

Strategic Regional Arterial

ILLINOIS ROUTE 19
York Road to
Cumberland Avenue



OPERATION GREENLIGHT
Illinois Department of Transportation

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Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 19 which extends between York Road and Cumberland Avenue. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access

decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 19 passes, can the ultimate improvement plan be realized.

The west end of this corridor would be significantly affected by the construction of the proposed O'Hare Bypass. The Bypass is envisioned to be a tollway facility that will ring the west side of O'Hare Airport, connecting I-90 near Elmhurst Road with I-294 near Grand Avenue. However, at the present time, no preferred alignment or proposed interchange locations have been chosen for the Bypass. As a result, improvements recommended within that segment of the IL Route 19 corridor will need to be coordinated with and modified based on proposed Bypass geometry.

The IL Route 19 SRA corridor was divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: IL Route 19 - York Road to Hamilton Street

- Widen IL Route 19 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median. Provide 5-foot sidewalk with a 5-foot parkway along both sides of IL Route 19.
- Acquire 9 feet of additional right-of-way along north side of IL Route 19.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

Segment 2: IL Route 19 - Hamilton Street to Union Pacific Railroad

- Widen IL Route 19 to provide three 12-foot travel lanes in each direction separated by a 30-foot barrier median. Provide a 5-foot sidewalk along both sides.
- Acquire up to 59 feet of additional right-of-way along the north side of IL Route 19 to provide a minimum of 142 feet of right-of-way.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 3: IL Route 19 - Union Pacific Railroad to I-294 Interchange

- Widen IL Route 19 to provide three 12-foot travel lanes in each direction separated by a 26-foot barrier median from the Union Pacific Railroad overpass to just west of U.S. Route 12/45. From that point to the I-294 interchange, provide three 12-foot lanes in each direction separated by a 30-foot barrier median to accommodate the existing dual left turn lanes at U.S. Route 12/45.
- Acquire up to 23 feet of additional right-of-way along the north side of IL Route 19 between the Union Pacific Railroad and O'Hare Cargo Area Road/Taft Avenue.
- Provide shoulders along the outside edges with an open-ditch drainage system from the Union Pacific Railroad to just west of U.S. Route 12/45. Begin curb and gutter with

- enclosed drainage form that point through the I-294 interchange.
- Consolidate access to designated channelized intersections and restrict any future driveways to right-in/right-out.

Segment 4: IL Route 19 - I-294 Interchange to Des Plaines River Road

- From I-294 to 25th Avenue and from the Soo Line Railroad to Des Plaines River Road, widen IL Route 19 to provide two 11-foot travel lanes in each direction separated by a 10-foot flush center median/bi-directional left turn lane. A 5-foot sidewalk separated from the roadway by a 3-foot parkway will also be provided on each side.
- From 25th Avenue to the Soo Line Railroad, widen IL Route 19 to provide two 10-foot travel lanes in each direction with a 10-foot flush center median. A 6-foot sidewalk will be provided at the back of curb along both sides.
- Acquire 9 feet of additional right-of-way along the south side of IL Route 19 between I-294 and 25th Avenue and between the Soo Line Railroad and Old River Road. From Old River Road to Stalica Park, 9 feet of additional right-of-way will be acquired from the north side.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

Segment 5: IL Route 19 - Des Plaines River Road to Cumberland Avenue

- Widen IL Route 19 to provide two 12-foot travel lanes in each direction separated by a 4-foot flush median except at the Forest Preserve entrances where two 11-foot through lanes in each direction separated by an 11-foot left turn lane will be provided.
- Provide a pedestrian path within Forest Preserve property.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate the two separate entrances into Schiller Park Woods Preserve on the north side of IL Route 19.

I. Introduction

1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's, however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase

in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial (SRA) system is a 1,340-mile network of existing roads in Northeastern Illinois. The system includes 65 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2010 Transportation System Development Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated February, 1994 available from IDOT and CATS.

The IL Route 19 corridor is classified as a suburban SRA route from York Road to the I-294 interchange. From east of the I-294 interchange to Cumberland Avenue it is classified as an urban SRA route. Tables 1.1 and 1.2 respectively indicate the desirable route characteristics for a Suburban and an Urban SRA facility. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, IL Route 19 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. IL Route 19 is included in the fifth subset of SRA routes.

The IL Route 19 SRA study is considered a “pre-Phase I” study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The IL Route 19 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization, and intersection improvements.
- Define future right-of-way requirements.
- Enhance access to the regional transit system.
- Develop an access management plan to improve through-traffic flow and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study can be used by local and State agencies to help guide implementation of improvements on or along IL Route 19. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for

**Table 1.1
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' - 48', raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' paved width
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not Recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'- 3" Existing Structures: 14'- 6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off street loading

Table 1.2
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials

Right-of-Way Width	107' - 110' *
Level of Service (Peak Hour)/Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction: 12' width desirable 11' width minimum
Bicycle Accommodation	13' outside lane desirable
Median Width	14' desirable, 11' minimum
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking **
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in / Right-out preferred
Transit	Bus / HOV lanes in peak hours ***; Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14' - 6"
Loading	Loading zone with peak hour restrictions or alley loading

* 83' - 86' where bus/HOV lanes are not provided

** where criterion and conditions of Section 4.3 are met

*** where criteria and conditions of Section 4.4 are met

SRA routes is encouraged. Only with the support of the communities through which IL Route 19 passes can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

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

Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost or Ultimate (post 2010).

Environmental Issues/Screening - The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

Cost Estimates/Identification of Right-Of-Way Needs - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

Local Involvement and Coordination - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county on the route.

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

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays,

structures, setbacks, pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2010 Transportation System Development (TSD) Plan which was used to define other planned and proposed transit improvements throughout the corridor.

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

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

Environmental Considerations - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits or endangered species habitat, since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

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

is necessary to provide a consistent level of service throughout the route.

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

Cost Estimates - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements, recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

1.7 Organization of the Report

The SRA corridor report for Illinois Route 19 is divided into four sections:

- I. **Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. **Route Overview** - Presents a general description of the existing route characteristics and type of recommended improvements for the overall route.
- III. **Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
 - Segment 1: York Road to Hamilton Street
 - Segment 2: Hamilton Street to Union Pacific Railroad
 - Segment 3: Union Pacific Railroad to I-294 Interchange
 - Segment 4: I-294 Interchange to Des Plaines River Road
 - Segment 5: Des Plaines River Road to Cumberland Avenue

For each route segment the following analyses are presented:

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

on the corresponding aerial base maps.

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

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

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2010) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

- IV. Public Involvement** - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings and other efforts to promote local involvement in the study process.

II. Route Overview

2.1 The IL Route 19 Study Area

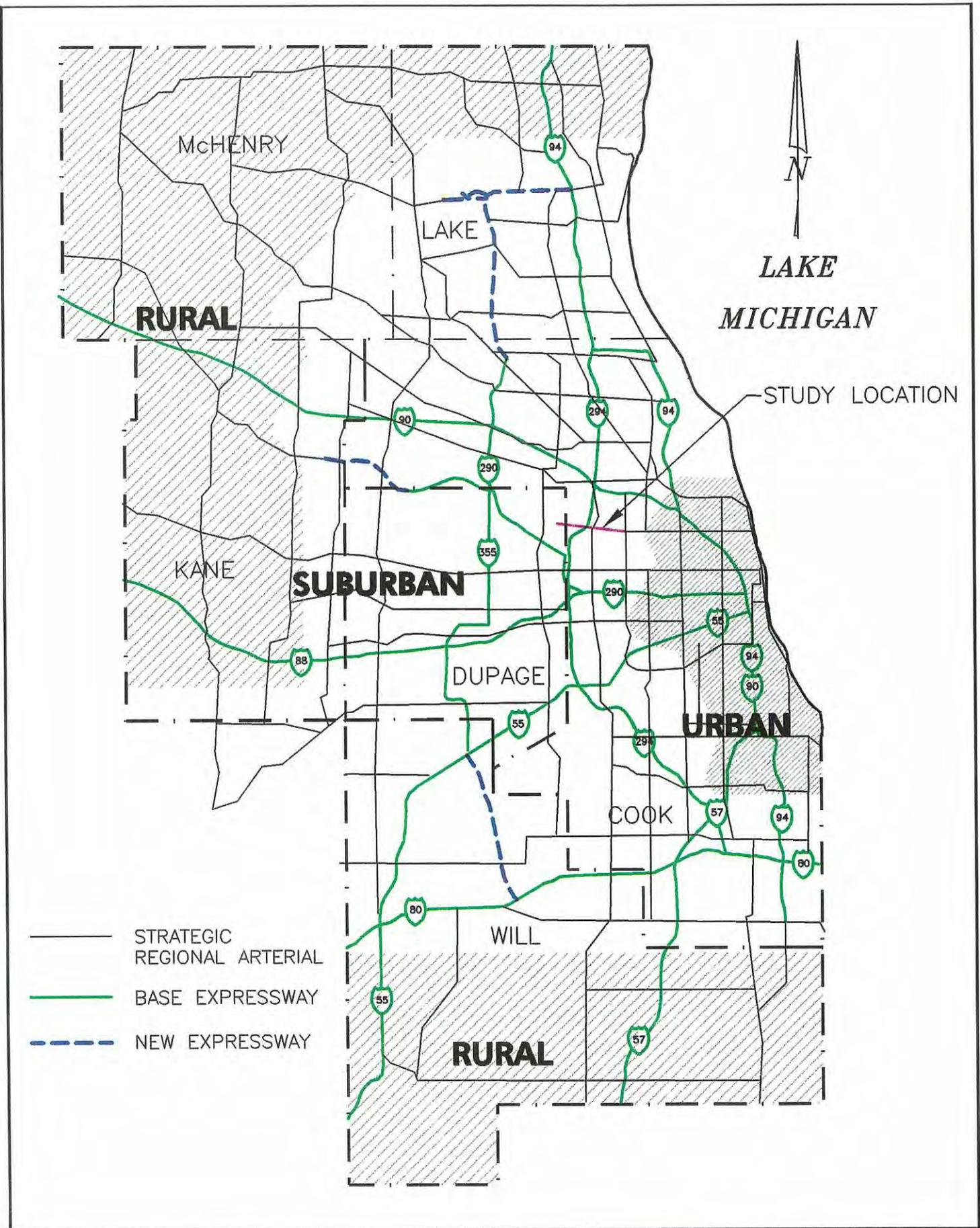
The SRA corridor extends along IL Route 19 (Irving Park Road) from York Road in Bensenville to Cumberland Avenue in Schiller Park. The corridor passes through the communities of Bensenville, City of Chicago, Franklin Park and Schiller Park for a total route length of 5.6 miles. A location map is shown on Figure 2.1.

2.2 Land Use/Development Characteristics

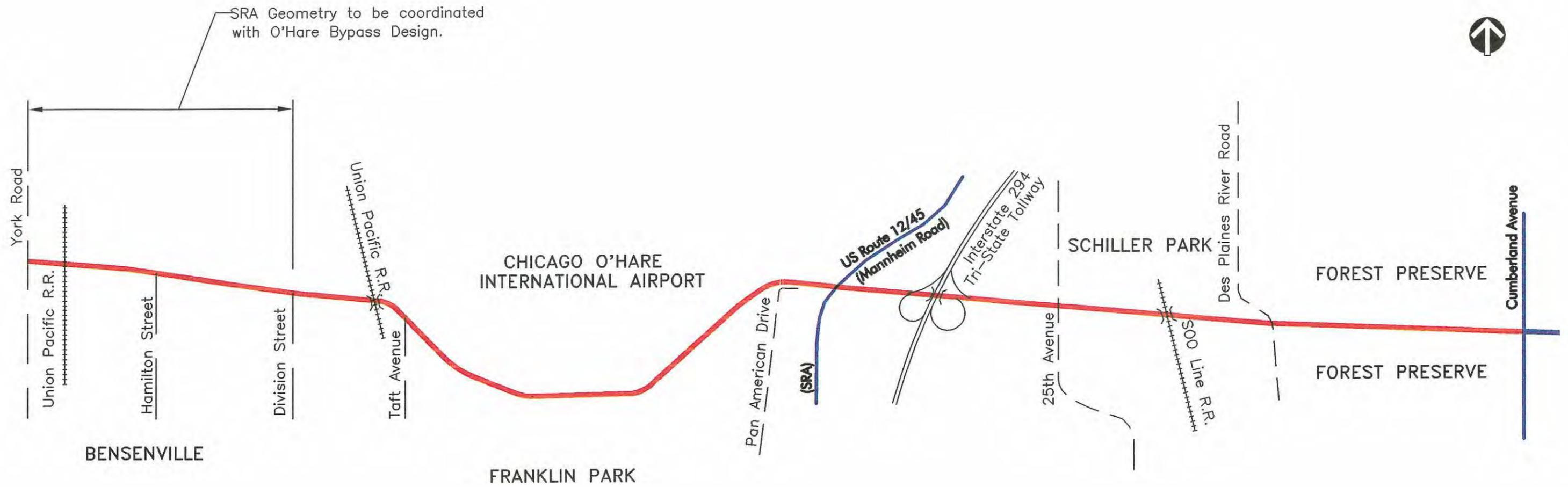
The IL Route 19 SRA corridor includes a wide range of land use types. The west end of the route in the Village of Bensenville is primarily commercial and industrial with some single and multi-family residential. From the east limit of Bensenville to U.S. Route 12/45, Chicago O'Hare International Airport is located along the north side whereas the south side consists of existing office and industrial uses. From I-294 to 25th Avenue the land use is primarily residential. Eden Cemetery is also located along the south side of IL Route 19 in this segment. Between 25th Avenue and Des Plaines River Road, the land use is again primarily commercial. The Schiller Woods, Seymour Simon and Che-Che-Pin-Qua Woods Forest Preserves are located between Des Plaines River Road and Cumberland Avenue.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing or adjacent SRA routes is shown on Figure 2.2. IL Route 19 intersects two other designated SRA route, U.S. Route 12/45 (Mannheim Road) and First Avenue/Cumberland Avenue. In addition, an SRA study was completed for IL Route 19 extending eastward from Cumberland Avenue. IL Route 19 also crosses Interstate 294 (Tri-State Tollway) where a partial-cloverleaf interchange exists (providing access to and from the north).



**IL ROUTE 19 LOCATION MAP
FIGURE 2.1**



LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

Proposed regional roadway improvements include extension of the Elgin-O'Hare Expressway eastward from its present terminus at I-290 and possibly the construction of the O'Hare Bypass around the west side of O'Hare Airport. The Elgin-O'Hare Expressway would be a limited access facility with possible interchanges at Arlington Heights Road/Prospect Avenue, Wood Dale Road and IL Route 83. It presently is planned to end at the O'Hare Bypass with a full access interchange. The O'Hare Bypass, which would connect I-294 (Tri-State Tollway) south of O'Hare Airport with I-90 (Northwest Tollway) near Elmhurst Road, will cross IL Route 19 within the western segment of the SRA corridor. The Bypass would be a limited access tollway with full interchanges at I-294, I-90 and possible full or partial interchanges with Touhy Avenue and/or IL Route 19. Construction of this facility, combined with the proposed interchange spacing, may significantly alter traffic patterns along the IL Route 19 corridor. It should also be noted that at the present time, any studies of the O'Hare Bypass have been put on hold.

IL Route 19 intersects one rail line, the Union Pacific, at grade and crosses under two other rail lines, the Union Pacific and the Soo Line.

2.4 Roadway/Right-of-Way Characteristics

The existing roadway and right-of-way widths vary along the length of the IL Route 19 corridor. From York Road to the Union Pacific Railroad overpass, IL Route 19 consists of two through lanes in each direction with no center median and left turn channelization only at signalized intersections. There is an enclosed drainage system between York Road and Hamilton Street and open-ditch drainage east of Hamilton Street. The existing right-of-way is essentially 73 to 80 feet wide throughout this section except at the railroad overpass where it widens to 215 feet wide.

From the Union Pacific Railroad overpass to U.S. Route 12/45, IL Route 19 consists of two through lanes in each direction with a 30-foot wide grassed center median and open-ditch drainage. The right-of-way in this section varies from 162 to 273 feet wide.

From east of I-294 to Cumberland Avenue, there are two through lanes in each direction with no center median. Left turn lanes are provided at 25th Avenue, Des Plaines River Road and Cumberland Avenue. The drainage system is enclosed between I-294 and Des Plaines River Road and open-ditch from Des Plaines River Road to Cumberland Avenue. The existing right-of-way through this entire section is 66 feet wide except at the major intersections where it widens to 100 feet.

2.5 Transit

Existing mass transit facilities in the IL Route 19 corridor consist of fixed route bus service only. Transit "Level of Service" in suburban areas is quantified as follows:

- Level 1 - Peak hour headways <15 minutes.
- Level 2 - Peak hour headways ≥ 15 and <30 minutes.
- Level 3 - Peak hour headways ≥ 30 minutes.

Bus service occurs along Illinois Route 19 between York Road and Cumberland Avenue as part of Pace Routes 332, 326 and 325. Pace Route 332 originates south on York Road, runs east along IL Route 19, then turns north along U.S. Route 12/45. This route provides Level of Service 1 during the peak hours with 12 minute headways. Pace Route 326 originates to the east on IL Route 19 then runs west to 25th Avenue where it continues north. It provides Level of Service 2 during the peak hours with 15 minute headways. Pace Route 325 originates to the south on 25th Avenue, then runs east on IL Route 19 to Des Plaines River Road where it continues to the north. Route 325 provides Level of Service 1 with 9 minute headways during the peak hours.

Three other routes either cross or connect with IL Route 19 within the study area. Pace Route 330 crosses IL Route 19 on U.S. Route 12/45. It provides Level of Service 1 with 8 minute headways during the peak hours. Pace Route 331 crosses IL Route 19 on Cumberland Avenue. It has 7 minute headways during the peak hours and provides Level of Service 1. Finally, CTA Route 80 travels on IL Route 19 east of Cumberland Avenue and uses the bus turn-around located immediately west of Cumberland Avenue on the north side of IL Route 19. This route provides Level of Service 2 and has 20 minute headways during the peak hours.

The nearest commuter rail line service is on the Metra Milwaukee District West Line which crosses IL Route 19 near IL Route 83 west of the study limits. The nearest stations are both to the west in WoodDale and in Bensenville.

