



Final Report

***Strategic
Regional
Arterial***

US Route 41

IL Route 120 North to I-94



OPERATION GREENLIGHT

Illinois Department of Transportation

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Executive Summary

Since the early 1970s, 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 the 20-year period from 1970 to 1990, the region's urbanized area increased by approximately 70%. This new development created 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 have attempted to avoid congestion. Despite significant investments in transportation system improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts suggest that even more difficult challenges lie ahead. The Northeastern Illinois Planning Commission (NIPC) has estimated that the region's population will increase by as much as 24% between 1990 and 2020; this is four times the growth rate experienced between 1970 and 1990. Employment in the region is expected to increase by as much as 37% over the same period. Though growth will continue in outlying suburban areas, 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 are 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 1,390 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: U.S. Route 41. This corridor follows U.S. Route 41 from IL Route 120 in Park City north to its terminus at Interstate Route 94 in the Village of Wadsworth. 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 U.S. Route 41 passes, can the ultimate improvement plan be realized.

U.S. Route 41 is designated as a suburban SRA corridor. The typical cross section for this designation is a six-lane roadway with a 30 foot median to allow for dual left-turn lanes at major

signalized intersections. The current roadway is a combination four-lane expressway with grade separated interchanges and a limited access highway with a 28 foot median. It was determined that the four-lane cross section that currently exists is not significantly different from a six-lane arterial in terms of capacity and operating performance. For this reason, much of the existing roadway was kept the same.

The U.S. Route 41 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: U.S. Route 41 - IL Route 120 to Ferndale Street

- Upgrade U.S. Route 41/IL Route 132 grade separated interchange (as per IDOT Location and Design Report - U.S. Route 41, November, 1990).
- Implement jersey barrier median to facilitate access control and enhance safety.

Segment 2: U.S. Route 41 - Ferndale Street to the Des Plaines River Crossing

- Add dual left-turn lanes on both legs at the U.S. Route 41/Delany Road intersection.
- Consolidate commercial access drives east of Delany Road intersection.
- Implement access management in strategic locations with the use of cul-de-sacs and right in/right out restrictions on cross streets.

Segment 3: U.S. Route 41 - Des Plaines River Crossing to Wadsworth Road

- Align the U.S. Route 41/IL Route 21 intersection to form a signalized “tee” intersection.
- Install jersey barrier median through entire segment.
- Signalize the intersection of U.S. Route 41 and Hansson Road.
- Consolidate commercial access at U.S. Route 41/Wadsworth Road intersection.

Segment 4: U.S. Route 41 - Wadsworth Road to Rosecrans Road (IL Route 173)

- Roadway improved to SRA specifications in 1996.
- Grade separate equestrian crossing at Kelly Road.

Segment 5: U.S. Route 41 - Rosecrans Road (IL Route 173) to Russell Road

- Consolidate commercial access at or near U.S. Route 41/IL Route 173 intersection.
- Maintain left-turn lanes for truck weigh station and forest preserve service drive.
- Modify northbound Russell Road exit ramp using existing stubbed frontage road.

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 1970s, 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 suggest that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase by 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% over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28% to 34% increase in daily auto trips along with a 32% to 34% increase in transit trips. The number of vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50% and 70% over the 1990 level. Even if only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems will have to 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 has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns of the Chicago area 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 and future mobility needs. In order to meet this travel demand on arterial streets, a comprehensive network of roadways will have to be developed. Roadways on this network will be modified to emphasize mobility for through traffic 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 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Lake, McHenry, Will and Kendall Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan designed 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 2020 Regional Transportation Plan adopted by regional planning agencies in November 1997, 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.

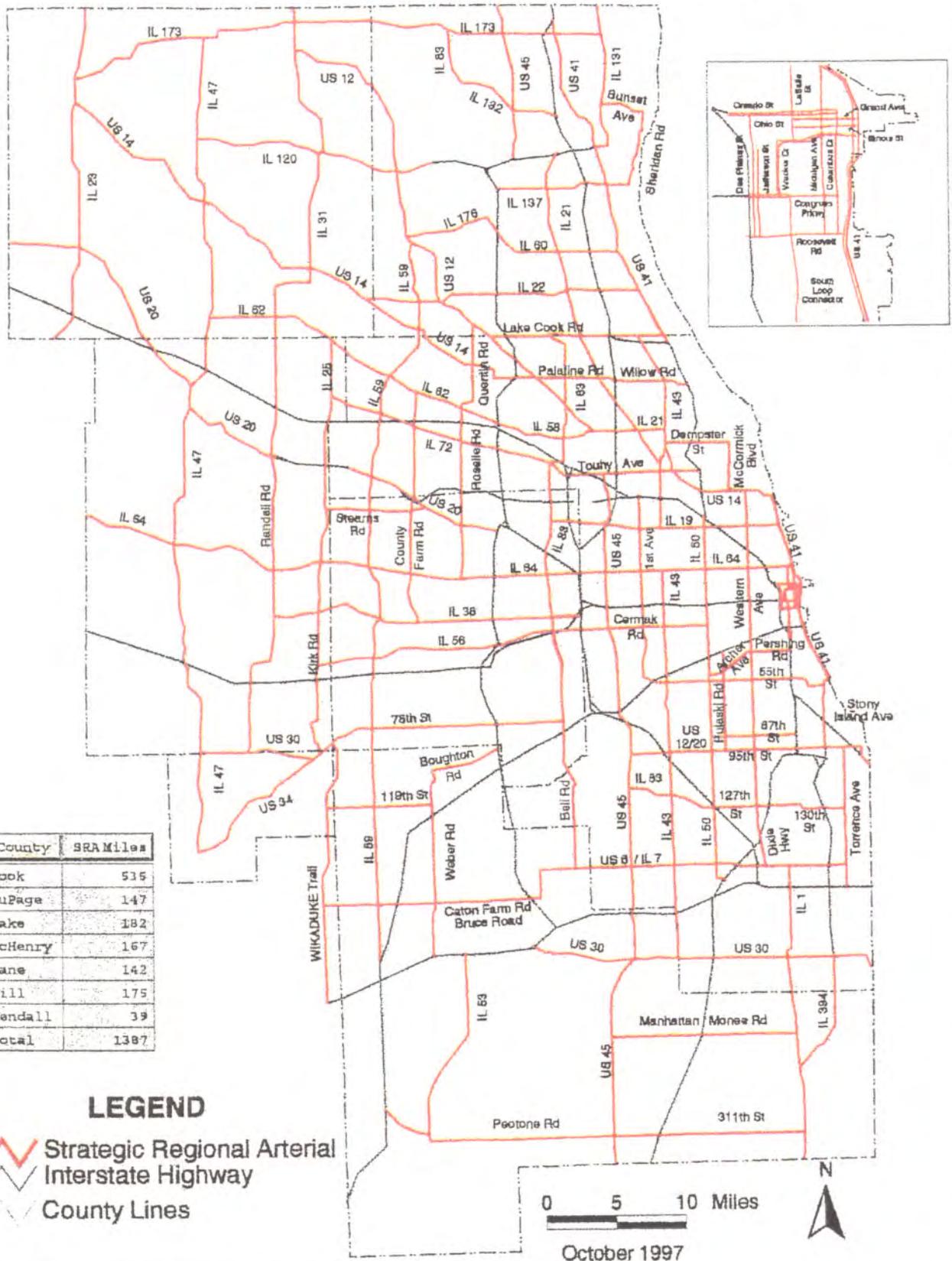
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand,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

2020 Strategic Regional Arterial System



The Strategic Regional Arterial System
Figure 1.1

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 the following:

- 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 greater 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 US Route 41 corridor is classified as a suburban SRA route along its entire length. Table 1.1 indicates the desirable route

characteristics for suburban SRA routes. These desirable characteristics served as a guide for the conceptual improvement plan presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, US Route 41 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, it will be necessary to develop a comprehensive long-range plan for the entire network. 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. This portion of US Route 41 is included in the fifth subset of SRA routes.

The US Route 41 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, based on preliminary 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 US Route 41 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 the US Route 41 corridor. 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 SRA routes is encouraged. Only with the support of the communities through which US Route 41 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 2020).

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.

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

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 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 originally 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.

U.S. Route 41 was not a route originally configured in the SRA system. Because of its late inclusion, the 2010 projections described above have not been conducted. Our recommendations for future cross section requirements are therefore based on the relationship between current capacity and 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 US Route 41 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: US Route 41 - IL Route 120 North to Ferndale Street
 - Segment 2: US Route 41 - Ferndale Street to the Des Plaines River Crossing
 - Segment 3: US Route 41 - Des Plaines River Crossing to Wadsworth Road
 - Segment 4: US Route 41 - Wadsworth Road to Rosecrans Road (IL Route 173)
 - Segment 5: US Route 41 - Rosecrans Road (IL Route 173) to Russell Road

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 2020) 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 U.S. Route 41 Study Area

The SRA corridor extends along U.S. Route 41 from IL Route 120 north to I-94. The corridor begins in Park City and passes through the communities of Gurnee and Wadsworth and unincorporated Lake County for a total route length of 8.5 miles. A Location Map is shown on Figure 2.1.

From the intersection of U.S. Route 41 with IL Route 120 this SRA corridor is a continuation of the SRA study prepared for U.S. Route 41 from IL Route 120 south to the Cook County line (previously completed).

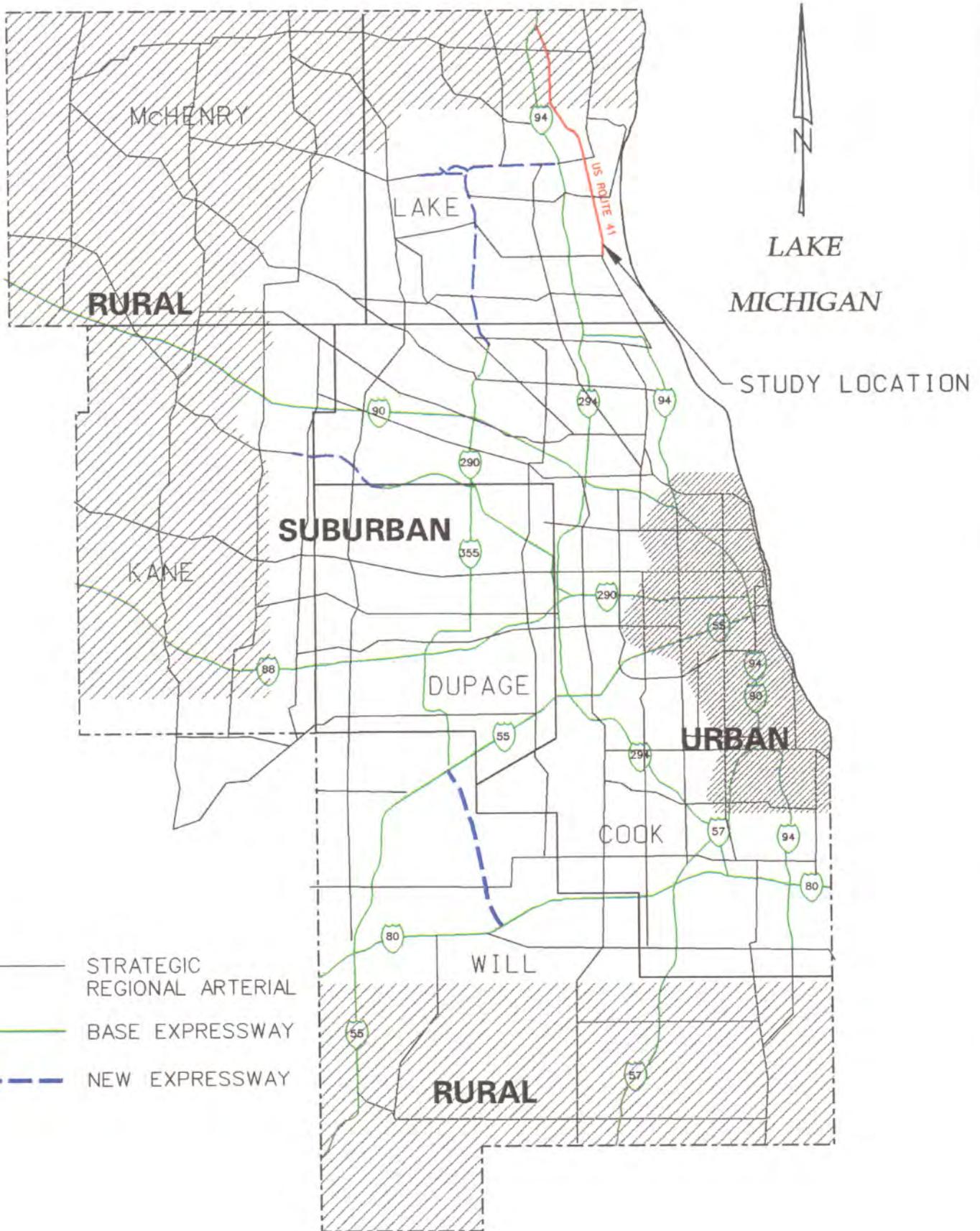
2.2 Land Use/Development Characteristics

The U.S. Route 41 SRA corridor includes a wide range of land uses. The south section of the route consists of well-developed residential and industrial areas in Park City and Gurnee. The Village of Gurnee Comprehensive Plan shows several proposed commercial land uses for land that is formerly agricultural or vacant. The industrial land located north and west of the Delany Road/U.S. Route 41 intersection continues to expand and a large vacant parcel located on the southwest corner of this intersection is available. On the northern outskirts of Gurnee, the route becomes more suburban in nature, with dispersed residential and commercial land uses on the east and west sides of U.S. Route 41. Further north, the east side of the roadway is bordered by Lake County Forest Preserve lands which extend nearly to the end of the corridor. The Wadsworth section of U.S. Route 41 features open, agricultural and large-lot residential lands on the west side and the forest preserve on the east. Commercial land uses are located at major intersections with Wadsworth Road and Rosecrans Road. A proposed commercial/industrial parcel is located on the west side of U.S. Route 41, just north of Stearns School Road. Stearns School Road provides secondary access to the Gurnee Mills retail facility located approximately two miles west of U.S. Route 41.

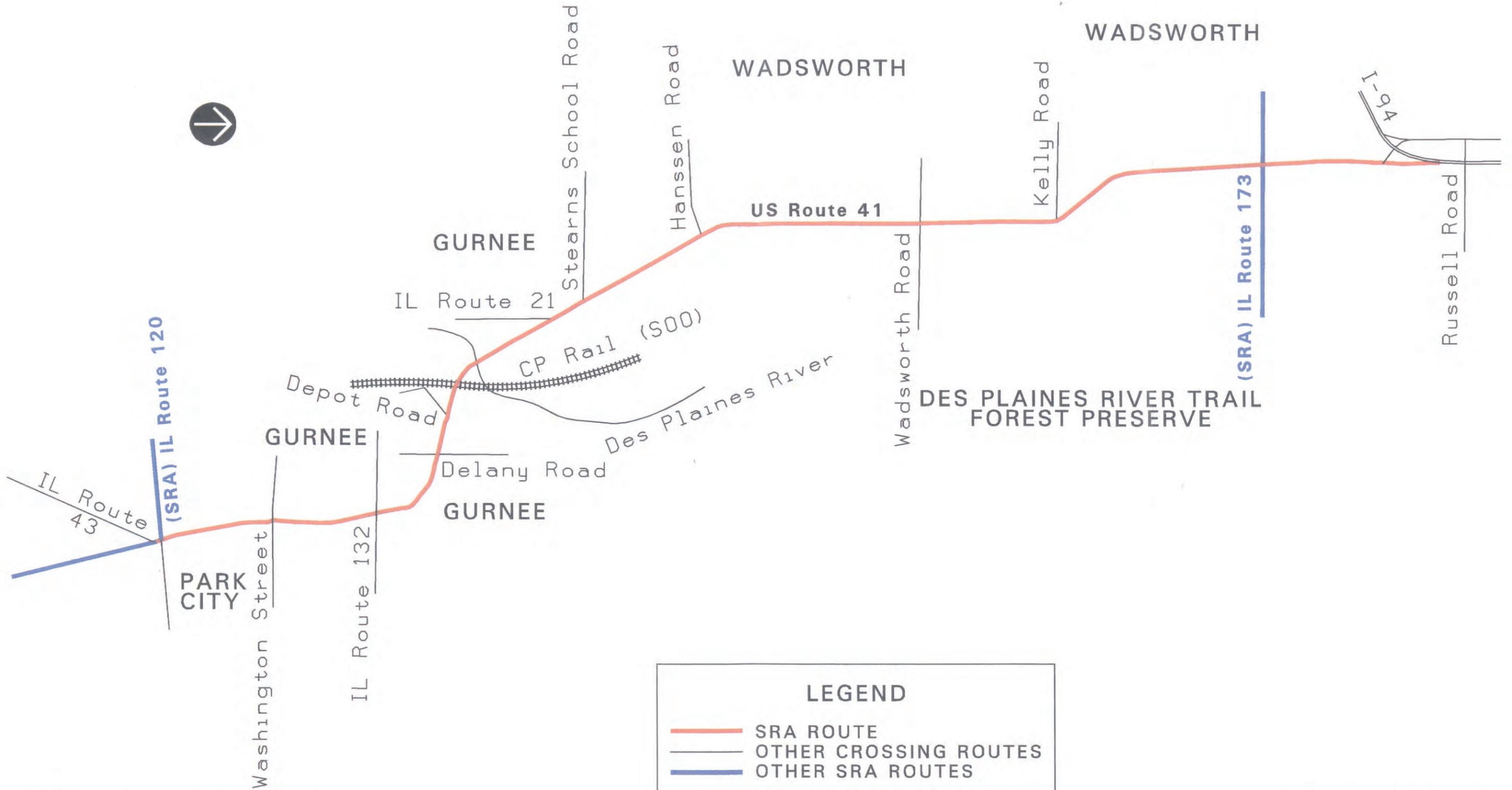
Within the timeframe of the SRA study, it is very likely that a good deal of development will occur along the corridor north of Gurnee. This will probably consist of additional residential subdivisions to the west, between U.S. Route 41 and Dilly's Road and commercial development located on the northern outskirts of Gurnee and in Wadsworth at Stearns School Road and Wadsworth Road. Comprehensive plans propose development in these areas. In Wadsworth there are several very new residential subdivisions, subdivisions under construction and indications of new subdivisions to be built in the very near future.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. U.S. Route 41 is designated as an SRA route from I-94 (Edens Expressway) to I-94 (Tri-State Tollway). The SRA was broken into two different study segments, the first being the segment from I-94 (Edens Expressway) to IL Route 120 which has been completed. This study concentrates on the segment from IL Route 120 north to I-94 (Tri-State Tollway). U.S. Route 41 connects with two other designated SRA routes.



US ROUTE 41 LOCATION MAP
FIGURE 2.1



LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

routes, IL Route 120, from IL 131 west to IL Route 47 in McHenry County and IL Route 173 (Rosecrans Road) from IL 131 west to U.S. Route 14 in McHenry County.

Canadian Pacific (SOO Line) railroad tracks cross over U.S. Route 41 in Gurnee. Union Pacific (Chicago Northwestern) tracks parallel the roadway in Gurnee as well. The proximity of these tracks constrains any widening on the east side of U.S. Route 41 in this area.

2.4 Roadway/Right-of Way Characteristics

The existing roadway cross sections and right-of-way widths are relatively uniform along the length of the U.S. Route 41 corridor. From IL Route 120 north to Delany Road, the roadway consists of two through lanes in each direction with a 28 foot grass median, gravel shoulders and open ditch drainage. This section of the corridor is essentially a limited access highway with three grade separated interchanges and limited local access. The existing right-of-way varies from a minimum of 160 feet to over 300 feet at the interchanges. Beginning at Delany Road, major intersections return to at-grade. Left-turn lanes are provided on all four approaches to the U.S. Route 41/Delany Road intersection.

North of Delany Road, the existing right-of-way width remains consistent at 160 feet. There are two through lanes in each direction with left-turn lanes provided at two non-signalized intersections in Gurnee (Depot Road and Kilbourne Road) and three signalized intersections (Stearns School Road, Wadsworth Road and IL Route 173) in Wadsworth. Through Gurnee there is some closed drainage. North of the Des Plaines River Crossing, open drainage prevails.

Considerable roadway improvements are currently underway or planned for this section of U.S. Route 41. South of Delany Road, access and safety improvements are being implemented per IDOT's 1990 study - Location and Design Report - U.S. Route 41 from Delany Road to IL Route 120. The improvements consist of rebuilding access ramps at the Washington Street interchange and consolidating access at several locations in the vicinity of Washington Street and IL Route 132.

North of Gurnee, IDOT is currently implementing a project which will replace the grass ditch median with a 28 foot paved median with a jersey barrier. Paved 10 foot shoulders are also being installed. This improvement is being installed from Stearns School Road north to Wadsworth Road. A similar project was completed from Wadsworth Road north to IL Route 173 in 1996.

2.5 Transit

This section of the report and the attached exhibits are the transit technical analysis for U.S. Route 41 corridor from IL Route 120 to I-94 in Lake County, Illinois. The analysis is directed at assisting corridor planners and decision makers in developing a concept plan that integrates highway planning with transit planning, within the parameters of the SRA Design Concept Report (DCR). The analysis has three main parts:

1. Existing Conditions and Overview Relative to Suburban/Rural SRA Transit Analysis

- SRA objectives
- Planning methodology
- Existing transit services

2. Future Growth in the Corridor and Transit Plans

- Projected service growth (CTA, Pace, Metra)
- 2010 TSD projects in the Corridor
- Pace-Metra Future Agenda for Suburban/Rural Transportation (FAST) Plans

3. Recommended Improvements - (Suburban/Rural Guidelines)

Recommendations are based on existing and potential land uses, certain environmental considerations, ADT, and concept improvements. These recommendations may relate to existing traffic and transit but may also project further transit development of existing services. Except for right-of-way preservation, no recommendations are made where there is currently no service. Some of the recommendations include:

- Park and ride/park and pool lots
- Passenger facilities - bus stop locations and bus turnouts
- Signalization - transit station accessibility

This analysis is consistent with SRA objectives and the methodologies outlined in the SRA Design Concept Report. It should be noted that this route exhibits characteristics of a suburban SRA route.

2.5.1. EXISTING CONDITIONS AND OVERVIEW

This is a suburban corridor as defined by the densities of the area. There is no existing transit route along this corridor. There are existing Pace routes along IL Route 120, Washington Street and IL Route 132 (Grand Avenue) crossing this corridor, but U.S. Route 41 has grade separation with these major arterials.

2.5.2 FUTURE GROWTH IN THE CORRIDOR AND TRANSIT PLANS

Bus

According to NIPC 2010 forecasts, the general area in Lake County is expected to have a 63.7% growth in households between 1990 & 2010. Growth in fixed route service in Lake County is expected to increase by 234% by 2010 as specified in Table IV-1 of Pace's Comprehensive Plan (COP), April 1992 report. The Wadsworth-Gurnee area has experienced major commercial and residential growth including major attractions at Great America Amusement Park and Gurnee Mills Outlet shopping mall. Weekday and weekend bus service will operate between

Wadsworth, via Gurnee to a new Metra station at Rondout. New service would serve daily commuters as well as patrons to and from major attractions in northern Lake County.

Metra - Rail: 2010 TSD (Regional Plan)

The Metra Milwaukee District North Line will be extended to Wadsworth from Rondout as part of the Metra Extended Transportation Agenda (Metra Extra). Two new Metra stations are proposed at Rondout and Wadsworth for the proposed Metra extension. Therefore commuter traffic and Pace routes will be extended in the U.S. Route 41 corridor in a north/south direction and linkup with the proposed rapid transit stations. This may in turn bring congestion to the corridor due to the line location. This project has good potential and could be enhanced by economic development in its market area.

2.5.3 RECOMMENDED IMPROVEMENTS

- Since there are no existing transit routes along this corridor specific bus stop and bus turnout locations are not identified along this corridor. Based on the guidelines set forth in the Design Concept Report for a suburban SRA corridor the recommended improvements are as follows.
- From the Metra “FAST” plan there is a proposed Metra Station in Wadsworth, a bus stop, bus turnout and a park & ride facility is proposed at this location.

Bus Stop Locations (future)

- All segments - far side at all intersecting arterials
- All segments - at major traffic generators such as schools, shopping centers, and major employment centers

Bus Turnouts (future)

- All Segments
- Intersecting SRA's
- Schools and other traffic generators such as shopping centers, and major employment centers

Park and Pool Lots (future)

- At all intersecting SRA's
- At major traffic generators such as schools, shopping centers, forest preserves and major employment centers

Park and Ride/Park and Pool Lots (future)

- Park and Ride Lot near the proposed Metra Station

Other: There are no other recommendations are proposed at this time

III. Route Analysis

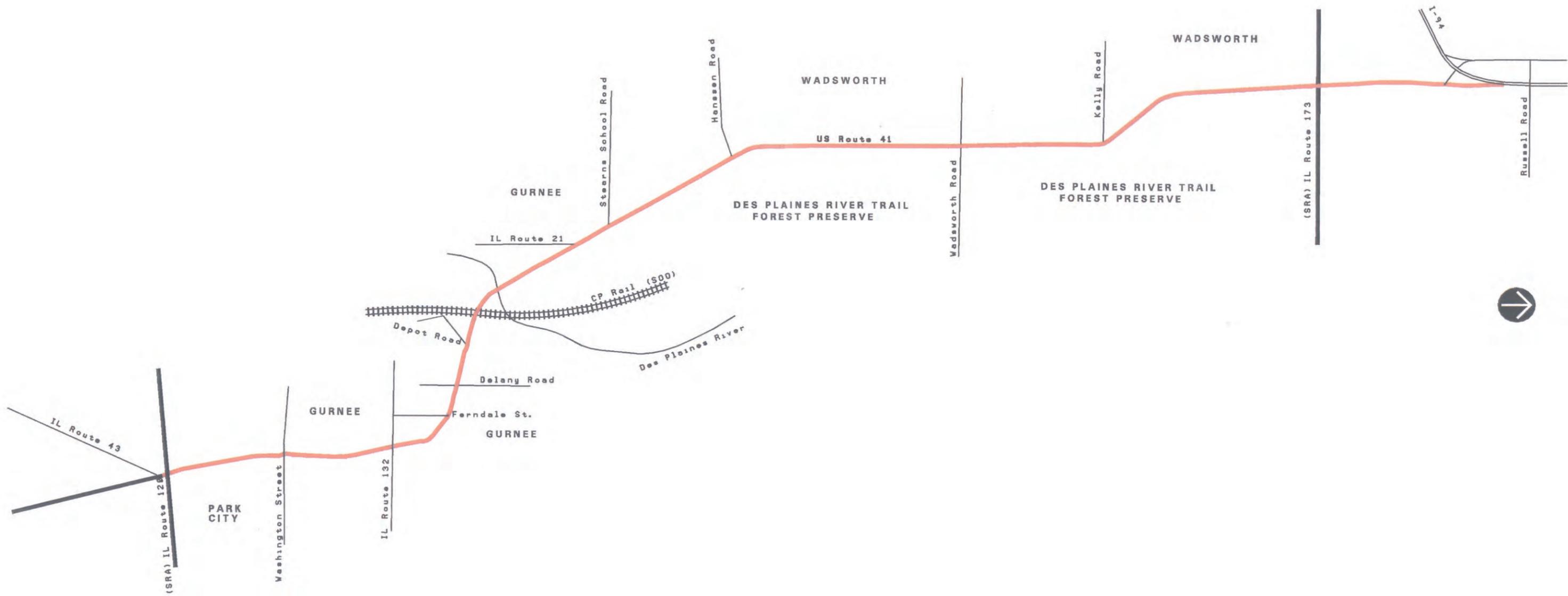
This section provides a detailed summary of existing conditions and recommended improvements along the U.S. Route 41 SRA corridor. The corridor has been divided into five separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as Right-of-Way width, travel demand, and adjacent land use patterns. The five segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: U.S. Route 41 - IL Route 120 to Ferndale Street
- Segment 2: U.S. Route 41 - Ferndale Street to the Des Plaines River Crossing
- Segment 3: U.S. Route 41 - Des Plaines River Crossing to Wadsworth Road
- Segment 4: U.S. Route 41 - Wadsworth Road to Rosecrans Road (IL Route 173)
- Segment 5: U.S. Route 41 - Rosecrans Road (IL Route 173) to Russell Road

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.

Insert Exhibit 3.1

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5
EXISTING R.O.W.	160'-400'	160'	160'	160'	160'-400'
PROPOSED R.O.W.	160'-400'	160'	160'	160'	160'-400'
EXISTING LANE CONFIGURATION	2	2	2	2	2
PROPOSED LANE CONFIGURATION	2	2	2	2	2



Segment 1
U.S. Route 41
IL Route 120 to Ferndale Street - Village of Gurnee

3.1 Segment 1: U.S. Route 41 - Park City and Village of Gurnee

3.1.1 Location

Segment 1 extends along U.S. Route 41 from IL Route 120 in Park City to Ferndale Street in the Village of Gurnee. This segment is approximately 2.0 mile in length (see Figure 3.1).

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-01, A-02, and A-03.

Right-of-Way - The existing Right-of-Way in this segment is 160 to 400 feet in width.

Roadway Characteristics - U.S. Route 41 from IL Route 120 to Ferndale Street currently has two 12-foot through lanes in each direction, a 28-foot grass median and 8-foot gravel shoulders with open drainage.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 29,000 to 30,600 vehicles per day (vpd).

Accidents - There is one high accident location in the segment, a curved section in the vicinity of the intersection of U.S. Route 41 with Grandville Road. All local intersections in the vicinity of the curve are restricted to right-in/right out.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or sidewalks on this segment. Access ramps are present at three grade separated intersections. The access ramp on the northeast quadrant of the Washington Street interchange has been designed as a two-way roadway which provides access to a residential subdivision and commercial land uses.

Traffic Control/Intersection Configuration - There are no signalized intersections in this segment. Three arterial intersections are grade separated. Local roadways intersect at six locations. These roadways are all restricted to right-in/right-out. The existing lane configuration at these intersections is shown on Exhibits A-01, A-02 and A-03.

Structures - There are five existing structures in this segment as indicated in Table 3.1.1. IL Route 120, the IL Route 43 northbound exit ramp and Washington Street pass over U.S. Route 41 while two structures carry U.S. Route 41 over IL Route 132.

Transit - At the present time, there is no mass transit service provided in Segment 1.

Table 3.1.1

Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0050	IL 120	U.S. 41	89.4	236	120	14'2"
049-0016	Washington Street	U.S. 41	60	206	49 (SB) 39 (NB)	14'2"
049-0030	U.S. 41 (SB)	IL 132	33.8	206	N/A	N/A
049-0031	U.S. 41 (NB)	IL 132	33.8	206	N/A	N/A
049-0087	IL 43 (NB)	U.S. 41 (SB)	30	266	45	14'6"

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-01 through B-03.

