



Final Report

Strategic Regional Arterial

Stearns Road
Dunham Road East to U.S. Route 20



OPERATION GREENLIGHT
Illinois Department of Transportation

TABLE OF CONTENTS
Executive Summary
I. Introduction

1.1	Transportation Perspectives	1
1.2	The Strategic Regional Arterial System	2
1.3	SRA Route Types and Improvement Techniques.....	2
1.4	Study Objectives	5
1.5	The SRA Planning Study Process.....	7
1.6	Study Data Sources and Methodologies	8
1.7	Organization of the Report	9

II. Route Overview

2.1	The Stearns Road Study Area	11
2.2	Land Use/Development Characteristics.....	11
2.3	Regional Transportation Facilities.....	13
2.4	Roadway/Right-of-Way Characteristics	13
2.5	Transit	15

III. Route Analysis

3.1	Segment 1 - Dunham Road to IL Route 59	18
3.2	Segment 2 - IL Route 59 to Bartlett Road	46
3.3	Segment 3 - Bartlett Road to County Farm Road	59
3.4	Segment 4 - County Farm Road to U.S. Route 20.....	75

IV. Public Involvement

4.1	The Public Involvement Process.....	87
4.2	Individual Community Interviews	87
4.3	Advisory Panel Meetings	88
4.4	Public Hearing	89

LIST OF FIGURES

<u>Figure No.</u>		<u>Page No.</u>
1.1	The Strategic Regional Arterial System	3
2.1	Stearns Road Location Map.....	12
2.2	Stearns Road Corridor Map	14
3.1	Corridor Summary	19
	Existing Facility Characteristics	A-01 thru A-08
	Land Use and Environmental Characteristics.....	B-01 thru B-08
	Recommended Plan	C-01 thru C-08
	Intersection Details	D-01 thru D-05

LIST OF TABLES

<u>Table No.</u>		<u>Page No.</u>
1.1	2010 Desirable Route Characteristics.....	6
3.1.2	Segment 1 - Construction Cost Estimate	25
3.2.2	Segment 2 - Construction Cost Estimate	49
3.3.1	Segment 3 - Construction Cost Estimate	62
3.4.1	Segment 4 - Construction Cost Estimate	78

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: Stearns Road. This corridor follows Stearns Road from U.S. Route 20 (Lake Street) in the Village of Hanover Park west to its terminus at Dunham Road near the Village of Wayne. 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 Stearns Road passes, can the ultimate improvement plan be realized.

Stearns Road 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 two-lane minor arterial with no median through the majority of the corridor and an 18 foot grass median through the one mile section at the eastern limit. It was determined that a four-lane roadway with a varying median would achieve the recommended capacity and operating performance.

The Stearns Road SRA corridor was divided into four segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Stearns Road - Dunham Road to IL Route 59

- Relocate Stearns Road/IL Route 25/Dunham Road intersection to the north and west providing a four-legged standard intersection.
- Align Powis Road/Access Road intersection to the west of present location. Signalize if Stearns Road Metra station is constructed.
- Widen existing two-lane roadway to four-lanes with an 18-foot barrier median and curb and gutter.
- Install future traffic signal at Munger Road.

Segment 2: Stearns Road - IL Route 59 to Bartlett Road

- Add dual left-turn and separate right-turn lanes on all four approaches at the Stearns Road/IL Route 59 intersection.
- Widen roadway to a five-lane cross section with a painted 12 foot median and curb and gutter.
- Install new traffic signal at Stearns Road/Sycamore Lane/Apple Orchard Park intersection - as planned by DuPage County.

Segment 3: Stearns Road - Bartlett Road to County Farm Road

- Add separate right-turn lanes on both approaches at the Stearns Road/Bartlett Road intersection.
- Widen roadway to a five-lane cross section with a 12 foot painted median and curb and gutter.
- Signalize the intersections of Stearns Road with Prospect Avenue and Redford Lane. Add left-turn lanes to Stearns Road in support of these intersections.

Segment 4: Stearns Road - County Farm Road to U.S. Route 20 (Lake Street)

- Widen Roadway to four lanes with an 18 foot barrier median and curb and gutter.
- Signalize the intersection of Stearns Road with Arlington Drive.
- Install dual left-turn lanes on the eastbound approach at the Stearns Road/U.S. Route 20 intersection.