Future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating (COP) Plan. Within the IL Route 19 corridor, the COP Plan calls for the following future facilities:

- Transit Center and Park and Ride Facility at Illinois Route 19 and Interstate 294.
- Restricted use bus lane on IL Route 19 in Schiller Park.

The Metra “Extra” Plan which is part of the FAST Plan calls for the following future facility:

- Wisconsin Central planned new commuter service crosses IL Route 19 near 25th Street and will connect to Franklin Park station (possible station location) on the Metra Milwaukee District West Line.

The Elgin-O’Hare extension previously discussed would connect growing employment areas and the airport with growing residential areas to the west. Highway right-of-way is being preserved for potential use as a transit or High Occupancy Vehicle (HOV) facility. Commuter traffic and perhaps Pace routes may extend through the IL Route 19 corridor to link up with proposed rapid transit stations. Finally, the O’Hare Bypass may provide western access to O’Hare Airport.

Specific transit improvement recommendations are detailed for each roadway segment in the following section of this report.

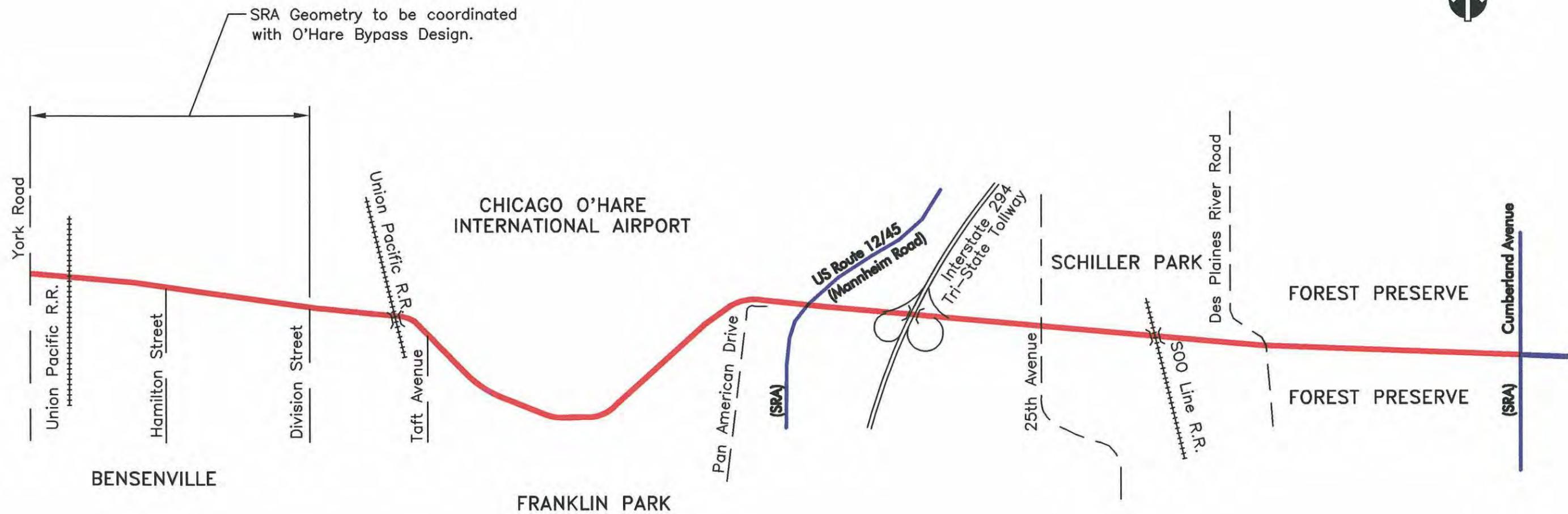
III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the IL Route 19 SRA corridor. The corridor has been divided into five separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand and adjacent land use patterns. The five segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: York Road to Hamilton Street
- Segment 2: Hamilton Street to Union Pacific Railroad
- Segment 3: Union Pacific Railroad to I-294 Interchange
- Segment 4: I-294 Interchange to Des Plaines River Road
- Segment 5: Des Plaines River Road to Cumberland Avenue

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5
EXISTING R.O.W.	73'-80'	83'-215'	162'-273'	66'	66'
PROPOSED R.O.W.	82'	142'-215'	162'-273'	66'-75'	66'
EXISTING LANE CONFIGURATION	2	2	2	2	2
PROPOSED LANE CONFIGURATION	2	3	3	2	2



Segment 1
York Road to Hamilton Street

3.1 Segment 1: York Road to Hamilton Street

3.1.1 Location

Segment 1 extends along IL Route 19 from York Road to Hamilton Street and is approximately 0.4 miles in length (see Figure 3.1). It is located in the Village of Bensenville.

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 and A-2 (see Segment 2 for Exhibit A-2).

Right-of-Way - The existing right-of-way in this segment is 73 to 80 feet in width.

Roadway Characteristics - IL Route 19 from York Avenue to Hamilton Street is 40 feet wide with two 10-foot lanes in each direction and curb and gutter at the edges of pavement.

Traffic Volumes - Based on traffic counts taken in 1993, the average annual daily traffic for this segment is about 40,000 vehicles per day (vpd). CATS projections show an increase to 43,800 vpd by the year 2010.

Accidents - The York Road intersection is considered a high accident location with an accident rate of 2.6 accidents per million vehicle miles (Acc./MVM) versus a critical rate of 1.5 Acc./MVM.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. There are existing sidewalks along both the north and south backs of curb.

Traffic Control/Intersection Configuration - The only signalized intersection in this segment is York Road. The existing lane configuration for this intersection is shown on Exhibit A-1. There is an at-grade crossing of the Union Pacific Railroad immediately east of the intersection.

Transit - This section of IL Route 19 is served by Pace Bus Route 332.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 and B-2 (see Segment 2 for Exhibit B-2).

Lakes/Streams/Wetlands/Floodplains - The IL Route 19 corridor lies within floodplain between Parkside Lane and York Road. A wetland exists approximately 150 feet north of the corridor east of York Road.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - Three leaking underground storage tank (LUST) sites are located along the corridor in Bensenville. One is part of a commercial building south of IL Route 19 at Poppy Lane which is west of the corridor limits. The remaining two are at the northwest and southeast corners of Garden Avenue and IL Route 19.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - There are no designated prime farmlands along this segment according to the Natural Resources Conservation Service (NRCS).

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-1 and B-2 (see Segment 2 for Exhibit B-2).

Type and Intensity of Development - The Union Pacific Railroad crosses IL Route 19 immediately east of York Road. East of the railway, commercial uses occur along the north side of the corridor. Similarly, commercial uses occur south of the corridor between the railroad and Garden Avenue. The commercial uses in Segment 1 are predominantly located on individual lots, each providing direct access to IL Route 19. East of Garden Avenue, single-family residential homes abut the south side of the corridor.

Planned Development - The areas north and south of Segment 1 are completely developed. The Village of Bensenville has not identified any specific plans for redevelopment of property along the corridor.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1 and C-2 (see Segment 2 for Exhibit C-2).

Roadway - Due to the character of existing development in this segment and to minimize right-of-way acquisition, the recommended roadway cross section for this segment includes two 11-foot through lanes in each direction, a continuous 11-foot flush median and B-6.24 curb and gutter. The proposed typical section (Section A-A) is shown on Exhibit C-1. A 5-foot sidewalk separated from the back of curb by a 5-foot parkway is also recommended on both sides of the roadway. Improvements along this segment of IL Route 19 should be coordinated with the O'Hare Bypass facility, should it be constructed.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing lane configuration and traffic signal at York Road. It is also proposed to add left turn lanes at Garden Avenue. No additional traffic signals are proposed within this segment.

Consideration was given to grade-separating the Union Pacific Railroad crossing with IL Route 19. This would require profile grade changes along both IL Route 19 and along York Road, resulting in significant impact to the adjacent properties. The Village of Bensenville supports consideration of a grade separation however, because of the high cost associated with the grade separation, this is considered a post-2010 improvement need.

Access Management - Due to the small size of adjacent commercial and residential parcels and the lack of building setbacks, consolidation of access is not feasible in most areas and restricting access via a barrier median would cause significant hardship on adjacent properties. Therefore, it is recommended that access conflicts be minimized through construction of a continuous flush median that would accommodate bi-directional left turns. To reduce the number of driveways, it is recommended that commercial properties be restricted to a single driveway for each parcel, if feasible. Existing driveway widths should be modified to conform to IDOT Policy on Permits for Access Driveways to State Highways.

Transit - It is recommended that a bus stop be constructed for northbound York Road south of IL Route 19. It is also recommended that the southeast corner radius at the York Road/IL Route 19 intersection be increased to accommodate buses. Finally, the traffic signal at York Road should be equipped with a bus preemption system.

3.1.6 Right-of-Way Requirements

The recommended cross section will require acquisition of 9 feet of additional right-of-way along the north side of IL Route 19 which will result in a total right-of-way width of 82 feet. No building acquisition will be required. Temporary grading easements may also be required for construction of sidewalks along the south side.

3.1.7 Environmental Considerations

The recommended cross section includes widening of the right-of-way along the north side of the corridor. The proposed widening would not impact any known environmental resources (see Exhibits B-1 and B-2).

3.1.8 Land Use Considerations

Right-of-way expansion in Segment 1 is constrained by shallow commercial and residential building setbacks (see Exhibits B-1 and B-2). Plans for roadway improvements include acquiring nine feet of additional right-of-way along the north side of the corridor. Acquisition impacts would include

minimal displacement of commercial business parking and the potential displacement of business identification signs and mature trees. Grade separation of the Union Pacific Railway is not being considered as part of the SRA improvements due to the adverse impacts it would have on adjacent land uses.

The flush median proposed would provide full access to businesses with frontage along the corridor. However, consideration should be given to consolidating points of access for those properties that have multiple curb cuts onto the SRA.

In addition, the Village of Bensenville recently completed streetscape improvements along IL Route 19. Roadway improvements should be coordinated with these features. Sidewalks with a five foot parkway would provide pedestrian access along both sides of the corridor in Segment 1.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.1. This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement, are recommended for short term (1-5 years) implementation. Within Segment 1, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.1.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. The grade-separation of IL Route 19 at the Union Pacific Railroad is such an improvement. It should be noted, however, that should the O'Hare Bypass be constructed, traffic patterns along IL Route 19 will change and so may improvement needs.

3.1.12 Crossing SRA Routes

There are no crossing SRA routes for this segment.

Table 3.1.1
Construction Cost Estimate
Segment 1 - York Road to Hamilton Street

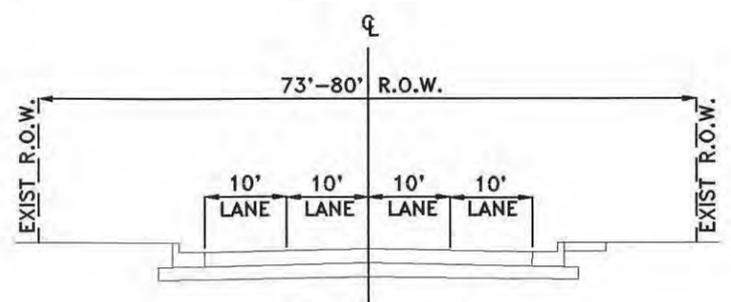
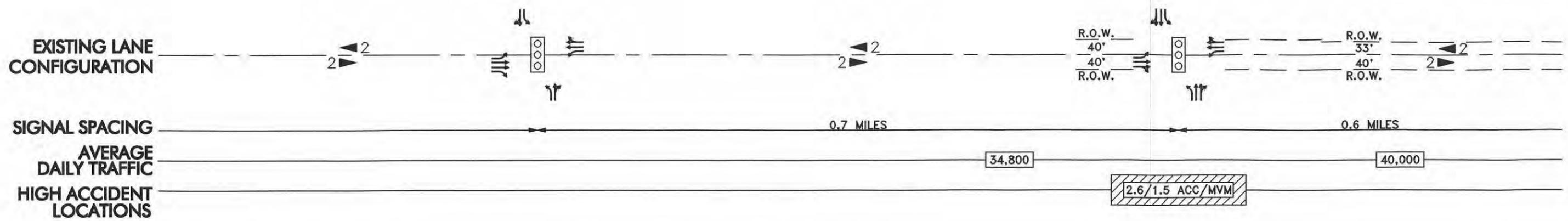
Recommended Improvements	Estimated Cost
Roadway	\$245,000
Intersection Improvements	\$0
Right-of-Way Acquisition	\$154,000
Total - Recommended Improvements	\$399,000

Note: This construction cost estimate is based on 1991 unit prices.

Segment 1
York Road to Hamilton Street

EXISTING FACILITY CHARACTERISTICS

Exhibit A-1



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



IL ROUTE 19
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-1

**Segment 1
York Road to Hamilton Street**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- ADID WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

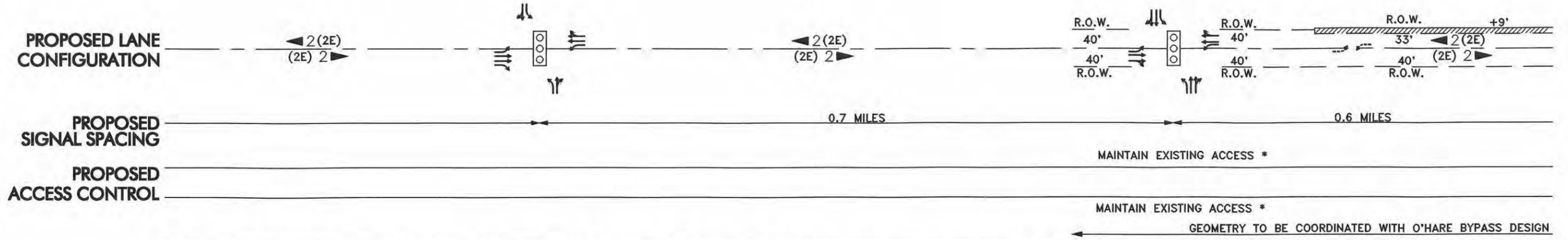
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

**Segment 1
York Road to Hamilton Street**

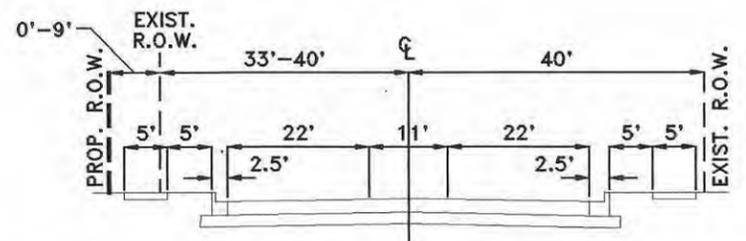
RECOMMENDED PLAN

Exhibit C-1



SEGMENT 1

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS



LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

Segment 2
Hamilton Street to Union Pacific Railroad

3.2 Segment 2: Hamilton Street to Union Pacific Railroad

3.2.1 Location

Segment 2 extends along IL Route 19 from Hamilton Street to the Union Pacific Railroad overpass (see Figure 3.1). The segment is approximately 0.9 miles in length and is located in Bensenville on the south side and unincorporated Cook and DuPage Counties on the north side.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-2.

Right-of-Way - The right-of-way in this segment is generally 83 feet in width but widens to 215 feet at the railroad overpass.

Roadway Characteristics - The existing pavement width in this segment is 44 feet with two 11-foot through lanes in each direction and 12-foot gravel shoulders. It should be noted that Division Street is being relocated 500-600 feet east of its present location in conjunction with the O’Hare Cargo Center development. The existing Division Street intersection will be restricted to right-in/right-out movements at IL Route 19.

Traffic Volumes - Based on traffic counts taken in 1993, the average annual daily traffic for this segment is about 40,000 vpd.

Accidents - There are no high accident locations within this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - There is one signalized intersection in this segment at O’Leary Drive. Existing lane configurations for this intersection are shown on Exhibit A-2.

Structures - There is one existing structure in this segment as indicated in Table 3.2.1.

**Table 3.2.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0949	Union Pacific RR	IL 19	-	130' 2-span	42' - EB 50' - WB	14'-6" - EB 14'-7" - WB

Transit - This segment is served by Pace Bus Route 332.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit B-2.

Lakes/Streams/Wetlands/Floodplains - There are two large wetlands located south of the corridor, between Division Street and the Union Pacific Railway. One of these wetlands is adjacent to the roadway.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are no known hazardous waste or LUST sites within Segment 2.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - The Natural Resource Conservation Service has identified most of the area north of the corridor as being prime farmland. A smaller area south of the roadway, between O'Leary Drive and Division Street, was also identified as being prime farmland. Much of the prime farmland within this segment is on property owned by the City of Chicago Department of Streets and Sanitation, Bureau of Forestry.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibit B-2.

Type and Intensity of Development - The City of Chicago Department of Streets and Sanitation, Bureau of Forestry, has a facility and land holdings north of IL Route 19 east of Hamilton Street. The remaining areas north of the corridor are vacant. A concentration of multi-family residential buildings exists south of the corridor east of Hamilton Street. East of the residential is a concentration of industrial buildings. The O'Hare Cargo Center is currently being constructed east of Division Street. A small pocket of land exists between the cargo center and the industrial properties south of the corridor. This land is the City of Chicago Tree Farm.

Planned Development - The Village of Bensenville has planned the vacant property north of the corridor for future transportation, communication and utility uses. The Village has also planned the land occupied by the City of Chicago Tree Farm for future regional open space. However, no specific projects have been identified.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibit C-2.

Roadway - It is anticipated that the O’Hare Bypass will cross IL Route 19 in Segment 2, possibly with a full-access interchange. Thus, SRA improvements within this segment must be coordinated with the planning for the Bypass facility. The recommended roadway cross section includes three 12-foot through lanes in each direction, a continuous 30-foot barrier median and B-6.24 curb and gutter. Sidewalks would also be provided on both sides of IL Route 19. The proposed typical section (Section B-B) for this area is shown on Exhibit C-2. Left turn lanes will be provided at the major cross streets. Under the Union Pacific Railroad overpass, the median width will be reduced. In order to avoid reconstruction of the overpass, the eastbound land widths should also be reduced.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signal at O’Leary Drive. The relocated Division Street intersection is identified as a potential future traffic signal location. A future signal should be installed only at the recommended location and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRA’s are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Proposed lane configurations for this location are shown on Exhibit C-2. When the traffic signal at Division Street is installed, it should be interconnected with the existing one at O’Leary Drive.