Lakes/Streams/Wetlands/Floodplains - There are no lakes or streams adjacent to U.S. Route 41 in this segment. However, a narrow floodplain exists in Gurnee in the open area between Dorchester and University Avenues. This floodplain extends to the east, beneath the roadway and the Union Pacific tracks into a small wetland area. Also, an ADID wetland area is located east of U.S. Route 41 just south of IL Route 120.

Structures with Historical Significance - There are no structures with historical significance in Segment 1.

Hazardous Waste/LUST Sites - There are two leaking underground storage tank sites in the commercial area east of U.S. Route 41 at its intersection with Washington Street. These sites are shown on Figure B-01 and B-02.

Threatened or Endangered Species - There are no known threatened or endangered species inhabiting areas adjacent to Segment 1.

Prime Farmland - There is no designated prime agricultural land adjacent to Segment 1.

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-01 through B-03.

Type and Intensity of Development - The sections of Park City and Gurnee adjacent to this segment of U.S. Route 41 are fully developed. Commercial, light industrial and single family residential land uses predominate along Segment 1 (see Exhibits B-01 to B-03). The east side of the roadway is predominantly commercial/industrial as these uses are located adjacent to a rail line that parallels U.S. Route 41. An isolated residential area is located on the east side, just north of Washington Street. The west side of U.S. Route 41 consists of a single family residential subdivision. Several of the local streets supporting this development have direct access to U.S. Route 41.

There are no institutional uses abutting U.S. Route 41 in this segment. Mature trees are prevalent on the west side in the residential area and are interspersed within the commercial uses to the east.

Planned Development - Since the areas adjacent to U.S. Route 41 are close to full build-out, there is very little additional planned commercial or residential development. A vacant parcel located on the southwest corner of the U.S. Route 41/IL Route 132 intersection will be developed with residential units.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-01, C-02, and C-03. This consists of a four-lane cross section with a 28' barrier median, as described below. The SRA study for U.S. Route 41 south of IL Route 120, completed in SRA Study 2, recommends a six-lane cross section that would extend from IL Route 120 to the Edens Expressway. It should be noted that sufficient Right-of-Way exists to extend a six-lane roadway north of IL Route 120 to IL Route 132 (Grand Avenue) in Gurnee if warranted.

Roadway - The proposed cross section for this segment is a modified suburban cross section of 4 lanes @ 12' with a 28' barrier median and 10' shoulders. This cross section is essentially what is in place currently and will fit within the existing typical Right-of-Way width of 160 feet. Additional Right-of-Way may be required at the U.S. Route 41/IL Route 132 intersection in order to facilitate a tight diamond type interchange at some point.

Traffic Control/Intersection Configuration - The U.S. Route 41/IL Route 132 interchange is currently substandard and it is recommended that the design be upgraded when the existing structures need major repair/replacement. Residential development to the west and close proximity to the Union Pacific Railroad R.O.W. on the east constrain the ability to acquire land for a full diamond interchange. A tight-diamond-type interchange is recommended in light of the land constraints.

Access Management - All turning movements through this segment are recommended as right-in/right-out.

Structures - The IL Route 120 and Washington Street bridges are satisfactory. The Washington Street bridge was painted and re-paved in 1996. The IL Route 132 structures are in good condition, but due to the substandard design are recommended for re-alignment/replacement at the end of their useful lives.

Transit - There is currently no transit operating along this segment.

3.1.6 Right-of-Way Requirements

The recommended cross section will require no additional Right-of-Way.

3.1.7 Environmental Considerations

There are no environmental concerns along this segment.

3.1.8 Land Use Considerations

Considering the full-build out nature of most areas located adjacent to U.S. Route 41 in this segment, maintaining the existing roadway cross-section will minimize the impacts associated with roadway widening. Widening is unnecessary due to the limited access nature of U.S. Route 41 in this segment, which allows the roadway to perform at levels similar to a six-lane arterial.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.2.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are low cost are recommended for short term (1-5 years) implementation. Within Segment 1 this would consist of access control improvements including cul-de-sacing or restricting local streets to right-in/right-out and installation of a paved jersey barrier median.

3.1.11 Ultimate (Post 2020) 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 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

3.1.12 Crossing SRA Routes

This SRA corridor is a continuation of the SRA prepared for U.S. Route 41 from IL Route 20 south. This study was completed in subset two of the SRA program. IL Route 120 is currently being studied as an SRA from IL Route 131 west to IL Route 47 (in McHenry County).

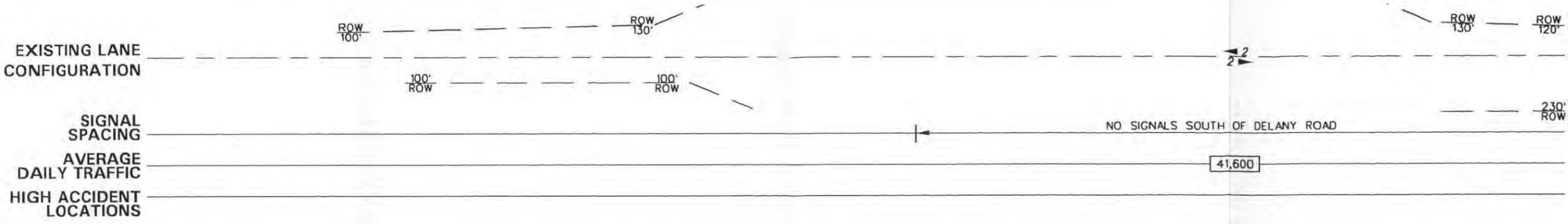
**Table 3.1.2
Construction Cost Estimate
Segment 1 - IL Route 120 to Ferndale Street**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$3,300,000
Intersection Improvements	\$1,000,000
Right-of-Way Acquisition (41/132 interchange)	\$71,000
Total - Recommended Improvements	\$4,371,000

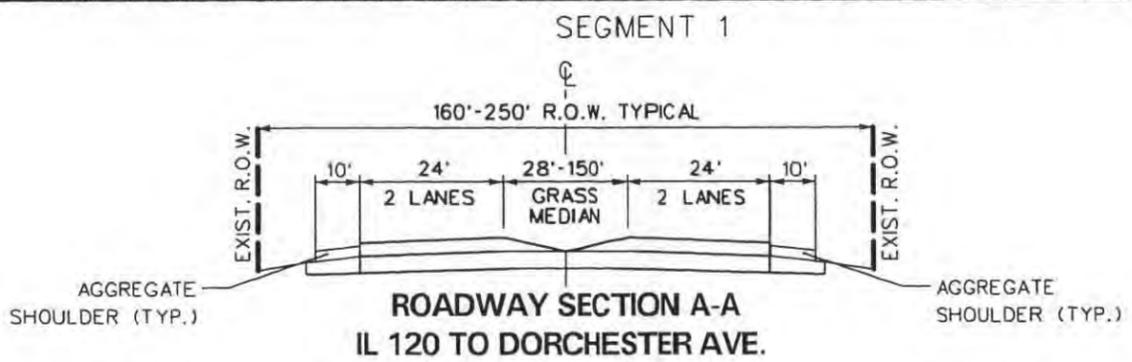
Segment 1
U.S. Route 41 - IL Route 120 to Ferndale Street

EXISTING FACILITY CHARACTERISTICS

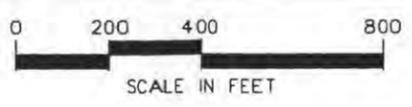
Exhibits A-01, A-02 and A-03

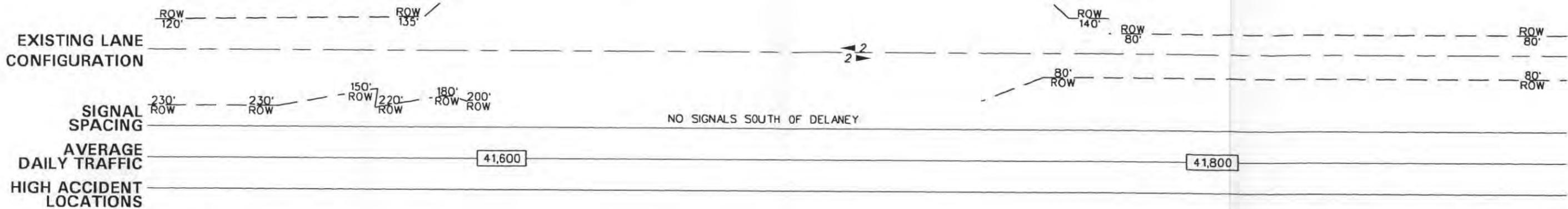


DATE OF PHOTOGRAPHY: APRIL 14, 1995



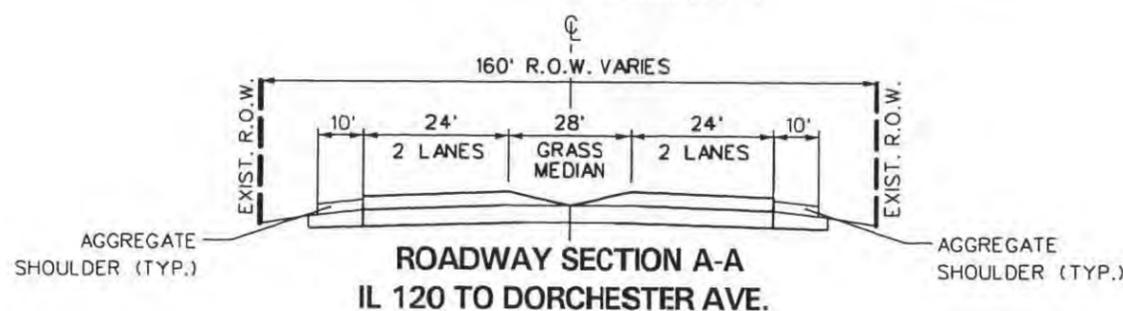
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES





DATE OF PHOTOGRAPHY: APRIL 14, 1995

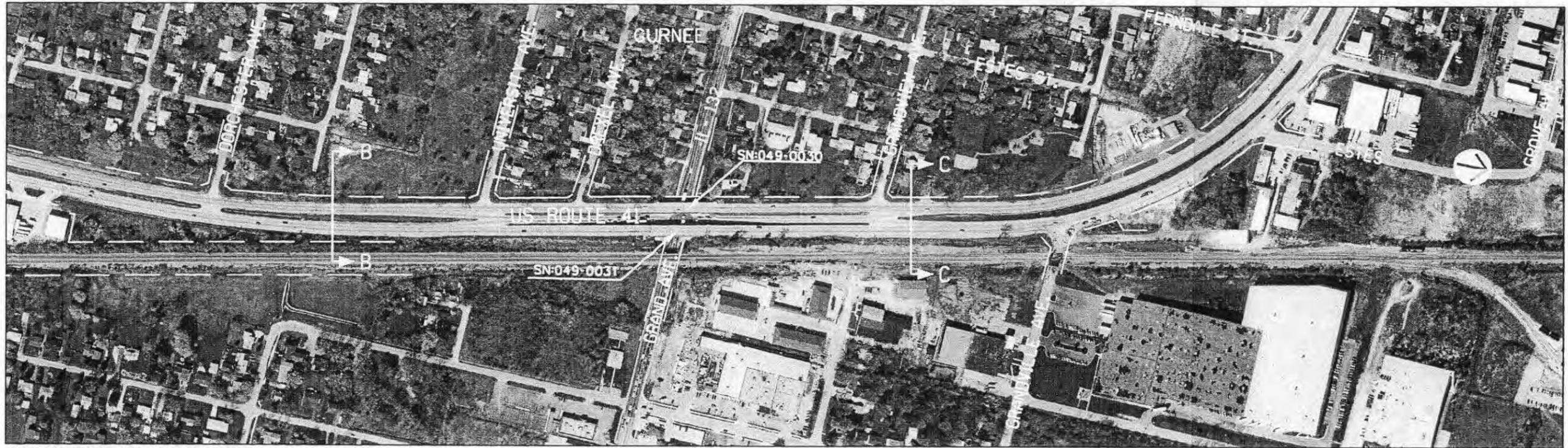
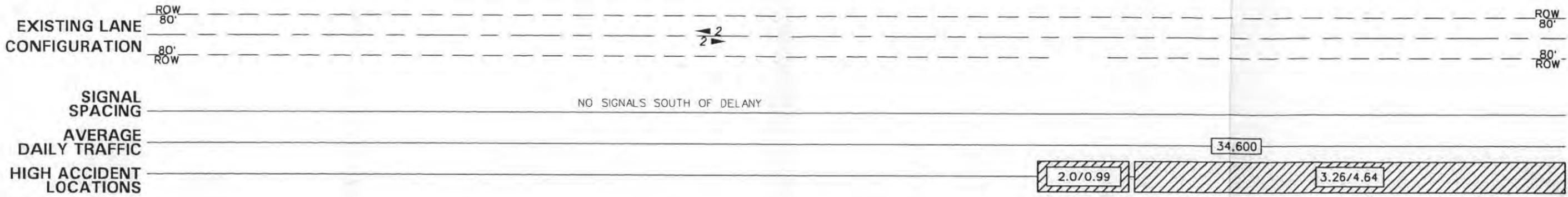
SEGMENT 1



NOTE: INTERCHANGE RECONSTRUCTED IN 1996
SEE (D-01 FOR DETAILS)

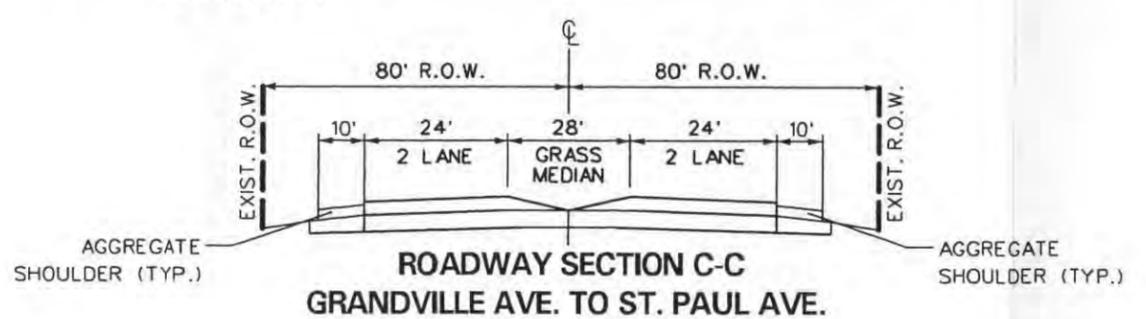
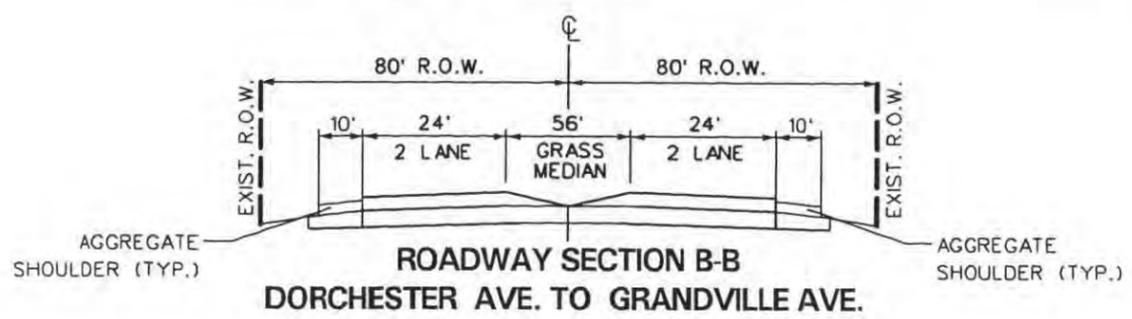
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES





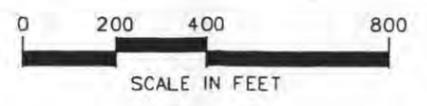
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 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 RATE/CRITICAL RATE)
- # EXISTING NUMBER OF LANES



Segment 1
U.S. Route 41 - IL Route 120 to Ferndale Street

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-01, B-02 and B-03



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

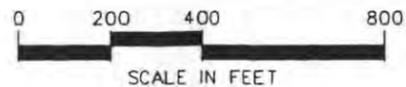
ENVIRONMENTAL FACTORS LEGEND	
(C1)	HAZARDOUS WASTE SITE
☒	LEAKING UNDERGROUND STORAGE TANK
(H)	HISTORIC BUILDING/DISTRICT
▨	WETLAND
(E)	THREATENED AND ENDANGERED SPECIES HABITAT
▩	PRIME AGRICULTURAL LAND
~	FLOODPLAIN/FLOODWAY
—	RIVER/STREAM

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)
x	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

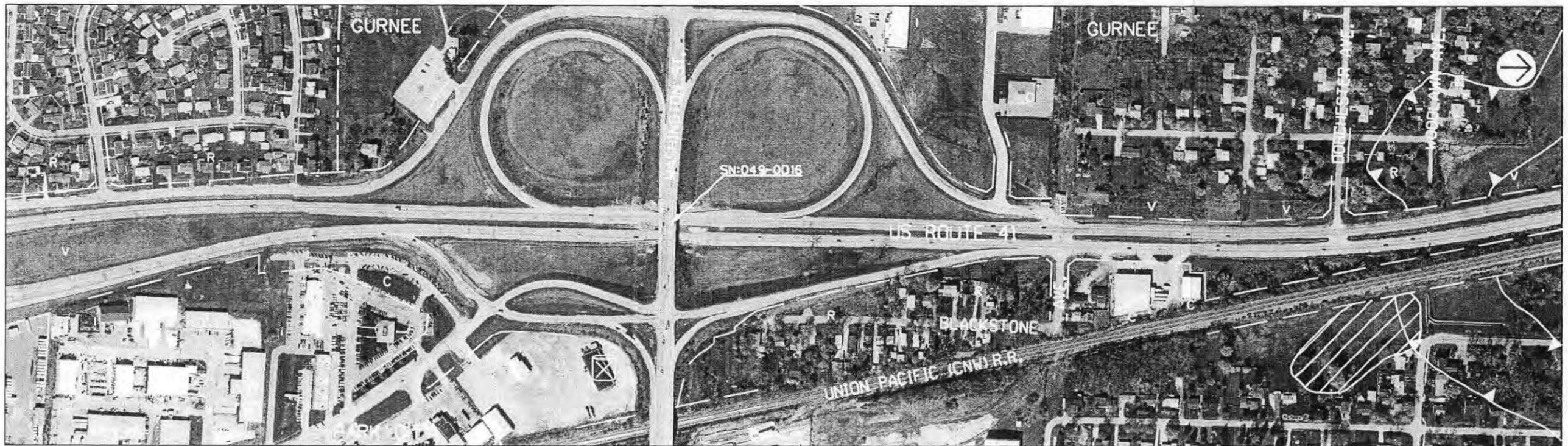
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
 US ROUTE 41
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-01



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

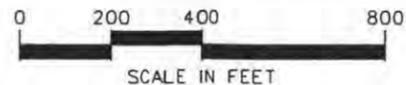
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
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CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
X	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.

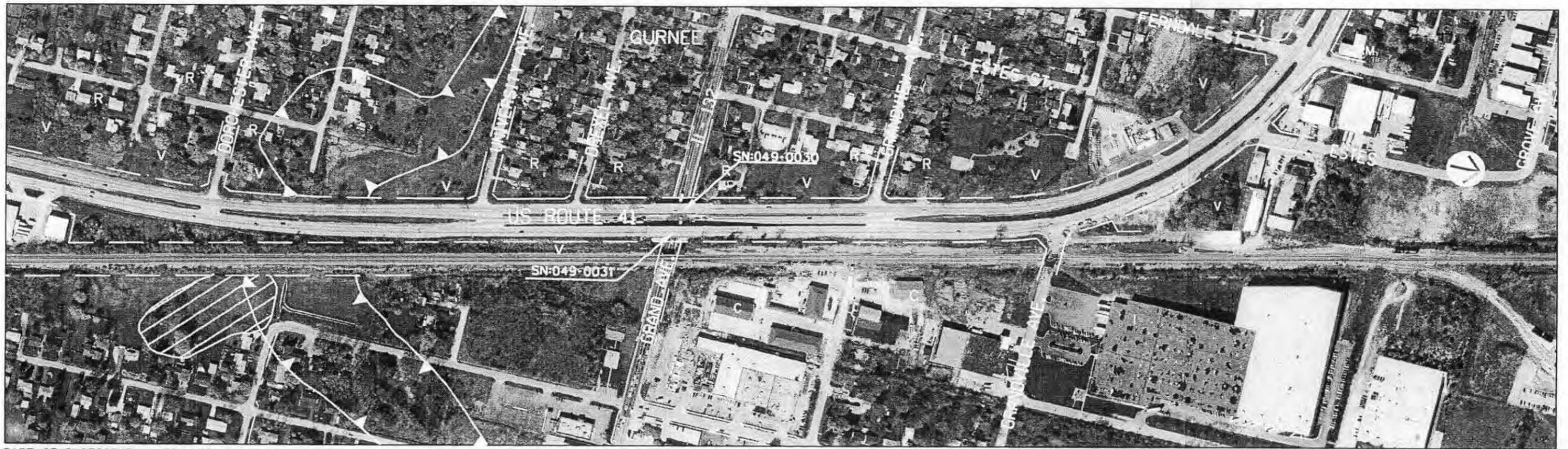
NOTE: INTERCHANGE RECONSTRUCTED IN 1996
SEE (D-01 FOR DETAILS)

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STRA Strategic Regional Arterial Planning Study
US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-02



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

ENVIRONMENTAL FACTORS LEGEND

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

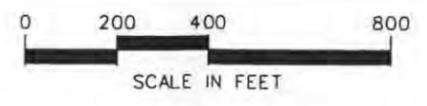
LAND USE LEGEND

- 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)
- X 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

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 In Association with: **METRO Transportation Group**
 and **Planning Resources, Inc.**

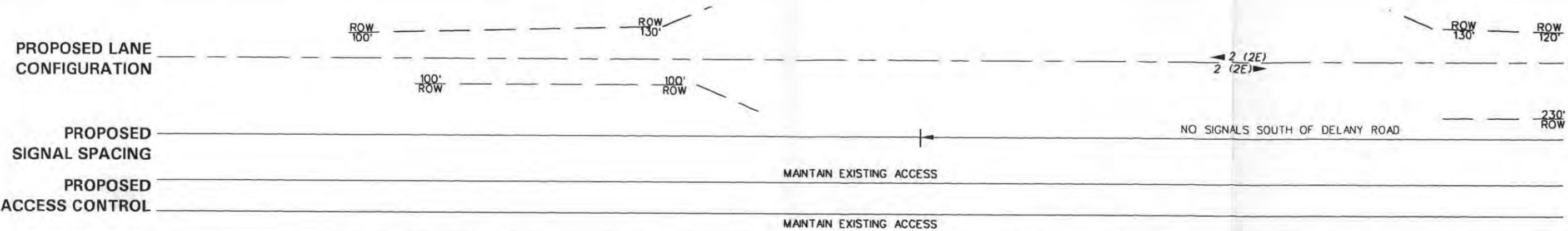


STRA Strategic Regional Arterial Planning Study
US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-03

Segment 1
U.S. Route 41 - IL Route 120 to Ferndale Street

RECOMMENDED PLAN

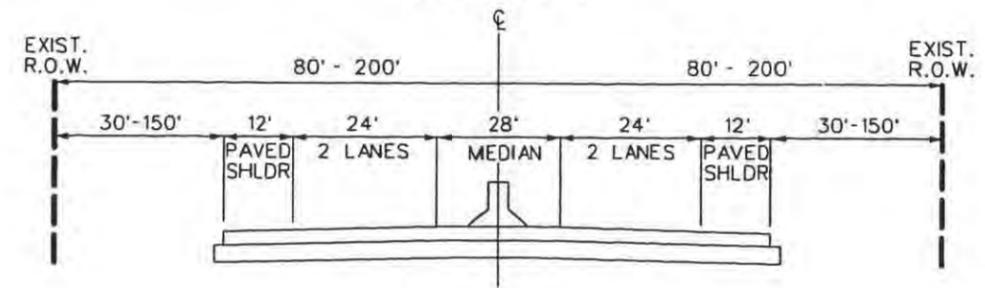
Exhibits C-01, C-02 and C-03



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SEGMENT 1

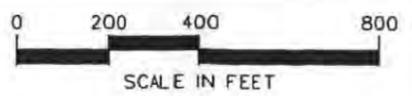
NOTE: THE IL ROUTE 43 NORTHBOUND RAMP MAY BE RELOCATED. FURTHER STUDY IS REQUIRED.

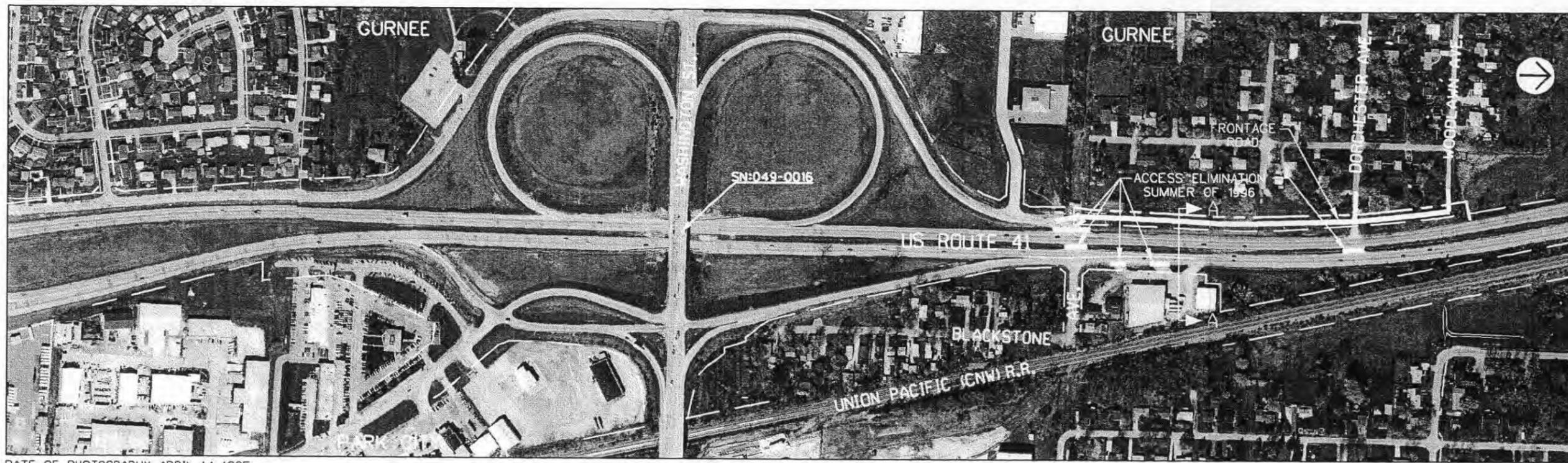
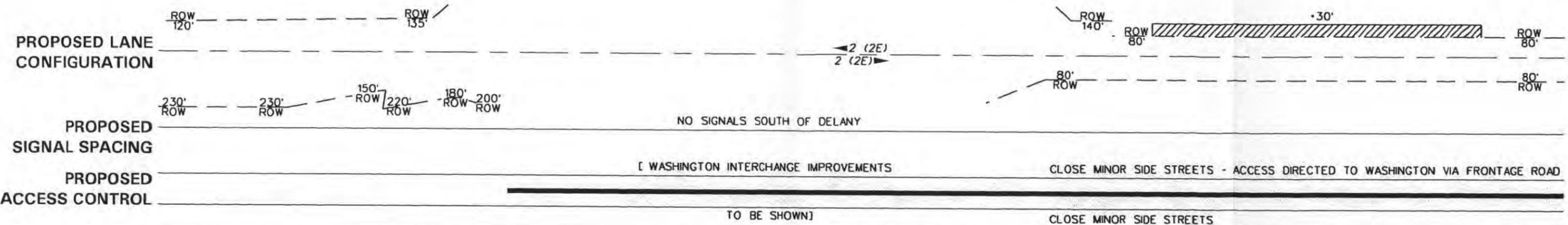


