Phil Lorenzini said, if he wants the same thing, put me in with him.

* * * * *

CATHY KURYLO: My name is Cathy, with a "C," Kurylo. 2091 Gladstone Drive in Wheaton.

Well, the input I would add is that any widening of the Route 56 between Cromwell Drive -- well, actually between Orchard and -- particularly, I am interested in the section between Orchard and Naperville Road, that any widening of that road be considered to encroach no further on the north section of that road than it currently exists and any widening, that would happen, be on the south side of that current road, which is currently all farmland.

I am, also, very concerned about the point in the roadway where it will merge from six lanes to four lanes.

At this point in time, it is at a point that is just west of, I believe is called, East Loop Drive. This currently, even at four lanes, is a tremendous problem area with getting a lot of congested, stop-and-go traffic; especially, during the rush hour in the afternoon.

And I would like some consideration made

that that point not occur at where it currently exists and that it be moved to some further point, preferably east of Naperville Road, where it is basically wide-open, commercial property and there are no homes that would be affected.

Of course, I would be very concerned with the sound factor with the increased traffic. I am, also, concerned about increased potential for environmental hazards as a result of increased automotive traffic and exhaust.

And I look forward to giving additional input as the process comes more to life. That is it.

* * * * *

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