Access Management - The existing full-access intersections with left turns at the two cross streets will be maintained. As any redevelopment of the parcels on the north side occurs, access to the parcels should be consolidated at either O’Leary Drive or Division Street. All other driveway access should be restricted to right-in, right-out.

Structures - The one existing structure in this segment will not require modification. Data regarding this structure is shown in Table 3.2.2.

**Table 3.2.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0949	Union Pacific Railroad	IL 19	42' - EB 50' - WB	No improvements recommended.

Transit - It is recommended that a bus turnout be provided for eastbound IL Route 19 immediately east of Division Street. It is also recommended that all traffic signals be equipped with bus preemption systems.

3.2.6 Right-of-Way Requirements

Additional right-of-way will be required on the north side of IL Route 19 as shown on Exhibit C-2. This will provide a minimum of 142 feet of right-of-way between O'Leary Drive and the Union Pacific Railroad overpass. Corner right-of-way takes may also be required at the two intersections.

3.2.7 Environmental Considerations

The recommended cross section includes widening of the right-of-way north of the corridor by as much as 59 feet. This expansion would encroach into soils identified as prime farmland (see Exhibit B-2). A City of Chicago Department of Streets and Sanitation, Bureau of Forestry facility currently occupies this area. Roadway construction within the existing right-of-way would avoid any impacts to the wetland identified south of IL Route 19 west of the Union Pacific Railroad overpass. However, this wetland should be delineated during the design phase to confirm its exact boundaries and to avoid encroachment.

3.2.8 Land Use Considerations

Plans for roadway improvements in Segment 2 include acquiring up to 59 feet of additional right-of-way along the north side of the corridor. Acquisition impacts would be limited to the Chicago Department of Streets and Sanitation, Bureau of Forestry site and vacant property (see Exhibit B-2). Roadway expansion may disturb some growing areas and internal drives serving the Bureau of Forestry facility. Sidewalks would provide pedestrian access along both sides of the corridor between Hamilton Street and the Union Pacific Railroad.

A barrier median is proposed for the entire length of Segment 2. This would prevent direct left-hand turns into adjacent properties except at the planned signalized intersection at relocated Division Street. If the Bureau of Forestry property or vacant parcels in Segment 2 are developed in the future, access and building/parking setbacks should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.3. This construction cost estimate is based on 1991 unit prices.

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement, are recommended for short term (1-5 years) implementation. Within Segment 2, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

Another short term improvement need may be the signalization of the intersection of Division Street when warrants are met.

3.2.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment. It should be noted, however, that if construction of the O'Hare Bypass occurs, traffic patterns along IL Route 19 will change and so will improvement needs.

3.2.12 Crossing SRA Routes

There are no crossing SRA Routes within this segment.

Table 3.2.3
Construction Cost Estimate
Segment 2 - Hamilton Street to Union Pacific Railroad

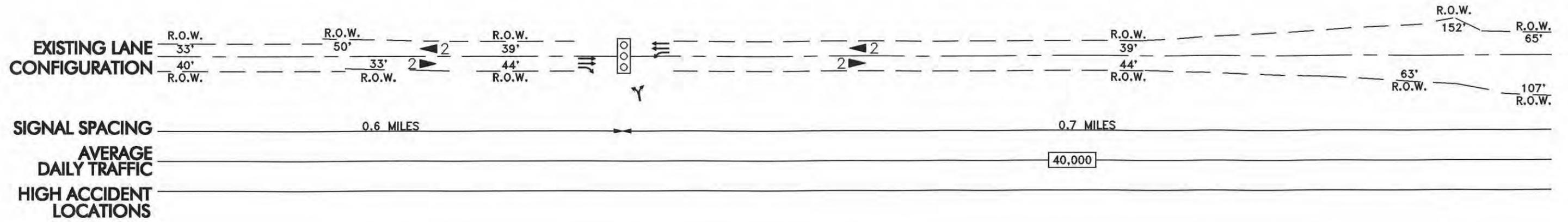
Recommended Improvements	Estimated Cost
Roadway	\$2,030,000
Intersection Improvements	\$100,000
Right-of-Way Acquisition	\$301,000
Total - Recommended Improvements	\$2,176,000

Note: This construction cost estimate is based on 1991 unit prices.

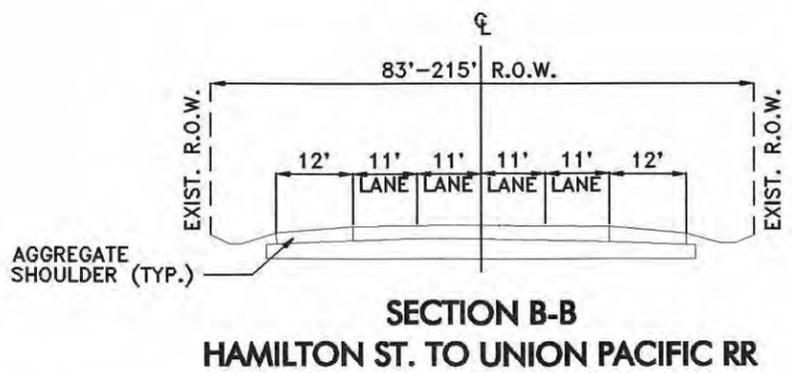
Segment 2
Hamilton Street to Union Pacific Railroad

EXISTING FACILITY CHARACTERISTICS

Exhibit A-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Segment 2
Hamilton Street to Union Pacific Railroad

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

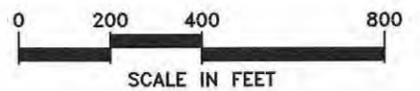
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
O	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.

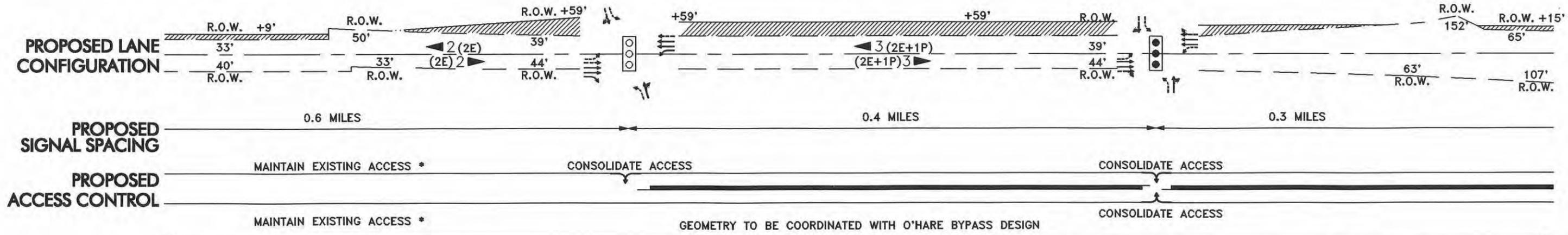


IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-2

Segment 2
Hamilton Street to Union Pacific Railroad

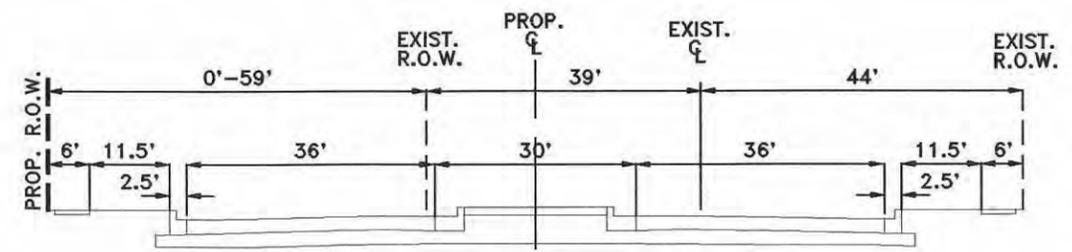
RECOMMENDED PLAN

Exhibit C-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 / SEGMENT 2



SECTION B-B
HAMILTON STREET TO UNION PACIFIC RAILROAD

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

Segment 3
Union Pacific Railroad to I-294 Interchange

3.3 Segment 3: Union Pacific Railroad to I-294 Interchange

3.3.1 Location

Segment 3 extends along IL Route 19 from the Union Pacific Railroad overpass to the I-294 interchange (see Figure 3.1). The segment is approximately 2.4 miles in length and is located adjacent to Chicago O'Hare International Airport, Franklin Park and Schiller Park.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-3, A-4 and A-5.

Right-of-Way - The existing right-of-way in this segment is 162 to 273 feet in width.

Roadway Characteristics - The existing pavement in this segment consists of two 12-foot lanes in each direction with 10-foot aggregate shoulders on both sides. There is a 30-foot grassed median area between the two inside shoulders.

Traffic Volumes - Based on traffic counts taken in 1994, the average annual daily traffic for this segment varies from 40,000 to 42,000 vpd.

Accidents - The only high accident location in this segment is the intersection of IL Route 19 with U.S. Route 12/45 (Mannheim Road). The accident rate at that intersection is 3.3 accidents per million vehicle miles (Acc./MVM) versus a critical rate of 2.8 Acc./MVM. This rate is for the period after construction of the intersection improvement was completed.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - There are two existing signalized intersections in this segment: O'Hare Cargo Area Road/Taft Avenue and U.S. Route 12/45. Existing lane configurations at these intersection are shown on Exhibit A-3 and A-5 respectively.

Structures - There are two existing structures in this segment as indicated in Table 3.3.1.

Transit - This segment of IL Route 19 is served by Pace Bus Route 332. Pace Route 330 also crosses IL Route 19 on U.S. Route 12/45.

**Table 3.3.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-9783	I-294 (SB)	IL 19	70'	84'	86'	14'-5"
016-9782	I-294 (NB)	IL 19	70'	84'	86'	14'-5"

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-3 through B-5.

Lakes/Streams/Wetlands/Floodplains - Much of Segment 3 is located within the floodplain. In addition, there are wetlands on all four quadrants of the IL Route 19 and Taft Avenue/O'Hare Cargo Area Road intersection.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - The building east of Taft Avenue along the south side of IL Route 19 has one identified leaking underground storage tank (LUST).

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - There are no designated prime farmlands along this segment according to the Natural Resources Conservation Service (NRCS).

3.3.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-3 through B-5.

Type and Intensity of Development - The north side of Segment 3 is predominantly the Chicago O'Hare International (O'Hare) Airport. Uses along the corridor that lie within the confines of O'Hare Airport include: the O'Hare U.S. Post Office, runways, a cargo/warehouse center currently under construction on the northwest quadrant of IL Route 19 and U.S. Route 12/45, and vacant land (see Exhibits B-3, B-4 and B-5). The south side of IL Route 19 between the Union Pacific Railway and U.S. Route 12/45 is occupied by industrial/warehouse uses, office buildings, and vacant land. A large hotel complex is at the southwest quadrant of IL Route 19 and Interstate 294.

Planned Development - No specific plans have been identified for the few vacant lots in Segment 3 that exist within the Villages of Franklin Park and Schiller Park.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-3, C-4 and C-5.

Roadway - From the Union Pacific Railroad overpass to just west of U.S. Route 12/45, the recommended cross section consists of three 12-foot through lanes in each direction with a 26-foot wide center barrier median, shoulders along the outside edges of pavement and an open-ditch drainage system. The recommended cross section (Section C-C) is shown on Exhibits C-3 and C-4.

From just west of U.S. Route 12/45 to the I-294 interchange, the recommended cross section consists of three 12-foot through lanes in each direction separated by a 30-foot barrier median. This section also includes B-6.24 curb and gutter and an enclosed drainage system. This cross section (Section D-D) is shown on Exhibit C-4.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at O'Hare Cargo Area Road/Taft Avenue and at U.S. 12/45. Proposed lane configurations for these intersections are shown on Exhibit C-3 and C-5.

In the SRA study for U.S. Route 12/45, provision of a single point interchange at its intersection with IL Route 19 was recommended. This proposed interchange would allow free-flow operation for northbound and southbound U.S. Route 12/45 through movements with all turns and the IL Route 19 through movements made through a signalized intersection below the grade separation structure. An analysis was completed for this SRA study which compared the operation of the existing intersection configuration to the proposed single point interchange with both existing and projected 2010 traffic volumes. This analysis showed that a slight improvement in level of service would be realized through the single point interchange, however, the intersection would still operate at Level of Service "D" in 2010 with the existing configuration. In addition, because the signalized intersection for the interchange ramps would be located under the structure, extreme care would need to be taken with the design of the intersection and the traffic signal to assure proper visibility of the signals and guidance through the intersection. The conclusion of this study is that when these issues are considered in conjunction with the high cost of constructing the single point interchange, the single point interchange is not justified. A copy of the memorandum summarizing these analyses is included in Appendix A.

Access Management - The existing full access-control except at the two signalized intersections will be maintained. Provision of a full-access interchange with I-294 was considered and determined to not be feasible due to the need for extensive right-of-way acquisition and relocations.

Structures - The two existing structures in this segment will not require modification. Data regarding these structure is shown in Table 3.3.2.

**Table 3.3.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-9783	I-294 (SB)	IL 19	86'	No improvements recommended.
016-9782	I-294 (NB)	IL 19	86'	No improvements recommended.

Transit - It is recommended that a bus turnout be provided for eastbound traffic on the near side of the IL Route 19/Pan American Drive intersection. It is also recommended that all traffic signals be equipped with bus preemption systems. Based on the Pace COP plan, it is recommended that a Park and River/Park and Pool facility as well as a transit facility be provided in the vicinity of the I-294 interchange.

3.3.6 Right-of-Way Requirements

Between the Union Pacific Railroad and Taft Avenue, up to 23 feet of additional right-of-way will be required on the north side of the roadway to achieve the required right-of-way width.

3.3.7 Environmental Considerations

Right-of-way expansion and construction within the existing right-of-way would impact floodplain areas from east of Taft Avenue/O'Hare Cargo Area Drive to Pan American Drive. As proposed, roadway expansion within the existing right-of-way near Taft Avenue/O'Hare Cargo Area Road would avoid impacts to wetlands (see Exhibit B-3). However, these wetlands should be delineated during the design phase to confirm exact boundaries and avoid encroachment.

3.3.8 Land Use Considerations

Proposed roadway improvements would require the acquisition of a maximum of 23 feet of additional right-of-way north of the corridor between the Union Pacific Railway and Taft Avenue/O'Hare Cargo Area Drive. However, the land along this portion of IL Route 19 lies within O'Hare Airport and is undeveloped (see Exhibit B-3). Therefore, there would be no acquisition impacts associated with the roadway improvements. Roadway improvements east of Taft Avenue would occur within the existing right-of-way, so there would be no acquisition impacts.

Barrier curb medians are proposed throughout Segment 3. Although this median would limit direct left-hand turns to the planned full movement intersections, there are currently no land uses with direct access on the SRA. Access to vacant parcels along the corridor that are developed in the

future will be limited to right-in/right-out. Building/parking setbacks to these parcels should also be coordinated with SRA improvements.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.3. This construction cost estimate is based on 1991 unit prices.

3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement, are recommended for short term (1-5 years) implementation. Within Segment 3, there are no short term/low cost improvements recommended.

3.3.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.3.12 Crossing SRA Routes

As was noted under section 3.3.5, a crossing SRA study was completed for U.S. Route 12/45 (Mannheim Road). That study recommended providing a grade separation of U.S. Route 12 from IL Route 19 by construction of a single point interchange. As was previously stated, based on the analyses done for this SRA study, construction of the interchange is not warranted or justified.

Table 3.3.3
Construction Cost Estimate
Segment 3 - Union Pacific Railroad to I-294

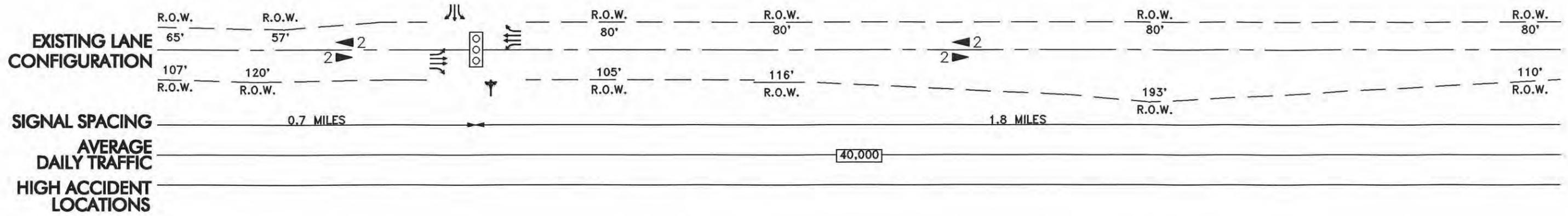
Recommended Improvements	Estimated Cost
Roadway	\$2,160,000
Intersection Improvements	\$0
Right-of-Way Acquisition	\$165,000
Total - Recommended Improvements	\$2,325,000

Note: This construction cost estimate based on 1991 unit prices.