**SECTION A-A
ALTERNATE C**
RECOMMENDED CROSS SECTION

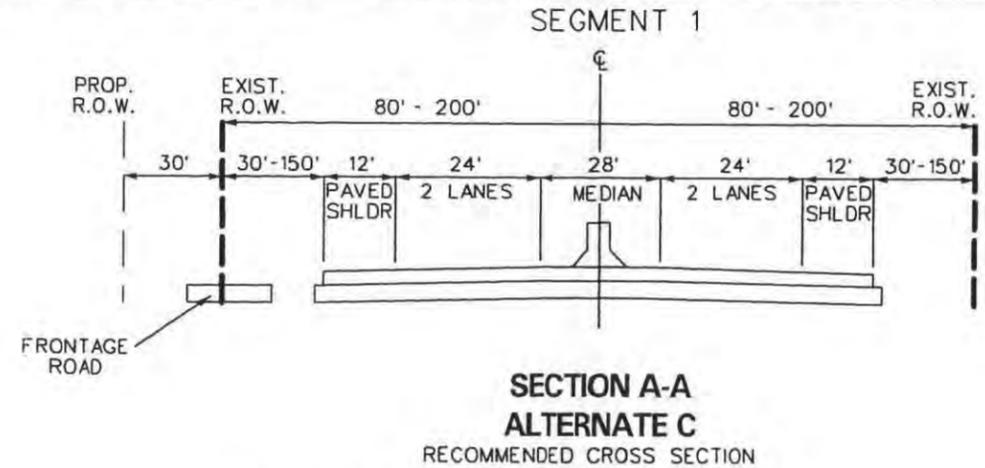
LEGEND

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



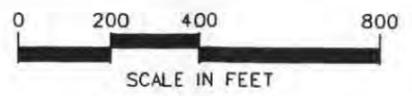


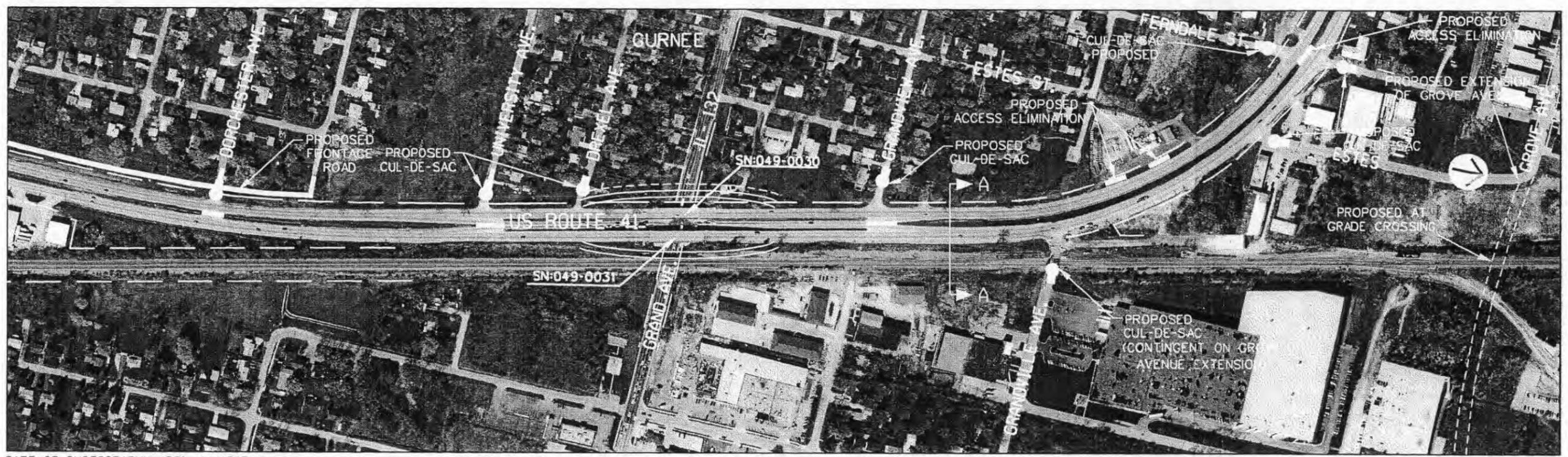
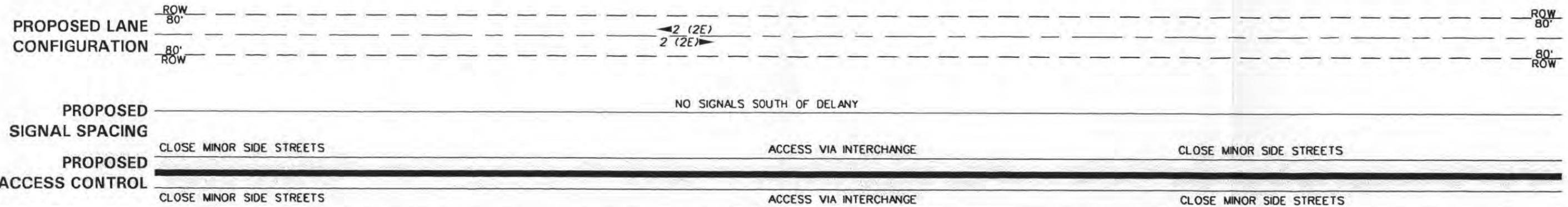
DATE OF PHOTOGRAPHY: APRIL 14, 1995



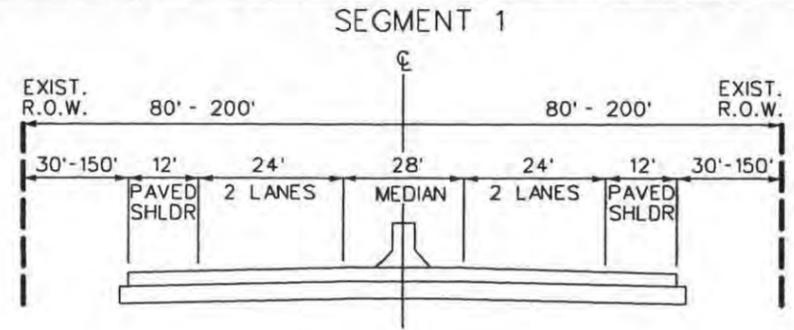
NOTE: INTERCHANGE RECONSTRUCTED IN 1996
SEE (D-01 FOR DETAILS)

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





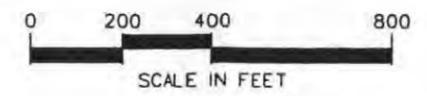
DATE OF PHOTOGRAPHY: APRIL 14, 1995



**SECTION A-A
ALTERNATE C**
RECOMMENDED CROSS SECTION

LEGEND

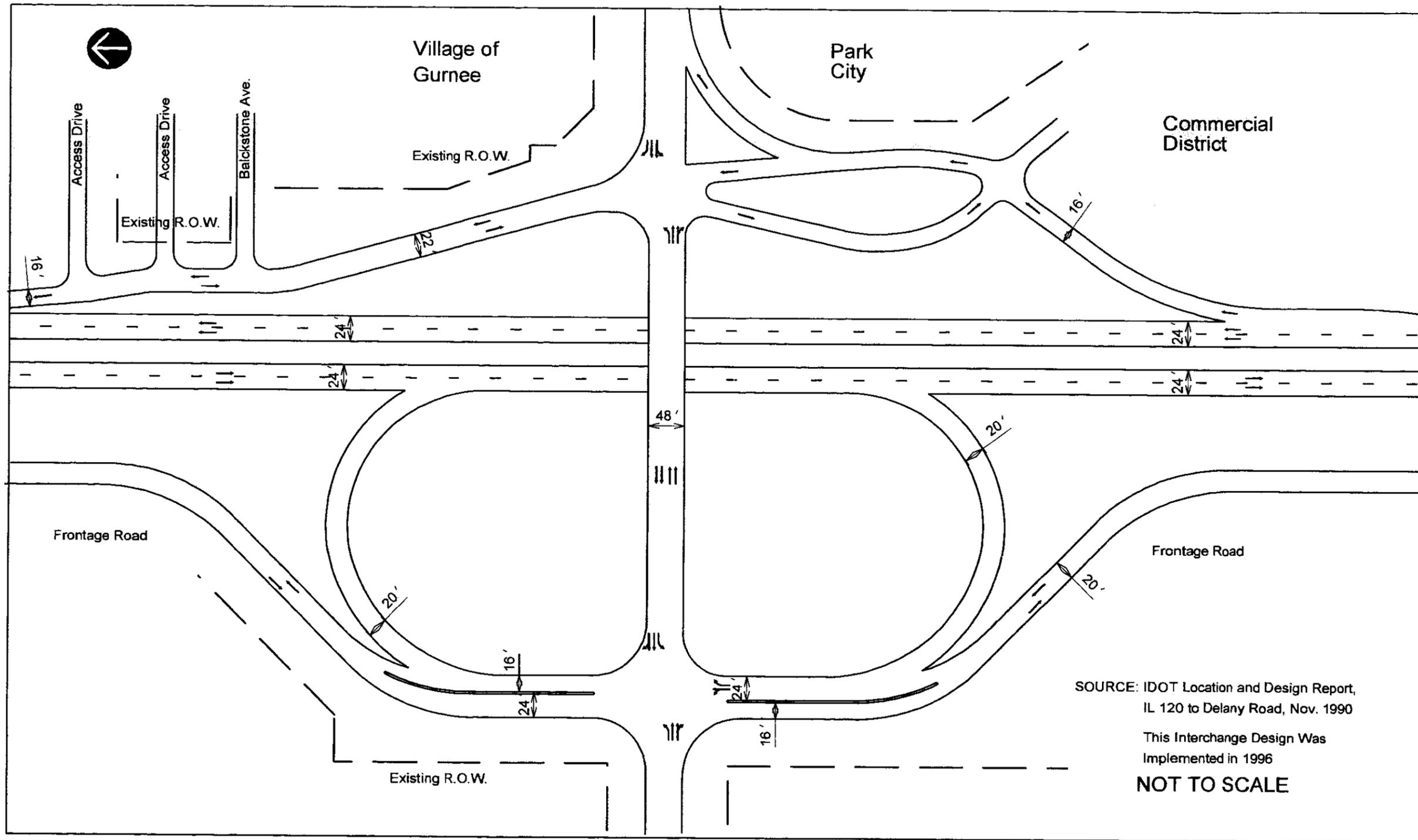
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Segment 1

INTERSECTION DETAIL
U.S. Route 41 and Washington Street

Exhibit D-01



LEGEND
 ——— EXISTING R.O.W.
 - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



**WASHINGTON STREET AND US ROUTE 41
 RECOMMENDED PLAN
 EXHIBIT D-01**

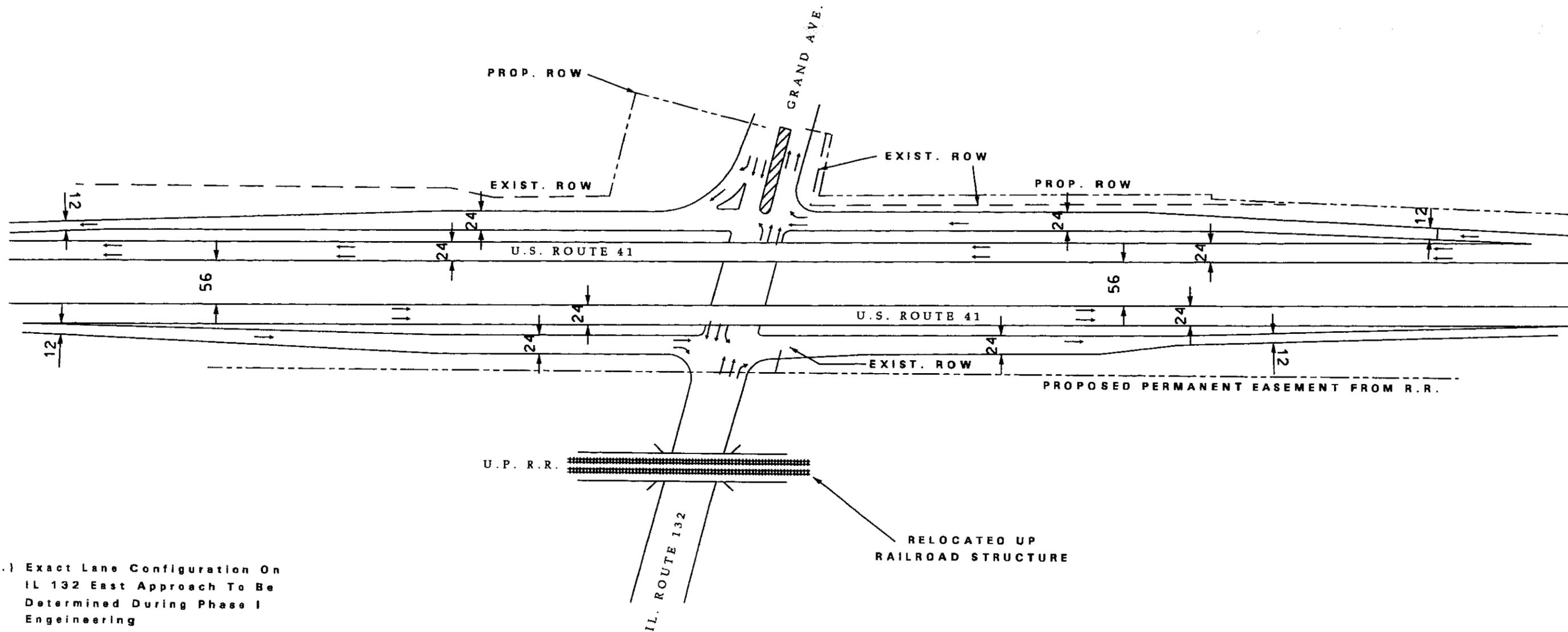
Segment 1

INTERSECTION DETAIL
U.S. Route 41 and IL Route 132

Exhibit D-02



NOT TO SCALE



1.) Exact Lane Configuration On IL 132 East Approach To Be Determined During Phase I Engineering

SOURCE: IDOT - Location and Design Report, US 41 From IL 120 to Delany Road, Nov. 1990

Illinois Department of Transportation

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

INTERSECTION DETAIL

STRA Strategic Regional Arterial Planning Study

IL ROUTE 132 AND US ROUTE 41
RECOMMENDED PLAN
EXHIBIT D-02

Segment 2
U.S. Route 41- Ferndale Street to the Des Plaines River Crossing
Village of Gurnee

3.2 Segment 2: U.S. Route 41 - Ferndale Street to the Des Plaines River

3.2.1 Location

Segment 2 extends along U.S. Route 41 from Ferndale Street to the Des Plaines River Crossing in the Village of Gurnee. (see Figure 3.1). The segment is 1.0 mile in length.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-04.

Right-of-Way - The Right-of-Way in this segment is consistent at 160 feet.

Roadway Characteristics - The existing pavement width in this segment is 48 feet with two 12-foot through lanes in each direction and a 28 foot grass median. Curb and gutter are present through most of this segment.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 24,000.

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 Delany Road. Existing lane configurations for this intersection are shown on Exhibit A-04.

Structures - There are two structures located within this segment, carrying the SOO Line Railroad and crossing the Des Plaines River, as indicated in Table 3.2.1.

The railroad bridge (SN: 049-0099) carries the CP Rail (SOO Line) tracks across U.S. Route 41 between Depot Road and Kilbourne Road. The bridge offers a 60 foot opening for traffic on U.S. Route 41. The bridge appears in good condition.

The second structure on U.S. Route 41 in this segment is a bridge crossing of the Des Plaines River. This bridge is 68 feet wide and appears to be in good condition.

Table 3.2.1

Segment 2: Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0099	CP Rail	U.S. 41	N/A	99	79.6	14'2"
049-0029	U.S. 41	Des Plaines River	68	152	N/A	N/A

Transit - At the present time, there is no mass transit service provided in Segment 2. The CP Rail tracks passing through Gurnee do not currently support Metra service.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit B-04.

Lakes/Streams/Wetlands/Floodplains - There is one wetland area in this segment located west of the CP Rail overpass. This area is Lake County Forest Preserve District land. A floodplain extends east from this area under the railroad bridge past Depot Road. The Des Plaines River passes under U.S. Route 41 and turns to the north, paralleling the roadway north of Gurnee.

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

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no Threatened or Endangered Species in this segment.

Prime Farmland - According to the Natural Resources Conservation Services (NRCS), prime farmland occurs in a large vacant parcel located on the southeast corner of the U.S. Route 41/Delany Road intersection. This parcel is currently vacant and available for development. The Village comprehensive plan (1990) shows this parcel being converted to commercial and residential uses.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-04.

Type and Intensity of Development - Land uses tend to be residential on the south side of U.S. Route 41 and commercial/light industrial/office-research on the north side. A group of multi-family residential buildings are present on the north side near Blackburn Avenue. These

apartment buildings are surrounded by industrial/office-research uses located east and west of Delany Road.

There are several vacant parcels in this segment, most in areas zoned for industrial uses. The industrial park, located off of St. Paul Road, will continue to expand as vacant parcels are available at the north end of the park . The large parcel located on the southeast corner of the U.S. Route 41/Delany Road intersection is currently vacant and for sale.

Planned Development - Continued development will occur in the industrial park north and west of Delany Road. Additional peak hour traffic will impact the U.S. Route 41/Delany Road intersection. Two vacant parcels located on Delany Road north of U.S. Route 41 are zoned commercial and currently available, as is the aforementioned parcel on the southwest corner of the U.S. Route 41/Delany Road intersection.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibit C-04.

Roadway - The recommended roadway cross section for Segment 2 includes two 12-foot through lanes in each direction, with a 30-foot barrier median, and B-6.24 curb & gutter. This is essentially the existing cross-section with a jersey barrier median replacing the existing grass ditch median. No additional Right-of-Way will be necessary.

Traffic Control/Intersection Configuration - Dual left-turn lanes are proposed on both approaches at the Delany Road intersection. The additional left-turn lanes on the U.S. Route 41 approaches to the intersection will fit within the existing 28-foot median. Fifteen feet of additional Right-of-Way will be required on the south leg of Delany Road to accommodate a separate right-turn lane.

The current unsignalized, full-access intersections located at Ferndale Street, Depot Road and Kilbourne Road are recommended to be restricted to right-in/right-out for safety reasons. Ferndale Street and Kilbourne Road are at the end of curved sections of U.S. Route 41 and Depot Road is located approximately 300 feet east of a dip in the road accommodating the CP Rail overpass. The site distance available is insufficient given the high-speed nature of U.S. Route 41.

Access Management - Commercial driveway consolidation is recommended on both sides of the roadway around Ferndale and Estes Street. One right-in/right-out shared access drive is

Transit - There are no transit improvements recommended for this segment.

3.2.6 Right-of-Way Requirements

The proposed cross-section will fit within the existing Right-of-Way throughout this segment.

3.2.7 Environmental Considerations

The wetlands in the vicinity of the Des Plaines River will be unaffected as there will be no Right-of-Way acquisition in this location.

It is anticipated that by 2020 the prime agricultural land in this segment will be developed as industrial, commercial and/or residential land use.

During the environmental and design study phase of an SRA improvement project as well as during the final design phase, measures will be taken to avoid impacting environmentally sensitive areas. If they cannot be avoided, mitigation plans will be developed.

3.2.8 Land Use Considerations

No Right-of-Way acquisition along U.S Route 41 in Segment 2 will minimize the potential impact to commercial and residential property. The fifteen feet of Right-of Way required on the south leg of the U.S. Route 41/Delany Road intersection will impact the Citgo gas station and vacant parcel located there. Consolidating access points will be done in a manner that provides all residents and businesses continued right-in/right-out access.

The barrier median proposed for Segment 2 will prevent direct left-hand turns into adjacent properties. As vacant land on both sides of U.S. Route 41 in Segment 2 is developed, access and setbacks should be coordinated with the proposed SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.2.2.

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. Installing the jersey barrier median and closing/consolidating several commercial access drives at the east end of the segment would be recommended as short-term improvements.

3.2.11 Ultimate (Post 2020) 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 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

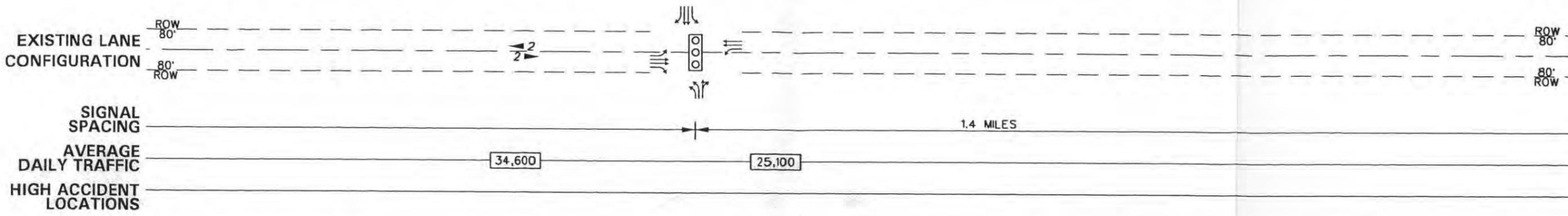
Table 3.2.2
Construction Cost Estimate
Segment 2 - Ferndale Street to the Des Plaines River Crossing

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,650,000
Intersection Improvements	\$560,000
Structure Modifications	\$0
Right-of-Way Acquisition	\$25,000
Total - Recommended Improvements	\$2,235,000

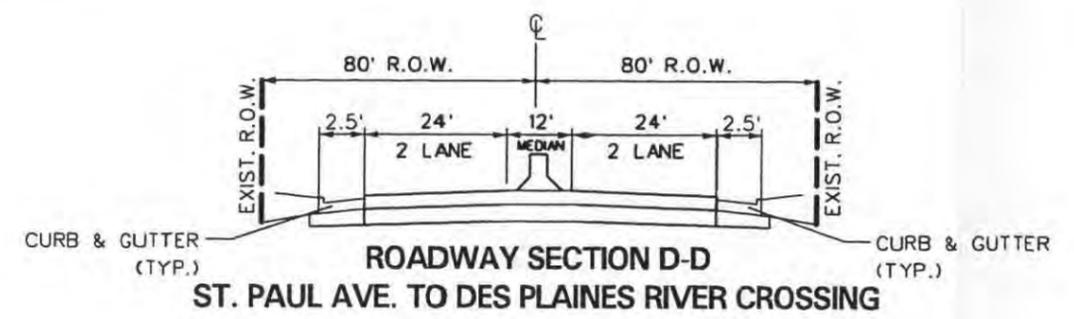
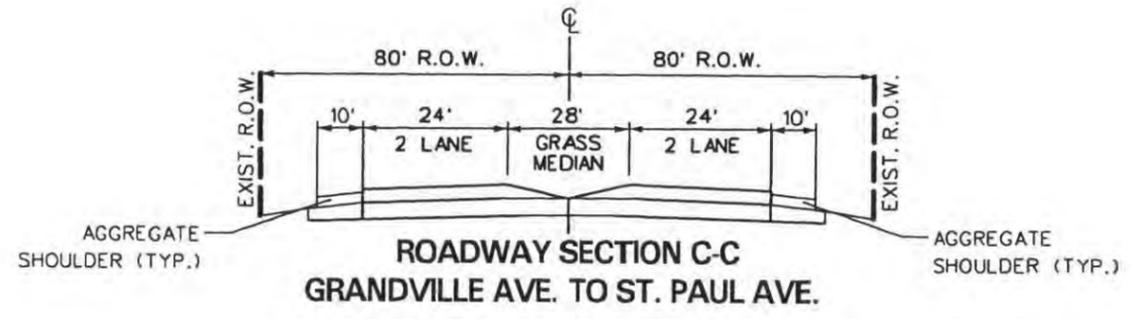
Segment 2
U.S. Route 41 - Ferndale Street to the Des Plaines River Crossing

EXISTING FACILITY CHARACTERISTICS

Exhibit A-04



SEGMENT 2



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 RATE/CRITICAL RATE)
- # EXISTING NUMBER OF LANES



Segment 2
U.S. Route 41 - Ferndale Street to the Des Plaines River Crossing

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-04



SEGMENT 2

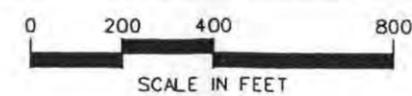
ENVIRONMENTAL FACTORS LEGEND

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

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)
X	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

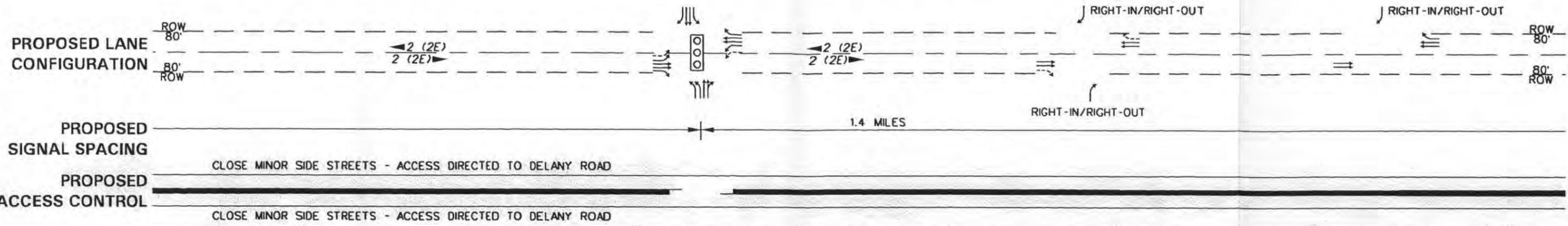
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



Segment 2
U.S. Route 41 - Ferndale Street to the Des Plaines River Crossing

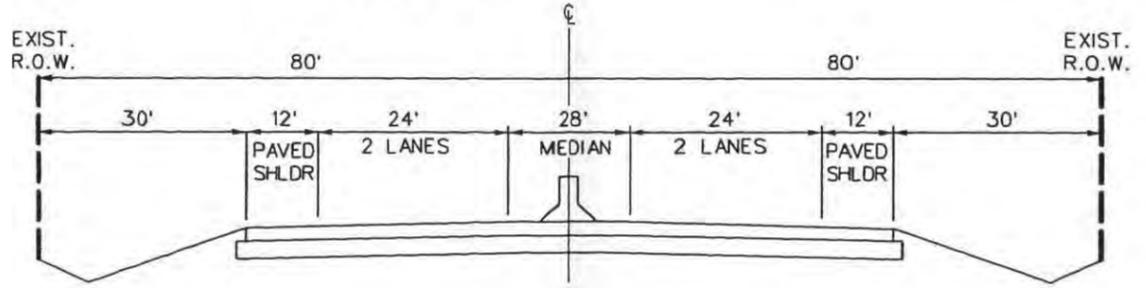
RECOMMENDED PLAN

Exhibit C-04



SEGMENT 2

Note: Median width to be 30' on approaches to Delany Road intersection.



**SECTION B-B
 ALTERNATE C**
 RECOMMENDED CROSS SECTION

LEGEND

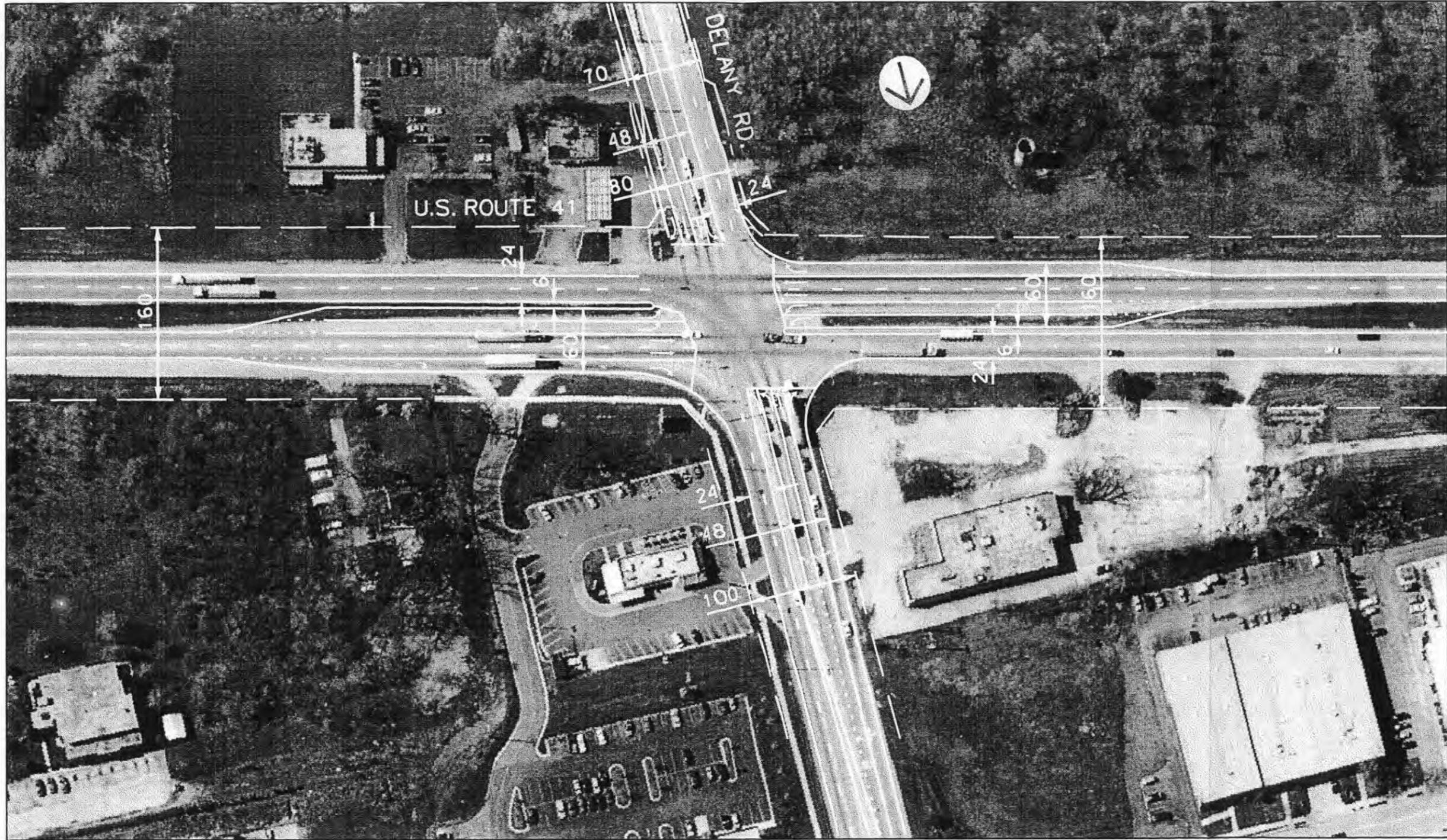
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- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Segment 2

INTERSECTION DETAIL
U.S. Route 41 and Delany Road

Exhibit D-03



Illinois Department of Transportation

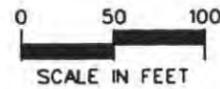
R.M.J. 98'

Prepared by: **CIVILTECH ENGINEERING, INC.**

In Association with:
Shah Engineering, Inc.

METRO Transportation Group
Planning Resources, Inc.

LEGEND
 ——— EXISTING R.O.W.
 - - - - PROPOSED R.O.W.



INTERSECTION DETAIL **SRA** Strategic Regional Arterial Planning Study
DELANY ROAD AND US ROUTE 41
RECOMMENDED PLAN
EXHIBIT D-03

Segment 3
U.S. Route 41
Des Plaines River to Wadsworth Road, Gurnee, Wadsworth

3.3 Segment 3: U.S. Route 41 - Des Plaines River to Wadsworth Road

3.3.1 Location

Segment 3 extends along U.S. Route 41 from the Des Plaines River Crossing to Wadsworth Road (see Figure 3.1). The segment is approximately 3 miles in length and is located in the low density sections of Gurnee and Wadsworth.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-05 through A-08.

Right-of-Way - The existing Right-of-Way in this segment is 160 feet.

Roadway Characteristics - The existing pavement width throughout the segment is 48 feet with two 12-foot through lanes in each direction, a 28 foot barrier median and varying shoulders - gravel south of Stearns School Road and 10 foot paved shoulders north of Stearns School Road. The northern section of this segment, from Stearns School Road north to Wadsworth Road is currently being improved by IDOT. The improvements consist of installing a paved jersey barrier median and providing 10 foot paved shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic on U.S. Route 41 in this segment varies from 24,000 vpd south of IL Route 21 to 28,000 vpd north of Stearns School Road.

Accidents - There curved section located north of Hanssen Road is a high accident location.

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

Traffic Control/Intersection Configuration - There are three existing signalized intersections in this segment. The signalized intersection with IL Route 21 is currently sub-standard as IL Route 21 meets U.S. Route 41 at an angle. While no left-turn lane is provided on northbound U.S. Route 41, left-turns are currently stored within the intersection. Approximately 1/4 mile to the north, Stearns School Road intersects at a signalized “tee” intersection. Stearns School Road provides secondary access to the Gurnee Mills Shopping Center, approximately 2 miles to the west. A left-turn lane is provided on northbound U.S. Route 41 at this intersection. The third signalized intersection in Segment 3 is at Wadsworth Road. This intersection was upgraded in 1995. Left-turn lanes are provided on all four approaches.