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.

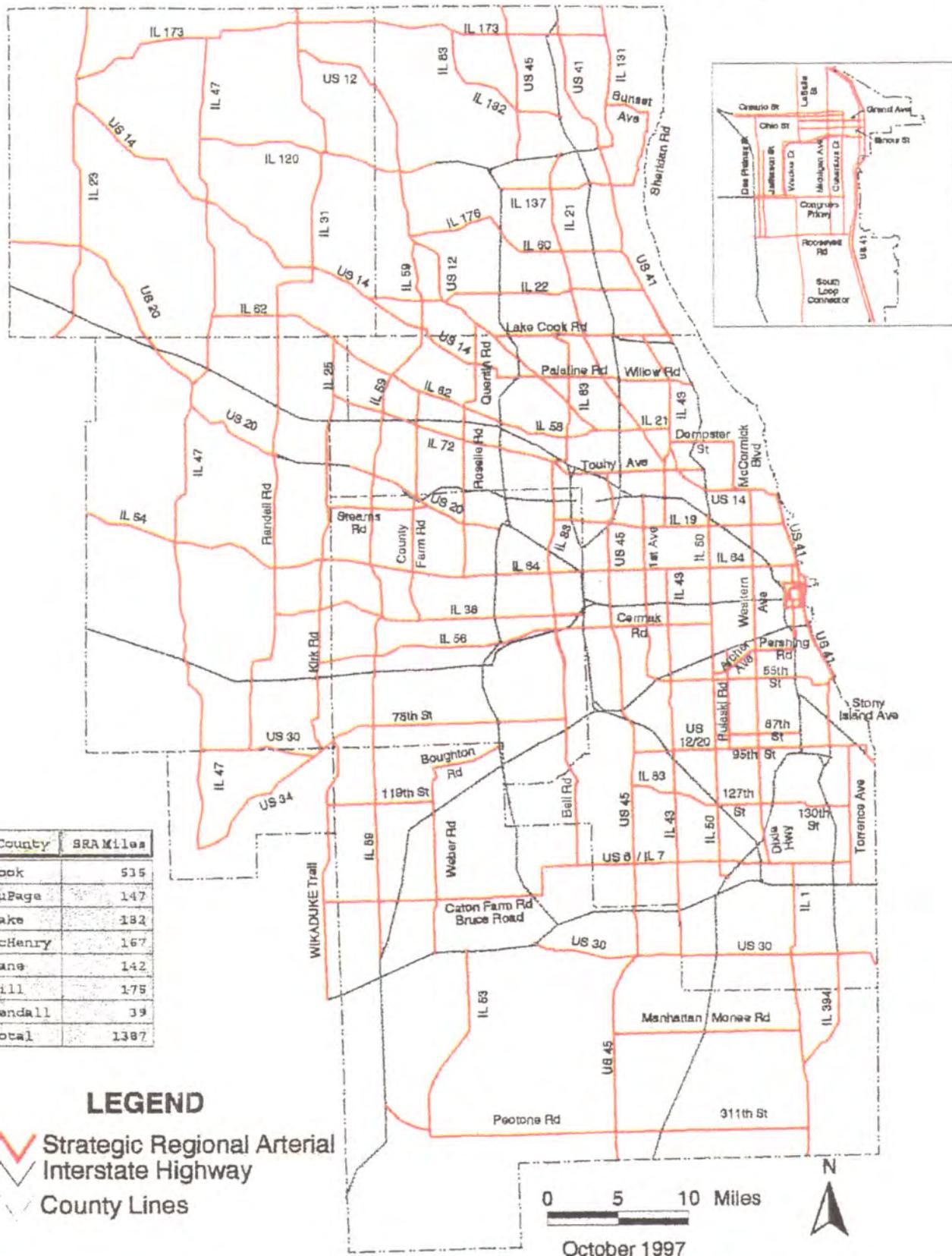
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, 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 barrier medians.
- 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 barrier medians.
- 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 Stearns Road 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, Stearns Road 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. Stearns Road is included in the fifth subset of SRA routes.

The Stearns Road 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 Stearns Road 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 Stearns Road 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 Stearns Road passes can the ultimate improvement plan be realized.