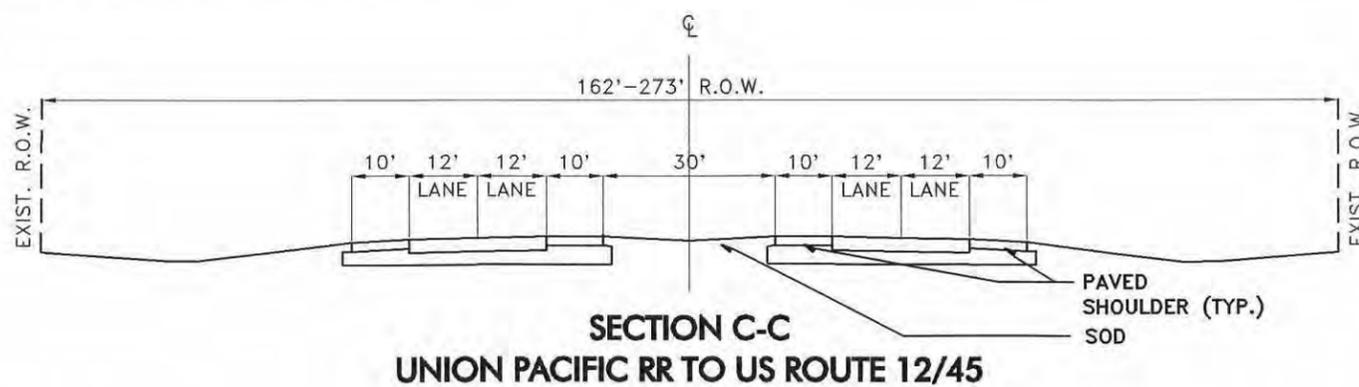
Segment 3
Union Pacific Railroad to I-294 Interchange

EXISTING FACILITY CHARACTERISTICS

Exhibits A-3, A-4 and A-5

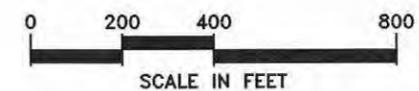


DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND

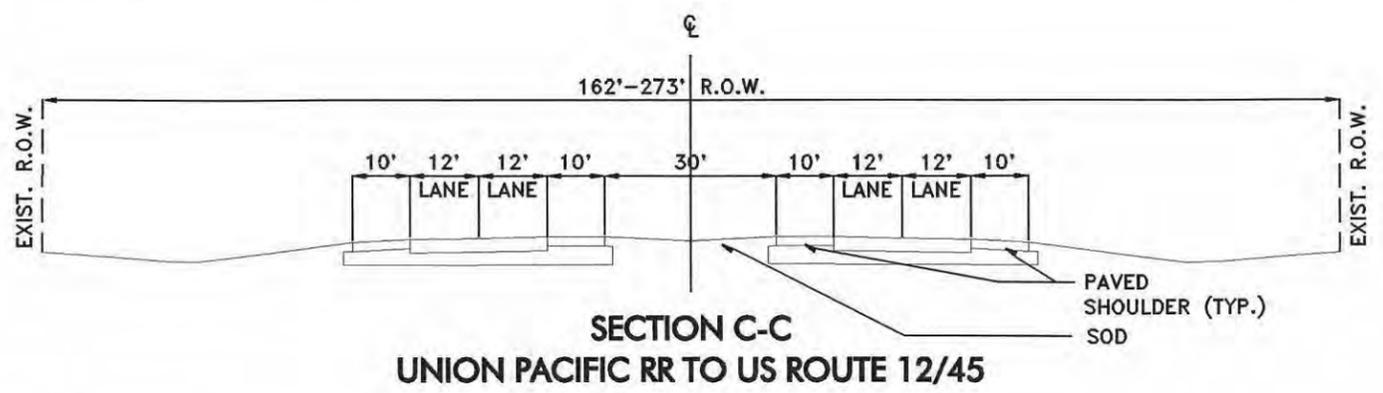
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



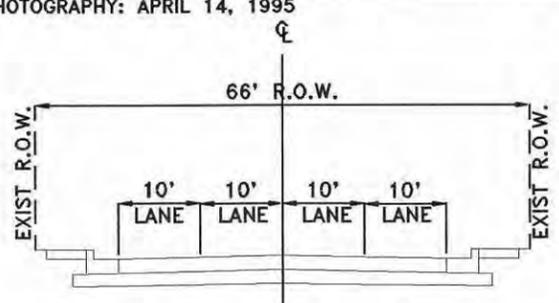
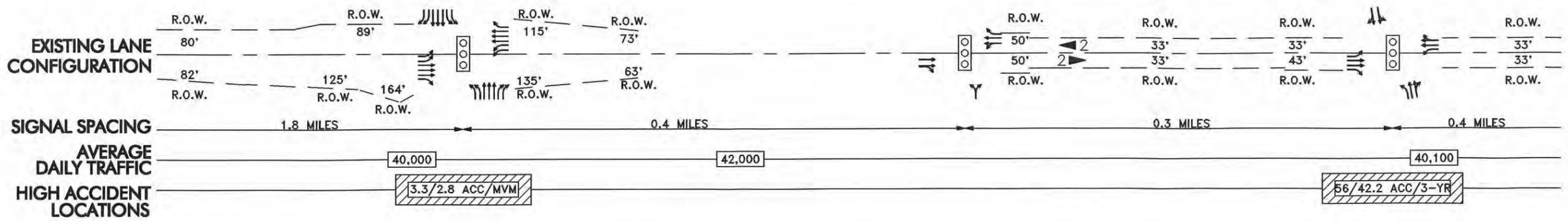
EXISTING LANE CONFIGURATION	R.O.W. 80'	R.O.W. 80'	R.O.W. 80'	R.O.W. 80'	R.O.W. 80'
	110' R.O.W.	110' R.O.W.	100' R.O.W.	82' R.O.W.	125' R.O.W.
SIGNAL SPACING	1.8 MILES				
AVERAGE DAILY TRAFFIC	40,000				
HIGH ACCIDENT LOCATIONS					



DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



**SECTION E-E & F-F
I-294 TO DES PLAINES RIVER RD.**

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

**Segment 3
Union Pacific Railroad to I-294 Interchange**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-3, B-4 and B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

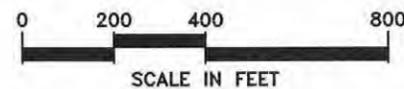
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
(O)	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



STRA Strategic Regional Arterial Planning Study

IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

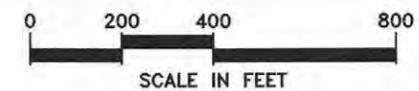
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
(O)	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ACID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS	
	ROG'S TURTLE INN

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

R.O.W. ACQUISITION FROM NORTH SIDE EAST OF OLD RIVER ROAD

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

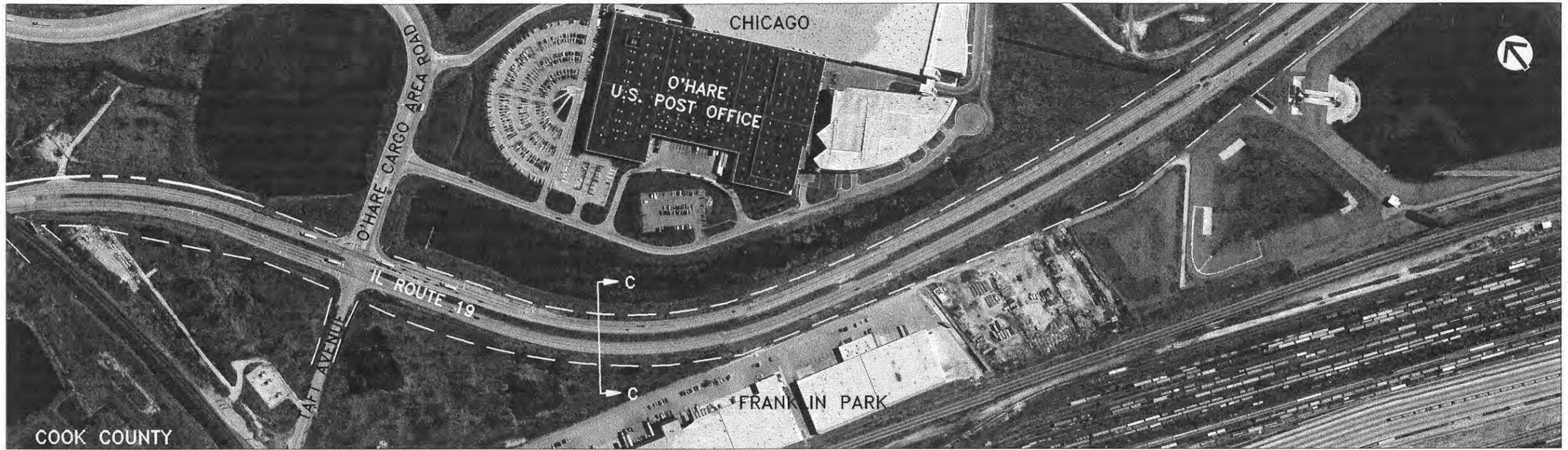
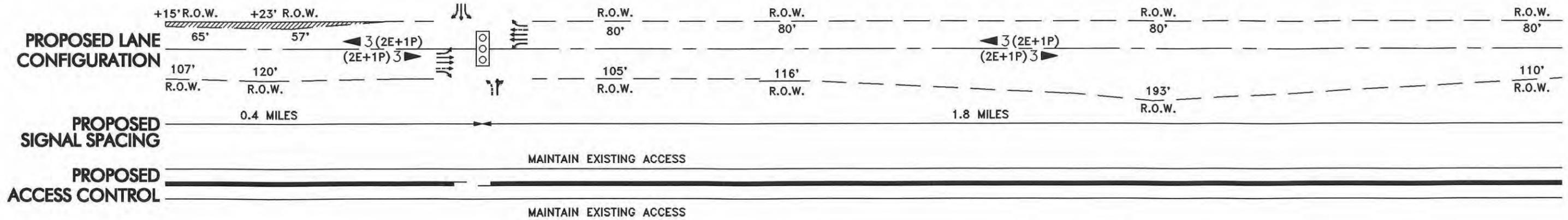


IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-5

Segment 3
Union Pacific Railroad to I-294 Interchange

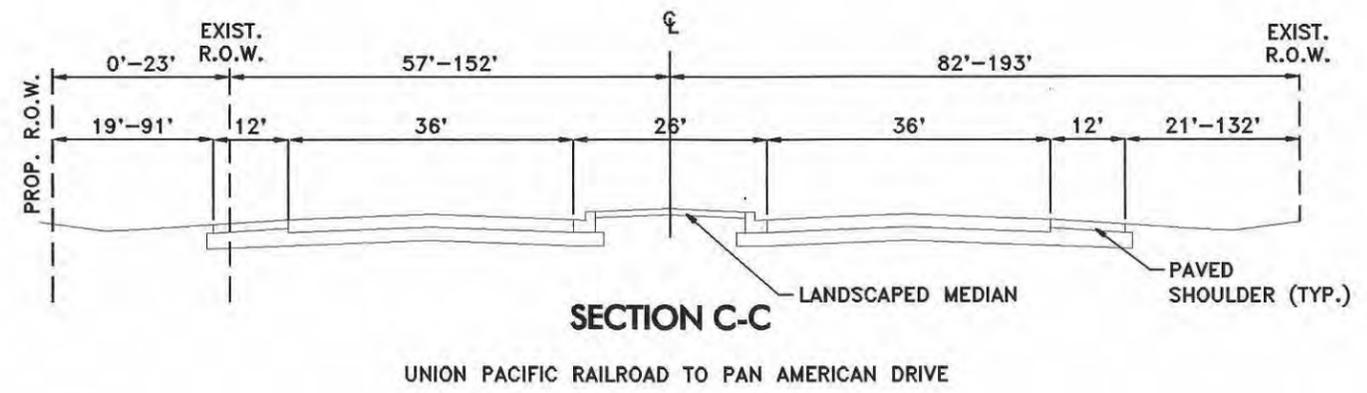
RECOMMENDED PLAN

Exhibits C-3, C-4 and C-5



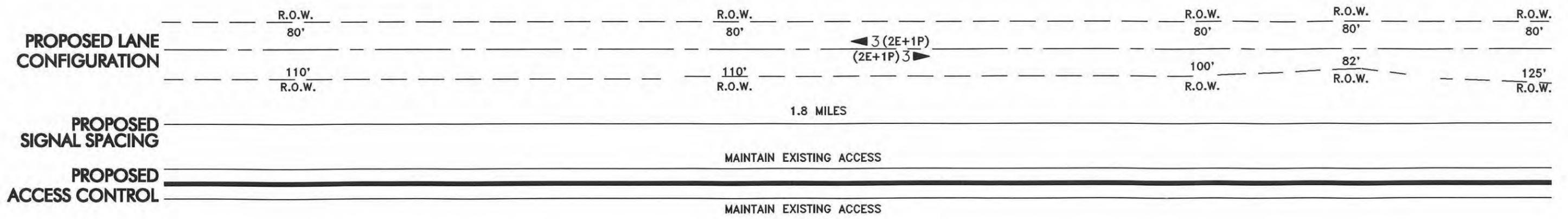
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



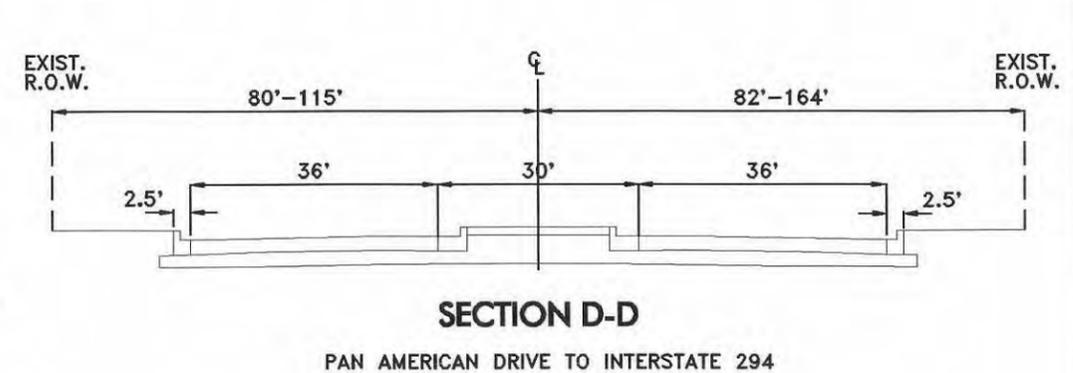
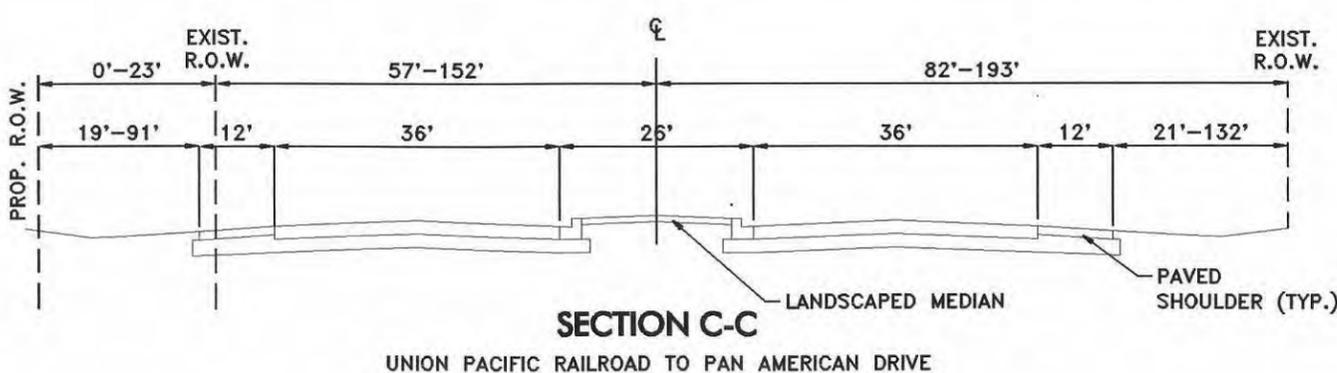
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - - FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



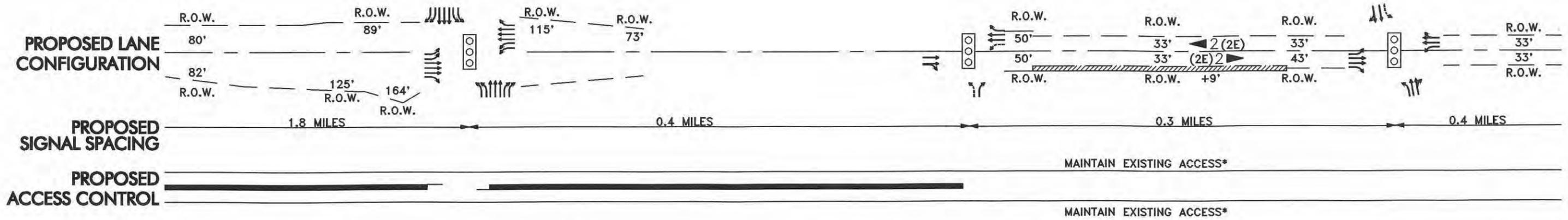
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

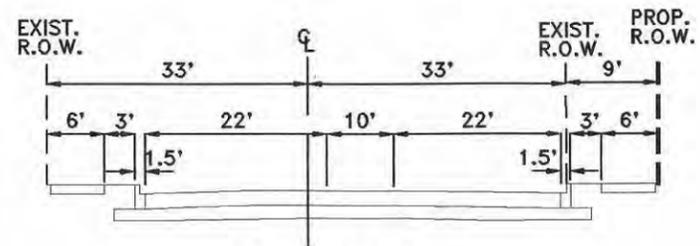


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3 / SEGMENT 4

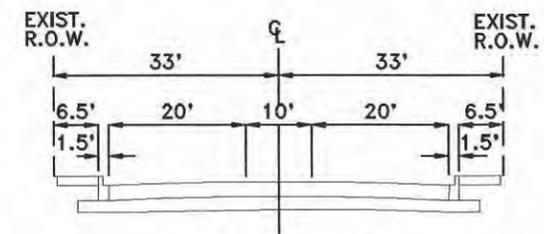
* CONSOLIDATE COMERCIAL DRIVEWAYS WHERE FEASIBLE

FOR SECTION D-D, SEE EXHIBIT C-4



SECTION E-E

INTERSTATE 294 TO 25th AVENUE



SECTION F-F

25th AVENUE TO SOO LINE RAILROAD

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 4
I-294 Interchange to Des Plaines River Road

3.4 Segment 4: I-294 Interchange to Des Plaines River Road

3.4.1 Location

Segment 4 extends along IL Route 19 from the I-294 interchange to Des Plaines River Road and is approximately 1.2 miles in length (see Figure 3.1). This segment is located entirely in the Village of Schiller Park.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-5 and A-6.

Right-of-Way - The existing right-of-way in this segment is 66 feet in width.

Roadway Characteristics - The existing pavement from I-294 to Des Plaines River Road is 40 feet wide with two 10-foot through lanes in each direction. There is existing curb and gutter along both sides and an enclosed drainage system.