The only unsignalized intersection in Segment 3 is a “tee” intersection at Hanssen Road. Hanssen road is a short local connector street ending at Dillys Road, approximately 1/2 mile to the west.

Structures - There are no structures in this segment.

Transit - At the present time, there is no mass transit service provided in Segment 3.

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-05 through B-08.

Lakes/Streams/Wetlands/Floodplains - The Des Plaines River parallels U.S. Route 41 through all of segment 3. In light of this, the majority of lands on the east side of the roadway are wetlands. The Lake County Forest Preserve District owns a large portion of these lands assembled as the Des Plaines River Trail Forest Preserve. This park includes a bike trail which extends from Gurnee north to the Wisconsin border. Several small lakes and tributary streams wind through the park. The river floodplain extends west of U.S. Route 41 in several locations. On the west side of U.S. Route 41, several small disconnected wetland areas occur. These areas are intermixed with vacant and agricultural lands located in Wadsworth.

Prime agricultural lands occur on the west side of the roadway in Wadsworth. While several of these tracts are vacant, many continue to be farmed. In the future, many of the vacant tracts will be developed as large-lot residential subdivisions.

Structures with Historical Significance - There are no structures with historical significance adjacent to U.S. Route 41 in this segment.

Hazardous Waste/LUST Sites - There are no LUST sites documented by the Illinois Environmental Protection Agency in this segment.

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

Prime Farmland - There are several tracts of prime farmland in this segment. While most are situated on the west side of the roadway north of Stearns School Road, there are a few isolated parcels on the east side, beginning at the IL Route 21 intersection.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-05 through B-08.

Type and Intensity of Development - This segment transitions from the built-up areas of Gurnee to essentially rural areas of Wadsworth. South of Stearns School Road commercial land uses front on both sides of U.S. Route 41. These land uses tend to cater to travelers as restaurants, a motel and a truck stop/gas station are all located in the vicinity of the IL Route 21 intersection. North of Stearns School Road, development drops off substantially as the forest

preserve fronts the roadway on the east side and vacant and agricultural lands predominate on the west. Large-lot residential sub-divisions are intermixed on the west side, and more are planned. None of these developments access U.S. Route 41 directly.

Planned Development - This segment will see continued development in the future. As mentioned, much of the agricultural and vacant land north of Stearns School Road will transition to large-lot residential usage. The Village of Wadsworth Comprehensive Plan - 1990 shows business/commercial uses fronting on the west side of U.S. Route 41 from Hanssen Road north to Wadsworth Road. The Village of Gurnee is planning an industrial/office development on the northwest corner of the U.S. Route 41/Stearns School Road intersection.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-05 through C-08.

Roadway - The recommended cross-section is similar to the existing four-lane roadway with a jersey barrier median installed and 10 foot paved shoulders. This cross-section is consistent with that currently being installed by IDOT north of Stearns School Road. No additional Right-of-Way is required in this segment.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at Stearns School Road and Wadsworth Road with additional turn lanes added, and to reconfigure the IL Route 21 intersection adding a northbound U.S. Route 41 left-turn lane and separating the southbound right-turns from through traffic by adding a right-turn lane on this approach. The IL Route 21 leg will be widened to include two northbound through lanes, plus a separate right-turn lane. The intersection will remain at the present location, but will require additional Right-of-Way that consists of the present Point Restaurant parking lot. It is recommended that the restaurant be vacated to facilitate the suggested intersection improvements. The proposed intersection detail is shown on Exhibit D-03.

At Stearns School Road, a southbound right-turn lane and a second northbound left-turn lane are recommended on the U.S. Route 41 approaches. A second left-turn lane is recommended on the Stearns School Road approach as well. The proposed lane configuration is shown on Exhibit C-06

At the Wadsworth Road intersection, north and southbound right-turn lanes are recommended on U.S. Route 4, while additional through lanes are recommended on both the Wadsworth Road approaches. Adding two through lanes will require an additional twenty feet of Right-of-Way on the west leg of Wadsworth Road. Proposed lane configurations are shown on Exhibit C-09.

The intersection of IL Route 21 and U.S. Route 41 will be reconfigured to form an upgraded signalized intersection. On U.S. Route 41, a left-turn lane will be added to the northbound approach along with a southbound right-turn lane. These turn lanes will separate turning movements from through traffic improving safety conditions, particularly for northbound traffic attempting to turn left onto IL Route 21.

The Hanssen Road intersection will be restricted to right-in/right-out under the current IDOT design plans. This intersection is recommended as a future signal location considering the continuing residential development to the west and the commercial development proposed by Gurnee north of Stearns School Road. The volume of traffic currently using Hanssen Road is anticipated to increase substantially as this peripheral development occurs.

Future signals should be installed on the route only at the recommended locations and only when 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.)

Access Management - Access control will be exercised in the vicinity of the Wadsworth Road intersection. The commercial uses around the intersection currently have several driveways accessing U.S. Route 41. Consolidating these driveways will reduce the potential conflict points while still maintaining access. The current jersey median installation project will restrict access to right-in/right-out at all locations between Stearns School Road and Wadsworth Road. It is recommended that this median design be extended south to the Des Plaines River, with a median break at the IL Route 21 intersection. This will restrict all local access south of Stearns School Road to right-in/right-out as well.

Structures - There are no structure modifications required in Segment 3.

Transit - There are no transit improvements recommended for this segment. It should be noted that the Metra FAST plan includes extending service to Wadsworth via the CP Rail line and that the PACE COP plan calls for a park-and-ride lot located in the vicinity of the U.S. Route 41/Wadsworth Road intersection.

3.3.6 Right-of-Way Requirements

No additional Right-of-Way will be required along U.S Route 41 in Segment 3. Twenty feet of additional Right-of-Way will be required on the west leg of Wadsworth Road at its' intersection with U.S. Route 41.

3.3.7 Environmental Considerations

With no additional Right-of-Way requirements in this segment, there will be no impacts on the forest preserve, open or agricultural lands located along this segment.

3.3.8 Land Use Considerations

The realignment of the IL Route 21 intersection will require purchasing the restaurant situated at the present intersection. No additional land use impacts are proposed along the segment.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.1.

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. Installation of a jersey barrier median and 10 foot paved shoulders would fit within this category of improvement. These improvements are currently being implemented in the northern portion of the segment and it is recommended that these improvements be implemented through the southern portion of the segment as well.

3.3.11 Ultimate (Post 2020) 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 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

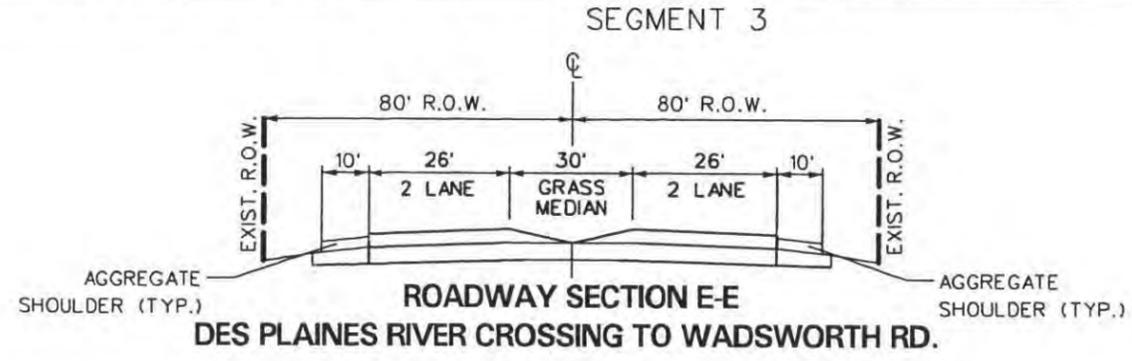
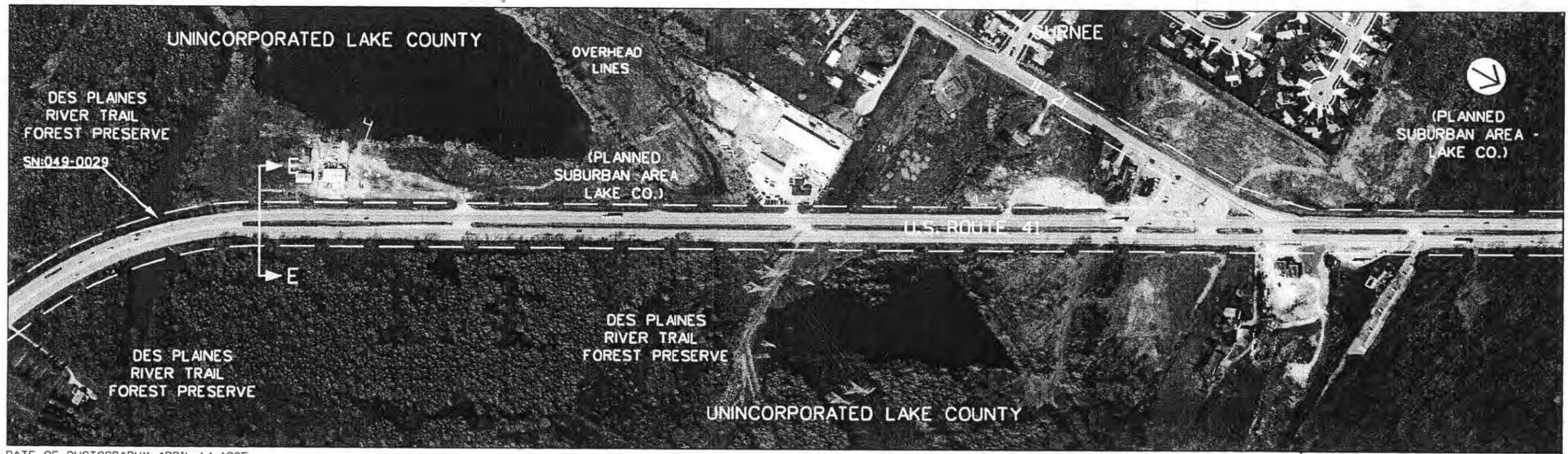
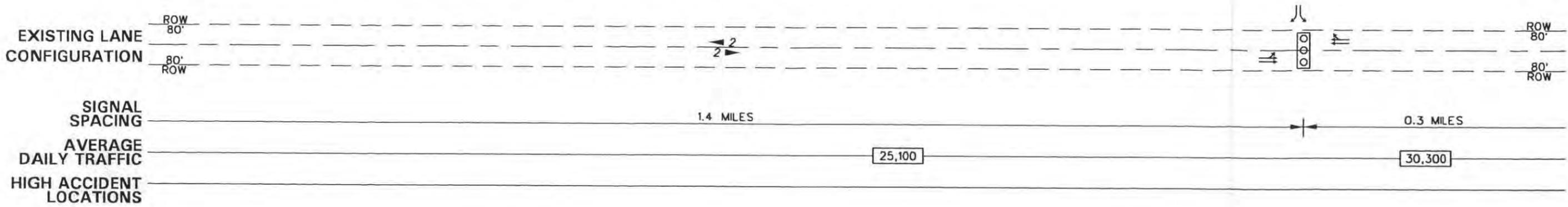
Table 3.3.1
Construction Cost Estimate
Segment 3 - Des Plaines River to Wadsworth Road

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,237,500
Signal Installation (Hansson Road)	\$150,000
Intersection Improvements	\$1,000,000
Right-of-Way Acquisition	\$14,000
Total – Recommended Improvements	\$2,401,500

Segment 3
U.S. Route 41 - Des Plaines River Crossing to Wadsworth Road

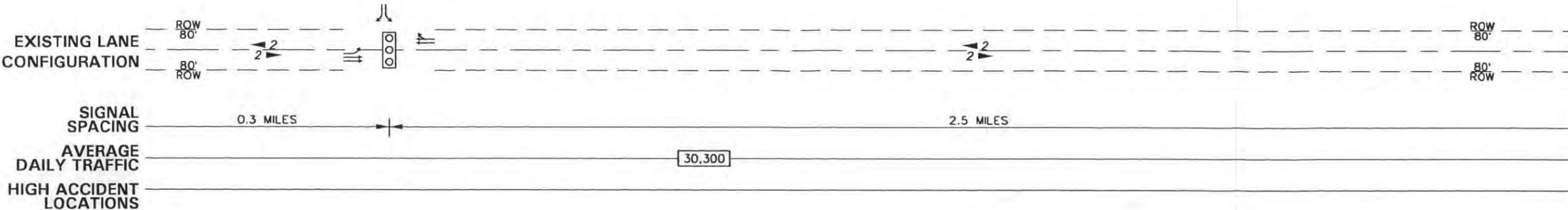
EXISTING FACILITY CHARACTERISTICS

Exhibits A-05, A-06, A-07 and A-08



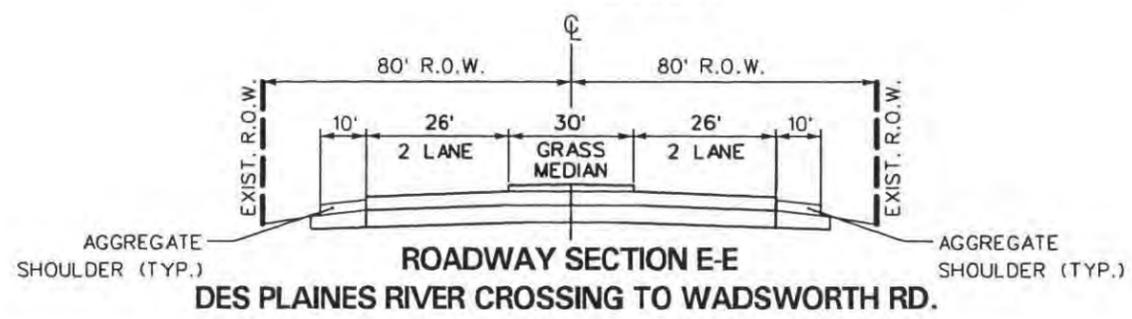
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES



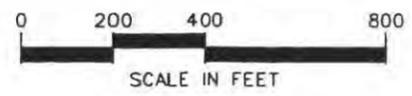


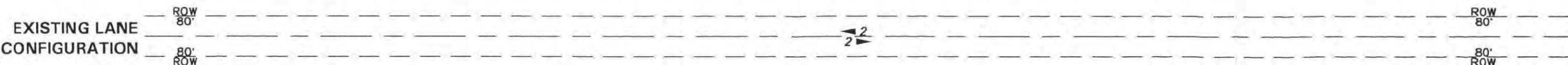
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



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 RATE/CRITICAL RATE)
	EXISTING NUMBER OF LANES





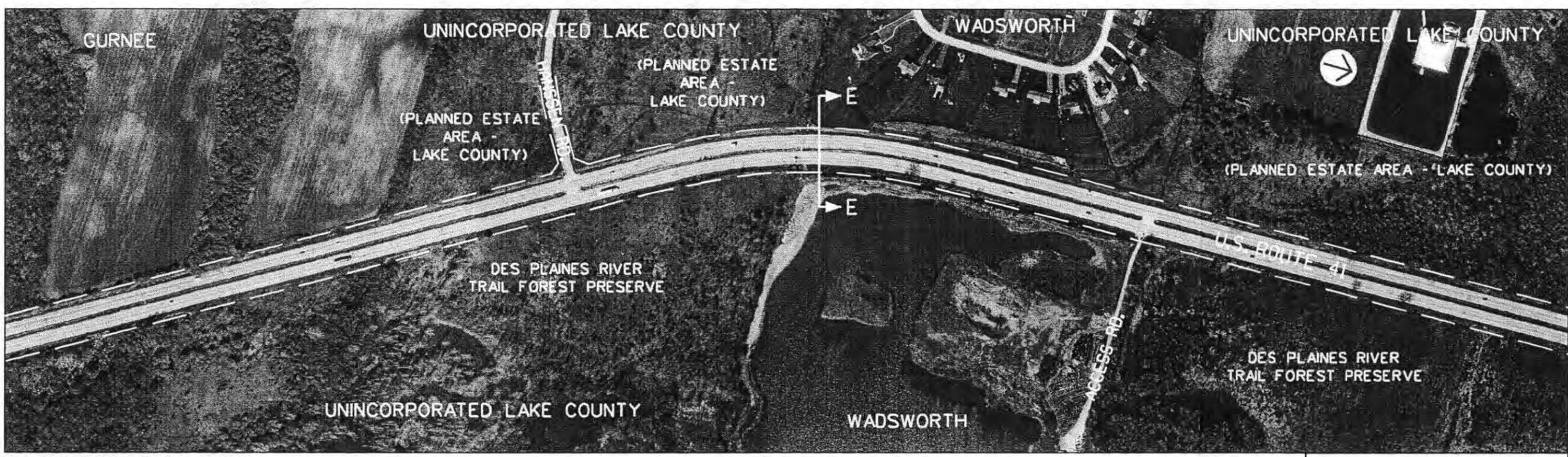
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AVERAGE DAILY TRAFFIC _____

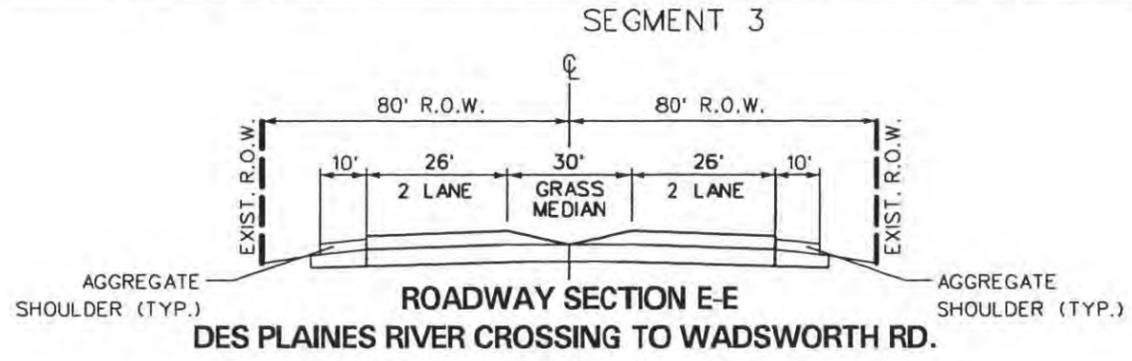
HIGH ACCIDENT LOCATIONS _____

2.5 MILES

30,300

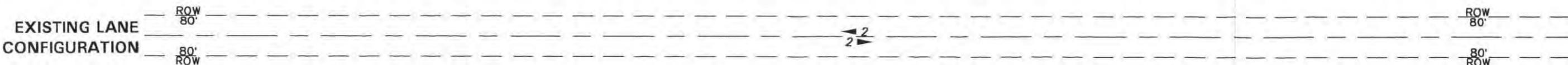


DATE OF PHOTOGRAPHY: APRIL 14, 1995



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 RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES

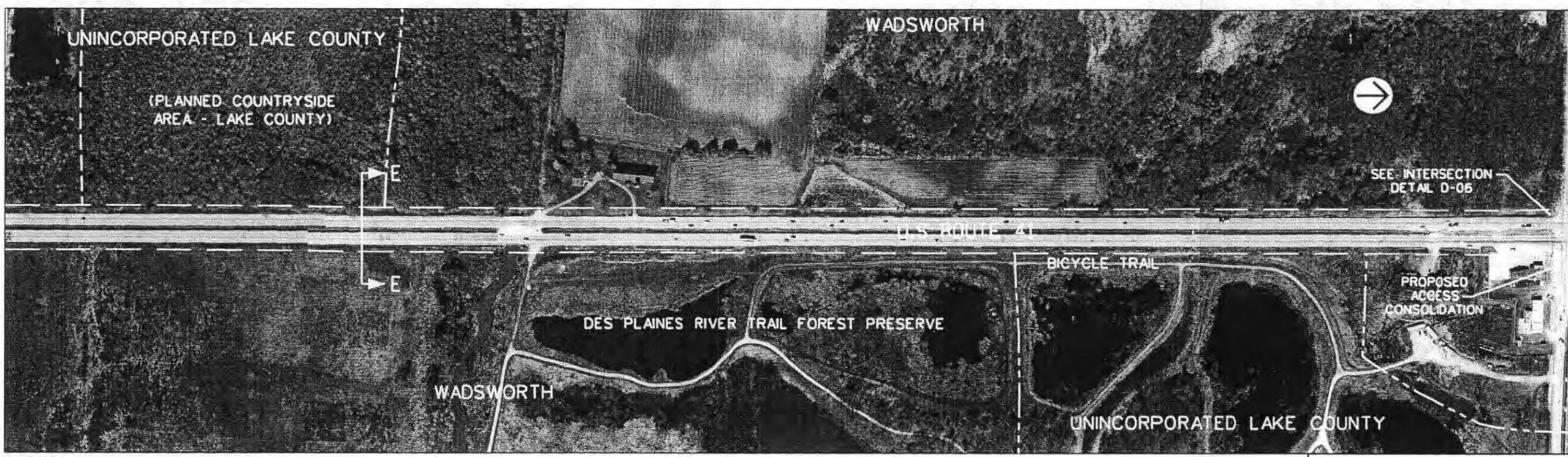




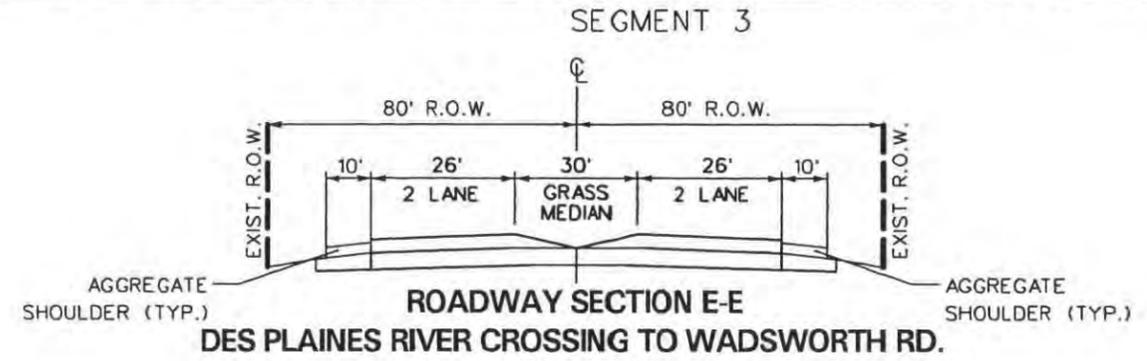
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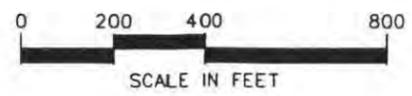
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DATE OF PHOTOGRAPHY: APRIL 14, 1995



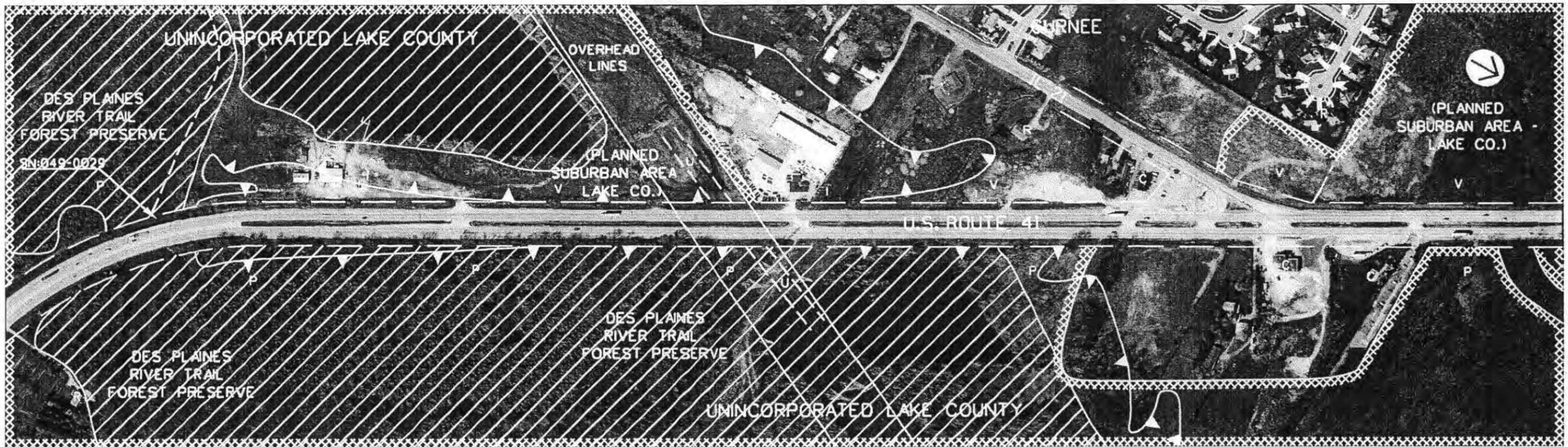
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	EXISTING NUMBER OF LANES



Segment 3
U.S. Route 41 - Des Plaines River Crossing to Wadsworth Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-05, B-06, B-07 and B-08



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

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

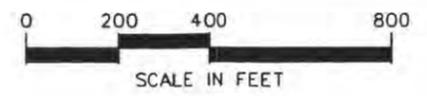
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
X	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.

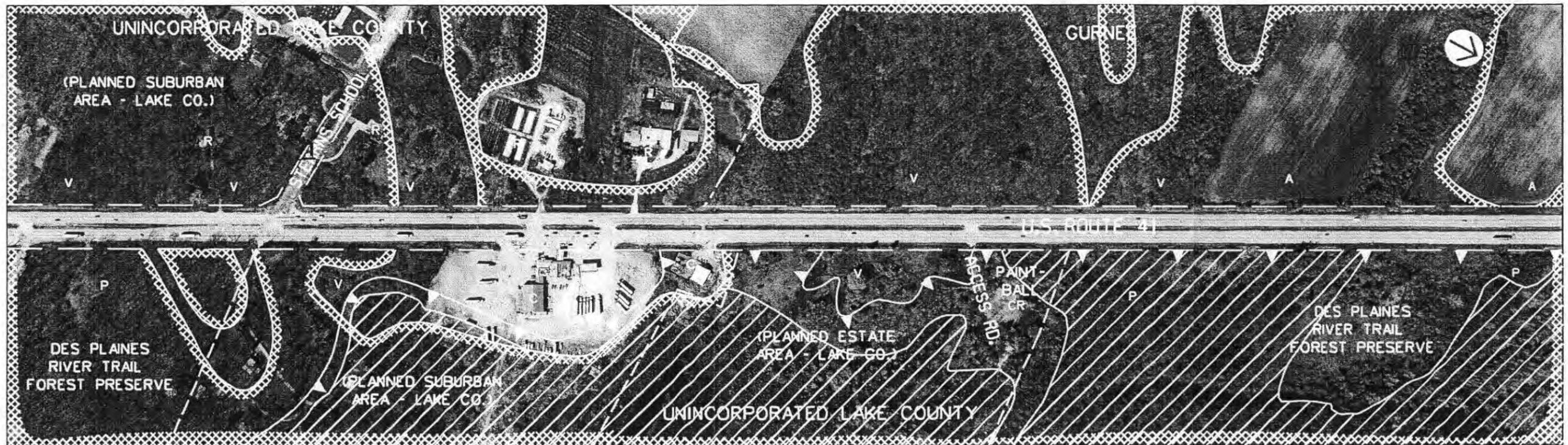
Illinois Department of Transportation

STRA Regional Arterial Planning Study

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



US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-05



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

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

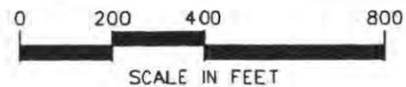
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
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CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
X	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.

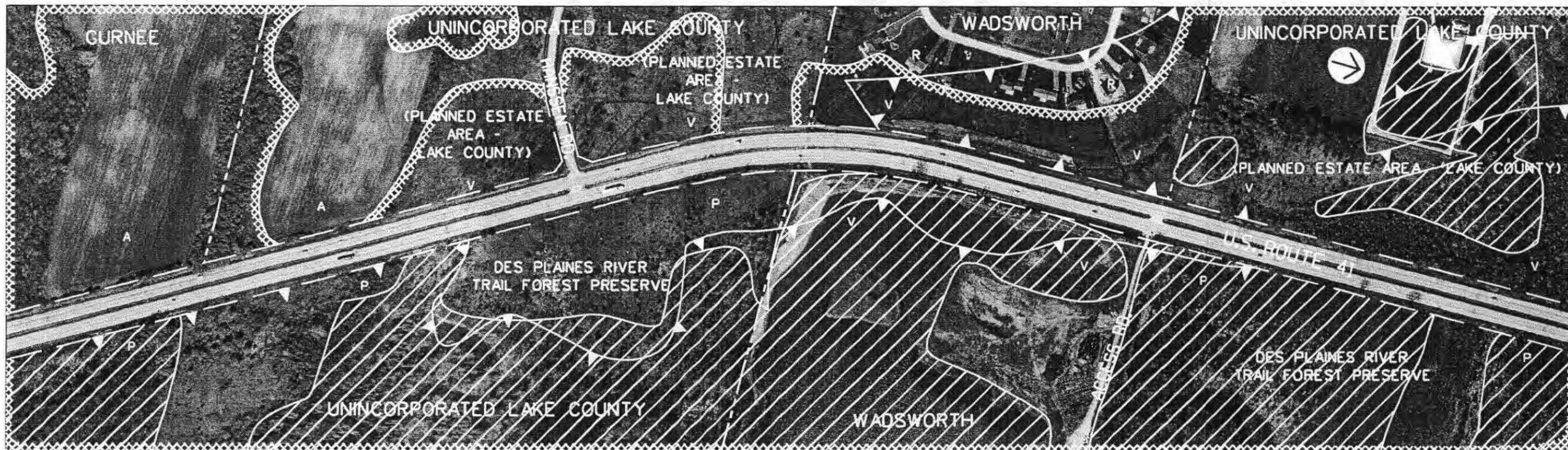
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-06



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

ENVIRONMENTAL FACTORS LEGEND

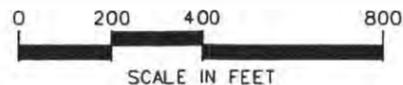
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- ☒ LEAKING UNDERGROUND STORAGE TANK
- (H) HISTORIC BUILDING/DISTRICT
- //// WETLAND
- (E) THREATENED AND ENDANGERED SPECIES HABITAT
- ▨ PRIME AGRICULTURAL LAND
- ~ FLOODPLAIN/FLOODWAY
- RIVER/STREAM

LAND USE LEGEND

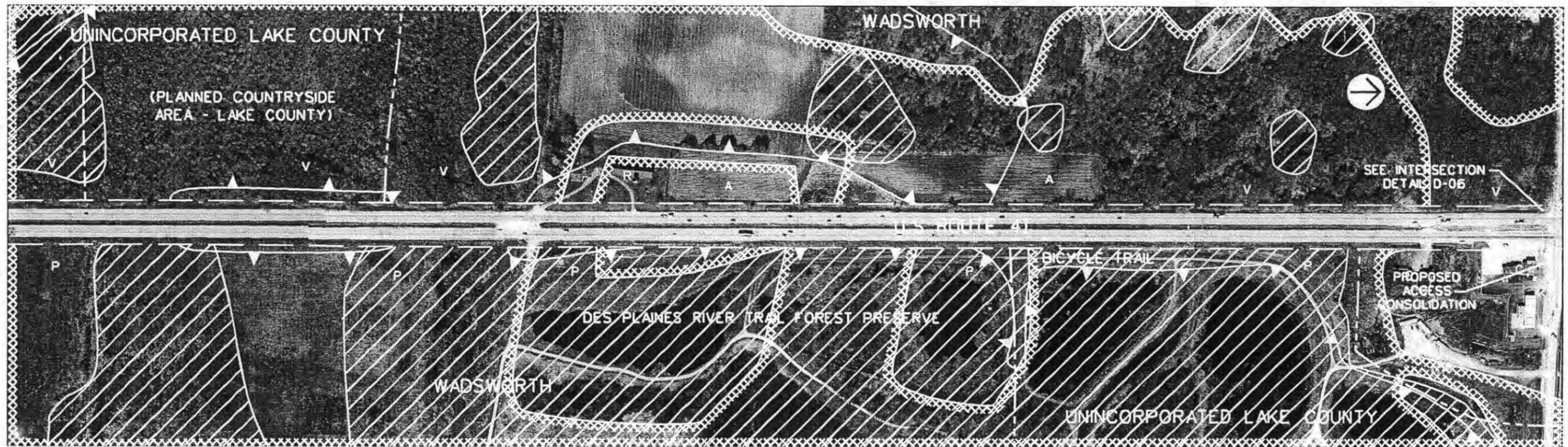
- R SINGLE FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - x 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

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



STRA Strategic Regional Arterial Planning Study
 US ROUTE 41
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-07



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

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

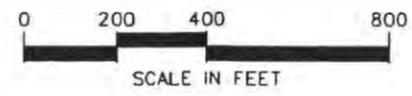
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
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I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
X	CEMETERY (NAME)
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.