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

1.5 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.

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.

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 Stearns Road 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: Stearns Road - Dunham Road to IL Route 59
 - Segment 2: Stearns Road - IL Route 59 to Bartlett Road
 - Segment 3: Stearns Road - Bartlett Road to County Farm Road
 - Segment 4: Stearns Road - County Farm Road to U.S. Route 20

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 Stearns Road Study Area

The SRA corridor extends along Stearns Road from Dunham Road east to U.S. Route 20. The corridor begins in the Villages of Wayne and South Elgin in Kane County and passes through the communities of Bartlett and Hanover Park in DuPage County for a total route length of approximately 8 miles. A Location Map is shown on Figure 2.1.

This corridor provides a much needed SRA connection between U.S. Route 20 (being studied currently as part of SRA study number 5) and three crossing SRA routes; IL Route 59, County Farm Road and IL Route 25/Dunham/Kirk/Farnsworth Road. These corridors were analyzed in studies One, Two and Four respectively.

Stearns Road is essentially a two-lane roadway throughout the corridor. Current and planned roadway improvements will result in three and four-lane cross sections being implemented from the DuPage/Kane County line east to U.S. Route 20 by Spring of 1999.

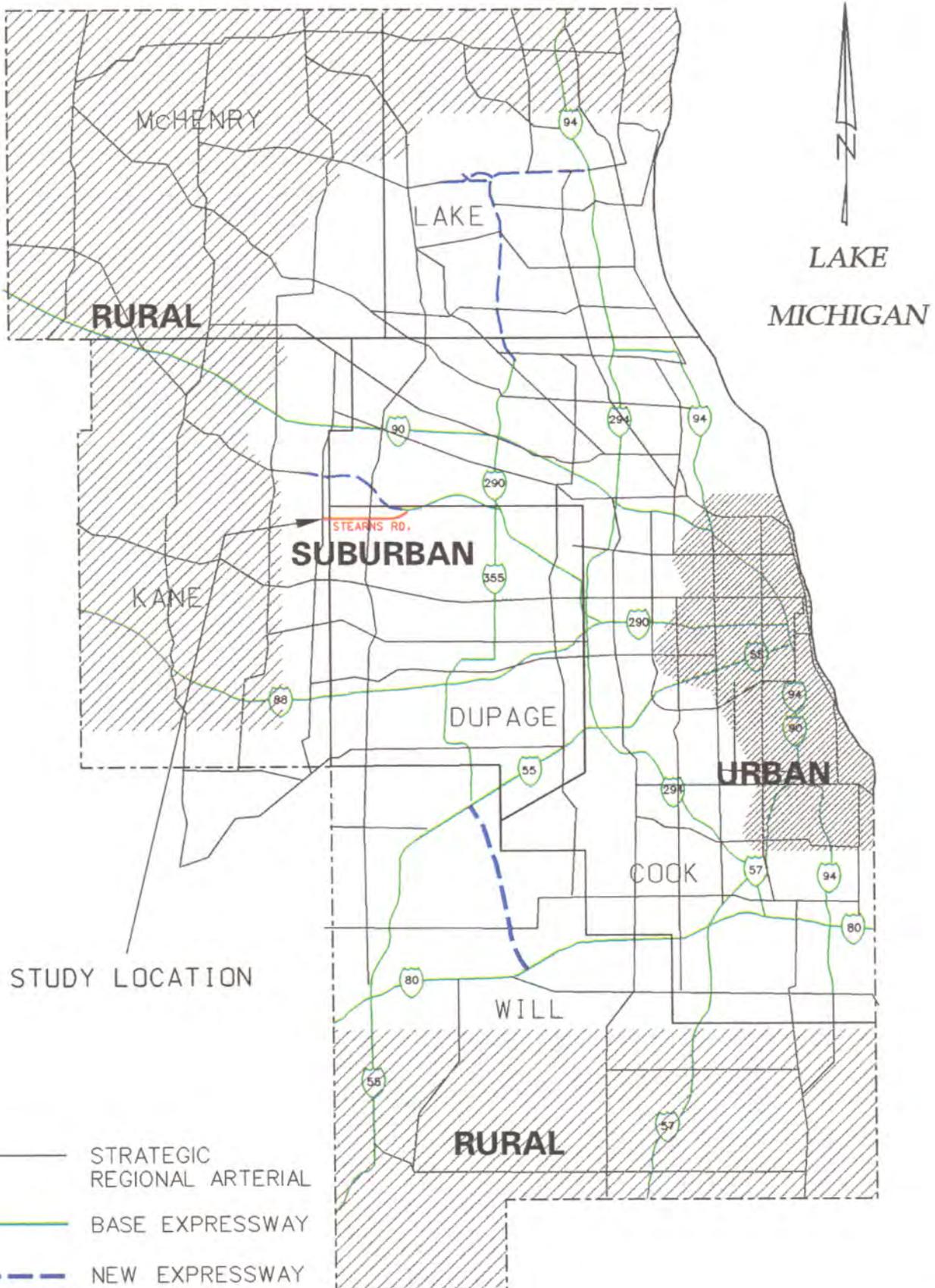
2.2 Land Use/Development Characteristics