Traffic Volumes - The average annual daily traffic (AADT) between I-294 and 25th Avenue is about 41,000 vpd based on a 1990 count and between 25th Avenue and Des Plaines River Road the AADT is 31,000 based on a 1993 count.

Accidents - There are two high accident locations within this segment: the intersection of IL Route 19 with 25th Avenue and with Des Plaines River Road.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. There are existing sidewalks along both sides of the street.

Traffic Control/Intersection Configuration - Within this segment, there are signalized intersections located at Judd Street, 25th Avenue, Wesley Terrace and Des Plaines River Road. An interconnect between these signalized intersections is presently under construction. Existing lane configurations at these locations are shown on Exhibits A-5 and A-6.

Structures - There is one existing structure in this segment as indicated in Table 3.4.1.

**Table 3.4.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0326	Soo Line RR	IL 19	-	81'	43.7'	13'-11"

Transit - Both Pace Bus Route 326 and Route 325 serve IL Route 19 between 25th Avenue and Des Plaines River Road.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 are shown on Exhibits B-5 and B-6.

Lakes/Streams/Wetlands/Floodplains - Segment 4 lies within a floodplain between Interstate 294 and Hirschberg Avenue.

Structures with Historical Significance - According to the Illinois Department of Transportation, there are two structures with documented historical significance within Segment 4. Rog's Turtle Inn is on the northwest corner of IL Route 19 and 25th Avenue. This building is identified as historic by the Schiller Park Historical Society. The Great Escape Restaurant (formerly Summerfield's Restaurant and Bakery) is on the north side of IL Route 19 immediately east of the Soo Line Railway.

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has identified three leaking underground storage tank (LUST) sites within Segment 4. One site is on the southwest corner of IL Route 19 and Atlantic Avenue. A second site is on the south side at Rose Avenue. The third site is on the southwest corner of IL Route 19 and Des Plaines River Road.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - There are no designated prime farmlands along this Segment according to the Natural Resources Conservation Service (NRCS).

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-5 and B-6.

Type and Intensity of Development - Segment 4 consists primarily of single-family homes between Interstate 294 and 25th Avenue. Also along this segment is the Eden Cemetery, which borders the south side of IL Route 19 between Scott Street and 25th Avenue. Schiller Park's downtown area extends along the corridor between 25th Avenue and Des Plaines River Road. The uses fronting the corridor are primarily commercial retail/service in this area. There is also a concentration of multi-family residential near Bobby Lane. Government/institution uses in this area include St. Beatrice Church and School, Schiller Park Recreation Area and the Schiller Park Village Hall and Fire Department. Stalica Park occupies the northwest quadrant of IL Route 19 and Des Plaines River Road. There is also a park currently under construction in the southwest quadrant of the IL Route 19 and Wesley Terrace intersection.

Planned Development - Segment 4 is completely developed. Schiller Park is currently preparing a new comprehensive plan for the community. One alternative planning concept being considered as part of this process is redevelopment of portions of the downtown area adjacent to IL Route 19.

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-5 and C-6.

Roadway - Two different cross sections have been recommended for this segment. From I-294 to 25th Avenue and from the Soo Line Railroad to Des Plaines River Road, the recommended roadway cross section consists of two 11-foot through lanes in each direction with a 10-foot flush center median/bi-directional left turn lane and B-6.12 curb and gutter. A 5-foot sidewalk separated from the roadway by a 3-foot parkway is also recommended (see Section E-E). From 25th Avenue to the Soo Line Railroad, the recommended cross section consists of two 10-foot through lanes in each direction with a 10-foot flush center median, B-6.12 curb and gutter and a 6-foot sidewalk on either side at the back of curb (see Section F-F).

Traffic Control/Intersection Configuration - It is proposed to maintain the four existing traffic signals within this segment and to provide an interconnect between U.S. Route 12/45 and Des Plaines River Road. Left turn lanes are recommended at the two signalized intersections where they do not presently exist (Judd Avenue and Wesley Terrace). In addition, a southbound left turn lane should be added on 25th Avenue. The proposed intersection configurations are shown on Exhibits C-5 and C-6.

No additional traffic signals are proposed within this segment.

Access Management - Due to the small size of adjacent commercial and residential parcels and the lack of building setbacks, consolidation of access is not feasible in most areas and restricting access via a barrier median would cause significant hardship on adjacent properties. Therefore, it is recommended that access conflicts be minimized through construction of a continuous flush median that would accommodate bi-directional left turns. To reduce the number of driveways, it is recommended that commercial properties be restricted to a single driveway for each parcel, if feasible. Existing driveway widths should be modified to conform to IDOT Policy on Permits for Access Driveways to State Highways. It is also recommended to restrict access at Prairie Avenue to right-in, right-out traffic movements due to sight distance restrictions created by the railroad overpass.

Structures - The one existing structure in this segment is not recommended for modification. However, as noted, when it is reconstructed by the Soo Line Railroad, both vertical and horizontal clearances should be improved. Data regarding this structure is shown in Table 3.4.2.

**Table 3.4.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0326	Soo Line RR	IL 19	43.7' (clearance)	Substandard vertical and horizontal clearances recommended for improvement when RR replaces structure.

Transit - The restricted use bus lane recommended in the Pace COP Plan should not be considered due to limited available right-of-way. However, it is recommended that all traffic signals be equipped with bus preemption systems.

3.4.6 Right-of-Way Requirements

Between Judd Avenue and 25th Avenue, a right-of-way width of 75 feet is proposed. This will require acquisition of 9 feet of right-of-way from Eden Cemetery on the south side. No right-of-way acquisition is proposed from 25th Avenue to the Soo Line Railroad structure. From that structure eastward to Des Plaines River Road, a right-of-way width of 75 feet is again proposed with the 9 feet of acquisition coming from the south side except between Old River Road and Stalica Park where it is proposed to be acquired from the north side. No acquisition will be required from Stalica Park. Two buildings located immediately west of Grace Street on the south side will also need to be acquired. These acquisition areas are shown on Exhibits C-5 and C-6.

3.4.7 Environmental Considerations

The proposed nine-foot expansion of the right-of-way east of Scott Street would encroach into a small floodplain area (see Exhibit B-5). Roadway improvements would not affect the two historic sites or LUST sites within Segment 4.

3.4.8 Land Use Considerations

Right-of-way expansion in Segment 4 is constrained by shallow residential and commercial building setbacks, shallow parking setbacks and the Eden Cemetery. Roadway improvements between Interstate 294 and 25th Avenue would require nine feet of additional right-of-way along Eden Cemetery. This acquisition would not disturb any gravesites. Proposed roadway improvements east of the Soo Line Railroad would also require acquisition of an additional nine feet of right-of-way from portions of the north and south sides of the SRA. Two buildings on the southwest corner of IL Route 19 and Grace Street would be displaced. These buildings are occupied by commercial and multi-family uses. Right-of-way needs would also potentially displace commercial business parking and identification signage along the corridor in addition to mature trees (see Exhibit B-6).

A continuous flush median is proposed in Segment 4. This would maintain the unlimited left-turn access to business properties along the corridor. Consideration should be given to consolidating points of access for those commercial properties that have multiple curb cuts onto the SRA. The Prairie Avenue access onto IL Route 19 is proposed to be limited to right-in/right-out. Prairie Avenue is one-way southbound south of the commercial frontage along the corridor. This access restriction would affect an office and commercial use on the east and west sides of Prairie Avenue. This restriction would likely increase this commercial traffic on residential streets parallel to and south of Prairie Avenue.

Schiller Park recently implemented streetscape improvements along IL Route 19 and the Village is planning to construct additional lighting and walkway features. SRA improvements should be coordinated with these streetscape improvements. Six-foot sidewalks with three-foot parkways would provide pedestrian access along both side of the corridor in Segment 4. Pedestrian and bicycle access improvements should be provided across the SRA at signalized intersections and at Bobby Lane to provide access to Stalica Park.

The Village of Schiller Park is considering adopting plans for redevelopment of the downtown area as part of preparing a new comprehensive plan for the community. If redevelopment occurs, access and building/parking setbacks should be coordinated with SRA improvements.

3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 3.4.3. This construction cost estimate is based on 1991 unit prices.

3.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 4, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.4.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.4.12 Crossing SRA Routes

There are no crossing SRA Routes within this segment.

Table 3.4.3
Construction Cost Estimate
Segment 4 - I-294 to Des Plaines River Road

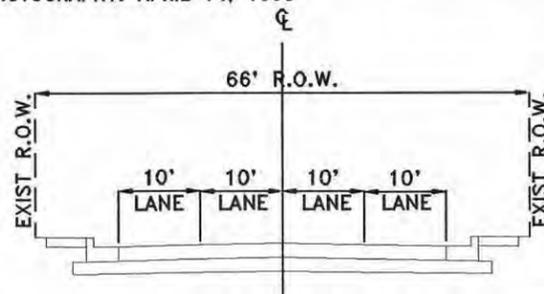
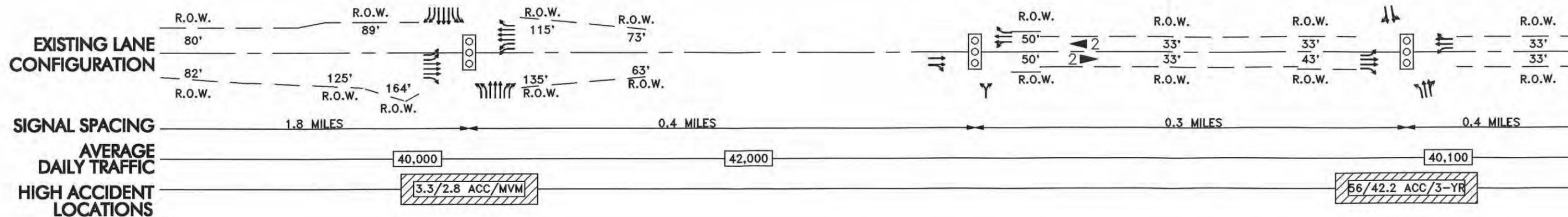
Recommended Improvements	Estimated Cost
Roadway	\$627,000
Intersection Improvements	\$0
Right-of-Way Acquisition	\$286,000
Total - Recommended Improvements	\$913,000

Note: This construction cost estimate based on 1991 unit prices.

Segment 4
I-294 Interchange to Des Plaines River Road

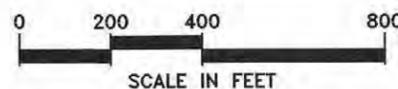
EXISTING FACILITY CHARACTERISTICS

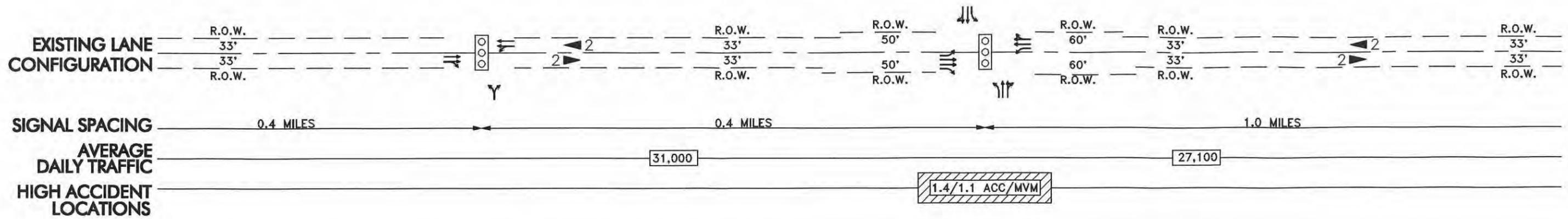
Exhibits A-5 and A-6



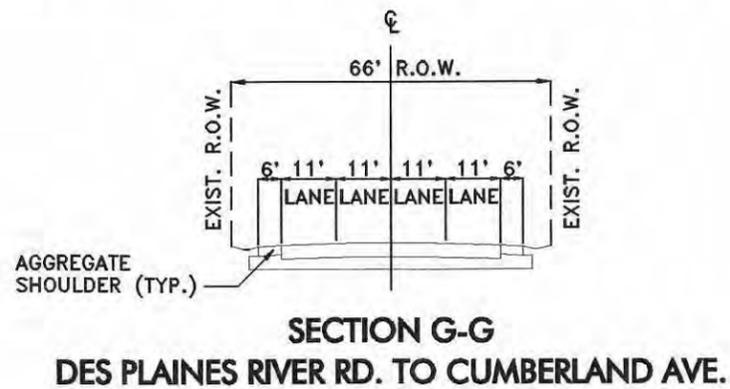
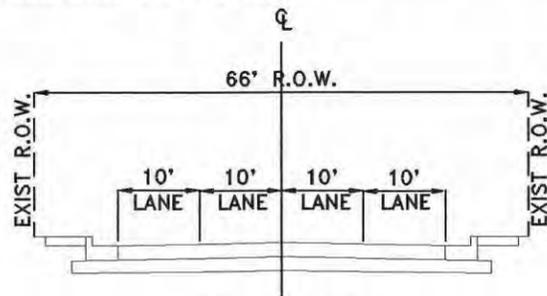
SECTION E-E & F-F
I-294 TO DES PLAINES RIVER RD.

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES





DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Segment 4
I-294 Interchange to Des Plaines River Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-5 and B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS	
	ROG'S TURTLE INN

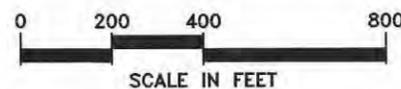
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
○	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	

Illinois Department of Transportation

R.O.W. ACQUISITION FROM NORTH SIDE EAST OF OLD RIVER ROAD

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

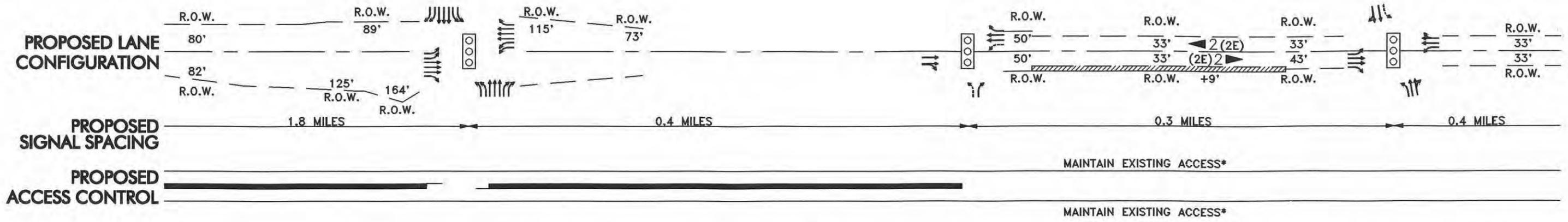
HISTORIC BUILDINGS	
	SUMMERFIELD'S RESTAURANT AND BAKERY (NOW GREAT ESCAPE RESTAURANT)

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
†	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
	PLANNED USE/JURISDICTION
	PLANNED USE/JURISDICTION BOUNDARY
	MUNICIPAL BOUNDARY
	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	

Segment 4
I-294 Interchange to Des Plaines River Road

RECOMMENDED PLAN

Exhibits C-5 and C-6

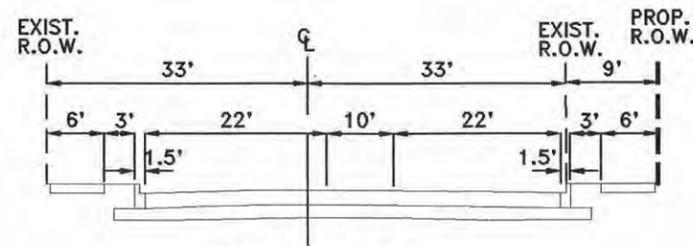


DATE OF PHOTOGRAPHY: APRIL 14, 1995

FOR SECTION D-D, SEE EXHIBIT C-4

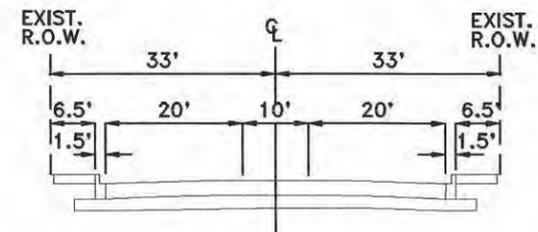
SEGMENT 3 / SEGMENT 4

* CONSOLIDATE COMERCIAL DRIVEWAYS WHERE FEASIBLE



SECTION E-E

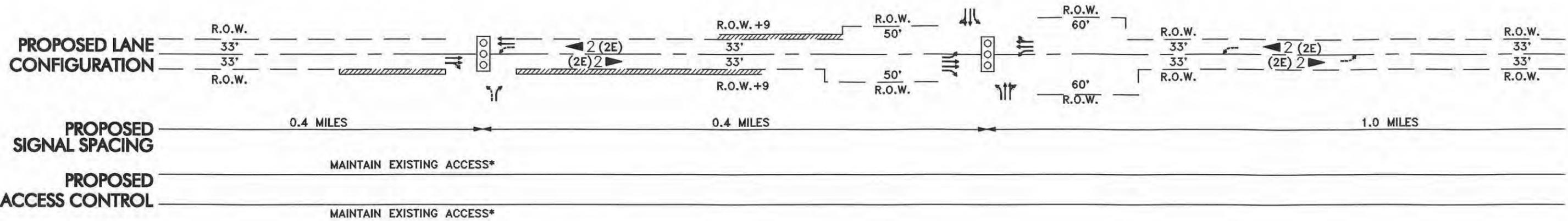
INTERSTATE 294 TO 25th AVENUE



SECTION F-F

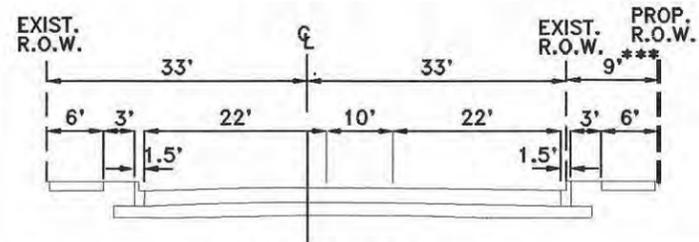
25th AVENUE TO SOO LINE RAILROAD

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



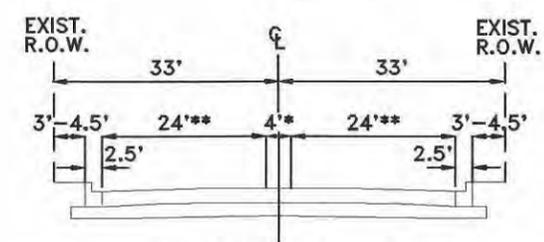
* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE

SEGMENT 4 / SEGMENT 5



SOO LINE RAILROAD TO DES PLAINES RIVER ROAD

*** R.O.W. ACQUISITION FROM NORTH SIDE EAST OF OLD RIVER ROAD



* 11' @ FOREST PRESERVE ENTRANCE

** 22' @ FOREST PRESERVE ENTRANCE

DES PLAINES RIVER ROAD TO CUMBERLAND ROAD

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 5
Des Plaines River Road to Cumberland Avenue

3.5 Segment 5: Des Plaines River Road to Cumberland Avenue

3.5.1 Location

Segment 5 extends along IL Route 19 from Des Plaines River Road to Cumberland Avenue (see Figure 3.1). The segment is approximately one mile in length and is located in the Village of Schiller Park.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-6 and A-7.