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

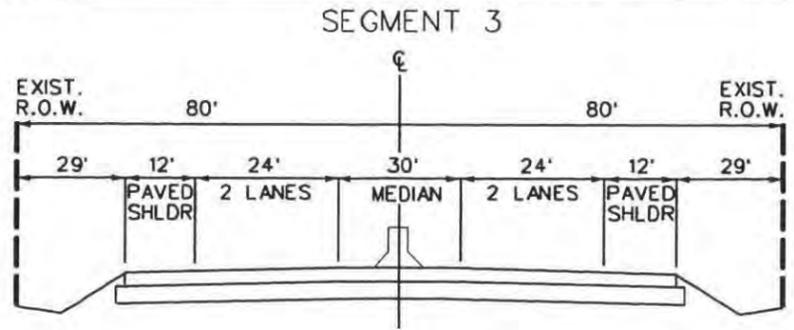
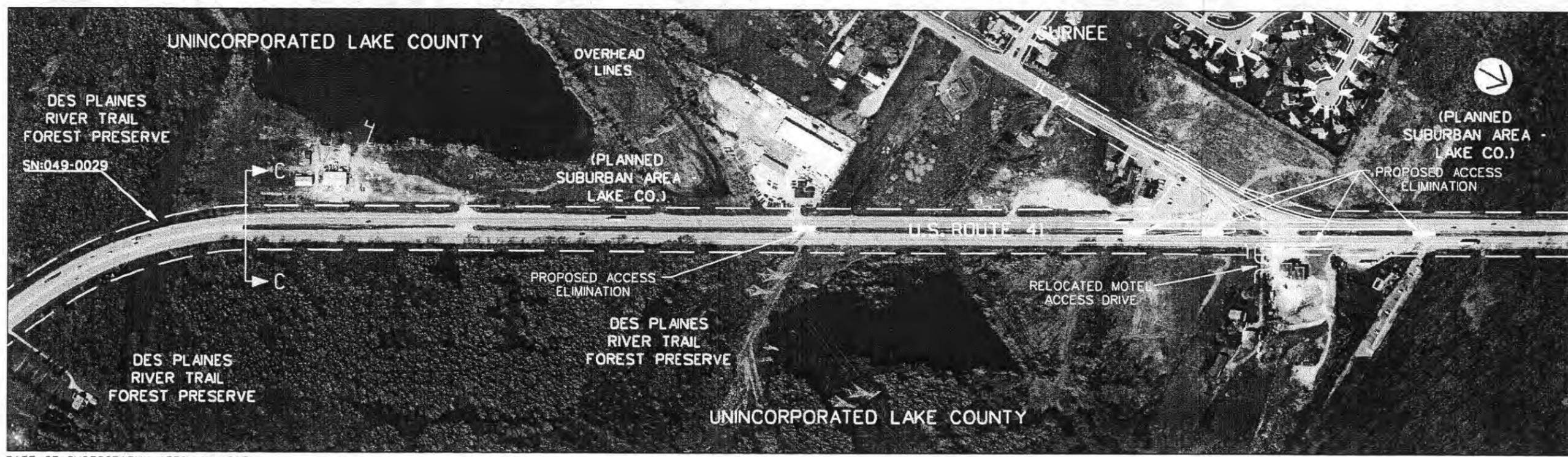
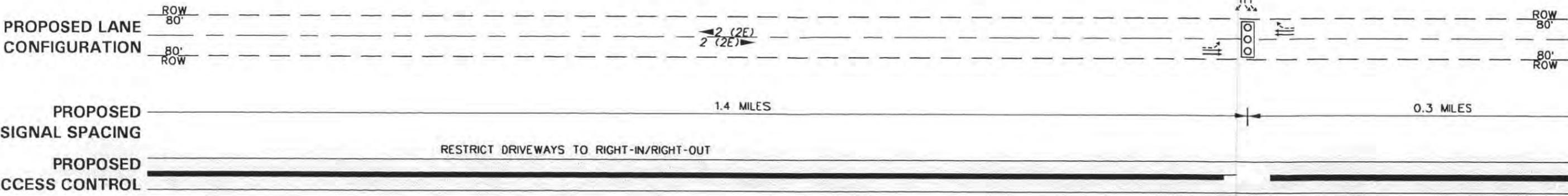


US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-08

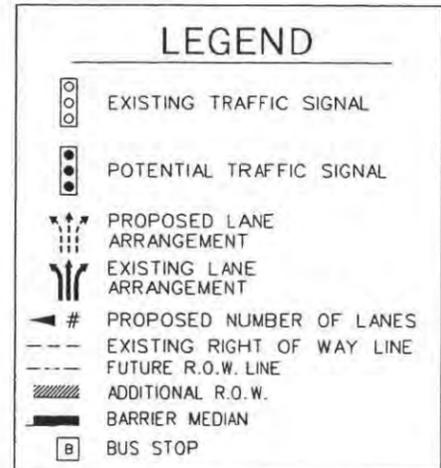
Segment 3
U.S. Route 41 - Des Plaines River Crossing to Wadsworth Road

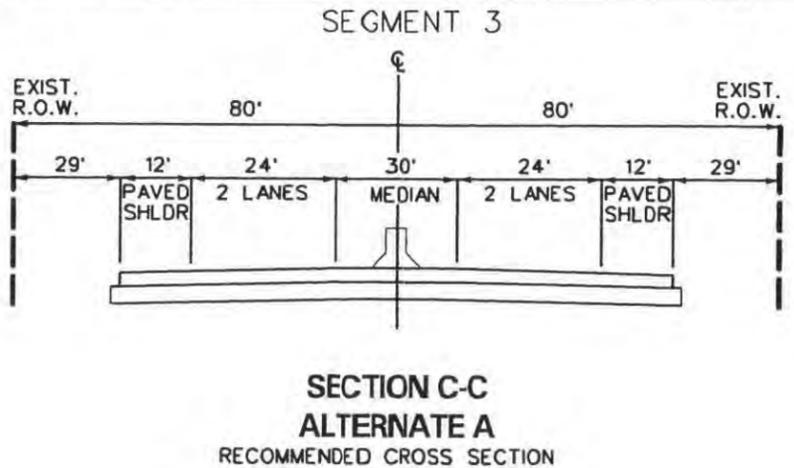
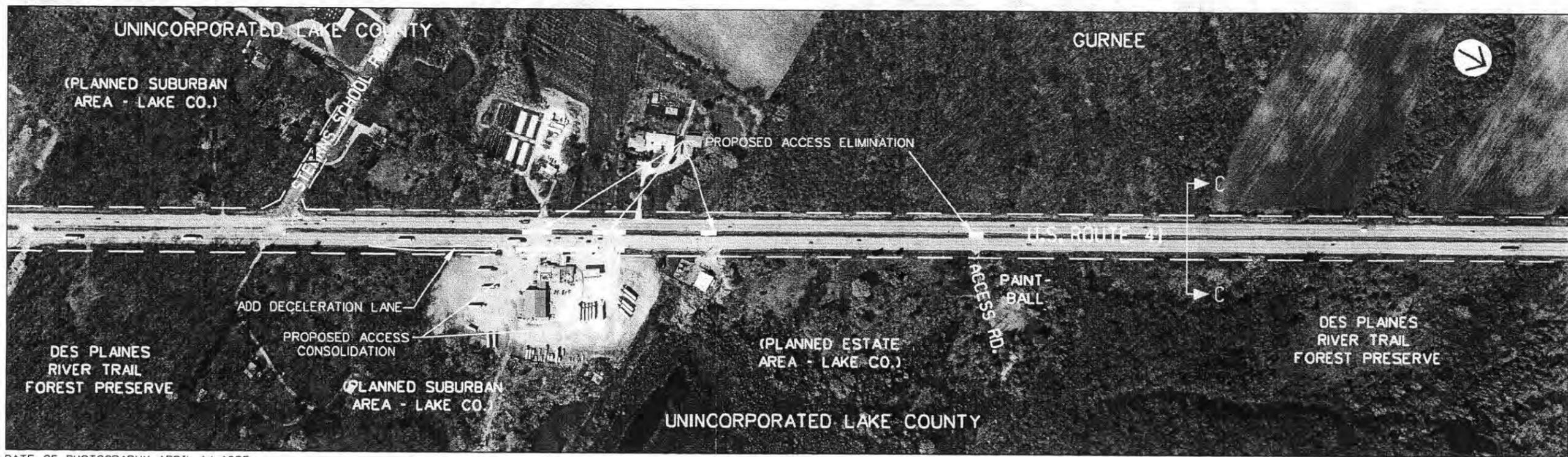
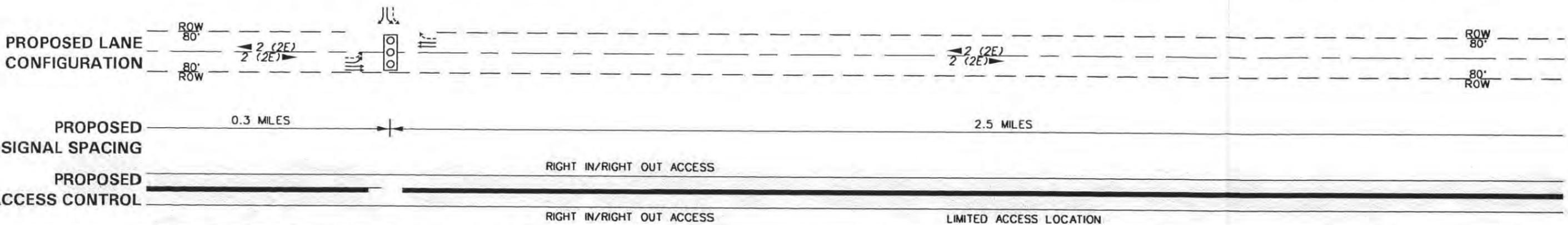
RECOMMENDED PLAN

Exhibits C-05, C-06, C-07 and C-08



**SECTION C-C
 ALTERNATE A
 RECOMMENDED CROSS SECTION**





LEGEND

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

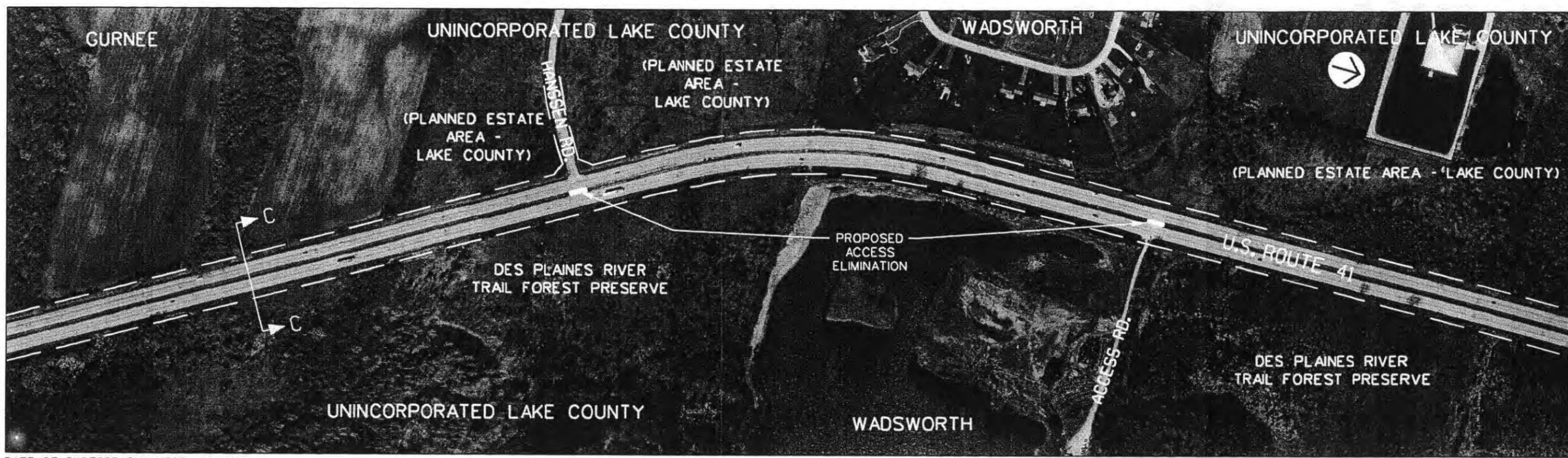
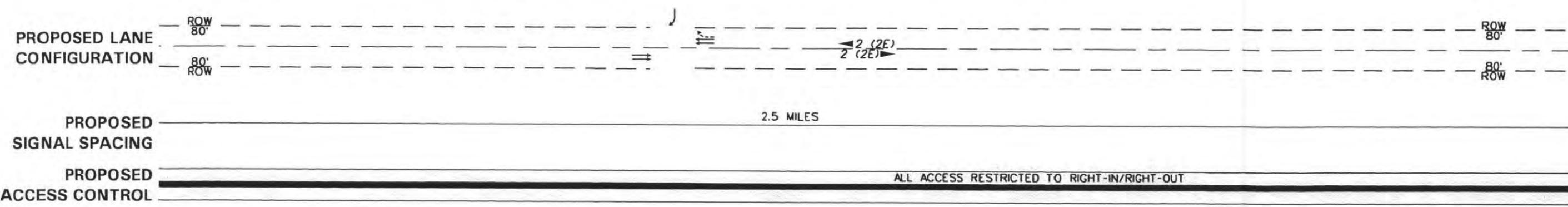
Illinois Department of Transportation

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 Association with: METRO Transportation Group
 Planning Resources, Inc.

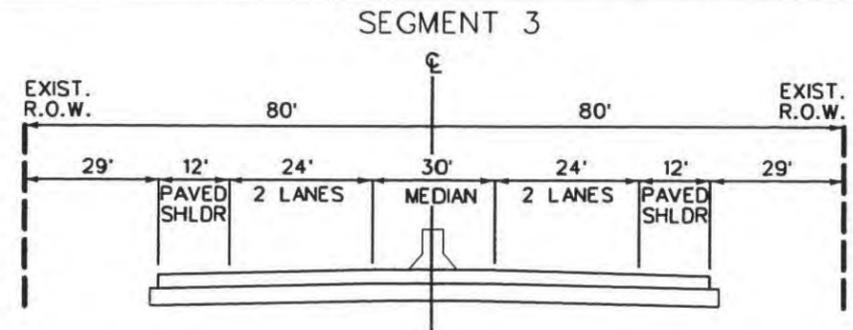


STRA Strategic Regional Arterial Planning Study

US ROUTE 41
 RECOMMENDED PLAN
 EXHIBIT C-06



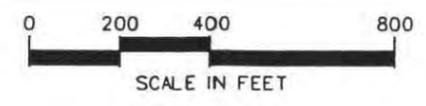
DATE OF PHOTOGRAPHY: APRIL 14, 1995

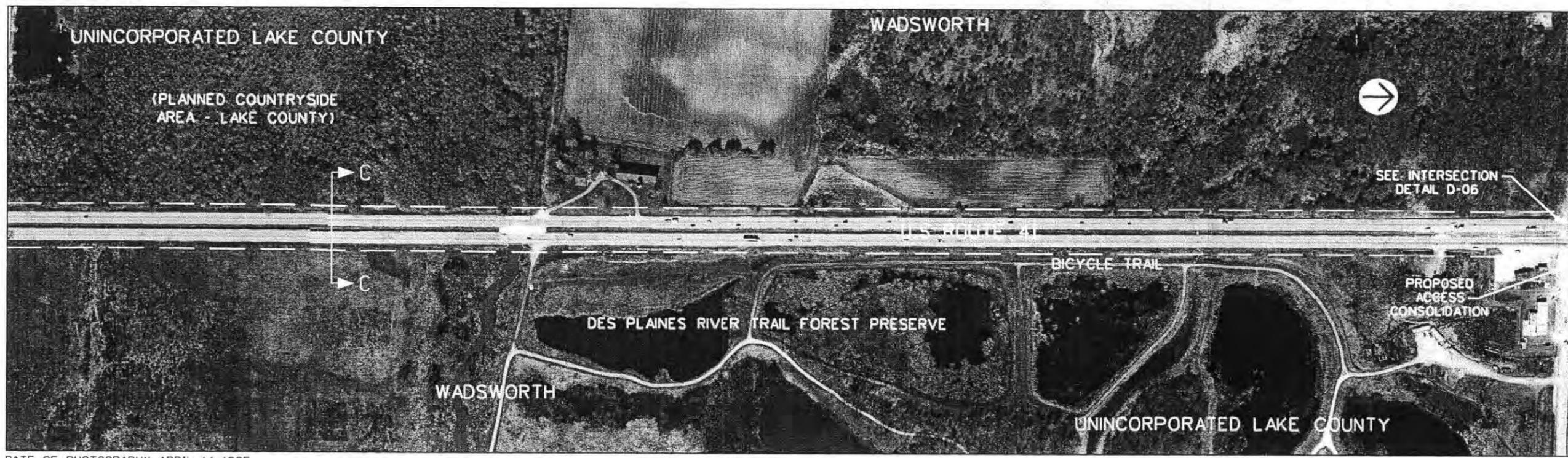
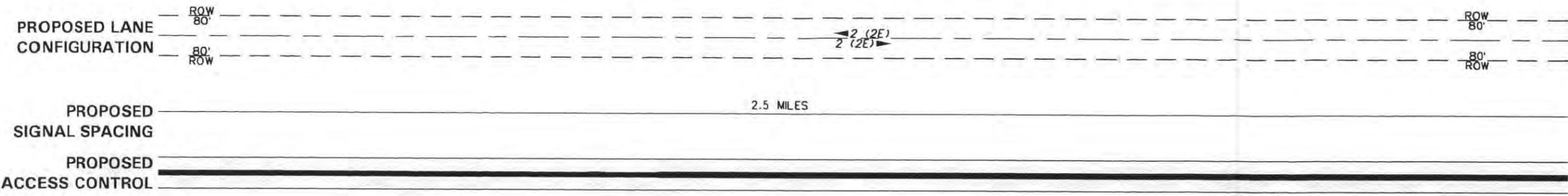


SECTION C-C
ALTERNATE A
RECOMMENDED CROSS SECTION

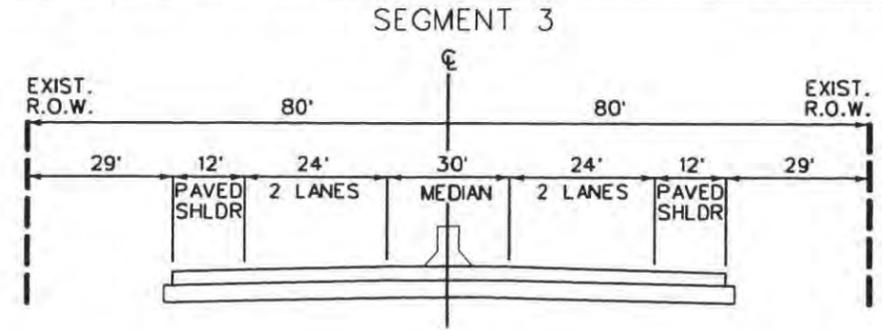
LEGEND

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





DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION C-C
ALTERNATE A
RECOMMENDED CROSS SECTION

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

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 Association with: METRO Transportation Group
 Planning Resources, Inc.



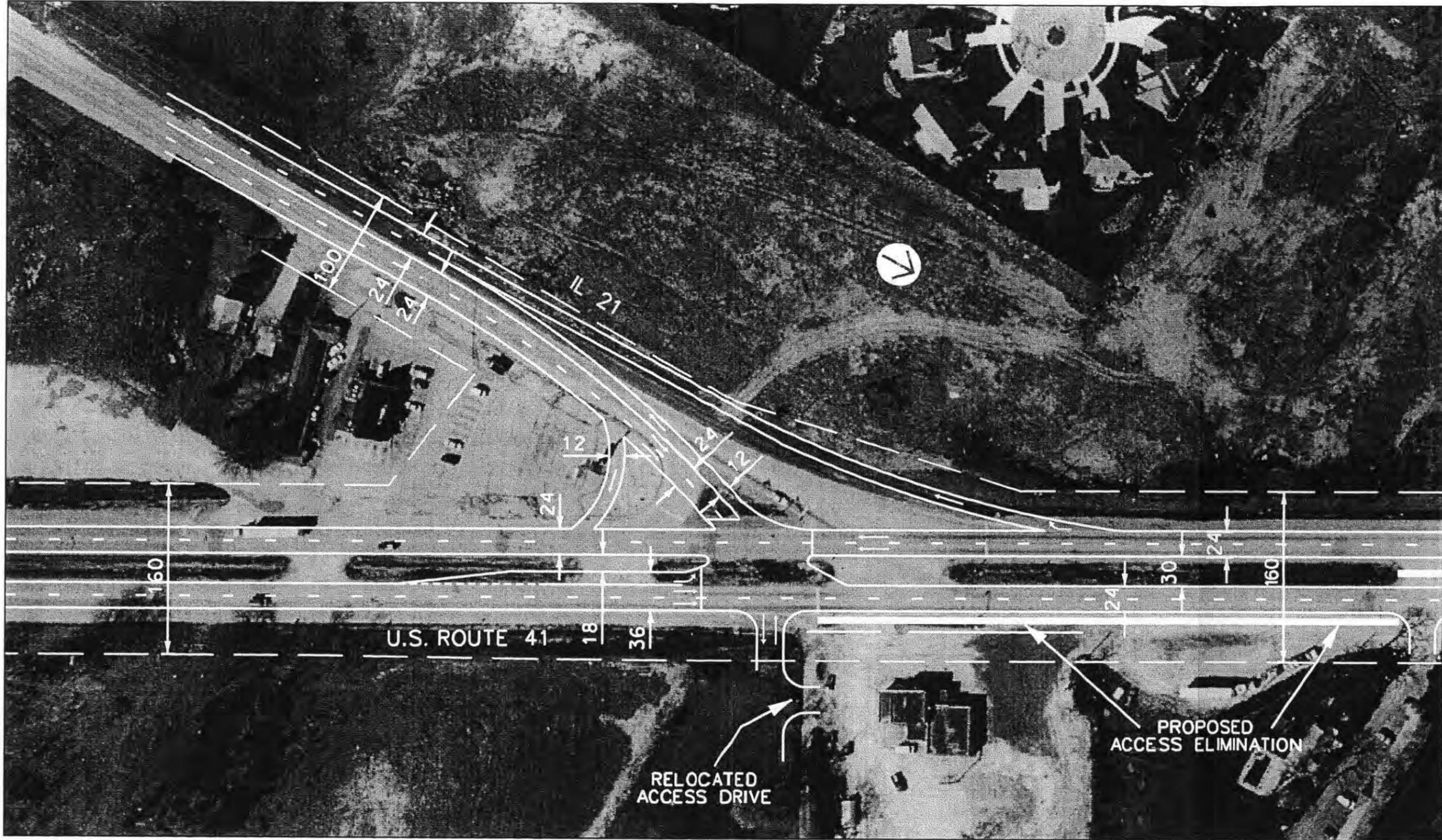
STRA Regional Arterial Planning Study

US ROUTE 41
 RECOMMENDED PLAN
 EXHIBIT C-08

Segment 3

INTERSECTION DETAIL
U.S. Route 41 and IL Route 21

Exhibit D-04




Illinois Department of Transportation

R.M.J. 98'

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

LEGEND
 ——— EXISTING R.O.W.
 - - - PROPOSED R.O.W.

0 50 100
 SCALE IN FEET

INTERSECTION DETAIL

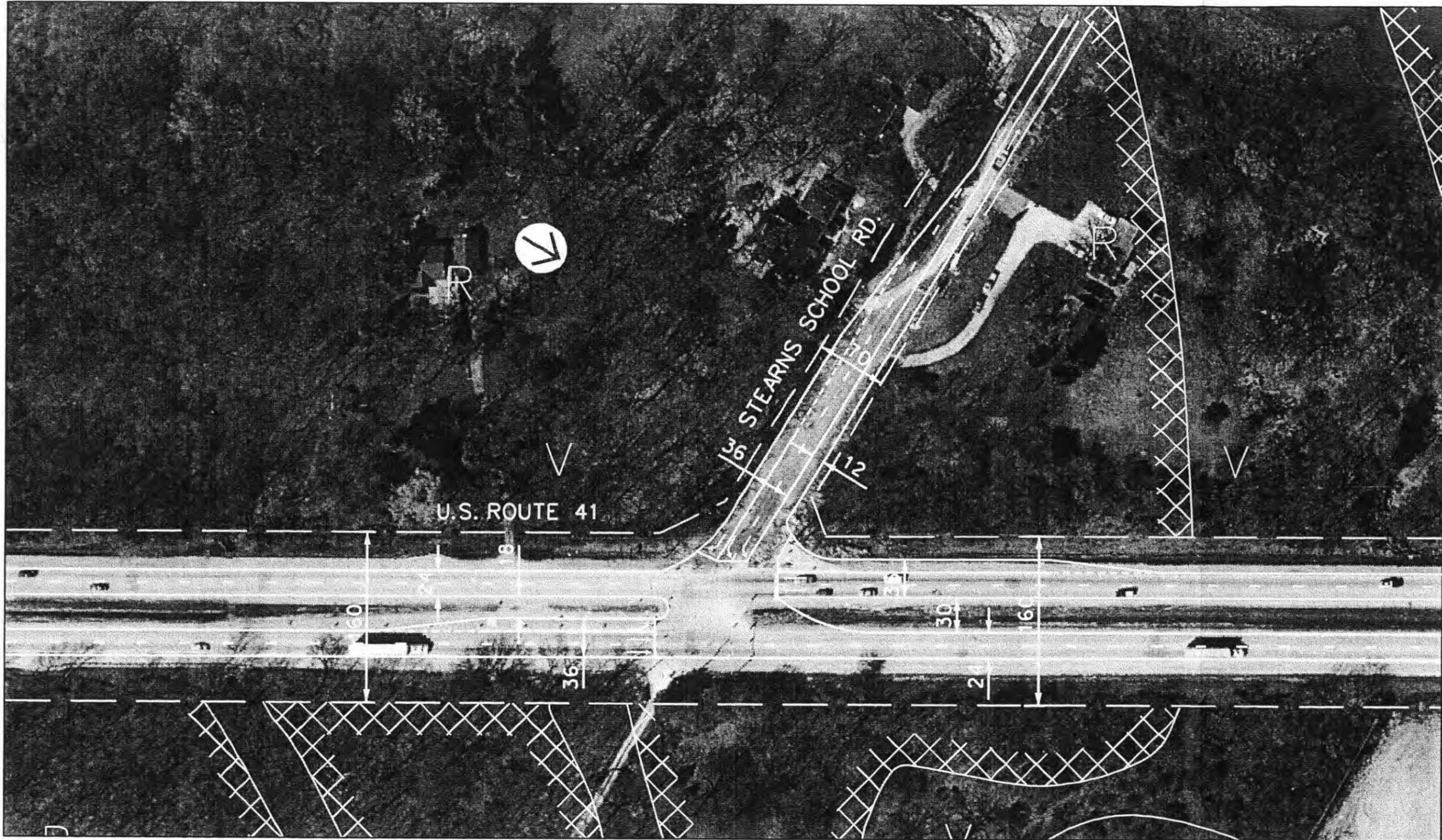
STRA Strategic
 Regional
 Arterial
 Planning Study

IL ROUTE 21 AND US ROUTE 41
RECOMMENDED PLAN
EXHIBIT D-04

Segment 3

INTERSECTION DETAIL
U.S. Route 41 and Stearns School Road

Exhibit D-05



Illinois Department of Transportation

R.M.J. 98'

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

LEGEND
 ——— EXISTING R.O.W.
 - - - PROPOSED R.O.W.