The Stearns Road SRA corridor passes through primarily residential areas and agricultural/forest preserve lands. The east and central sections of the route consist of well established residential areas in Hanover Park and Bartlett. These residential areas extend to just west of IL Route 59 in Bartlett. Commercial land uses occupy parcels adjacent to the major intersections along the corridor, at U.S. Route 20, County Farm Road, Bartlett Road and IL Route 59. Vacant parcels at or near these intersections are anticipated to house additional commercial activities. West of IL Route 59, the pattern of land use changes from primarily residential to agricultural lands, gravel mining and forest preserve. From IL Route 59 west to Dunham Road, the Pratts Wayne Woods Forest Preserve is located on the the south side of Stearns Road. This forest preserve includes agricultural lands that are still farmed, as well as an operating gravel pit which will revert to recreational use in the near future. The main access to the forest preserve is off Powis Road while Munger Road passes through an undeveloped section.

On the north side of Stearns Road, Tri-County State Park and the Pratts Wayne Woods occupy primarily undeveloped lands extending from Dunham Road east to the E.J.& E. railroad crossing. East of the tracks, a gravel mine operates on lands zoned for Mixed Use/Business Park by the Village of Bartlett. This future development area extends east across Munger Road to Lynfield Lane, a residential street located just west of IL Route 59.

There are three historic farms located along the west end of the corridor. The Stearns Farmstead is located on the north side of the roadway opposite Powis Road while the Hammond Farm North and Kershaw Farm are located at the Munger Road intersection.

Within the timeframe of the SRA study, it is very likely that development will occur along the corridor west of IL Route 59. This will probably consist of additional residential



STEARNS ROAD LOCATION MAP
FIGURE 2.1

subdivisions (located off extensions of existing residential streets and cul-de-sacs) and commercial/light industrial development fronting on Stearns Road in the planned mixed use/office/business park area in Bartlett.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. Stearns Road connects with four other designated SRA routes: U.S. Route 20 from the Cook County line south to I-355, County Farm Road, from the Cook County line south to IL Route 38/Roosevelt Road, IL Route 59 extending from IL Route 173 south to the Will County line, and IL Route 25/Dunham Road, which extends south from IL Route 62 to U.S. Route 34.

The Elgin, Joliet & Eastern railroad tracks cross Stearns Road at-grade in the vicinity of Powis Road. Illinois Central tracks pass below Dunham Road adjacent to the Stearns Road/Dunham Road intersection. The proximity of these tracks constrains any widening on the existing south Dunham Road approach to this intersection.