Right-of-Way - The existing right-of-way in this segment is 66 feet in width.

Roadway Characteristics - IL Route 19 in this segment is 44 feet in width edge-to-edge of pavement with two through lanes in each direction and 6-foot aggregate shoulders.

Traffic Volumes - Based on a 1993 traffic count, the average annual daily traffic for this segment is 27,100 vpd.

Accidents - There are no high accident locations within this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - Along this segment there is one signalized intersection located at Cumberland Avenue. Existing lane configurations at this intersection are shown on Exhibit A-7.

Structures - There is one existing structure in this segment as indicated in Table 3.5.1.

**Table 3.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
016-0327	IL 19	Des Plaines River	60'	210'	60'	-

Transit - Pace Bus Route 326 serves IL Route 19 between Des Plaines River Road and Cumberland Avenue and Pace Bus Route 331 crosses IL Route 19 on Cumberland Avenue. CTA Bus Route 80 also uses the turnaround located on the north side of IL Route 19 immediately west of Cumberland Avenue.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-6 and B-7.

Lakes/Streams/Wetlands/Floodplains - Segment 5 crosses the Des Plaines River and associated wetlands and floodplain east of Des Plaines River Road.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are no known hazardous waste or LUST sites within Segment 5.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this Segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - There are no designated prime farmlands along this Segment according to the Natural Resources Conservation Service (NRCS).

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-6 and B-7.

Type and Intensity of Development - Segment 5 is entirely within the Seymour Simon Forest Preserve. Areas along the corridor consist of the Schiller Woods North, Schiller Woods South and Che-Che-Pin-Qua Woods.

Planned Development - The Forest Preserve District of Cook County is planning a future bike path along the Des Plaines River north and south of the corridor.

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-6 and C-7.

Roadway - The recommended roadway cross section includes two 12-foot through lanes in each direction with a 4-foot flush median and B-6.24 curb and gutter in the existing 66-foot right-of-way. At the Forest Preserve entrances, it is recommended to reduce the through lane widths to 11 feet and

to provide an 11-foot left turn lane. The recommended typical section (Section G-G) is shown on Exhibit C-7. No sidewalks have been recommended within the existing right-of-way however, it is recommended that a pedestrian path be provided within the Forest Preserve property along IL Route 19.

Traffic Control/Intersection Configuration - It is proposed to maintain the one existing traffic signal. Likewise, it is proposed to maintain the existing lane configuration at that intersection as shown on Exhibit C-7.

Access Management - It is proposed to consolidate the two separate entrances into the Schiller Park Woods Preserve on the north side of IL Route 19 into a single entrance opposite the parking area for the model airplane fields. No other consolidation of driveways is feasible.

Structures - There is one existing structure located in this segment. Data regarding this structure is shown in Table 3.5.2.

**Table 3.5.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0327	IL Route 19	Des Plaines River	60'	Presently being reconstructed therefore no modifications are recommended.

Transit - It is recommended that all traffic signals be equipped with bus preemption systems.

3.5.6 Right-of-Way Requirements

No right-of-way acquisition is required in this segment.

3.5.7 Environmental Considerations

Proposed roadway improvements would occur within the existing right-of-way. Therefore, no impacts to known environmental resources would occur.

3.5.8 Land Use Considerations

Segment 5 is entirely within the Seymour Simon Forest Preserve (see Exhibits B-6 and B-7). Roadway improvements would predominantly occur within the existing right-of-way, so there would be no acquisition impacts. A pedestrian/bicycle path is recommended along the corridor within the

forest preserve holdings. This would improve pedestrian/bicycle access between the east and west ends of Segment 5.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.3. This construction cost estimate is based on 1991 unit prices.

3.5.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement, are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements within Segment 5.

3.5.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

3.5.12 Crossing SRA Routes

An SRA study was completed for IL Route 19 beginning at the eastern limit of this study and continuing to Lake Shore Drive. The recommended cross section for the segment of that SRA beginning at Cumberland Avenue recommended five 12-foot lanes, curb and gutter and concrete sidewalks within the existing 100-foot right-of-way.

An SRA study was also completed for First Avenue/Cumberland Avenue from Interstate 55 to Interstate 90. At the Irving Park Road intersection, the study recommended providing a single left turn lane, two through lanes and a single right turn lane on both the north and south legs. This section has also been recommended in this study.

Table 3.5.3
Construction Cost Estimate
Segment 5 - Des Plaines River Road to Cumberland Avenue

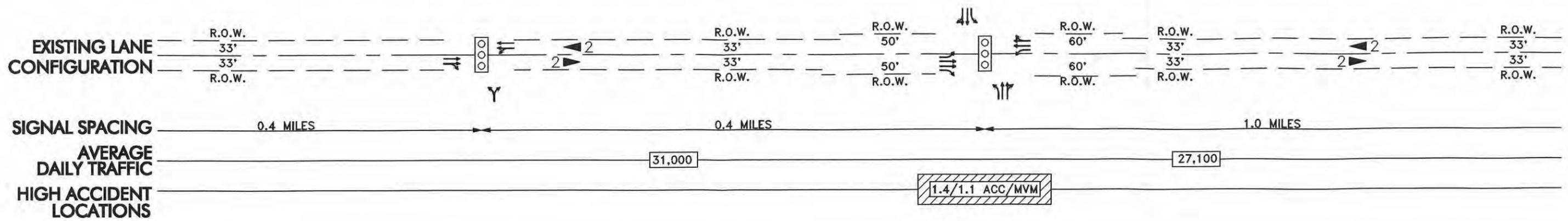
Recommended Improvements	Estimated Cost
Roadway	\$400,000
Intersection Improvements	\$0
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$400,000

Note: This construction cost estimate is based on 1991 unit prices.

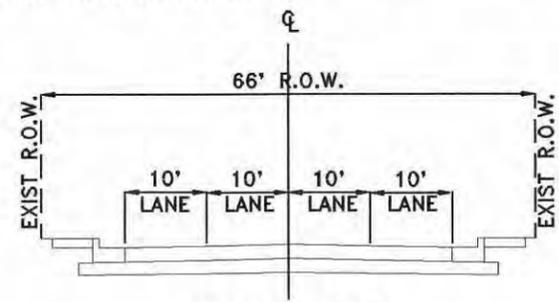
Segment 5
Des Plaines River Road to Cumberland Avenue

EXISTING FACILITY CHARACTERISTICS

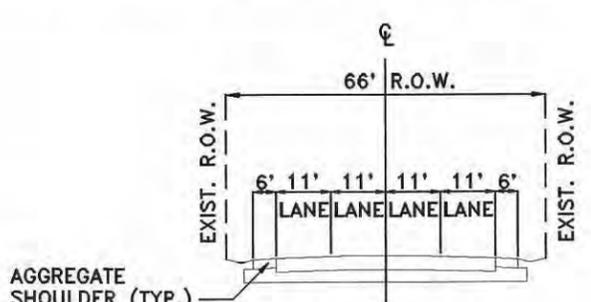
Exhibits A-6 and A-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995



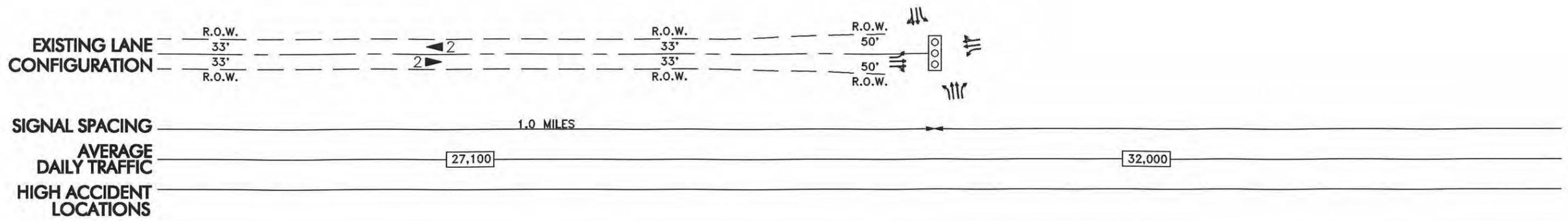
SECTION E-E
I-294 TO DES PLAINES RIVER RD.



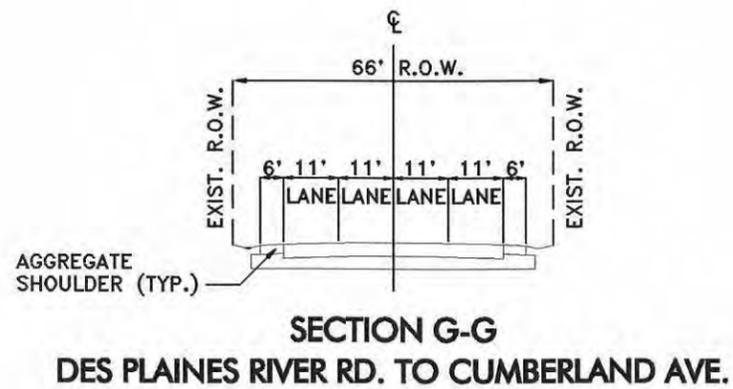
SECTION G-G
DES PLAINES RIVER RD. TO CUMBERLAND AVE.

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Segment 5
Des Plaines River Road to Cumberland Avenue

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-6 and B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	ADID WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS	
	SUMMERFIELD'S RESTAURANT AND BAKERY (NOW GREAT ESCAPE RESTAURANT)

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
	PLANNED USE/JURISDICTION
	PLANNED USE/JURISDICTION BOUNDARY
	MUNICIPAL BOUNDARY
	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  ADID WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

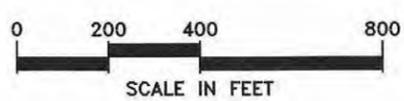
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- * CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- O PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

 Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



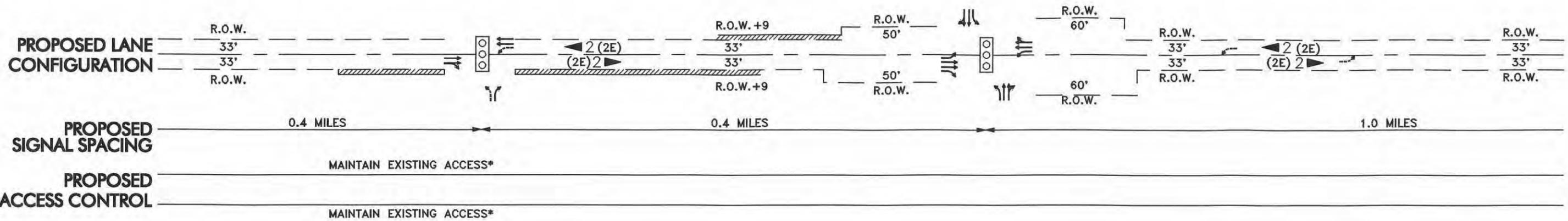
SRA Strategic Regional Arterial Planning Study

IL ROUTE 19
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-7

Segment 5
Des Plaines River Road to Cumberland Avenue

RECOMMENDED PLAN

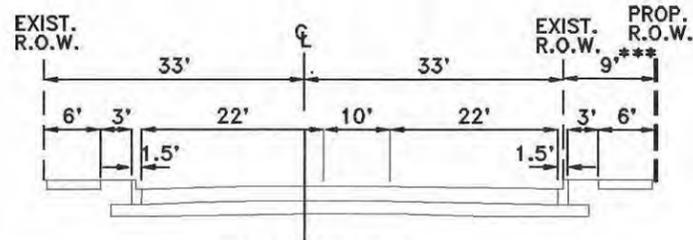
Exhibit C-6 and C-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

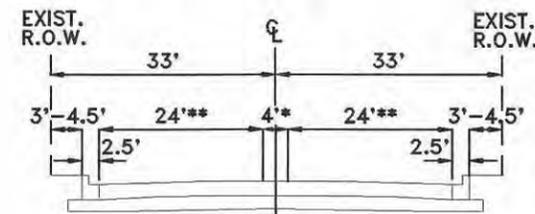
* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE

SEGMENT 4 / SEGMENT 5



SECTION E-E

SOO LINE RAILROAD TO DES PLAINES RIVER ROAD
 *** R.O.W. ACQUISITION FROM NORTH SIDE EAST OF OLD RIVER ROAD

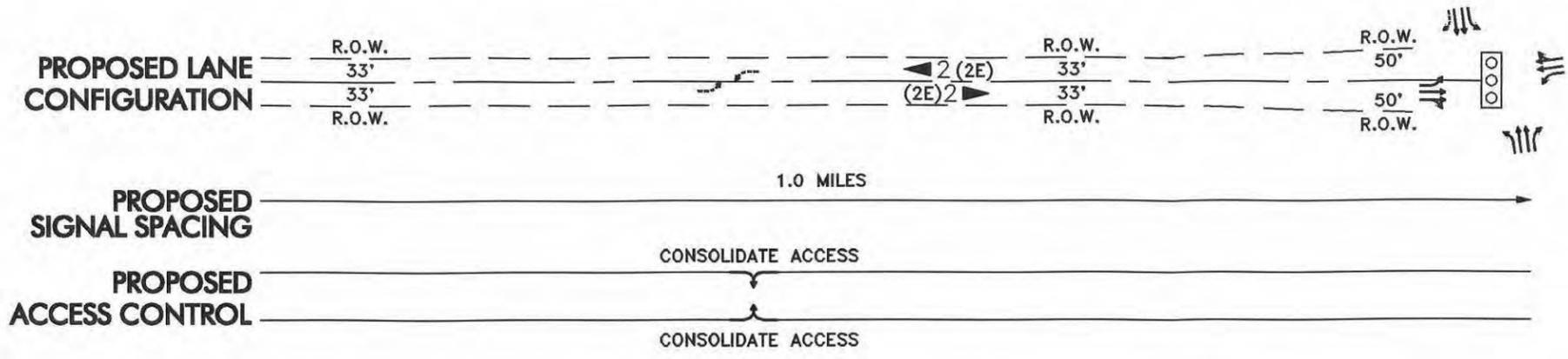


SECTION G-G

* 11' @ FOREST PRESERVE ENTRANCE
 ** 22' @ FOREST PRESERVE ENTRANCE
 DES PLAINES RIVER ROAD TO CUMBERLAND ROAD

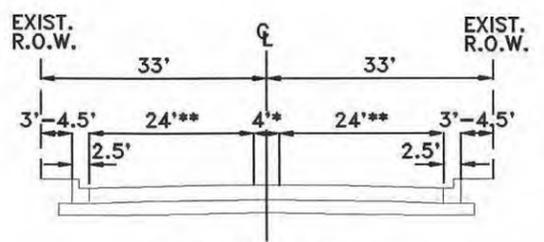
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION G-G

* 11' @ FOREST PRESERVE ENTRANCE
 ** 22' @ FOREST PRESERVE ENTRANCE

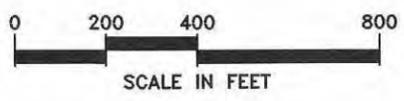
DES PLAINES RIVER ROAD TO CUMBERLAND AVENUE

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 19
RECOMMENDED PLAN
EXHIBIT C-7

IV. Public Involvement

4.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdictional agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These were presented at a second Advisory Panel meeting as well as at a public hearing which was open to the general public.

Individual Community Interviews were conducted during January of 1996. The first Advisory Panel meeting was held on February 4, 1997. The second Advisory Panel meeting was held on June 11, 1997, followed by the public hearing on June 17, 1997.

Copies of the meeting minutes, public hearing transcript and comments are included in Appendix B.

4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICI's) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes is as follows:

- Bensenville
 - Favorable attitude towards improved mobility.
 - Concerned with traffic operations west of York Road.
 - Concerned with development of the east end of the Elgin-O'Hare Expressway and the O'Hare Bypass alignment.
- Franklin Park
 - Unable to set up ICI meeting. Only 400' strip of Village crosses corridor.

- Schiller Park
 - Favorable attitude towards improved mobility.
 - Developing new Comprehensive Plan. Looking at demolition of buildings in downtown area to provide more right-of-way.
 - Concerned with safety of both motorists and pedestrians.
 - In favor of completion of full interchange with Tri-State Tollway. Opposed to grade separation of IL Route 19/Mannheim Road.

Copies of the ICI meeting minutes are included in Appendix B.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on February 4, 1997. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for IL Route 19 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix B.

4.4 Public Hearing

A public hearing was held on June 17, 1997 to present recommended improvements to IL Route 19 as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. The presentation included the scope and objectives of the SRA system, the relation of IL Route 19 to the overall system and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was present during the hearing to take oral comments. Written statements were also accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements, and written responses to those statements are included in Appendix B.

APPENDIX A

Analysis of IL Route 19/U.S. Route 12/45 Intersection



MEMORANDUM

To: Rich Starr

From: Civiltech Engineering, Inc.

Re: Corridor 11 (IL Route 19--Irving Park Road)

Date: December 23, 1996

ANALYSIS OF IL ROUTE 19/U.S. ROUTE 12/45 INTERSECTION

At the Concept Review Meeting for IL Route 19, a question was raised as to whether a single point diamond interchange was warranted at the IL Route 19/Mannheim Road intersection. Although the Mannheim Road / Irving Park Road Intersection carries very high traffic volumes, based on our observations the intersection works well at the present time without creating significant backups or delays.