0 50 100
 SCALE IN FEET

INTERSECTION DETAIL

STRA

Strategic
 Regional
 Arterial
 Planning Study

STEARNS SCHOOL ROAD AND US ROUTE 41

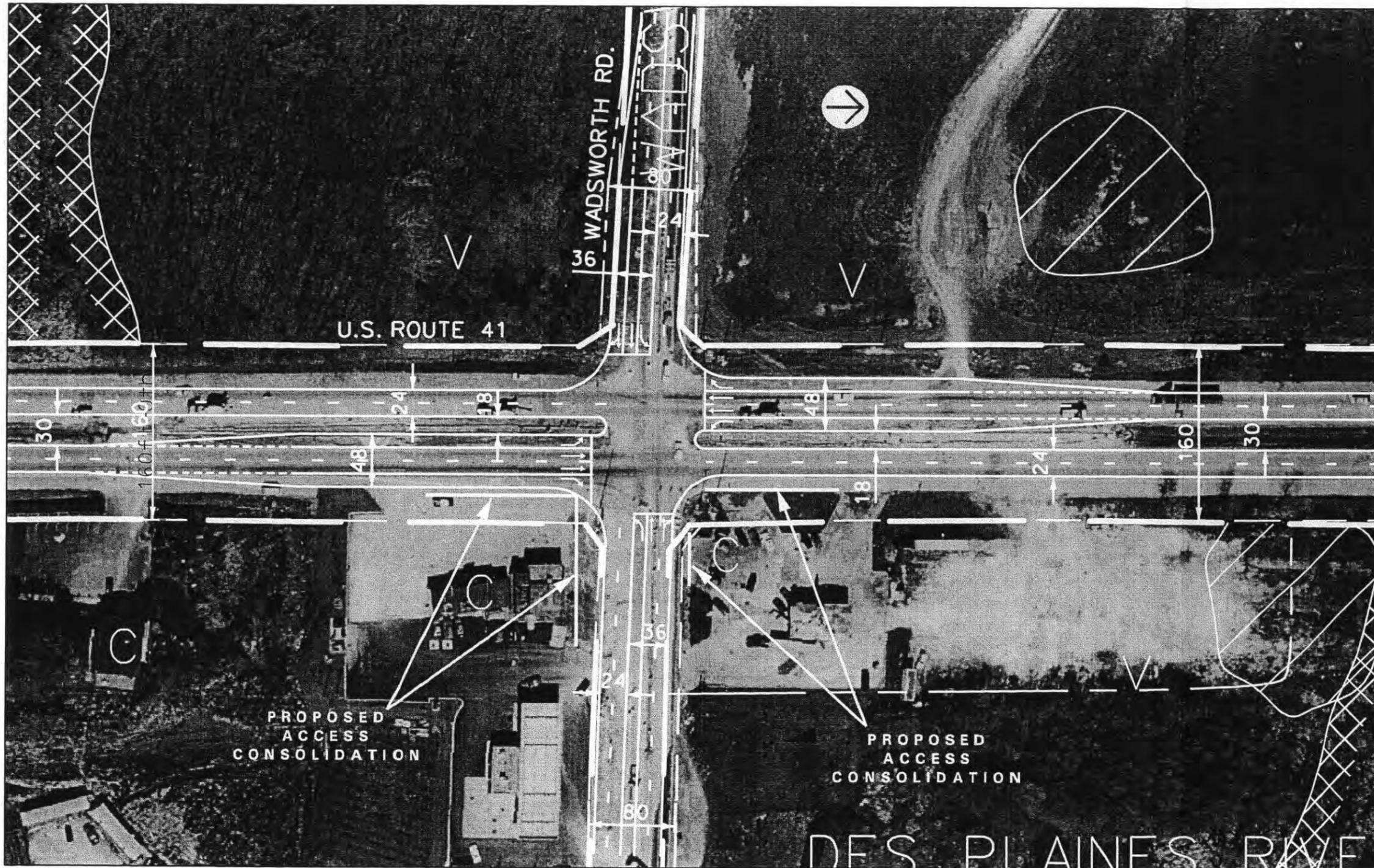
RECOMMENDED PLAN

EXHIBIT D-05

Segment 3

INTERSECTION DETAIL
U.S. Route 41 and Wadsworth Road

Exhibit D-06




 Illinois Department of Transportation

INTERSECTION DETAIL **STRA** *Strategic Regional Arterial Planning Study*

R.M.J. 98'

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

LEGEND
 ——— EXISTING R.O.W.
 - - - - PROPOSED R.O.W.

0 50 100
 SCALE IN FEET

WADSWORTH ROAD AND US ROUTE 41
RECOMMENDED PLAN
EXHIBIT D-06

**Segment 4
U.S. Route 41
Wadsworth Road to IL Route 173, Wadsworth**

3.4 Segment 4: U.S. Route 41 - Wadsworth Road to IL Route 173

3.4.1 Location

Segment 4 extends along U.S. Route 41 from Wadsworth Road to IL Route 173. The segment is 2.5 miles in length and lies primarily within the Village of Wadsworth. Some parcels on the east side of U.S. Route 41 lie in unincorporated Lake County.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-09 through A-11.

Right-of-Way - The existing Right-of-Way in this segment is 160 feet in width.

Roadway Characteristics - The existing pavement from Wadsworth Road to IL Route 173 is 48 feet with two 12-foot through lanes in each direction, a 28 foot paved jersey barrier median and 10 foot paved shoulders. The roadway in this segment was improved in 1996.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 24,500 to 26,000 vpd.

Accidents - There are three high accident locations within this segment. The first two are located on curving sections of roadway just north of Wadsworth Road that extend approximately 1/2 mile north of the Kelly Road intersection. The third high accident location is at and around the intersection with IL Route 173. The high accident locations are based on data received prior to the 1996 roadway improvements. These locations are shown on Exhibits A-09, A-10 and A-11.

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

Traffic Control/Intersection Configuration - Within this segment, there are signalized intersections at the two terminus points; the Wadsworth Road intersection at the south end and the IL Route 173 intersection at the north. Existing lane arrangements for these intersections are shown on Exhibits A-09 and A-11

Structures - There are no existing structures located within this segment.

Transit - At the present time, there is no mass transit service provided in Segment 4.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-09 through B-11.

Lakes/Streams/Wetlands/Floodplains - As in Segment 3, the east side of the roadway is primarily forest preserve land and floodplain associated with the Des Plaines River. Isolated floodplain areas are located on the west side of U.S. Route 41 as well. ADID wetlands are located within the forest preserve and unincorporated Lake County lands to the east throughout the segment.

Structures with Historical Significance - There are no structures of historical significance in Segment 4.

Hazardous Waste/LUST Sites - There are no leaking underground storage tank (LUST) or hazardous waste sites located along Segment 4.

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 - Prime farmland abuts the Right-of-Way along both sides of U.S. Route 41 throughout the segment, according to the Natural Resources Conservation Services (NRCS). A portion of this land south of Kelly Road is planned for large-lot residential/office and research use by the Village of Wadsworth.

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-09 through B-11.

Type and Intensity of Development - Existing land uses along Segment 4 tend to be commercial at the Wadsworth Road and IL Route 173 intersections with residential, vacant and agricultural uses in between. The Village of Wadsworth plans to expand the commercial activities on the northwest corner of the Wadsworth Road intersection, with additional large-lot residential sub-divisions just north of that. These developments extend north from Wadsworth Road to Kelly Road.

On the east side of U.S. Route 41, forest preserve and ADID wetlands (prairie restoration) extending from Wadsworth Road to IL Route 173 minimize the potential for future development.

Planned Development - The vacant land on the northwest corner of the Wadsworth Road/U.S. Route 41 intersection is planned for commercial land use. The vacant and agricultural lands south of Kelly Road on the west side of U.S. Route 41 are planned for residential and office/research use. The vacant parcel located on the southwest corner of the Kelly Road intersection is currently being developed as a residential sub-division.

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-09 through C-11.

Roadway - The recommended roadway cross section in this segment consists of two 12-foot through lanes in each direction, an 28 foot jersey barrier median, and 10 foot paved shoulders in a 160-foot Right-of-Way. The recommended typical section is shown on Exhibit C-09 through C-11. This cross section was installed by IDOT throughout Segment 4 in 1996. No additional Right-of-Way was required.

Traffic Control/Intersection Configuration - The two existing traffic signals within this segment at Wadsworth Road and IL Route 173 will be maintained. Right turn lanes are recommended on both U.S. Route 41 approaches to the Wadsworth Road and IL Route 173 intersections. No additional signalized intersections are proposed in this segment. At the Wadsworth Road intersection, a through-right lane is recommended on the Wadsworth Road approaches. This will require from 5 to 25 feet of additional Right-of-Way on the west leg of the intersection, over a distance of 200 feet from the intersection.

Access Management - Consolidation of access has been accomplished in this segment by adding the jersey barrier median. There are only two locations where the median transitions to a mountable median - the truck weigh station on the east side just north of Wadsworth Road, and the group of residential homes fronting on both sides of U.S. Route 41 approximately 1/2 mile south of IL Route 173. It is recommended that these two full access locations remain.

Commercial access on both sides of U.S. Route 41 in the vicinity of the IL Route 173 intersection needs consolidation. The six full access driveways on the southwest side of the intersection should be reduced to two right-in/right-out driveways. These will support the gas station on the southwest corner and the commercial uses located just south. The parcels will need to be connected to allow the remaining two driveways to serve all the uses.

On the southeast corner of the intersection, two of the existing four access drives should be closed with internal routing aligned so that the two remaining drives will serve the land uses at this location. The proposed access scheme is shown on Exhibit C-11.

Transit - There are no recommended transit improvements in this segment.

3.4.6 Right-of-Way Requirements

No additional Right-of-Way is required along U.S. Route 41 in this segment. Additional Right-of-Way will be required to accommodate the proposed through-right lane on the west leg of the U.S. Route 41/Wadsworth Road intersection.

3.4.7 Environmental Considerations

There will be no additional environmental impacts in this segment as additional Right-of-Way is required at only one location.

3.4.8 Land Use Considerations

With no additional improvements proposed through Segment 4, land use impacts are minimal. The barrier median installed in 1996 stops several hundred feet short of both the Wadsworth Road and IL Route 173 intersections, allowing full access for the commercial uses located at or near these intersection. Full access will be maintained at these locations, although from fewer access points. The additional right-of-way on the west leg of the Wadsworth Road/U.S. Route 41 intersection will impact the vacant parcels located on the west side of that intersection. However, the impacts should be minimal as the additional width needed ranges from 5 –10 feet for a distance of approximately 200 feet from the intersection.

Additional development in areas away from the major intersections in this segment is recommended to have access directed to Creek, Dillys or Kelly Roads.

3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 3.4.1.

Table 3.4.1

**Construction Cost Estimate
Segment 4 - Wadsworth Road to IL Route 173**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$0
Intersection Improvements	\$550,000
Right-of-Way Acquisition	\$2,000
Total – Recommended Improvements	\$552,000

3.4.11 Ultimate (Post 2020) 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 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

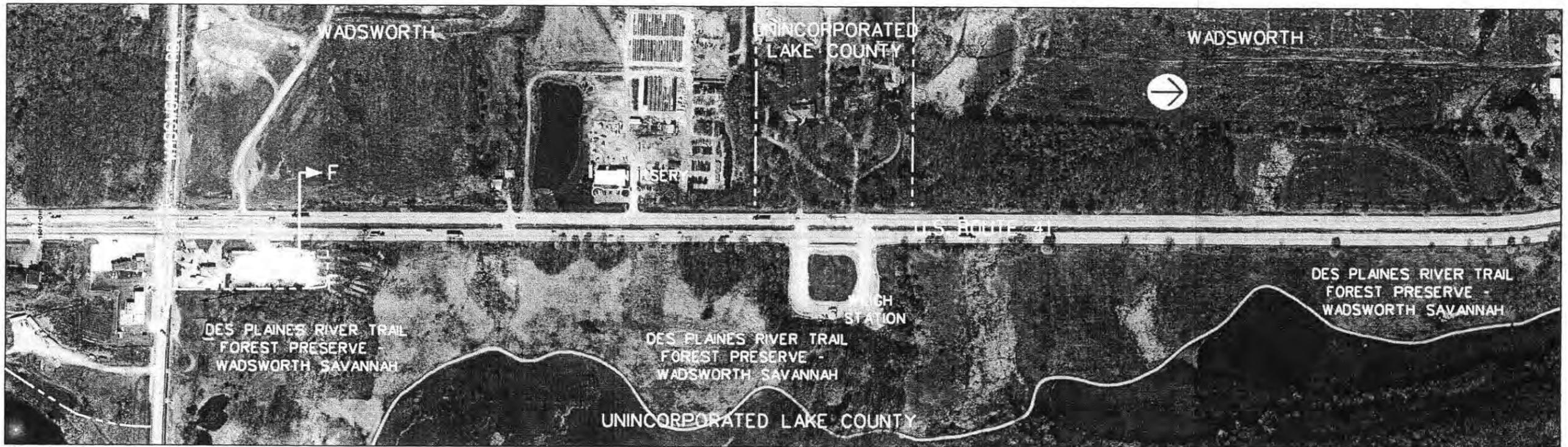
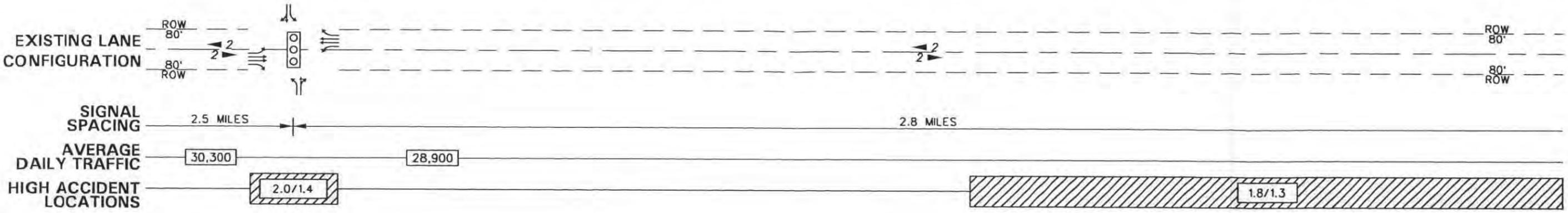
3.4.12 Crossing SRA Routes

The IL Route 173 SRA corridor crosses U.S. Route 41 in this segment. This corridor, which was entered into the SRA system in subset three, extends from IL Route 131 in Zion to US Route 14 in McHenry County. The recommendations for the IL Route 173/U.S. Route 41 intersection are consistent with those presented herein.

Segment 4
U.S. Route 41 - Wadsworth Road to IL Route 173

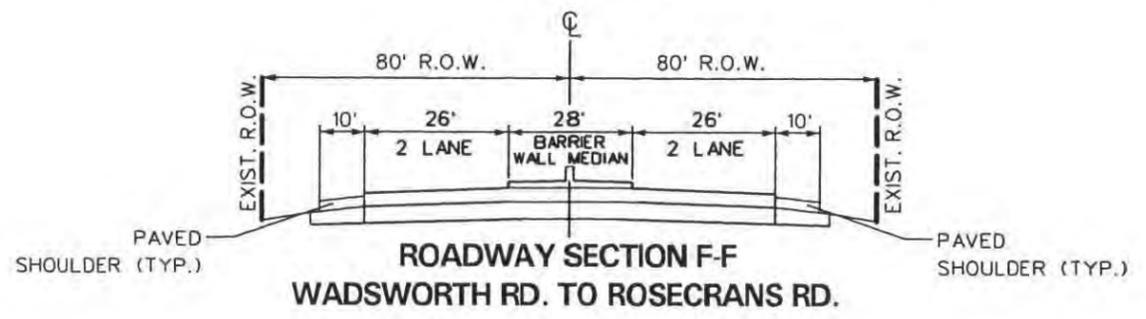
EXISTING FACILITY CHARACTERISTICS

Exhibits A-09, A-10 and A-11



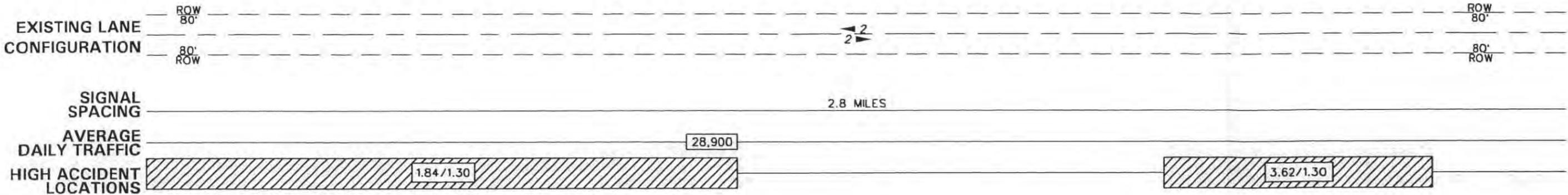
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



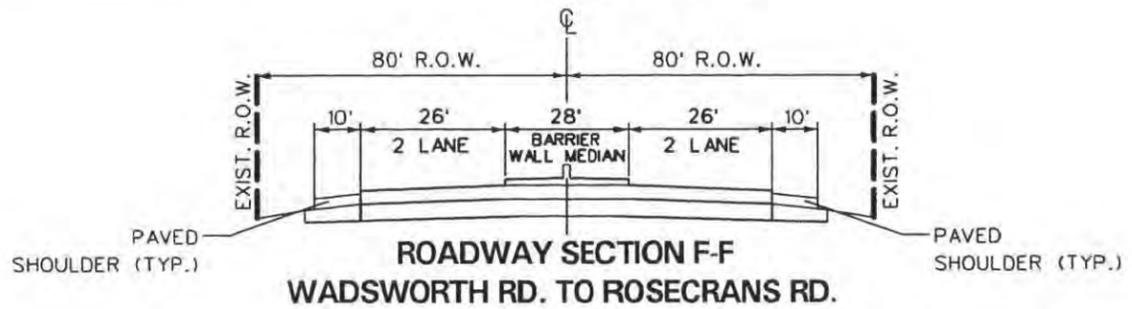
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES





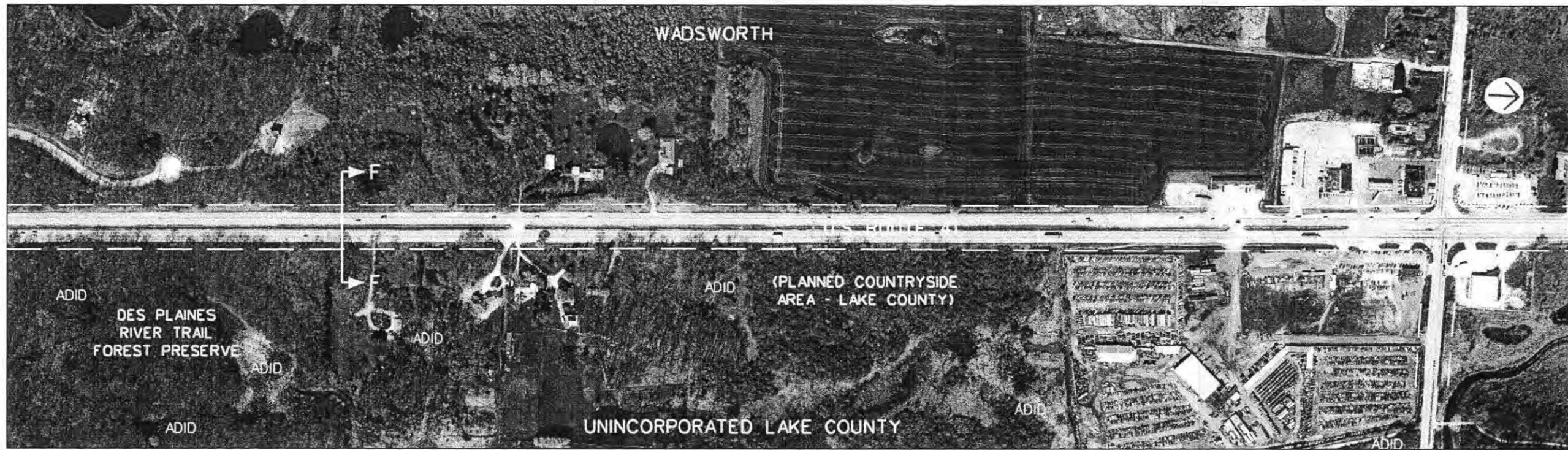
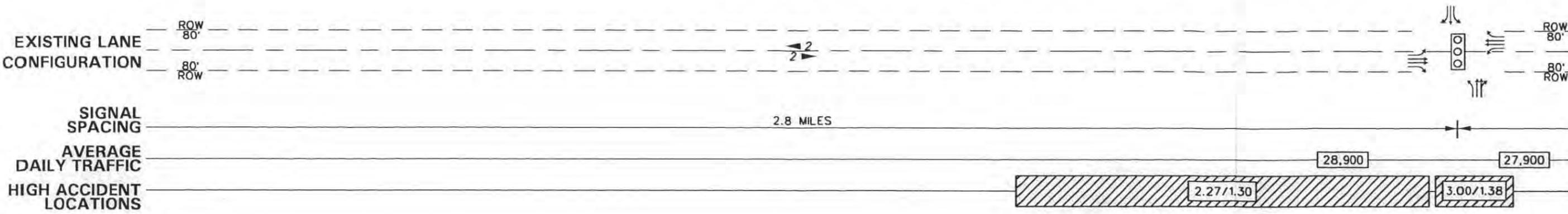
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



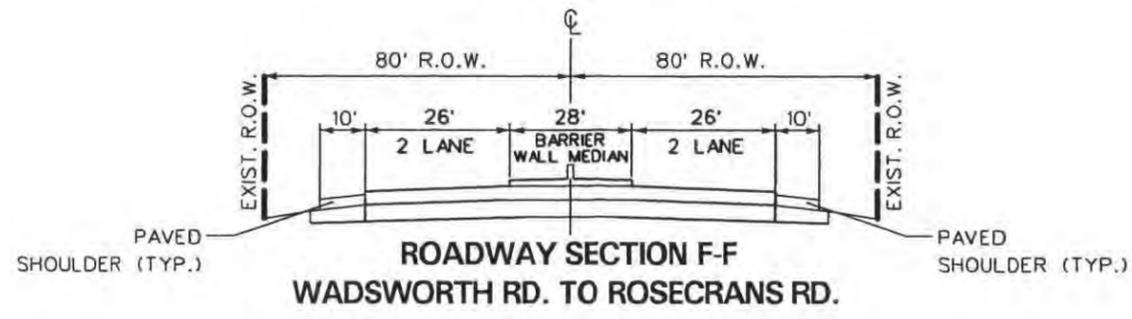
LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES



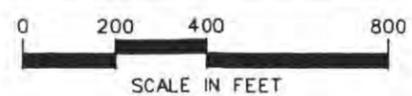


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



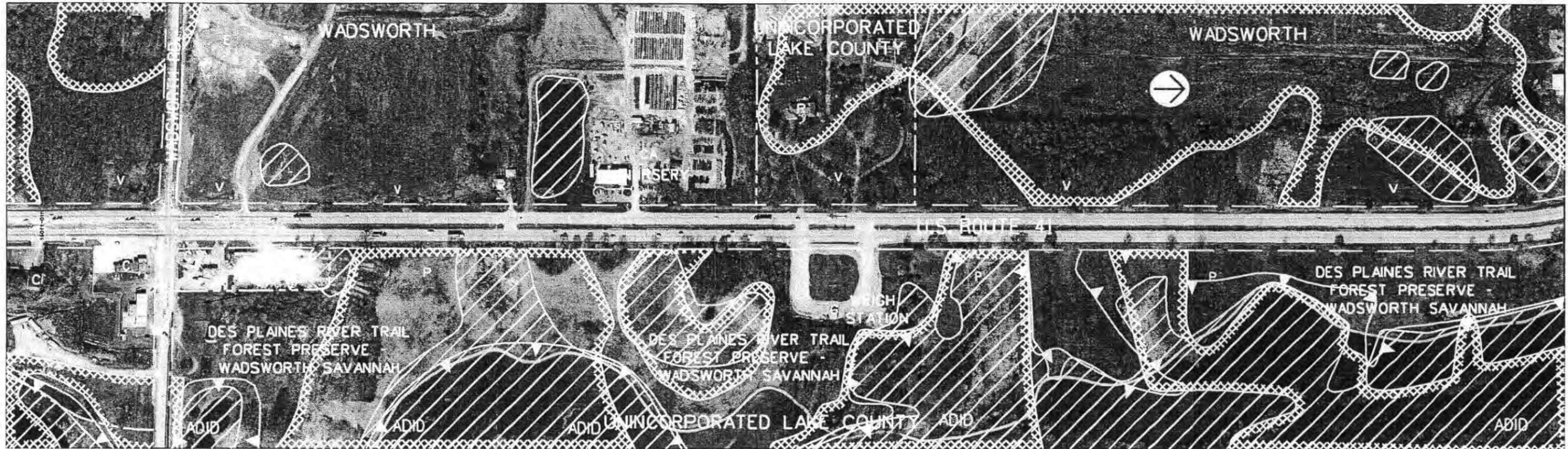
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
	# EXISTING NUMBER OF LANES



Segment 4
U.S. Route 41 - Wadsworth Road to IL Route 173

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-09, B-10 and B-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

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

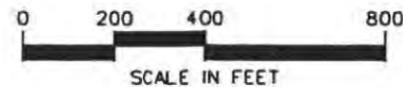
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
x	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.

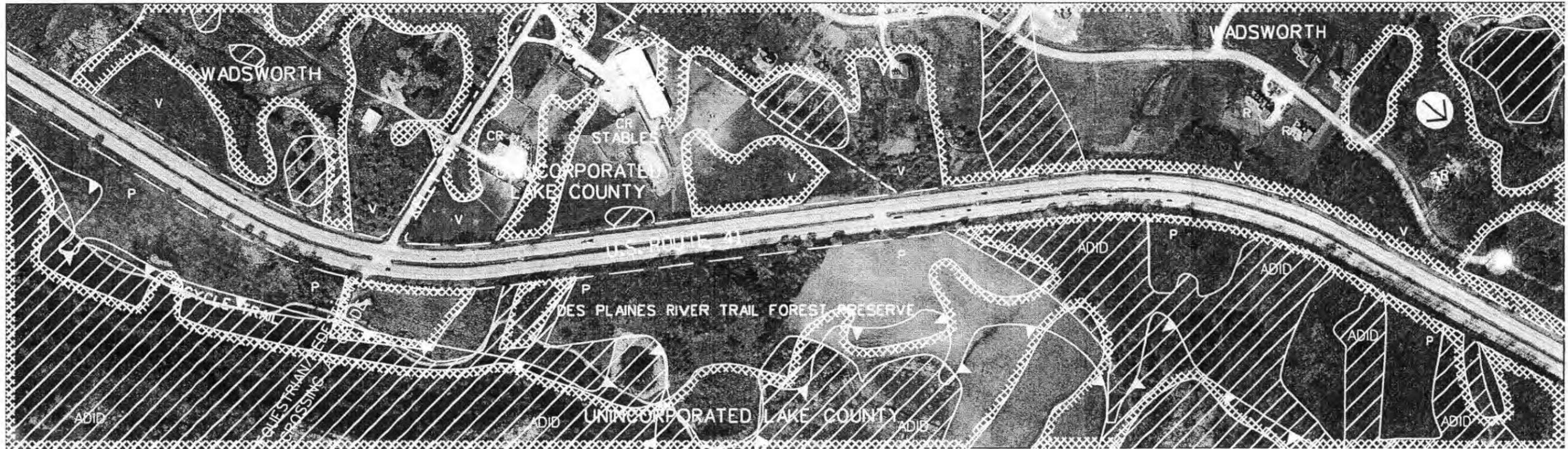
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-09



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

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

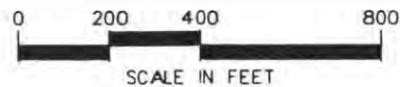
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
†	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
x	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.

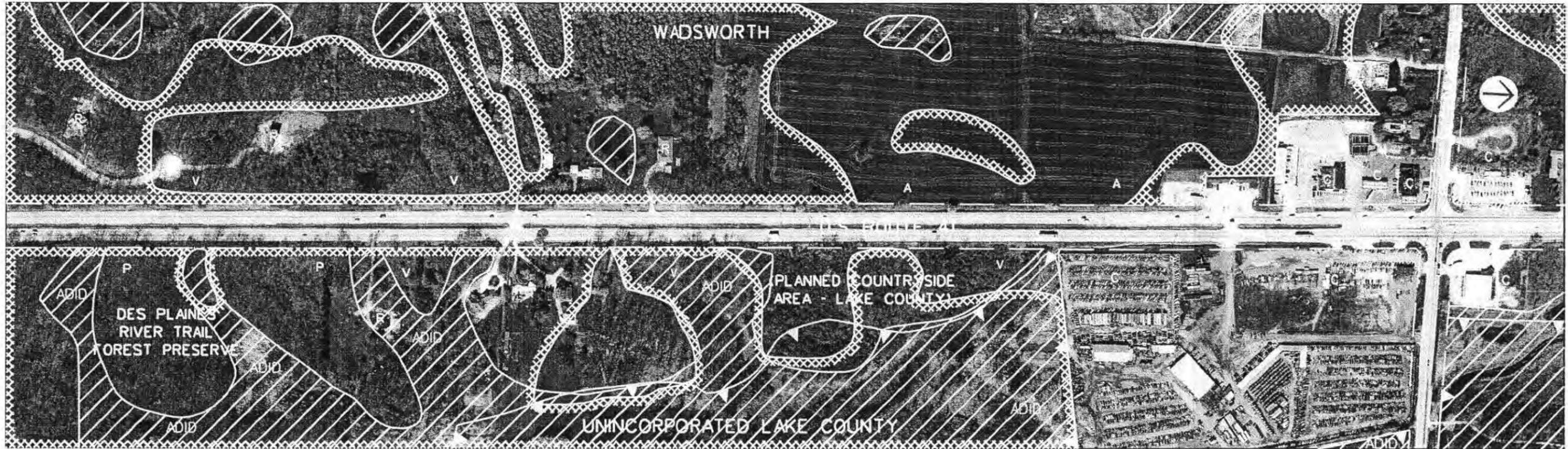
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
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 Shah Engineering, Inc. Planning Resources, Inc.