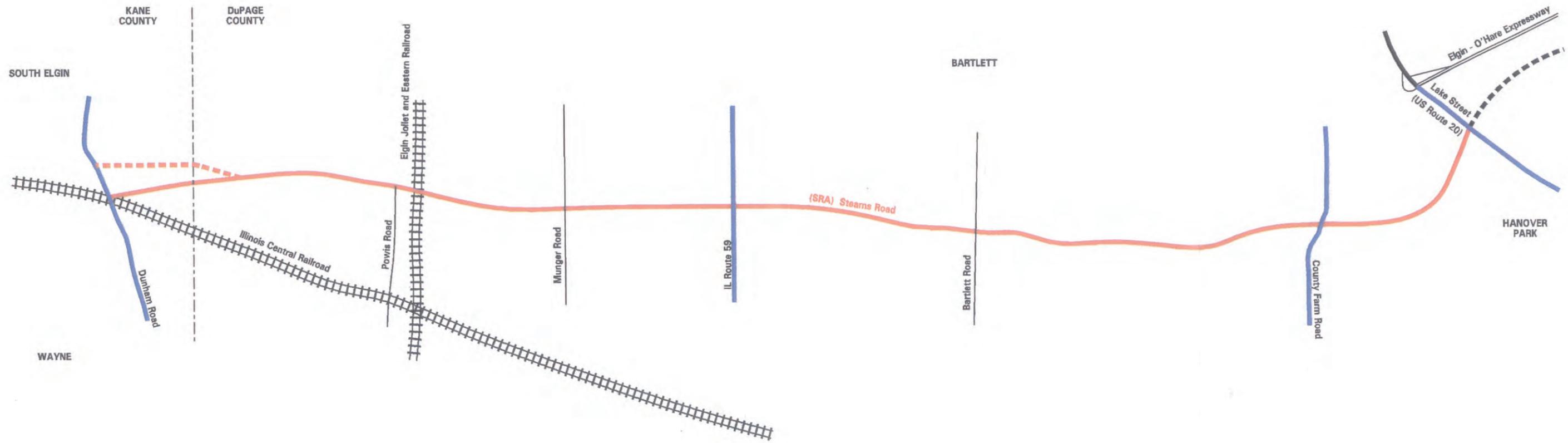
2.4 Roadway/Right-of Way Characteristics

The existing roadway cross sections and right-of-way widths vary along the length of the Stearns Road corridor. From Dunham Road east to IL Route 59, the roadway consists of one through lane in each direction with no median, gravel shoulders and open ditch drainage. This section of the corridor is essentially a rural collector road passing through forest preserve lands. There is limited local commercial access along this section. The existing right-of-way varies from 80 to 100 feet. The roadway flares to a five-lane cross-section at the intersection with IL Route 59, with left-turn lanes provided on all four approaches. DuPage County is planning to widen the roadway in this section to four lanes in 1999. The widening project will require a total Right-of-Way of 100 to 120 feet. The Right-of-Way acquisition process is currently under way.

East of IL Route 59 to Bartlett Road, the existing right-of-way width again varies from 80 to 100 feet. This section of Stearns Road has been widened to a three-lane cross section providing one travel lane in each direction with a 12 foot center lane available for left-turn movements.

From Bartlett Road east to County Farm Road, DuPage County plans to upgrade the existing two-lane roadway to the same three-lane cross section. Right-of way in this segment again varies, typically from 80 to 100 feet with a narrow 66 foot section at the Country Creek crossing. The new roadway will most likely taper down to the existing two-lanes at the bridge in order to avoid replacing the existing structure.

The final segment of the corridor extends east from County Farm Road to U.S. Route 20. The Village of Hanover Park has widened the pavement to provide two 12 foot travel lanes in each direction with the raised grass median. Existing right-of-way along this segment is typically 100 feet. Traffic signals are located at Arlington Drive and Lake Street.



LEGEND

-  SRA ROUTE
-  OTHER SRA ROUTES

2.5 Transit

This section of the report and the attached exhibits are the transit technical analysis for the Stearns Road corridor from Dunham Road in Kane County east to U.S. Route 20 in DuPage County, Illinois. The analysis is directed at assisting the corridor manager 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.

2.5.2 Future Growth In The Corridor And Transit Plans

Bus

According to NIPC 2010 forecasts, the general area in DuPage County is expected to have a 47% growth in households between 1990 & 2010. Growth in fixed route service in DuPage County is expected to increase by 171% by 2010 as specified in Table IV-1 of Pace's Comprehensive Plan (COP), April 1992 report.