The following table shows a comparison of Level of Service for the existing intersection configuration and the intersection reconfigured to a single point interchange. Two scenarios for each configuration were analyzed: one with current traffic and one with 18% growth in traffic. CATS 2010 projections show a growth of 18% on the east leg of Irving Park Road, a decrease of 9% on the west leg of Irving Park Road and a decrease of 5% on Mannheim Road. Therefore, the 18% figure is conservative. At the present time, the Level of Service is "D" in both the AM and PM peak hours. Even with the projected increase of traffic for the 2010 Design Year, the intersection will still operate at a Level of Service of "D." Because the intersection is already at its maximum size, widening is not a feasible option. Providing a structure and developing a single point interchange would be the next option for increasing capacity. Because IL Route 19 presently goes under Interstate 294 which is located about 1,200 feet east of Mannheim Road, it would also be necessary for IL Route 19 to go under Mannheim. The through traffic on Mannheim would be free-flow with all turns being made at a signalized intersection located under the structure.

LEVELS OF SERVICE								
	AM				PM			
	At-Grade Intersection		Single Point Diamond		At-Grade Intersection		Single Point Diamond	
	Existing Traffic	Projected Traffic	Existing Traffic	Projected Traffic	Existing Traffic	Projected Traffic	Existing Traffic	Projected Traffic
Eastbound	D	D	C	C	D	D	C	C
Westbound	D	D	C	C	D	D	C	C
Northbound	C	D	C	D	C	D	C	C
Southbound	C	D	C	C	D	D	C	C
Overall LOS and Delay (sec.)	D 26.6	D 34.8	C 21.9	C 23.4	D 26.5	D 32.4	C 21.0	C 22.7

Although the level of service would improve from “D” to “C” if an interchange is built, the improvement is not that significant when considering the cost of the interchange. It would appear that movement through this intersection would improve significantly by removing the northbound and southbound through movements. However, the large number of right turns in the northbound and southbound direction would need a large percentage of the green, thus not much more green time would be freed for the eastbound and westbound directions.

The intersection has had a history of safety problems. Between the years of 1991 and 1993, there were 230 accidents at this intersection. 75% of these accidents were rear-end collisions. These accidents were distributed almost evenly among all four directions of travel. But, roadway improvements made in 1994 have decreased the potential for accidents. There were only 52 accidents at this intersection in 1995 and 56% were rear end collisions. This is a thirty percent decrease in accidents

Providing a single point interchange with the configuration described earlier would provide some improvement in level of service but it may not improve the safety of the intersection. All drivers except the through movement on Mannheim Road will be going through a signal controlled intersection which is under a 100-foot wide structure. Even with careful design of the signalized intersection, there could be confusion primarily due to the size of the intersection, poor visibility under the structure and drivers not being familiar with this type of intersection. This could result in an increase in turning, sideswipe and head-on collisions. However, through traffic on Mannheim Road should see a decrease in rear end collisions because they do not have the conflict of a stop in their travel movements.

In summary, we would recommend that the concept of providing a single point diamond interchange at IL Route 19/Mannheim Road be dropped from the SRA Concept Plan for the Irving Park Corridor.

APPENDIX B

Public Involvement

Individual Community Interview Meeting Minutes



Village of Schiller Park Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 11: Irving Park Road (IL Route 19)

Date: January 25, 1996

Time: 1:00 P.M.

Place: Schiller Park Village Hall

In Attendance: Mr. Glenn F. Spachman, Village Manager
Ms. Cathleen A. Montana, Community Development Director
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.
Ms. Kathleen Meyerkord, P.E., Civiltech Engineering, Inc.

Ms. Meyerkord began the meeting by giving a brief description of the SRA planning study process and stating that the purpose of this meeting is to get input from the community prior to developing concept plans for the corridor. Mr. Spachman had been involved with the previous study on Mannheim Road but Ms. Montana had not been involved in the SRA process until now.

Mr. Spachman stated that there were several issues which could impact the scope as follows:

- The Village is in the process of developing a Comprehensive Plan. It is anticipated that the plan will be completed and approved in 1996. Ms. Meyerkord asked that Civiltech be notified when the Public Hearing for the Plan is set so they may attend. She also requested that a copy of the final Comprehensive Plan be sent to Civiltech when it is completed.
- As part of the Comprehensive Plan, the Village is currently looking at the possibility of demolishing buildings in the downtown area in order to provide more right-of-way.
- The Village stated that they felt Irving Park Road through their Village was intimidating to both motorists and pedestrians and needed improvement.
- The land for the rail yards located within the Village will most likely be abandoned by the

railroad and the Village would look to redevelopment. This would require construction of a new access road between Lawrence and Irving Park Road.

- The Village would like to see a full-interchange with the Tri-State Tollway completed. They are opposed to the grade separation proposed for the Mannheim Road/Irving Park Road intersection in the Mannheim Road SRA Study.
- They felt that the present design of the Old River Road intersection was not a good design.
- An area where right-of-way would be tight is along the park located on the north side of Irving Park Road west of Des Plaines River Road. The park is in the process of being rebuilt. Presently the first base line is very close to the right-of-way line.
- The Village noted that a bike path system (Des Plaines River Paths) is being developed within the Cook County Forest Preserve property. They also noted that the bridge over the Des Plaines River is scheduled to be widened this year.

The meeting was adjourned at 1:30 P.M.

By: Kathleen M Meynord

Date: 1/27/96



Village of Bensenville Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 11: Irving Park Road (IL Route 19)

Date: January 29, 1996

Time: 2:00 P.M.

Place: Bensenville Village Hall

In Attendance: Mr. Robert J. Glees, P.E., Director of Community Development
Mr. Paul R. Bourke, P.E., Public Works Director
Ms. Kristen Gundersen, AICP, Village Planner
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.
Ms. Kathleen Meyerkord, P.E., Civiltech Engineering, Inc.

Ms. Meyerkord began the meeting by giving a brief description of the SRA planning study process and stating that the purpose of this meeting is to get input from the community prior to developing concept plans for the corridor. The three Village representatives all had either been involved with an SRA project previously or were familiar with the concept.

It was noted that there may be little or no impact on Irving Park Road within the Village limits depending on the chosen alignment for the O'Hare Bypass. Corridor #11 is anticipated to begin at the Bypass and extend to Cumberland Avenue.

The following comments were made concerning the project:

- The Village said they were more concerned with traffic operations on Irving Park Road west of York Road. They are completing an enhancement project from York Road to the west and, if the SRA limits would be extended to that section of Irving Park Road, they would want replacement of this landscaping incorporated into the recommendations.
- At the eastern limit of the Village between Division Street and the railroad tracks, there may be a redevelopment of the property known as the Nelson Wire site. This project would start

this spring and would most likely include relocation of Division Street about 700 feet to the east. The project is in Permits Section for review at the present time.

- Mr. Glees stated that the Mayor would like to be involved in the decision making process for the development of the east end of the Elgin-O'Hare Expressway and the O'Hare Bypass. It was noted that the responsibility for planning and design of these roadways would not occur as part of the SRA process but as part of separate ISTHA or IDOT projects.

The meeting was adjourned at 2:30 P.M.

By: Kathleen M. Meyerkord

Date: 1/30/96



Forest Preserve District of Cook County, Illinois
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Various Corridors

Date: October 8, 1996

Time: 9:00 a.m.

Place: Forest Preserve District of Cook County, Illinois
536 North Harlem Avenue

In Attendance: Mr. David H. Kircher, Landscape Architect, FPDCC
Mr. Paul N. Pearson Jr., Chief Construction Engineer, FPDCC
Mr. Daniel E. Weber, Real Estate and License Engineer, FPDCC
Mr. Robert Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The Forest Preserve District has had previous experience with SRA studies on various routes.

Mr. Kircher asked if any of the previous SRA's are being implemented. There has been no funding approved for implementation of the SRA's.

Corridor No. 3 - IL 72 (Higgins Avenue) & Touhy Avenue

Mr. Spolar stated the following Forest Preserve property is adjacent to this route:

Spring Creek - Healy to IL 59
Poplar Creek - Northwest Highway to Barrington Road
Busse / Ned Brown - Interstate 290 to Arlington Heights Road
Iroquois Woods - Interstate 294 to Dee Road

Mr. Pearson said that there are two (2) drives from IL Route 72 for Spring Creek. One drive with a median opening is to a gravel parking lot used for Lake Beverly and the second drive is restricted to right-in-right-out movements for the dog training area.

Mr. Kircher informed Civiltech of the Forest Preserve District's long range plan at Spring Creek to realign the dog training drive with Beverly Road. Magnum Chateau will be demolished and the parking lot for Lake Beverly will be improved. A bike trail is proposed under Higgins near the EJ&E Rail Line.

Mr. Pearson informed Civiltech that an access drive has been constructed 290 feet from the intersection of Higgins / Shoe Factory. The drive follows the alignment of Old Higgins to a parking lot for Poplar Creek.

Mr. Pearson informed Civiltech that ISTEPA funds have been allocated to extend a bike trail along Higgins from Poplar Creek to Barrington Road.

Mr. Weber informed Civiltech of the operational problems at the drive of Busse Woods east of the IL Route 53 / Higgins intersection. There are existing signs restricting left turns from the drive on holidays and weekends. At times, traffic entering the preserve area can back up on Higgins Road to the ramp from northbound IL Route 53.

At the intersection of IL Route 53 and Higgins, the Busse Woods' bike path crosses Higgins. The Busse Woods' bike paths are the most used path in the Forest Preserve system. Mr. Kircher said the Forest Preserve District has received requests for an overpass at IL Route 53 / Higgins. The Forest Preserve District has no funds to add an overpass at this location. Mr. Pearson said the new pedestrian bridge over Higgins west of Arlington Heights cost over one million dollars. However, there is still an at-grade pedestrian crossing on the south leg of Arlington Heights Road.

Mr. Weber said the Forest Preserve District prefers to minimize land acquisition by requesting small median widths and minimizing roadway cross sections.

Mr. Pearson informed Civiltech the Forest Preserve District considered closing the south drive on Higgins just west of Arlington Heights Road and constructing a new drive to align with the Oakton Street intersection on Arlington Heights Road. This relocation was not done, however, due to opposition from Elk Grove residents.

Mr. Pearson said there is one drive on both sides of Touhy for Iroquois Woods and it is difficult to exit from the south drive. The existing roadway has two through lanes in each direction with a 4' barrier median with rumble strips at the drives.

Corridor 5 - IL Route 59

Mr. Andres stated there should be limited additional right-of-way required for this route. The recommended improvement will have four (4) through lanes primarily with enclosed drainage.

Mr. Kircher said there are no improvements planned at this time for Crabtree Forest Preserve. However, there is a bike route in the planning process to connect Spring Creek to Crabtree.

Mr. Andres informed Mr. Kircher that the Khleram property will be developed and will be annexed by South Barrington. Mr. Kircher said this property has been considered and is a good location for a bike path.

Corridor 11 - IL Route 19 (Irving Park Road)

Mr. Kircher said the Indian Boundary Division is a heavily used preserve. The "Fountain of Youth" water well is a popular destination. There is also a multi-use path proposed to connect paths in Lake County to paths in Maywood. The crossing at Irving Park would be beneath the existing bridge over

the Des Plaines River. However, there may be some problems with the floodway.

Mr. Andres asked if there are any operational problems at the entrances to these groves and if turn bays are necessary. Mr. Kircher said turn lanes would be desirable, however, the District has no money to construct them.

Mr. Andres asked if the Forest Preserve District would support consolidating drives and if the Forest Preserve District would approve the recommended changes. Mr. Kircher would not be opposed to consolidating drives but would only go as far to say the Forest Preserve District would look at the recommended SRA improvement and inform the consultant of their opinion.

Corridor 2 - IL 1 (Halsted Avenue)

Mr. Kircher said there is a long range plan for a bike trail through Halsted - Wilson Woods. Chicago Heights would connect to this trail with another 2 mile trail. The county is also looking at some abandoned railroad tracks to continue this path.

The Forest Preserve District of Cook County supplied Civiltech with the following maps:

- Recreational Facilities Map
- Thorn Creek Division Picnic Areas and Trail Map
- Indian Boundary Division Picnic Areas and Trail Map
- Ned Brown Preserve / Busse Lake

The meeting was adjourned at 10:00 a.m.

By: Dawn R M aurice

Date: 12-5-96

First Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial
Illinois Route 19 - York Road to Cumberland Avenue
Concept Review Meeting

Date: February 4, 1997

Time: 9:00 A.M.

Place: Village of Bensenville

In Attendance: See attached roster.

Ms. Meyerkord began the meeting by providing a brief explanation as to the purpose of the Strategic Regional Arterial study project. She explained that this particular route has been analyzed using either the Suburban and Urban SRA design standards depending on which section of IL Route 19 is being analyzed. York Road to Mannheim Road is considered suburban and Mannheim Road to Cumberland is considered urban. She then explained that the Individual Community Interviews have been held with each community along the route and that what was being presented was the recommended improvement plan developed as a result of analyzing the information provided by the communities, existing conditions and future needs. This meeting is the first opportunity for the communities to provide input to the recommended plan.

The exhibits have been arranged into three sets: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. She briefly described the information contained on each type of exhibit and then provided a detailed discussion of the recommended plan as contained in the Concept Report.

Within Segment 1 (York Road to Hamilton Street), the recommended plan provided two 11-foot lanes in each direction separated by an 11-foot flush center median. Sidewalks are also proposed adjacent to the back of curb on both sides. No right-of-way acquisition was proposed. Mr. Glees noted that the Village of Bensenville has recently completed an enhancement/landscaping project in that area and that he was concerned that those improvements would be destroyed since there was no parkway shown between the back of curb and sidewalk. He and Mr. Bourke were also concerned for pedestrian safety if no parkway were provided. They would prefer a 5-foot

sidewalk with a 3 to 7 foot parkway, even if that requires right-of-way acquisition. It was agreed to show a total right-of-way of 80 feet along this section and to identify the impacts from the required property acquisition.

Mr. Bourke questioned whether the 11-foot median was to be a painted turn lane. It was noted that it would be a continuous bi-directional left turn lane.

Mr. Spachman asked whether cost-benefit analyses were being completed as part of the studies. Mr. Andres noted that the SRA studies don't go to that degree of detail. That would be addressed when a recommended improvement proceeded into the Phase I study stage.

Mr. Spachman also questioned whether changes to the crossing of the Union Pacific Railroad tracks immediately east of York Road were being recommended. Mr. Andres replied that changing the elevation of either the railroad or the adjacent roadways was not feasible due to the impact it would have on the adjoining properties and the extremely high cost. Mr. Glees and Mr. Bourke agreed that Bensenville would not support this. Mr. Andres noted that the Tollway is presently studying proposed alignments for the O'Hare Bypass. When the Bypass is constructed, traffic patterns along York Road and Irving Park Road will change dramatically and will most likely decrease. With a decrease in traffic, operation of the York/Irving Park intersection should improve. It was noted that this had not been addressed in the text but would be added.

In Segment 2 (Hamilton Street to Union Pacific Railroad overpass), the recommended plan proposed three 12-foot lanes in each direction separated by a 30-foot barrier median. Curb and gutter and enclosed drainage is also proposed. Sidewalks are proposed along both the north and south sides and would be separated from the back of curb by an 11.5 foot parkway. Left turn lanes would be provided at O'Leary and Division. All right-of-way acquisition is proposed from the north side to minimize impact on adjacent properties.

Mr. Glees noted that Division Street is being relocated further to the east in conjunction with the redevelopment of the property. This driveway location should be obtained from IDOT Permits Section. The existing Division Street intersection will be restricted to right-in, right-out access only for the development. It was also noted that on Exhibit B-2, this parcel is called "planned heavy industrial". The development is called O'Hare Cargo Center and should be noted as such on the plans.

Segment 3 extends from the Union Pacific Railroad to the I-294 interchange. The two alternates investigated in this segment both proposed three through lanes in each direction separated by a wide center median but Alternate A proposed open-ditch drainage whereas Alternate B proposed an enclosed drainage system. Alternate A is the recommended plan from the railroad overpass to Pan American Drive and Alternate B is recommended from Pan American Drive through the interchange.

It was noted in this section that the previous SRA study for Mannheim Road (U.S. 12/45) had recommended a single point interchange at the Irving Park Road intersection. At the request of IDOT, Civiltech further investigated that alternate. Based on a comparison of the operation of that alternate to the existing intersection geometry, a substantial benefit to the grade separation could not be found. Both existing and Year 2010 traffic volumes were used in the analyses. In addition, although this intersection experienced a fairly high accident rate prior to the construction of the present configuration, that rate has dropped substantially since completion of construction.

Mr. Spachman asked whether construction of a sidewalk had been considered under the I-294 bridge, particularly along the south side. Mr. Andres replied that providing a safe crossing for pedestrians would not be possible with the existing free-flow ramps and providing any type of grade separated crossing would be cost-prohibitive for the minimal use it would get.

The recommended section for Segment 4 (I-294 to Des Plaines River Road) provided two 10-foot through lanes in each direction separated by a 10-foot center median/bi-directional left turn lane. It also provided a 6.5-foot sidewalk between the back-of-curb and the existing right-of-way line. Consideration had been made to move the traffic signal immediately east of I-294 at Judd Avenue to Scott Street in order to provide signalized access for the subdivision north of Irving Park Road. Because Scott Street is one way southbound (and according to Mr. Spachman has only a half right-of-way) this was not feasible. It was recommended to interconnect the five traffic signals within this segment in order to improve traffic progression. It was also noted that the vertical clearance under the Soo Line Railroad was substandard (13' 11") however it is recommended that this clearance not be corrected until the Soo Line programs replacement of the structure.

Mr. Spachman noted that the Village has done some streetscape improvements in this segment and has future improvements planned, including new street lighting. He also noted that they would not be in favor of reducing the sidewalk widths and would rather consider not providing left turn lanes for all side streets.