US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

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

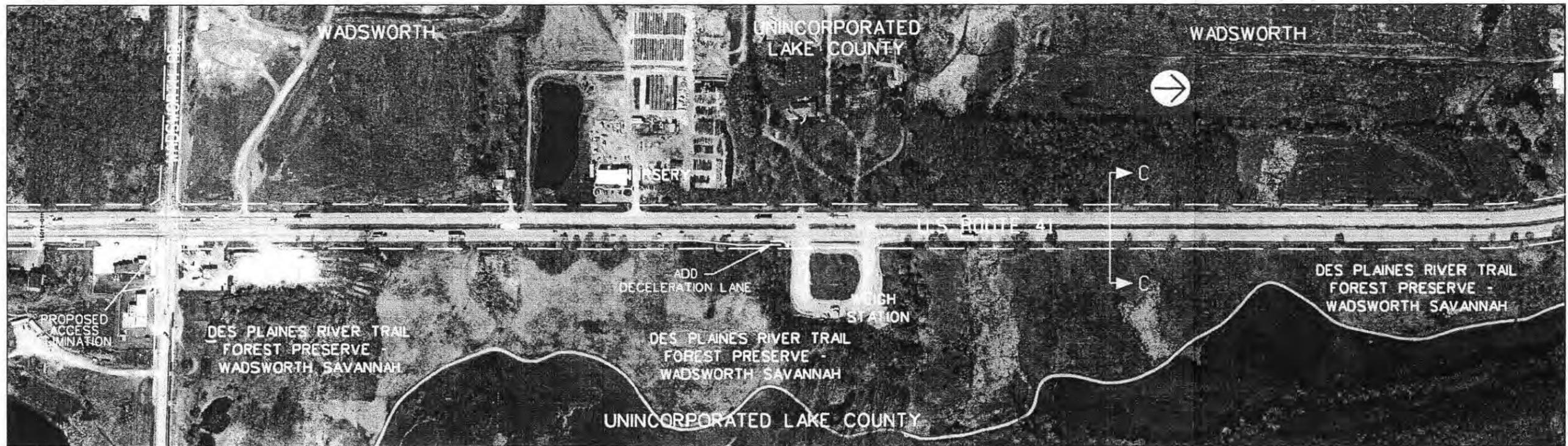
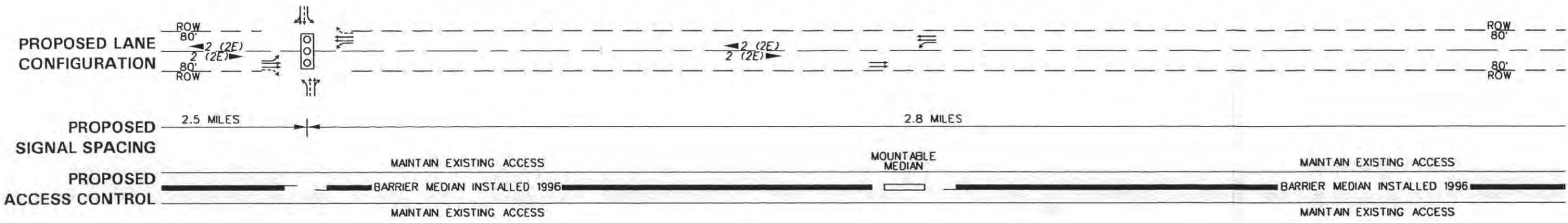
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
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OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
x	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
U.S. Route 41 - Wadsworth Road to IL Route 173

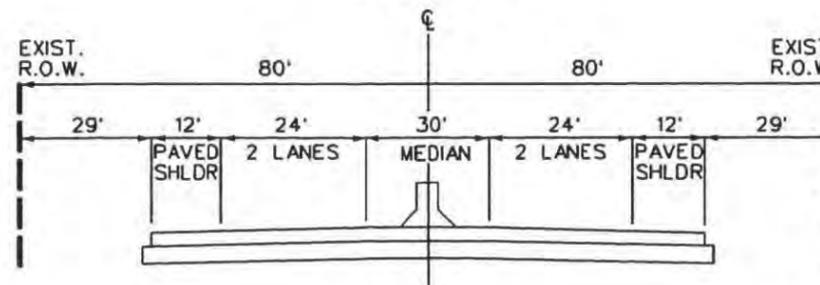
RECOMMENDED PLAN

Exhibits C-09, C-10 and C-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

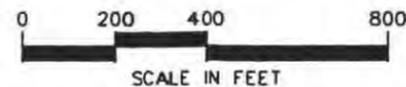


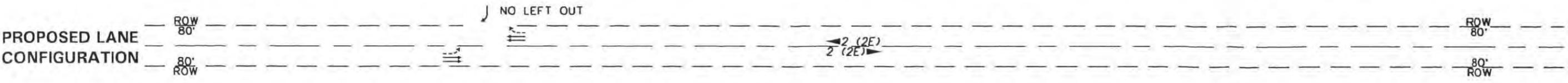
SECTION C-C
 ALTERNATE A
 RECOMMENDED CROSS SECTION

NOTE: THE WEIGH STATION NORTH OF WADSWORTH ROAD MAY BE RELOCATED TO IL ROUTE 173.

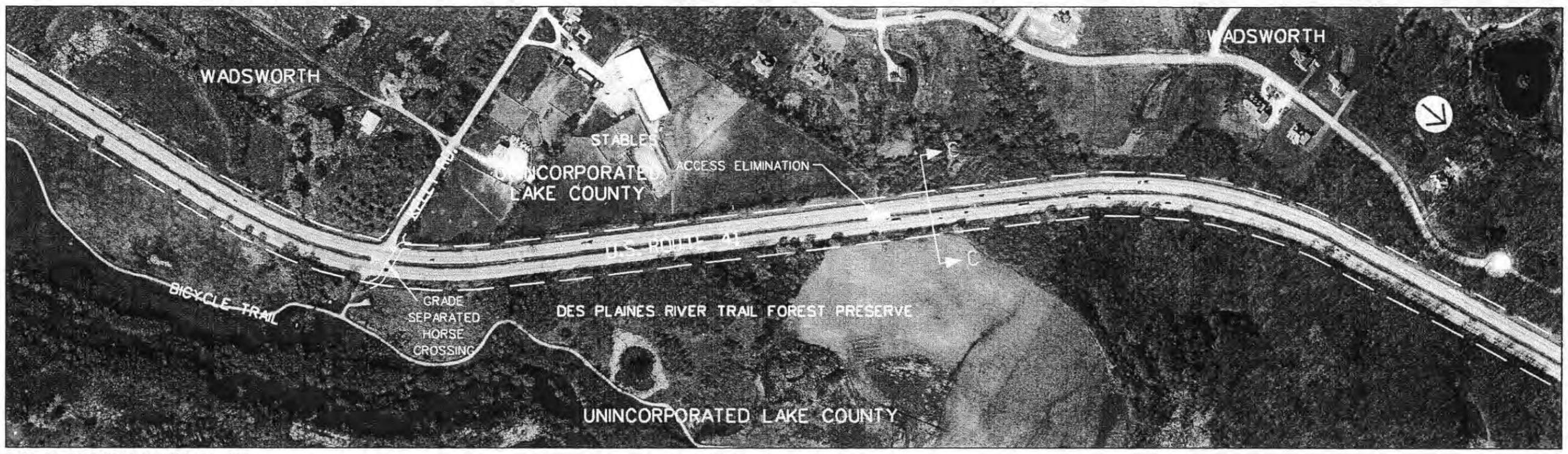
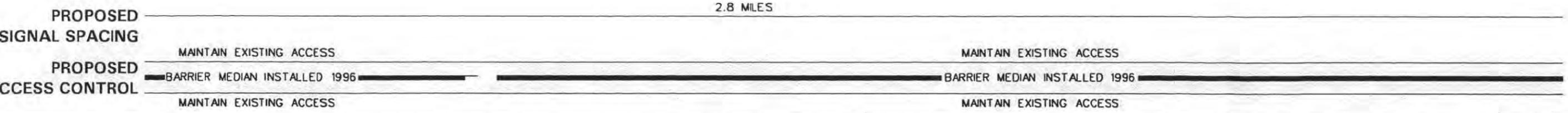
LEGEND

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



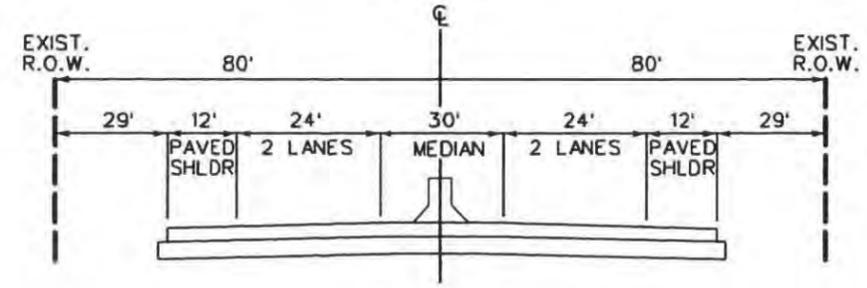


2.8 MILES



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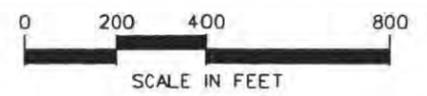
SEGMENT 4

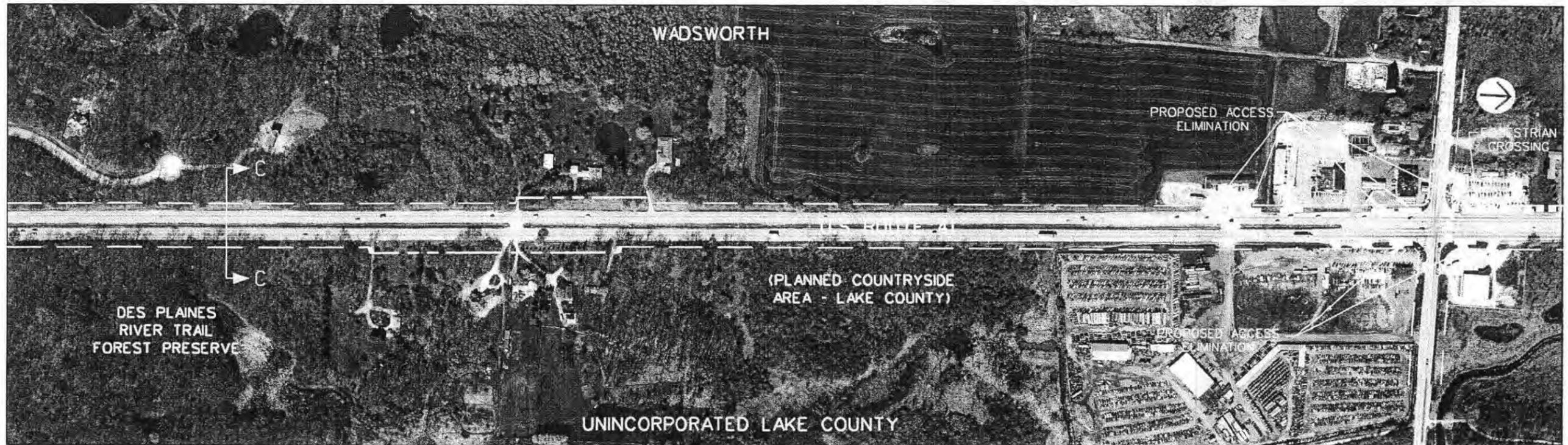
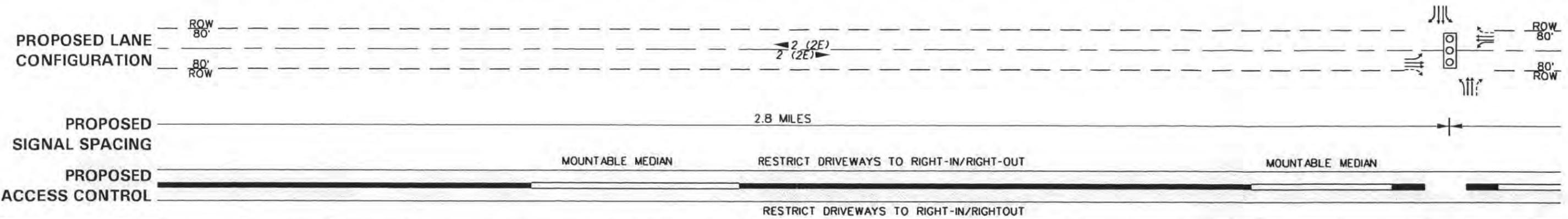


SECTION C-C
ALTERNATE A
RECOMMENDED CROSS SECTION

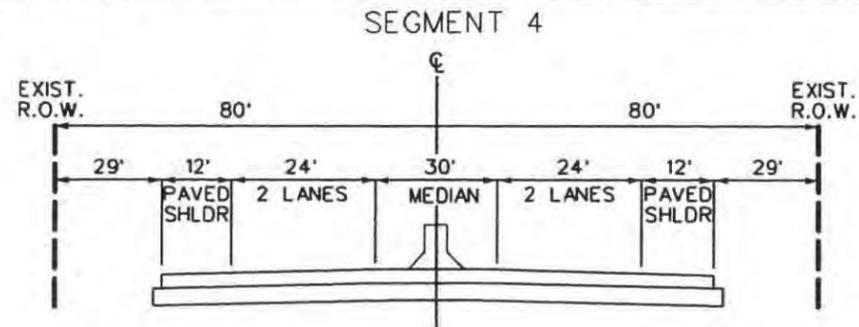
LEGEND

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





DATE OF PHOTOGRAPHY: APRIL 14, 1995



**SECTION C-C
 ALTERNATE A**
 RECOMMENDED CROSS SECTION

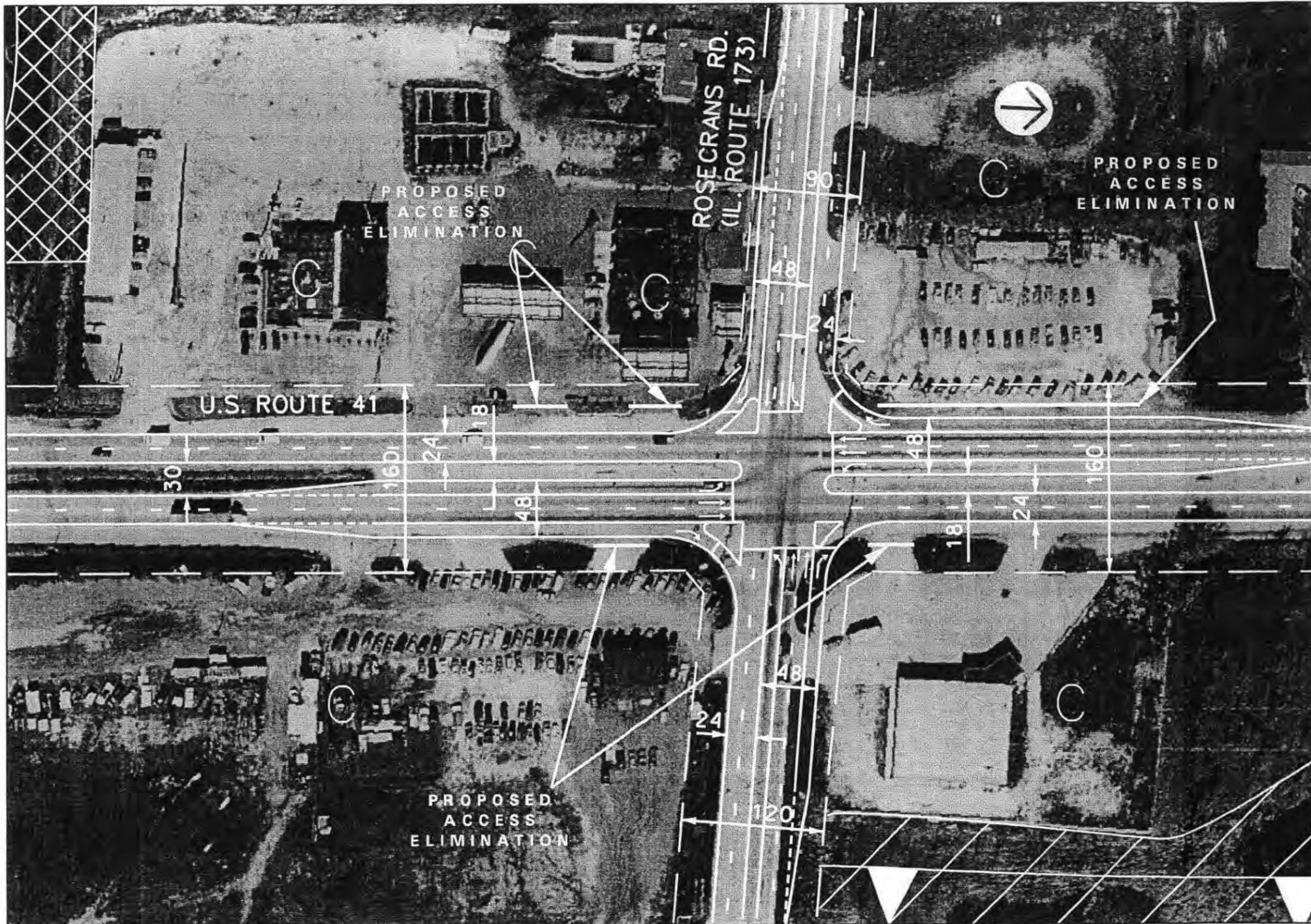
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



Segment 4

INTERSECTION DETAIL
U.S. Route 41 and IL Route 173

Exhibit D-07

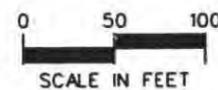


Illinois Department of Transportation

R.M.J. 98'

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

LEGEND
 ——— EXISTING R.O.W.
 - - - - PROPOSED R.O.W.



INTERSECTION DETAIL **STRA** Strategic Regional Arterial Planning Study

IL ROUTE 173 AND US ROUTE 41
RECOMMENDED PLAN
EXHIBIT D-07

Segment 5
U.S. Route 41
IL Route 173 to Interstate Route 94, Wadsworth

3.5 Segment 5: U.S. Route 41 - IL Route 173 to Interstate Route 94

3.5.1 Location

Segment 5 extends along U.S. Route 41 from IL Route 173 to its terminus at I-94. This segment lies within the Village of Wadsworth and unincorporated Lake County (see Figure 3.1). Lands on the west side of the segment lie within the Village of Wadsworth while those on the east side of the roadway are in the Lake County Forest Preserve District and unincorporated Lake County. The segment is approximately 1 miles in length.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-12.

Right-of-Way - The existing Right-of-Way in this segment varies from 160 to over 300 feet in width.

Roadway Characteristics - The roadway in Segment 5 provides 48 feet of pavement with two through lanes in each direction, a 28 foot grass median and aggregate shoulders. The grass median widens to over 100 feet in width as the roadway transitions into the on-ramps accessing I-94.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic was 24,500 vpd in this segment.

Accidents - There are no high accident locations in the segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or sidewalks on this segment. A “stubbed” frontage road extending south from Russell Road is located on the east side of U.S. Route 41.

Traffic Control/Intersection Configuration - Besides the IL Route 173 intersection, there are no signalized intersections along this segment. U.S. Route 41 transitions into I-94 approximately 11 mile north of IL Route 173.

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

**Table 3.5.1
Segment 5: Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0094	I-94	U.S. Route 41 (SB)	61	203	40	16'5"

Transit - At the present time, there is no mass transit service provided in Segment 5.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-12.

Lakes/Streams/Wetlands/Floodplains - Wetlands abut the east side of U.S. Route 41 in this segment. Sterling Lake is located just north and east of the IL Route 173/U.S. Route 41 intersection, located within the Sterling Lake Forest Preserve. The park and vacant lands occupy the entire east side of the roadway within this segment. The lake floodplain extends up to the U.S. Route 41 R.O.W, with a narrow floodplain corridor crossing the roadway in the vicinity of the I-94 interchange (see Exhibit B-12).

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

Hazardous Waste/LUST Sites - There are no LUST sites documented by the Illinois Environmental Protection Agency along this segment.

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 - Prime farmland abuts the Right-of-Way along both sides of U.S. Route 41 from just north of IL Route 173 to the corridor terminus according to the Natural Resources Conservation Services (NRCS). The land on the west side of the roadway is planned for business/service and office/research use by the Village of Wadsworth. Lands on the east side are forest preserve and planned countryside areas within Lake County.

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-12.

Type and Intensity of Development - Development in this segment is very sparse. Commercial uses are present on both the northeast and northwest corners of the IL Route 173 intersection. These consist of a used car lot and a restaurant. North of the intersection, the east side of the roadway consists of the Sterling Lake Forest Preserve and vacant lands in unincorporated Lake County. On the west side, an IDOT truck weigh station is located just north of the commercial property at the intersection. North of the weigh station are a horse breeding complex and 3 or 4 single-family residences fronting on Edwards Road, a dirt road which connects Skokie Highway with Creek Road, approximately 1/2 mile to the west (see Exhibit B-12).

Planned Development - On the west side of U.S. Route 41, the Village of Wadsworth has planned office/research use for most of the vacant (agricultural) land north of the horse breeding complex. South of the horse complex, business/service uses are planned.

On the east side, the Village is planning business/service uses for the vacant lands north of the forest preserve, adjacent to the intersection of U.S. Route 41 and I-94.

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-12.

Roadway - The recommended roadway cross section includes two 12-foot through lanes in each direction, an 28-foot barrier median extending north to a point just beyond the horse complex, and open drainage in the existing 160-foot Right-of-Way. North of the horse complex, the north and southbound lanes begin to spread apart to facilitate the intersection with I-94. From this point northward, the existing grass median will suffice. This cross section will require no additional Right-of-Way.

Traffic Control/Intersection Configuration - Besides the IL Route 173 intersection, the only roadway accessing U.S. Route 41 in this segment is Skokie Highway which feeds into the southbound lanes just south of Edwards Road. This segment functions as an access ramp to/from I-94. Besides Skokie Highway, there is very little access to the roadway north of the IL Route 173 intersection.

Access Management - Access consolidation is recommended for the commercial uses at the IL Route 173 intersection. The only other uses with direct access to the roadway in this segment are the truck weigh station and the Sterling Lake Forest Preserve. These driveways are aligned to form a four-legged intersection. The forest preserve drive is a service road only and is normally gated.

Structures - The existing structure in this segment will not require any modification.

Transit - There are no transit improvements recommended for this segment.

3.5.6 Right-of-Way Requirements

A narrow section of additional Right-of-Way is required in Segment 5 to accommodate the proposed northbound ramp to Russell Road. .

3.5.7 Environmental Considerations

Environmental impacts exist in the vicinity of the proposed Russell Road exit ramp as the additional Right-of-Way required is located in a wetland area.

3.5.8 Land Use Considerations

Land use impacts associated with the Russell Road exit ramp will be minimal as the proposed ramp passes through open lands in Lake County and a small section of wetland south of the existing frontage road.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.2.

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. In Segment 5, these type of improvements would consist of extending the jersey barrier median north to the point where the existing grass median begins to widen from the typical 28 feet.

Table 3.5.2

**Construction Cost Estimate
Segment 5 - IL Route 71 to U.S. Route 30**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$825,000
Intersection Improvements	\$380,000
Right-of-Way Acquisition	\$30,000
Total - Recommended Improvements	\$1,235,000

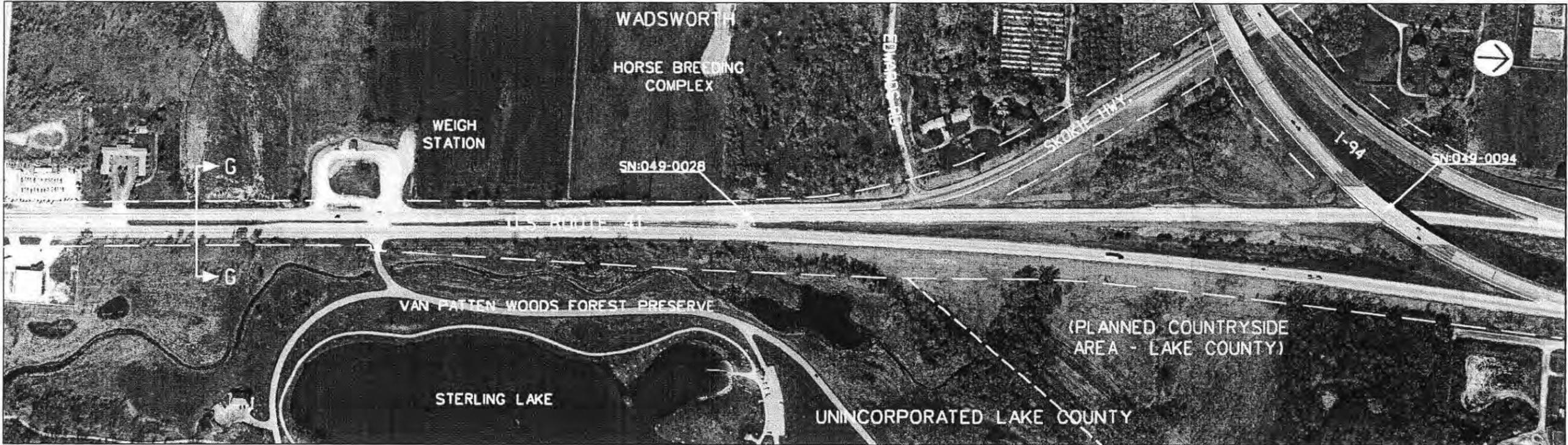
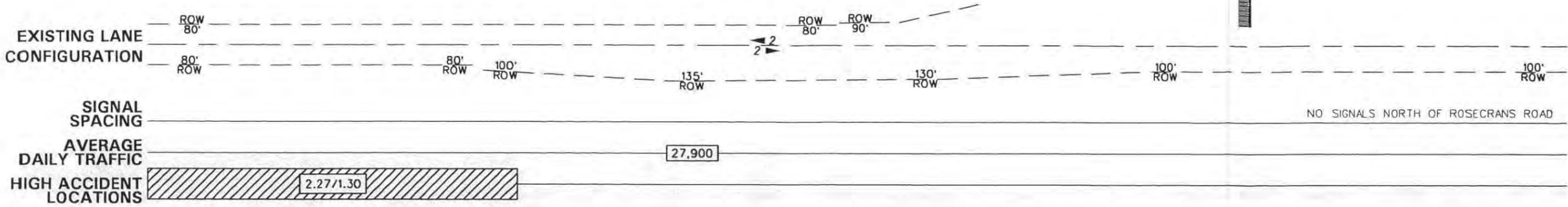
3.5.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

Segment 5
U.S. Route 41 - IL Route 173 to I - 94

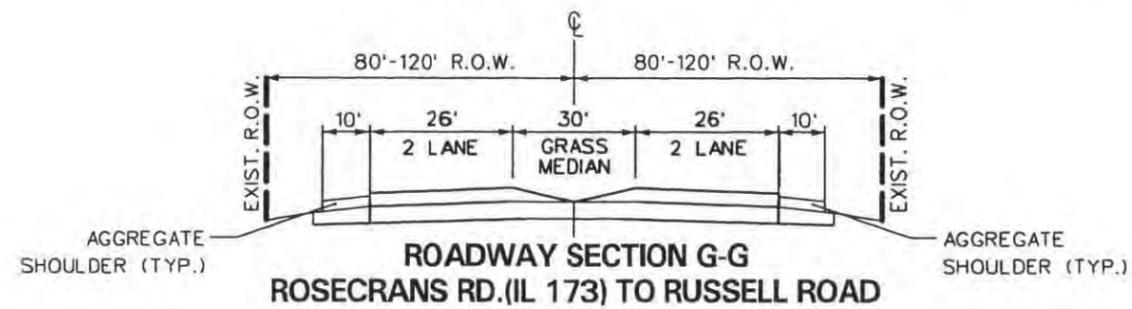
EXISTING FACILITY CHARACTERISTICS

Exhibit A-12



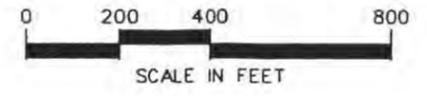
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



LEGEND

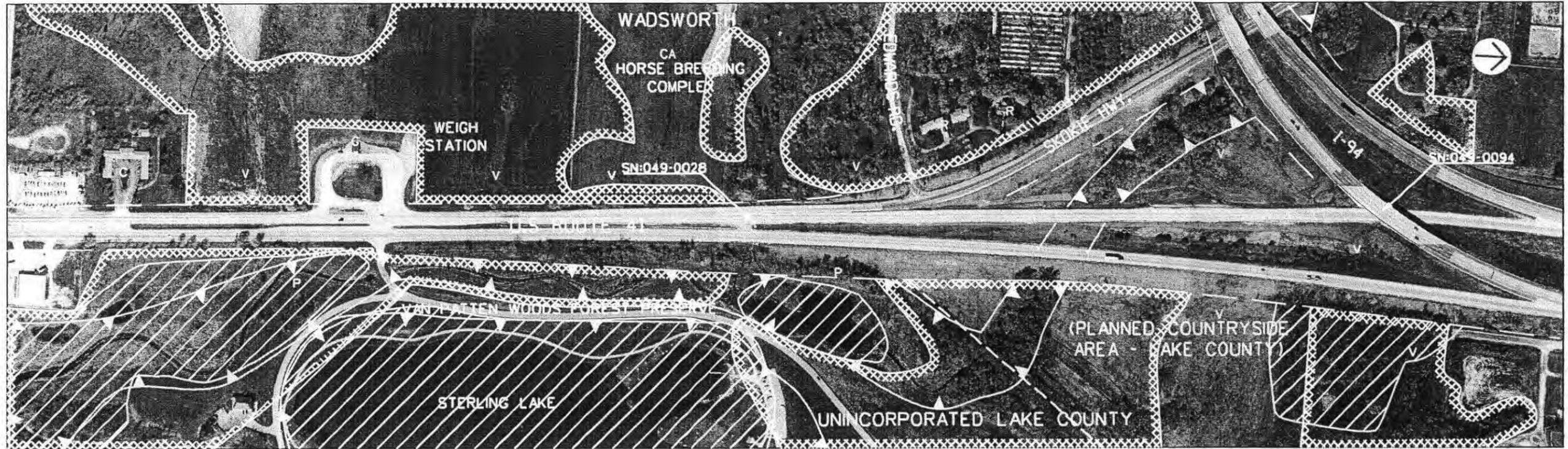
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE)
- # EXISTING NUMBER OF LANES



Segment 5
U.S. Route 41 - IL Route 173 to I - 94

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

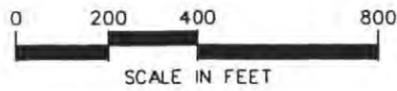
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY
	RIVER/STREAM

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)
x	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

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

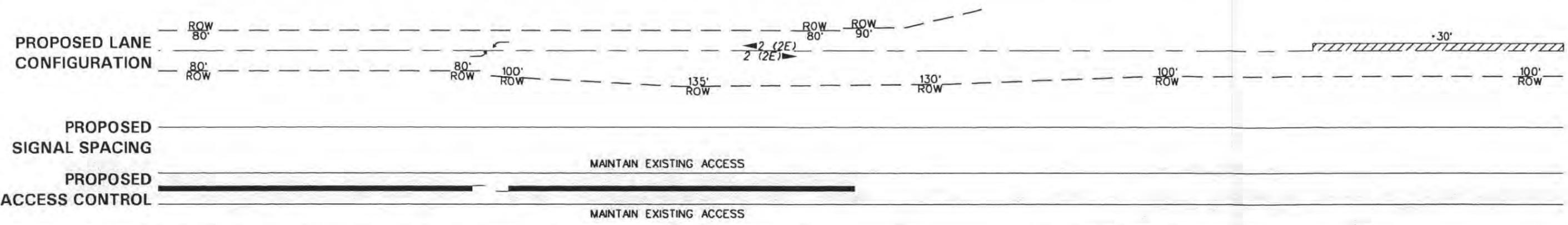


STRA Strategic Regional Arterial Planning Study
US ROUTE 41
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-12

Segment 5
U.S. Route 41 - IL Route 173 to I - 94

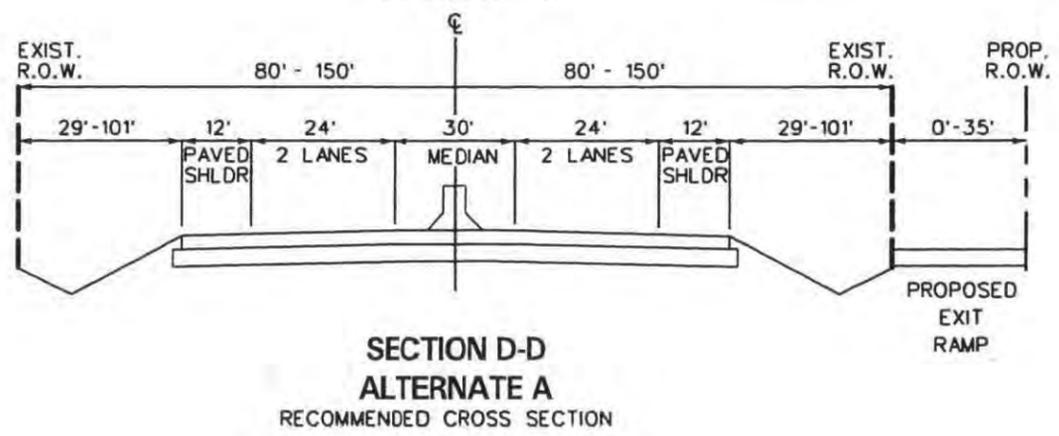
RECOMMENDED PLAN

Exhibit C-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



LEGEND

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

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 jurisdiction agencies such a 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 will be presented at a second Advisory Panel meeting as well as at a public hearing which will be open to the general public..