Metra - Rail: 2010 TSD (Regional Plan)

Elgin, Joliet & Eastern Suburb to Suburb Commuter Rail Service

According to Metra's Extended Transportation Agenda, there is a service proposal to implement new suburb-to-suburb rail service on the freight line of the Elgin, Joliet and Eastern (E.J. & E.) Railway. The circumferential route extends from Waukegan on the north, through Elgin and Aurora on the west, Joliet to the southwest, then eastward into Gary, Indiana. As part of the initial proposal, the segment that is physically implementable has been identified in the report issued by Metra (1990) as the Outer Circumferential Corridor. Twelve potential new station sites have been proposed for this corridor. There is a proposed Metra station site on Stearns Road, although the exact location of this station has not been finalized.

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 "Extra Transportation Agenda" plan there is a proposed Metra Station on Stearns Road. A bus stop, bus turnout and a park & ride facility are 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

- 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 Stearns Road SRA corridor. The corridor has been divided into four 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 four segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Stearns Road - Dunham Road to IL Route 59
- Segment 2: Stearns Road - IL Route 59 to Bartlett Road
- Segment 3: Stearns Road - Bartlett Road to County Farm Road
- Segment 4: Stearns Road - County Farm Road to U.S. Route 20 (Lake Street)

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

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4
EXISTING R.O.W.	80'-100'	80'-100'	66'-100'	80'-100 +'
PROPOSED R.O.W.	80'-120'	90'-118'	66'-118'	100'-118'
EXISTING LANE CONFIGURATION	1 1	1 1	1 1	1 1
PROPOSED LANE CONFIGURATION	2 2	2 2	2 2	2 2



Segment 1

**Stearns Road
Dunham Road to IL Route 59 - Kane County and DuPage County,
Villages of Wayne, South Elgin and Bartlett**

3.1 Segment 1: Stearns Road - Villages of Wayne, South Elgin and Bartlett

3.1.1 Location

Segment 1 extends along Stearns Road from Dunham Road near the Villages of Wayne and South Elgin to IL Route 59 in the Village of Bartlett. This segment is approximately 3.1 miles 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, A-03 and A-04.

Right-of-Way - The existing right-of-way in this segment varies from 80 to 100 feet in width. A planned DuPage County widening project will require a 100 to 120 foot right-of-way. Acquisition procedures are currently underway.

Roadway Characteristics - Stearns Road from Dunham Road to IL Route 59 currently has one 11-foot through lane in each direction with no 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 4,500 on the west end to 10,700 vehicles per day (vpd) in the vicinity of IL Route 59.

Accidents - There is one high accident location in the segment, on the approaches to and at the intersection of Stearns Road with IL Route 59.

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

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment, at the “tee” intersection with Dunham Road and at IL Route 59. The existing lane configuration at these intersections is shown on Exhibits A-01 and A-04.

Structures - There are no existing structures in this segment.

Transit - At the present time, there is no mass transit service provided in Segment 1. The E.J.& E. Railroad tracks crossing Segment 1 at-grade do not currently support Metra service.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-01 through B-04.

Lakes/Streams/Wetlands/Floodplains - There are no lakes or streams adjacent to Stearns Road in this segment. However, a floodplain exists north of the roadway near the Kane/DuPage County line in the open area behind a row of single family residences fronting on Stearns Road just east of Dunham Road. This floodplain extends east into the Tri-County State Park lands. Isolated wetland areas are located in the forest preserve lands and at the E.J.& E. crossing.

Structures with Historical Significance - There are three historically significant farmsteads in Segment 1. The Stearns Farmstead is located on the north side of the roadway opposite Powis Road, just west of the E.J.& E. tracks and Commonwealth Edison utility easement. Further east, at Munger Road, the Hammond Farm North occupies the northwest corner of the Stearns Road/Munger Road intersection while the Kershaw Farm is situated on the southwest corner.

Hazardous Waste/LUST Sites - There is one leaking underground storage tank (LUST) site in Segment 1, located behind the Hammond Farm North historic farmstead in a planned mixed use/business park area of Bartlett which is currently occupied by an asphalt manufacturing plant. This site is shown on Figure B-03.

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

Prime Farmland - There is a great deal of designated prime agricultural land adjacent to Segment 1, as shown on Exhibits B-01, B-02 and B-03. The majority of this land is forest preserve or Village of Bartlett planned open space. Much of the forest preserve land adjacent to Stearns Road is currently used for agriculture.

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-01 through B-04.