Ms. Meyerkord pointed out that based on the ICI meeting held with the Village, their new Comprehensive Plan originally considered some redevelopment and right-of-way acquisition but in later discussions with the Village, it was noted that this was dropped. Ms. Montana clarified this by stating that the Steering Committee, which is made up of about 20 citizens, had recommended that it be dropped but that the plan has not yet been presented to the public.

Mr. Spachman noted that left turn lanes would help at certain locations - the Village Hall, Grace Street and Old River Road. He and Ms. Montana both agreed that a traffic signal at Old River Road would be beneficial. Mr. Andres noted that with the tapers required both east and west of these left turn lanes, the pavement would essentially be five lanes wide throughout the section east of the Soo Line Railroad. It was agreed to show some right-of-way acquisition on the south side to allow provision of wider sidewalks or a parkway between the sidewalk and back of curb. The actual width of the recommended acquisition will be based on further analysis of the impacts to

the adjacent properties. In regard to the traffic signal, the minimum spacing for traffic signals on an SRA route is ¼ mile whereas a signal at Old River would only be 900 feet from Wesley and 1,100 feet from Des Plaines River Road and would not meet this spacing requirement.

Mr. Spachman also noted that the parking lot at Wesley Terrace is going to be converted into a park in the near future. They had not considered dedicating additional right-of-way with the redevelopment.

The proposed cul-de-sacs at Wagner and at Prairie were discussed next. Mr. Spachman recommended against the one on Wagner because of the Catholic Church and school located about one block south of Irving Park Road. It was agreed to eliminate that recommendation. At Prairie, it was agreed to modify the recommendation to restricting access to right-in, right-out.

Mr. Andres questioned why there was not an existing left turn lane on the north leg of 25th Avenue. It was noted that this was due to an alignment problem through the intersection which would require building acquisition. The intersection currently operates poorly.

Segment 5 extends from Des Plaines River Road to Cumberland Avenue. Throughout most of this section, two 12-foot through lanes in each direction separated by a 4-foot painted median is proposed. It is recommended to close the two existing entrances to the Forest Preserve on the north side and provide a new entrance midway between the existing locations in order to align with the parking area on the south side. At this location and at the entrances near Des Plaines River Road, the recommended cross section provides two 11-foot through lanes in each direction with an 11-foot left turn lane. It is also proposed to provide a pedestrian path within the Forest Preserve property.

It was noted that a future bike path is proposed along the Des Plaines River. This will be shown on the plan.

The following additional comments were noted:

- The alley adjacent to the west side of the Soo Line tracks has been widened by the Village and is now named Rose Street.
- The spelling of “Seymore” for the Forest Preserve should be checked.
- The floodplain limits shown on Exhibit B-1 will change when Bensenville’s Flood Plain Map revisions are approved. Mr. Spachman noted that there may also be some changes within Schiller Park.

It was noted that the next step in the process would be for Civiltech to address the comments from today’s meeting and to both revise the exhibits and prepare the Draft SRA Report. This

Minutes of Meeting
SRA Concept Review Meeting - IL Route 19
Page 5 of 5

report will be distributed to the communities for comments and then a second Advisory Panel Meeting will be held. A Public Hearing Open House will then be held which will present these recommendations to the public.

The meeting was adjourned at 10:30 A.M.

By: Kathleen M. Meyerford
Kathleen M. Meyerford

Date: 2/6/97

Second Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial
Illinois Route 19 - York Road to Cumberland Avenue
Concept Review Meeting

Date: June 11, 1997

Time: 9:30 A.M.

Place: Village of Bensenville

In Attendance: See attached roster.

Mr. Andres began the meeting by providing a brief explanation as to the purpose of this meeting. This meeting was held to introduce the panel to what will be presented at the Public Hearing. It will be held on June 17, 1997 at the Howard Johnsons in Schiller Park.

Ms. Marincic then referred to the draft report and explained the recommendations that had been changed since the first advisory panel meeting. The communities had all received a copy of the draft report and questions were welcomed as they pertained to each community. After the Public Hearing, there will be a thirty day comment period and then a final report will be submitted to IDOT.

Another project that may impact any improvements along Irving Park Road is the study of a proposed O'Hare bypass. This is planned to cross Irving Park at the western edge of the project. No decisions have been made concerning where this route will be located.

Nine feet of additional right-of-way will be needed on the north side of Irving Park Road east of York Road to accommodate the proposed 5-lane cross section. This allows room for a parkway between the curb and gutter and the sidewalks. Mr. Glees commented that the report should state there is existing sidewalk on both sides of Irving Park Road through Bensenville. He asked if the

cost estimates provided in the report include the replacement of brick pavers and other streetscape improvements that the Village has recently completed. Mr. Starr stated IDOT is not responsible for costs above and beyond the cost of normal construction. Thus, he believed the Village would ultimately bear any additional costs associated with restoring the enhancements. Mr. Starr instructed Mr. Glees to formally state in writing the Village's concern with the replacement of these items.

The recommended plan for the intersection of Division Street with Irving Park Road shows a future relocation with the existing drive converted to right-in/right-out access. Mr. Glees said this project is being completed at the current time and perhaps the relocation should be shown as existing.

Nine foot of additional right-of-way is recommended on the south side of the roadway between Judd and Emerson and the Soo Line Railroad and Old River Road. The recommended cross section then shifts to the north at Old River Road and the nine foot of recommended right-of-way is then on the north side of the roadway. Mr. Spachman was concerned about the narrow cross section and any loss in width to the sidewalks through Schiller Park. He thinks that existing sidewalk is thirteen to fourteen feet wide. He thinks that a more narrow width would create a hazard. Mr. Andres explained that a wider cross section may involve more building acquisitions. He asked that Mr. Spachman provide the desired parkway and sidewalk in this area.

On Page C-6, the cul-de-sac is no longer removed at Wagner Street and the access from Prairie Street to Irving Park Road has been recommended to have right-in/right-out access. Two buildings on the south side of Irving Park Road will need to be acquired at the Grace Street intersection to accommodate the wider cross section.

On pages C-6 and C-7, a proposed pedestrian path is recommended along Irving Park Road on forest preserve property. This path would not be located in the roadway right-of-way.

The drives to the north side to the Seymour Simon Forest Preserve will be consolidated to one new access point on Irving Park Road where a break in the proposed median will be provided to accommodate access to the forest preserve.

Mr. Spachman noted that IDOT is installing a signal interconnect along Irving Park Road this summer. The Village also plans on installing decorative lighting along Irving Park Road that they would like to remain once any SRA improvements are completed. Mr. Spachman was asked to put these concerns in writing and send them to IDOT.

Minutes of Meeting
SRA Advisory Panel Meeting #2 - IL Route 19
Page 3 of 3

Mr. Spachman questioned where the proposed Park and Ride near the Interstate 294 interchange would be relocated. This was not identified in the PACE COP plan, but only that it would be a potential location. A location for this lot has not been decided.

Ms. Montana stated that a park is currently being constructed in the southwest corner of Wesley Terrace and Irving Park Road. This was stated in the report as being planned in the future.

The meeting was adjourned at 10:15 A.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 7-17-97

Public Hearing Record

Illinois Department of Transportation

PUBLIC HEARING



You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning the long range plan of Illinois Route 19 from York Road to Cumberland Avenue

The hearing will take place on Tuesday, June 17, 1997 from 2:00pm to 7:00pm at the Howard Johnson Plaza Hotel, 10249 Irving Park Road in Schiller Park, Illinois (Intersection of Mannheim Road and Irving Park Road)

Purpose of the hearing:

- To discuss the purpose and need for this project as part of the Strategic Regional Arterial (SRA) System.
- To present the proposed plan of the project.
- To obtain comments and opinions from concerned and interested individuals.

An audio-visual presentation will be shown every half hour with the last showing at 6:30pm. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

¶ All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

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

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 19)
YORK ROAD TO CUMBERLAND)
AVENUE)

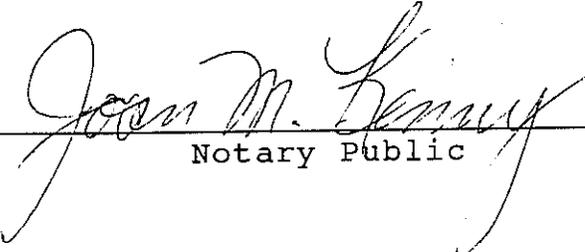
SCHILLER PARK, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Howard Johnson Hotel, 10247 Irving Park, Schiller Park, Illinois, on Tuesday, the 17th day of June, A. D. 1997, between the hours of 2:00 P.M. and 7:00 P.M.

STATE OF ILLINOIS)
) SS.
 COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that on the 17th day of June, A. D. 1997, during the hours of 2:00 P. M. and 7:00 P. M., at the Howard Johnson Hotel, 10247 Irving Park, Schiller Park, Illinois, there was no request by the public that I record any comments and/or statements at the public hearing regarding the above-entitled matter.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 19th day of June, A. D. 1997.



 Notary Public



PUBLIC HEARING REGISTER

Project: IL ROUTE 19 FROM YORK ROAD TO CUMBERLAND AVENUE

Location: Howard Johnson Plaza Hotel **Date:** 6/17/97 **Time:** 2-7 P.M.

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

	Name	Address	Representing
1	Michael Goldberg	30 615 W. Front Wheaton Zip 60097	Self _____ Other Planning Resources
2	TOM DEEGAN	9526 IRVING PARK SCHILLER PARK Zip 60176	Self _____ Other SCHILLER PK FIRE DEPT
3	Beek Matkovich	10300 Roosevelt Westchester Zip 60154	Self _____ Other North Central Council of Mayors
4	Bob Glee	700 W. Irving Park Bensenville, IL Zip 60106	Self _____ Other Bensenville
5	CLAUDIA IRSUTO	9920 IRVING PK RD. SCHILLER PARK Zip 60176	Self <input checked="" type="checkbox"/> Other
6	Dan Johnson	9946 Irving Park Rd Schiller Park Zip 60106	Self <input checked="" type="checkbox"/> 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



Village of Bensenville

700 W. Irving Park Road
Bensenville, Illinois 60106
(630) 766-8200 Fax (630) 350-0260



July 11, 1997

Mr. Duane P. Carlson, PE, District Engineer
Illinois Department of Transportation
Division of Highways, District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Mr. Rich Starr
Highway Systems Engineer

Subject: Illinois Route 19 SRA Study
York Road to Cumberland Avenue

Gentlemen:

The purpose of this letter is to provide the formal comments of the Village of Bensenville regarding the SRA Study for Illinois Route 19 from York Road to Cumberland Avenue. We have no objection to any of the design features contained in the current recommended plan. However, we would like to raise the following concerns, which we would like to see addressed:

1. The study shows a widening to five lanes in the section from York Road to Hamilton Street. This is a section in which the streetscape was recently improved using STP enhancement funds. The project was administered by the Department, with a 20% local match from the Village of Bensenville. It is our position that the streetscape improvements, which include sidewalk, landscaping and decorative brick pavers, should be fully restored as part of any future widening as a project cost, not a local cost.
2. The Village of Bensenville's position with respect to an intersection improvement at York Road, which would likely include grade separation at the Union Pacific railroad crossing, is that such an improvement needs to be studied, and the actual costs and right-of-way needs identified.

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

Very truly yours,

Robert J. Glees, PE
Director of Community Development

RJG:bg

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Illinois Department of Transportation

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

Program Development
Illinois Route 19 (Irving Park Road)
Strategic Regional Arterial Study

September 11, 1997

Mr. Bob Glees
Director of Community Development
Village of Bensenville
700 West Irving Park Road
Bensenville, IL 60106-0330

Dear Mr. Glees:

This letter responds to comments made in your letter dated July 11, 1997 regarding the referenced project. Following is our response to your comments:

1. Any streetscape improvements would be relocated/replaced when the roadway improvements are constructed. Financial responsibility for this work will be in accordance with the Illinois Department of Transportation funding participation policy in force at the time the contract plans are prepared.
2. Because of the tremendous impact and cost associated with construction of a grade separation at the Union Pacific Railroad crossing, it was not included as either a short term or long term improvement recommendation in the Strategic Regional Arterial (SRA) study. In addition the potential construction of an O'Hare Bypass would change traffic patterns in the vicinity and could significantly lessen volumes at this crossing. However, a grade separation at the Union Pacific Railroad crossing has been included in the SRA study as a Post 2010 improvement need.

If you have any question or need additional information, please contact me or Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

Duane P. Carlson, P.E.
District Engineer


By: 
Wally S. Kos, P.E.
Bureau Chief of Programming

PRESIDENT
ANNA MONTANA

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IRENE MOSKAL-DEL GIUDICE
RICHARD C. ANDERSON



SMALL TOWN FEEL WITH A WORLD AT ITS TOUCH

August 12, 1997

Ms. Kathy Meyerkord
Civiltech Engineering, Inc.
500 Park Boulevard, Suite 250
Itasca, Illinois 60143-1297

9526 WEST IRVING PARK ROAD
SCHILLER PARK, ILLINOIS 60176-1964
TELEPHONE 847 678-2550
FAX 847 671-3564

**SUBJECT: Strategic Regional Arterial: Illinois Route 19
York Road to Cumberland Avenue Draft Report**

Dear Ms. Meyerkord:

The Village of Schiller Park has reviewed the draft Strategic Regional Arterial Plan for Illinois Route 19: York Road to Cumberland Avenue. As discussed at the Advisory Panel Meetings, we have a few concerns regarding the Plan and its future effects on the Village of Schiller Park, which are as follows:

- 1. Section 3.3.12 Crossing SRA Routes:** The Village is extremely pleased that this study concludes that the construction of a grade separation of U.S. Route 12 from IL Route 19 by construction of a single point interchange is deemed to be unwarranted or unjustified.
- 2. Section 3.4.4. Existing Land Use Characteristics: Planned Development:** "Schiller Park representatives identified the southwest quadrant of Wesley Terrace and IL Route 19 as a future park site."

Please note that this park is currently under construction and is scheduled to be opened to the public during Autumn of 1997.

- 3. Section 3.4.5 Recommended SRA Improvements: Traffic Control/Intersection Configuration** (p. III-22) "No additional traffic signals are proposed within this segment."

We believe that the state should consider signaling the intersection of Irving Park Road and Old River Road. With this improvement a signalized driveway could be created to service TCF Bank, Wendy's and the apartment building which are on the south side of the street and improve access to the strip mall, library and other businesses and residences located north of Irving.

4. Section 3.4.8. Land Use Considerations: "Schiller Park recently implemented street scape improvements along IL Route 19 and the Village is planning to construct additional lighting and walkway features."

We request that the state consider replacement or reimbursement for decorative pavers, landscaping and ornamental lighting.

5. Section 3.4.6 Right-of Way Requirements: "From that structure (Soo Line Railroad structure) eastward to Des Plaines River Road, a right-of-way width of 75 feet is again proposed with the 9 feet of acquisition coming from the south side except between Old River Road and Stalica Park where it is proposed to be acquired from the north side."

Presently, the first base line at Stalica Park is very close to the right-of-way. Acquisition of additional right-of-way from the north at Stalica Park would drastically affect this newly redeveloped community park. The Village requests that the state consider taking additional right-of-way from the south instead of the north or from a combination of both the north and south sides.

6. Section 3.4. 8. Land Use Considerations: "Six-foot sidewalks with three-foot parkways would provide pedestrian access along both sides of the corridor in Segment 4."

The Village is concerned that the reduction of the size of the sidewalk/parkway within our main commercial area (Segment 4) will have an adverse effect on our community. Currently, the building's close proximity to the roadway is intimidating to both the motorist and the pedestrian. A reduction in the size of the sidewalk/parkway will make pedestrian access to the storefronts even more intimidating and hazardous.

We appreciate the opportunity to comment on the draft report. Should you wish to discuss our comments further, please do not hesitate to contact me.

Sincerely,



Cathleen Montana
Director, Department of Community Development

cc: Mr. Richard Starr, I.D.O.T. Bureau of Programming
Ms. Dawn Marincic, Civiltech Engineering
Village President and Board of Trustees
Village Manager, Glenn Spachman



Illinois Department of Transportation

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

Program Development

Illinois Route 19 (Irving Park Road)
Strategic Regional Arterial Study

August 26, 1997

Ms. Cathleen Montana
Director, Department of Community Development
Village of Schiller Park
9526 West Irving Park Road
Schiller Park, IL 60176

Dear Ms. Montana:

This letter responds to concerns raised in your letter dated August 12, 1997 regarding the referenced project. Following is our response to your comments:

1. No response required.
2. This will be revised in the Final Report.
3. The recommended minimum spacing between traffic signals on an SRA route is 1/4 mile. The distance between Old River Road and Wesley Terrace (the first signal to the west) is just under 1,000 feet and between River Road (the first signal to the east) is just over 1,000 feet. As such, recommendation for an additional signal to be installed at Old River Road cannot be included in the SRA report for Illinois Route 19. However, evaluation of a specific traffic signal warrant analysis prepared by the Village for this location can still be submitted to the Illinois Department of Transportation's Bureau of Traffic Permits Section.
4. Any decorative pavers, landscaping or ornamental lighting would be relocated/replaced when the roadway improvements are constructed. Financial responsibility for this work will be in accordance with the IDOT funding participation policy in force at the time the contract plans are prepared.

Ms. Cathleen Montana
August 26, 1997
Page Two

5. Based on our records, there is sufficient right-of-way along Stalica Park to accommodate the recommended plan and, in fact, the configuration of Irving Park Road along the park frontage already meets that recommended in the report. The SRA study is a pre-Phase I study which develops conceptual improvement recommendations. A complete Phase I study would be required before an improvement could be constructed in the area. That study would further evaluate the recommended cross section to determine specifics regarding right-of-way acquisition.
6. The purpose of the SRA system is to provide improved mobility throughout the metropolitan area. Along this section of Irving Park Road, the proposed cross section accomplishes that by providing a continuous center median/left turn lane combined with the minimal acceptable lane widths. The cross section recommended in the report was based on a balance between providing adequate sidewalk, parkway and roadway widths and minimizing the impact on the properties fronting Irving Park Road. As mentioned in the paragraph above, a Phase I study would be needed to determine final plan details.

If you have any questions or need additional information, please contact me or Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

Duane P. Carlson, P.E.
District Engineer

By: 
Wally S. Kos, P.E.
Bureau Chief of Programming

cc: Kathy Meyerkord - Civiltech Engineering

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