Individual Community Interviews were conducted during May, June and July of 1996. The first Advisory Panel meeting was held on September 9, 1997. The second Advisory Panel meeting was held on February 24, 1998, followed by the public hearing on March 24, 1998.

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

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:

- Lake County
 - Favorable attitude towards SRA designation
 - Agree that need exists to consolidate access on the south end

- Village of Gurnee
 - Primarily concerned with improving safety conditions along the corridor
 - Agree that access control is necessary, but concerned that Village input will be minimized

- Would like to see flooding issues addressed - particularly at CP Rail overpass
- Village of Wadsworth
 - Favorable attitude toward SRA designation
 - Concerned with safety - roadway is high speed with severe accidents
 - Want to insure that ample access is available for future development
- Park City
 - Favorable attitude toward SRA designation
 - Would like to see IDOT frontage roads repaired

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

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on September 9, 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 U.S. Route 41 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 A.

4.4 Public Hearing

A public hearing was held on March 24, 1998 to present recommended improvements to U.S. Route 41 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. This presentation included a discussion of the scope and objectives of the SRA system; the relation of U.S. Route 41 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 also present during the hearing to take oral comments, and 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 will be included in Appendix A.

APPENDIX A

PUBLIC INVOLVEMENT

- Individual Community Interview (ICI) Meeting Minutes
- First Advisory Panel Meeting Minutes
- Second Advisory Panel Meeting Minutes
- Public Hearing Roster and Comments



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METRO TRANSPORTATION GROUP, INC.

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Park City Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 14: U.S. Route 41

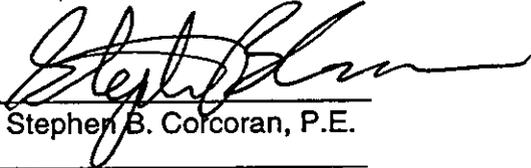
Date: July 18, 1996

Tele-Conference: Mayor Robert Allen, Park City
Stephen B. Corcoran, P.E., Metro Transportation Group

At the request of Mayor Allen, the Individual Community Interview was conducted over the phone. The conversation began with Mr. Corcoran, providing a brief history and description of the SRA study planning process and schedule. Mr. Corcoran is the Route Coordinator for the U.S. Route 41 corridor.

Mayor Allen indicated that the village was in favor of the SRA designation for U.S. 41, however he did note that he would like IDOT to fix their frontage roads along U.S. 41. Park City has no pedestrian or bike roads near the corridor.

Any revisions, please contact recorder.

By: 
Stephen B. Corcoran, P.E.

Date: _____

cc: CATS
IDOT
Civiltech



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Lake County Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 14: U.S. 41

Date: June 25, 1996

Time: 2:30 P.M.

Place: Lake County Department of Transportation
Libertyville, Illinois

In Attendance: Bruce Christianson, Transportation Coordinator
Dusty Powell, County Engineer
Stephen B Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Stephen Corcoran began the meeting by giving a brief history and description of the SRA planning study process. He also explained the timetable for task completion and described the tasks completed or in progress at this time. The County is well aware of the SRA study process, having been involved since the inception of the program. Fifteen Lake County corridors have been examined in the five studies.

Mr. Christianson stated that the county had few problems or concerns with the U.S. 41 corridor, or its designation as an SRA. Much of the route is already built up to SRA standards. The county has only two main roads crossing this section of 41, Delaney Road in Gurnee, and Wadsworth Road in Wadsworth. The Wadsworth Road approaches to U.S. 41 were reconstructed last year. Nothing is planned for Delaney Road.

Mr Corcoran pointed out the need for consolidating access along the southern portion of the corridor in Gurnee. The County representatives agreed that this would be beneficial, particularly from a safety standpoint.

A well-publicized accident at U.S. 41/Stearns School Road last November has raised safety issues at and around this intersection. The portion of Stearns School Road

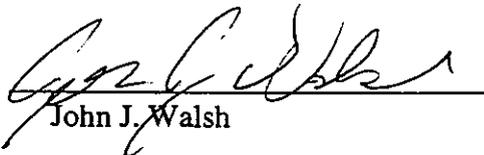


accessing U.S.41 falls under county jurisdiction. West of Dilley's Road, it reverts to a municipal street.

The County has no long range development plans along the corridor. Mr. Powell pointed out that there are many large, single-owner properties on the west side of U.S. 41, particularly at the north end near the tollway intersection. The potential for selling out to commercial developers certainly exists.

The meeting was adjourned at 3:15 P.M.

Any revisions, please contact recorder.

By: 
John J. Walsh

Date: _____

cc: IDOT
Civiltech
CATS



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Wadsworth Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 14: US 41

Date: July 31, 1996

Time: 9:30 A.M.

Place: Village of Wadsworth
Village Hall

In Attendance: Donald Craft, Mayor
Stephen B. Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Stephen Corcoran began the meeting by giving a brief history and description of the SRA planning study process. He also explained the timetable for task completion and described the tasks completed or in progress at this time. The Village has been involved in the SRA process with the IL 173 (Rosecrans Road) corridor study in Subset #4, and the current Yorkhouse Road SRA study.

Mayor Craft pointed out that US 41 through Wadsworth's jurisdiction was improved last year. This improvement project has included the addition of a barrier median extending from just south of IL 173 to Wadsworth Road. The Village believes the barrier median will reduce accidents along the corridor, and supports extending this type of median south to Stearns School Road. However, the Village does not want to see the barrier wall extend across the Hanson Road intersection - this is currently proposed by IDOT.

Safety along the corridor is of primary concern. Driving conditions are high speed and accidents tend to be severe. The center ditch median creates problems at high speeds. IDOT is well aware of this and is looking to minimize hazardous conditions by extending the barrier median southward. This development fits nicely with SRA guidelines in terms of providing access control. The Village wants to insure that ample access is available for future development.

The Village would like to see more police/speed control along the corridor. Speed limits vary from 50 mph north of Wadsworth Road, to 55 mph between Wadsworth



and Stearns School Road. This is a recent speed limit increase that the Village feels is inappropriate with the grass ditch median.

Future plans include several planned and potential development projects. While much of the corridor in Wadsworth is either Forest Preserve or essentially rural in nature, a good deal of commercially zoned land exists on the west side of US 41, particularly near major intersections. Parcels both north and south of Hanson Road have been zoned commercial, causing Village concern that the barrier median will block northbound access. Hanson Road intersects US 41 just south of a curve, which is listed as a high accident location (HAL) by IDOT. The Village may straighten Hanson (which also curves) to intersect US 41 approximately 200 feet to the south. Long term, the village feels this intersection may need to be signalized.

In the vicinity of Wadsworth Road, a golf course is proposed just west of the intersection with US 41. The Village doesn't think direct US 41 access will be requested, and would be opposed to such a request. At the intersection, an existing automobile repair shop on the northeast corner will become a restaurant, possibly requiring additional access. North of Wadsworth Road, a 10 acre parcel will be developed as a strip mall, with a restaurant, gas station, and convenient store. Access will be an issue here.

At Kelly Road, a 62 home subdivision is planned which will use Kelly Road as an access point to US 41. The Village feels this is another intersection that may need signalization in the future.

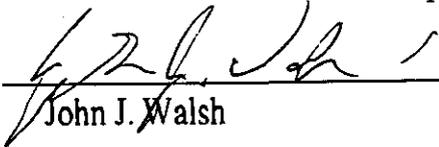
There are no new bicycle or pedestrian crossings planned in Wadsworth, although as additional residential subdivisions are developed on the west side, increased access to the forest preserves east of US 41 will be desirable. A final issue mentioned by Mayor Craft concerns flooding along the 1/4 to 1/2 mile stretch of US 41 in the vicinity of the proposed Yorkhouse Road western extension (approximately 1/2 mile north of Hanson road). This is a low-lying section located just west of the Des Plaines River.

Overall, the Village of Wadsworth supports the SRA designation along US 41, citing access control and safety related SRA guidelines along the route as consistent with Village plans and desires.

The meeting was adjourned at 10:30.

Any revisions, please contact recorder.



By: 
John J. Walsh

Date: _____

cc: IDOT
Civiltech
CATS



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Gurnee Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 14: U.S. 41

Date: June 27, 1996

Time: 9:00 A.M.

Place: Village of Gurnee
Village Hall

In Attendance: James T. Hayner, Village Administrator
James Repp, Superintendent of Public Works
Bud Reed, P.E. P.L.S., Director of Engineering
Tim McGrath, Ph.D., Fire Chief
Robert Jones, Chief of Police
Stephen B Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Stephen Corcoran began the meeting by giving a brief history and description of the SRA planning study process. He also explained the timetable for task completion and described the tasks completed or in progress at this time. The Village of Gurnee has been involved in the SRA process with IL Route 120, a part of SRA Subset #5.

Mr. Corcoran explained that the main goals along US 41 in Gurnee will be controlling access for both existing and future land uses. There are currently many sub-standard local access points and curb cuts in this section. The Village agreed that controlling access will insure safer conditions. Safety is a key issue here, as accident levels along US 41 are high. Given the high-speed nature of US 41, many of the accidents prove fatal. Gurnee is currently working on a project which will improve the median along US 41 from the curve near Delaney Road north to Stearns School Road. The Village has also applied jointly with Lake County for a CMAQ grant to re-design and rebuild the IL 132/US 41 intersection.



Mr. Reed pointed out that another problem along US 41 is flooding, particularly between Depot and Kilbourne Roads. The railroad underpass located between these two roads is a particular problem location. IDOT is currently working on correcting this problem.

This discussion led to the question of overall coordination between the SRA studies and other state plans and projects. Mr. Corcoran pointed out that the SRA contractors are kept abreast of projects affecting their corridors by Rich Starr, who oversees the study for IDOT.

Mr. Haynor mentioned that the Village is currently updating its land use plan. A 500 acre parcel north of IL 21 will be designated light industrial. Depending on the development, signalization may be required. The Village would like the SRA concept plan to address the issue of providing future site access.

Unprotected curb cuts and access locations became the next topic of conversation. Mr. Reed asked if unprotected curb cuts would still exist, and if so, who would make these decisions. Mr. Corcoran stated that these determinations would be in our hands, with input from the Village. Depot and Kilbourne Roads may warrant signals. The Village would like to see a signal north of Stearns School Road. Certain unprotected access points cannot be cutoff, such as Grandville and possibly Estes Avenue. Right-in, right-out may be an alternative. Mr. Jones mentioned that Grove Avenue is signalized at Delaney. This would be a logical alternative route for local traffic accessing /egressing the area on the south and west side of US 41 between Depot Road and Grand Avenue.

The Village highway plans are focused on safety issues. Removing the median ditch north of Depot Road is top priority. The Village may also consider cutting off access points in cases where the residents voice concerns. Mr. Jones pointed out that trucks are a problem on US 41, particularly in the vicinity of the Union 76 truck stop north of Stearns School Road. Trucks crossing the highway pose a problem as the trailer overhang interferes with through traffic. There are several truck/automobile accidents annually in this area. Another safety issue concerns the northbound access ramp from IL 43. Several roll-over accidents have been reported here as vehicles accessing US 41 go up on the raised curb at high speed. The Village would like to address this in the near future.

Safety is also an issue at the angled IL 21 intersection. Mr. Corcoran mentioned that realigning the IL 21 approach to US 41 would be a safety improvement. The Village representatives agreed.

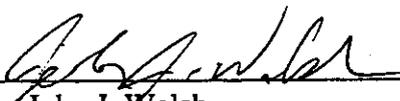
Overall, the Village of Gurnee is mainly concerned with reducing the numbers of accidents along this route. The majority of accidents occur at the IL 132 (Grand



Avenue) intersection, which will be redesigned if CMAQ funds come through. The most severe accidents occur north of IL 21, in the vicinity of the truck stop and along the several curves in the roadway, where sight distance is reduced and speeds approach highway levels.

The meeting was adjourned at 10:00 A.M.

Any revisions, please contact recorder.

By: 
John J. Walsh

Date: _____

cc: IDOT
Civiltech
CATS



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TRANSPORTATION PLANNING,
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U.S. Route 41 - First Panel Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
First Panel Meeting
Corridor 14: US 41

Date: September 9, 1997

Time: 10:30 A.M.

Place: Village of Gurnee
Village Hall

In Attendance:

- ✓ Hon. Adeline Geo-Karis, State Senator 31st District
- ✓ Marty Beuhler, Lake County DOT
- ✓ Bruce Christensen, Lake County DOT
- Al Westerman, Lake County Board #7
- Sandy Cole, Lake County Board #11
- Robert Neal, Lake County Board #2
- Glenn Ryback, Village of Wadsworth
- Bud Reed, Village of Gurnee
- Bill Holleman, Gurnee Community Church
- ✓ Rich Starr, IDOT District 1
- ✓ Lisa Heaven-Baum, IDOT District 1
- ✓ Dawn Marincic, Civiltech Engineering
- ✓ Tim Doron, Metro Transportation Group
- ✓ John Walsh, Metro Transportation Group

The first panel meeting conducted today provides an opportunity for the SRA design team to discuss proposed roadway improvements along U.S. Route 41 with representatives of the communities located along the corridor. Tim Doron, Vice President at Metro Transportation Group, began the meeting with a brief description of the SRA planning process and a general overview of the U.S. Route 41 Corridor being studied in SRA subset #5. The U.S Route 41 corridor being studied extends northward from IL Route 120 to its intersection with I-94, a distance of approximately ten miles. This portion of U.S. Route 41 begins in Park City and extends through the Villages of Gurnee and Wadsworth, Illinois.

Mr. Doron pointed out that the recommendations of the design team do not focus on adding capacity to this portion of U.S. Route 41, but rather focus on access control and enhancing safety conditions throughout the corridor. These recommendations are



consistent with those presented by IDOT, who have studied three portions of this route since 1990.

Mr. Walsh stated that the route has been divided into five segments, and then began a detailed discussion of roadway conditions and recommendations within each segment. Segment 1 extends from IL Route 120 north to Ferndale Street, a distance of approximately one mile. This segment is essentially a limited access highway. The three arterial intersections within this segment are all grade separated. Additional direct access to Route 41 is limited to six right-in/right-out local roadways and five right-in/right-out residential and commercial driveways. IDOT is currently undertaking a project focussing on access control in this segment. This project proposes the elimination of local road access by use of cul-de-sacs and installation of a frontage road on the west side of U.S. Route 41, south of IL Route 132. Our recommendations for access control along this segment are consistent with those of IDOT.

Mr. Reed stated that the Village of Gurnee is planning to cul-de-sac University and Drexel Avenues this month. This would eliminate the need for the proposed frontage road extending northward beyond Woodlawn Avenue.

Mr. Reed also stated that the Village of Gurnee would not support the closing of Grandville Avenue. Mr. Starr pointed out that this would only be closed if Grove Avenue were extended across the railroad tracks, providing a replacement connection between the industrial area located east of the tracks and Delany Road.

Sen. Geo-Karis pointed out that the elimination of commercial access in the vicinity of Estes and Ferndale Avenues would hurt business and stressed that while safety issues must be addressed, penalizing existing business by closing their access is not a practical solution. Mr. Doron agreed that minimizing the total of access driveways in this area would improve safety without hurting business.

The discussion then proceeded to segment 2, which extends from Ferndale Street north and west to the Des Plaines River crossing, again a distance of approximately one mile. The roadway in this segment transitions to a suburban arterial, with at-grade intersections and increased commercial access. The signalized intersection with Delany Road has commercial activities on three corners and a large vacant parcel (available) on the fourth. Recommendations in this segment consist of restricting two full access locations to right-in/right-out.

Mr. Reed pointed out that the Village of Gurnee is on record as being opposed to access restrictions at Depot Road/St. Paul Street. Mr. Starr pointed out that it might make presentations more clear by indicating locations where full access would be restricted on the aeriels.

Mr Walsh continued with segment 3, which runs north from the Des Plaines River crossing to Wadsworth Road, a distance of approximately 4 miles. This portion of the roadway returns to a limited access highway as open and forest preserve lands border the majority of this segment. Intersections are at-grade and the majority of commercial and private



access is restricted to right-in/right-out. IDOT is currently installing a barrier median through a portion of this segment, from Stearns School Road north to Wadsworth Road. Recommendations in this segment consist of controlling access and aligning the IL Route 21/U.S Route 41 intersection to form a "tee" intersection south of the present location.

Mr. Neal agreed that this intersection alignment needs improvement. Mr. Reed pointed out that the parcels located south of the current intersection are currently in the planning stages of re-development.

Mr. Reed also pointed out that the southern portion of this segment in the vicinity of the Des Plaines River floods and that the grade of the roadway should be raised in this area.

Mr Neal suggested that an acceleration lane would be appropriate at the truck stop in addition to the deceleration lane which is planned.

Mr. Starr suggested that right-in/right-out turn arrows be shown at the truck stop driveways, and that the median break proposed at the current paint-ball access drive be identified as limited access.

Mr. Ryback noted that the Village of Wadsworth wants full access at Hanssen Road. Mr. Starr pointed out that future signalized access locations would be considered north of Stearns School Road based on proposed development.

Segment 4 extends north from Wadsworth Road to Rosecrans Road (IL Route 173), a distance of approximately two miles. This segment features a jersey barrier median installed in 1996. Access is restricted to right-in/right-out at all but three locations. A mountable median provides full access for retail outlets at the Wadsworth Road intersection and a residential area south of Rosecrans Road, while full median breaks and left-turn lanes are provided for the truck weigh station just north of Wadsworth Road and at the Kelly Road intersection.

Mr. Neal stated that dual lefts would not be needed at the Wadsworth Road intersection in the foreseeable future, allowing for the full commercial access which now exists. Mr. Starr pointed out that IDOT policy is to install a barrier median right up to the intersection in cases where dual lefts are present.

Mr. Walsh noted that there is a potential hazard at the Kelly Road intersection, as an at-grade horse crossing is barely visible to southbound traffic (there are sight distance problems on the southbound leg of 41 at Kelly Road). Mr. Starr agreed that signage is necessary to warn southbound traffic of the horse crossing ahead.

The final portion of the roadway, segment 5, is a one mile stretch located north of Rosecrans Road which feeds directly into I-94. This portion of U.S. Route 41 functions as an access ramp to/from I-94. Access is limited to commercial properties at and around the Rosecrans Road intersection and the grade separated Russell Road interchange which marks the terminus of the study area. Recommendations for this segment include consolidating access at the IL Route 173 intersection, and creating a new Russell Road



exit ramp. This ramp would separate U.S. Route 41 traffic bound for Russell Road from I-94 traffic, and particularly from I-94 traffic attempting to exit at Russell Road - this traffic currently creates an unsafe weaving condition.

Mr. Buehler suggested installing a slip ramp on northbound I-94 accessing Skokie Highway. This would remove all Russell Road traffic before the connection to U.S. Route 41.

Mr. Starr stated that a comment period would be provided for the communities to examine the draft recommendations more closely. Assuming there are no major changes to the Recommended Plan, the second Advisory Panel Meeting could be held in the next couple of months.

The meeting was adjourned at 11:50 A.M.

By: John J. Walsh S-m
John J. Walsh
Date: Sept 9, 1997



METRO TRANSPORTATION GROUP, INC.
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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

METRO TRANSPORTATION GROUP, INC.

U.S. Route 41 - Second Panel Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Second Panel Meeting
Corridor 14 - U.S. Route 41

Date: February 24, 1998

Time: 9:00 A.M.

Place: Village of Gurnee
Village Hall

In Attendance:

Marty Buehler	Lake County DOT
Bruce Christensen	Lake County DOT
Todd Gordon	Village of Gurnee
Larry Jones	Candidate - Lake County Board, District 2
Rich Starr	IDOT - District 1
Lisa Heaven-Baum	IDOT - District 1
Dawn Marincic	Civiltech Engineering
Stephen Corcoran	Metro Transportation Group
John Walsh	Metro Transportation Group

Stephen Corcoran began the meeting at approximately 9:05 A.M. with a brief overview of the SRA program and the inclusion of the U.S. Route 41 corridor within this program. The focus then shifted to the purpose of the second panel meeting, which allows for public official input regarding the proposed improvements. The overall recommendations focus on improved safety conditions and allow the adjacent communities to plan ahead in regard to future development.

After the introduction, Mr. Corcoran focused on the draft U.S. Route 41 SRA report that had been passed out to all attendees, beginning a discussion of the proposed concept drawings. At the beginning of the corridor, connecting SRA routes are present - U.S. Route 41 south from IL Route 120 to the Cook County line, and IL Route 120 from U.S. Route 41 west to the McHenry County line.

Mr. Corcoran pointed out that the northbound IL Route 43 access ramp to northbound U.S. Route 41 creates a weaving condition which can be addressed in the future. Mr. Starr recommended that this be noted on the C-01 aerial.



Mr. Jones asked if any homes would be taken on the west side of the roadway to accommodate the proposed frontage road extension north to Dorchester Avenue. Mr. Corcoran responded that no homes would be taken.

Mr. Jones then asked who was responsible for cul-de-sacing the local streets that were posted this past summer (University and Drexel Avenues). Mr. Corcoran responded that this could be either an IDOT or local function. Mr. Starr noted that cul-de-sacs in this case represented blocked-off access points, not widened pavement for turning movements.

Mr. Buehler noted that the turning lanes on the Grand Avenue approaches to the 41/Grand Ave. interchange should be shown on the D-02 intersection detail.

Mr. Jones asked why the Depot Road/St. Paul Road and Kilbourne Road intersections are recommended as right-in/right-out. Mr. Corcoran responded that the SRA guidelines call for limiting access for safety and performance reasons. Mr. Gordon noted that the Village of Gurnee was opposed to restricting access at both locations.

Mr. Jones then asked if the end result of the SRA process was to make U.S. Route 41 an expressway. Mr. Corcoran responded that this was not the goal, but that the roadway must be efficient in moving through traffic as well as local traffic. The nature of the surrounding land uses and the unlikelihood of extensive commercial development through much of the corridor make the roadway appear like an expressway in certain sections.

Mr. Christensen noted that the access restrictions at Hanssen Road and the forest preserve access road should be noted on drawing C-07.

Mr. Starr recommended that the supporting 41/Wadsworth Road intersection detail should be noted on drawing C-08.

Mr. Jones asked if any lawsuits have been initiated concerning access restrictions, and if so, how these are handled and what are the repercussions. Mr. Starr pointed out that IDOT is not required to provide full access to their roadways. Mr. Corcoran added that we have to balance economic implications with roadway safety. As most businesses located along this section of U.S. Route 41 are close to major intersections, they are less dependent on full access.

Mr. Jones noted that the business driveway on the west side of the 41/21 intersection should be relocated to tie into the re-aligned 41/21 intersection, forming a fourth leg. This was agreed upon and will be shown on drawings C-05 and intersection detail D-04.

Mr. Jones then asked if the truck weigh stations will present safety issues due to their maintaining full access. Mr. Corcoran responded that this is still a problem and that the state police and IDOT have no plans to close either facility in the near future. After much discussion, Mr. Starr recommended that we consider replacing the weigh station on the east side of 41, just north of Wadsworth Road, with a new station on IL Route 173. This would eliminate the hazard involving trucks crossing the median in a fairly busy section of the 41 corridor. It was agreed that full access at the second weigh

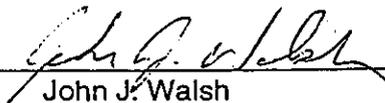


station north of IL Route 173 poses less of a problem as traffic volumes are lighter at the north end of the corridor. Mr. Starr noted that deceleration lanes at the weigh stations should be shown on the aerials.

Mr. Buehler noted that the at-grade equestrian crossing at the IL 173/41 intersection should be shown on the intersection detail D-07.

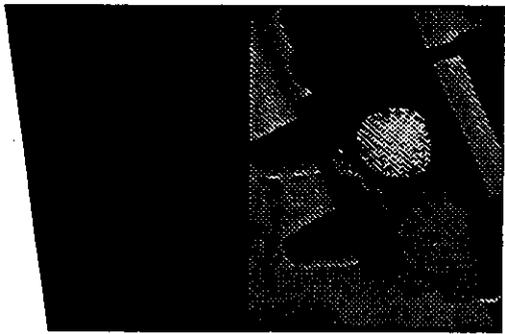
With no further questions or comments, Mr. Corcoran outlined the remaining steps in the process and asked all in attendance to review the draft report and contact him with questions or comments. He also announced that a public hearing had been tentatively scheduled for Tuesday, March 24, at the Holiday Inn in Gurnee. This date and location would be verified within a day or two and we would notify Mr. Christensen with the specifics.

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

By: 
John J. Walsh
Date: 2/26/98

Please Note: The Public Hearing has been set for Tuesday, March 24, from 2:00 - 7:00 P.M. at the Holiday Inn Gurnee - located just west of I-94 on Grand Avenue.

SRA



S T R A T E G I C R E G I O N A L A R T E R I A L

OPERATION GREENLIGHT

U.S. Route 41 from Illinois Route 120 north to I-94 in Lake County

March 24, 1998 2-7pm

Gurnee Holiday Inn

6161 Grand Avenue Gurnee, Illinois

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Rich Starr - Highway Systems Engineer
(847) 705-4095



Illinois Department of Transportation

PUBLIC MEETING REGISTER

Project: U.S. RTE. 41 FROM IL RTE. 120 NORTH TO I-94 IN LAKE COUNTY

Location: GURNEE HOLIDAY INN

Date: 3/24/98

Time: 2-7p.m.

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

	Name (Please Print)	Address	Representing
P L E R S E E P R I N T	1 JEAN TURKOVAL	City of Waukegan Planning & Zoning 1700 N. Green Zip 60085	Self _____ Other _____
	2 FRED FRIEDL	Village of Gurnee Gurnee IL Zip 60031	Self _____ Other Gurnee Fire Dept
	3 Mary Nelson Legislative aide Sen. Caroline F. Spier	2613 Newton Rd Naperville Zip 60563	Self _____ Other Husband
	4 LAWRENCE KELLETT	470 OLD SHILOH PARK CITY, ILL Zip 60085	Self _____ Other _____
	5 Joseph S Keller	470 old shiloh Park City Ill Zip 60085	Self _____ Other _____
	6 ERICA PAULSEN	20 LINDEN AVE GLENCOE IL Zip 60027	Self _____ Other _____
	7 Ralph Heaven 102 SPRUCE WAUKEGAN IL	102 SPRUCE WAUKEGAN Zip 60087	Self _____ Other _____
	8 LAURA EWELL	102 SPRUCE ST WAUKEGAN IL Zip 60087	Self <input checked="" type="checkbox"/> Other _____
	9	_____ Zip _____	Self _____ Other _____
	10	_____ Zip _____	Self _____ Other _____
	11	_____ Zip _____	Self _____ Other _____
	12	_____ Zip _____	Self _____ Other _____

PUBLIC MEETING REGISTER

Project: U.S. RTE. 41 FROM IL RTE. 120 NORTH TO I-94 IN LAKE COUNTY

Location: GURNEE HOLIDAY INN

Date: 3/24/98

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	Name (Please Print)	Address	Representing
1	PAULA TRIGG	1700 N. MC AREE RD Waukegan Zip 60085	Self _____ Other - CITY OF WAUKEGAN
2	TIM TANNER	395 Magnolia Gurnee IL Zip 60071	Self _____ Other Gurnee Fire Dept
3	Bob Herauer	4580 Grand Gurnee Zip 60031	Self _____ Other Gurnee Fire Dept
4	HANK SCHWARTZ	4587 GRAND GURNEE Zip 60031	Self _____ Other Village of GURNEE
5		_____ Zip	Self _____ Other
6		_____ Zip	Self _____ Other
7		_____ Zip	Self _____ Other
8		_____ Zip	Self _____ Other
9		_____ Zip	Self _____ Other
10		_____ Zip	Self _____ Other
11		_____ Zip	Self _____ Other
12		_____ Zip	Self _____ Other

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
U.S. ROUTE 41 FROM ILLINOIS)
ROUTE 120 NORTH TO I-94 IN)
LAKE COUNTY)

GURNEE, LAKE COUNTY, 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 Gurnee Holiday
Inn, 6161 Grand Avenue, Gurnee, Illinois, on the
24th day of March, A. D. 1998, between the hours
of 2:00 and 7:00 P. M.

LAWRENCE KELLER: Lawrence Keller, Keller Trucking, 470 Old Skokie Road, Park City.

The merge with Waukegan Road or 43, I think they call it, and 41 is a very dangerous location. Where 43 merges just north of Lakehurst Shopping Center, there into 41 is a very bad merge.

A lot of accidents are there and a lot of vehicles have come tumbling over onto our property and came very close to striking some of our buildings.

So that is a priority with us.

* * * * *

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