Type and Intensity of Development - This section of Stearns Road in the Villages of Wayne and South Elgin is primarily undeveloped (see Exhibits B-01 to B-04). An isolated residential area is located at the western terminus at Dunham Road. This area consists of approximately eight side by side residences fronting on the north side of Stearns Road. From this point east, lands on both sides of the road are forest preserve up to the E.J.& E. crossing. Just east of the tracks, the asphalt plant and quarry occupy large parcels. These uses, located opposite one another, generate a substantial volume of truck traffic through the daytime hours. To the east of these uses, vacant and forest preserve land extend to Lynnfield Lane on the north side and all the way to IL Route 59 on the south side of the roadway.

Lynnfield Lane and Sayre Road serve the only recent residential subdivisions located on the roadway west of IL Route 59. The Bartlett Baptist Church is also located here, as is the Bartlett Commons Shopping Center, which occupies the northwest corner of the Stearns Road/IL Route 59 intersection.

There are no institutional uses adjacent to Stearns Road in this segment. Mature trees are prevalent on both sides particularly in tree lines separating agricultural fields in the forest preserve district.

Planned Development - The Village of Bartlett Comprehensive Plan calls for conversion of the quarry lands located between the E.J.& E. tracks and Munger Road north of Stearns Road to mixed use and business park areas. This conversion will take place when the quarried materials are exhausted. To the east of Munger Road, a large vacant parcel extending to Lynnfield Lane has been designated as a planned office area.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-01, C-02, C-03 and C-04.

Roadway - The proposed cross section for this segment is a modified suburban cross section of 4 lanes @ 12' with an 18' barrier median and curb and gutter. This design will serve the anticipated traffic volumes and minimize right-of-way takes along the corridor. Additional right-of-way will be required to accommodate this cross section at the IL Route 59 and Dunham/IL Route 25 intersections. The amount of additional right-of-way varies from 115 - 127 feet at the realigned Stearns Road approach to the proposed Stearns/Dunham/IL Route 25 intersection, to 10 - 15 feet at the IL Route 59 intersection (refer to Exhibits C-01 and C-04 for precise R-O-W requirements).

Traffic Control/Intersection Configuration - The intersection of Stearns Road with Dunham/IL Route 25 will be redesigned as shown on Exhibit D-01. As discussed previously, the Dunham/IL Route 25 intersection will be shifted to the north, eliminating the current “tee” Stearns Road terminus at Dunham Road, and also eliminating the “Y” intersection of Dunham Road and IL Route 25. These two intersections are substandard and in the case of the “Y” intersection, present unsafe conditions. A Phase 1 study being conducted by DuPage County, Kane County and IDOT will identify a suggested design for this new intersection. This report will incorporate that design.

At Powis Road, future signalization is recommended if the potential Metra station is located there. Metra is studying the potential for initiating service on the E.J.& E. and Stearns Road is considered as a possible future station location. Signalization will not be required if the Metra service or station do not occur or are located elsewhere.

Future signalization is also recommended at Munger Road as future plans call for its northward extension to Naperville Road. This connection would provide a good alternative route between Naperville Road, Stearns Road and Army Trail Road to the south.

Access Management - There are no access related recommendations along this Segment. A proposed barrier median will restrict all local turning movements to right-in/right-out.

Structures - There are no proposed structures in Segment 1.

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

3.1.6 Right-of-Way Requirements

The recommended cross section will require additional right-of-way at the realigned Stearns Road approach to Dunham Road/IL Route 25 and at the IL Route 59 intersection. 115 - 127 feet of additional feet of Right-of-way will be required to accommodate the new roadway and intersection alignment at Stearns Road/Dunham Road/IL Route 25. At the IL Route 59 intersection, 10 feet of additional Right-of-Way will be required on the north side of the roadway and 15 feet on the south side to accommodate the proposed dual left and separate right turn lanes.

3.1.7 Environmental Considerations

Environmental concerns exist along this segment as forest preserve lands border both sides of the roadway in many areas. The 18 foot recommended median allows the proposed cross section to fit within the existing right-of-way in these areas.

3.1.8 Land Use Considerations

Considering that there is very little development along this segment, there are no land use considerations beyond minimizing impacts to the forest preserve lands.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.1.

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 the recommendations focus on widening, and at the west end, realigning the roadway. Therefore there are no low cost recommendations along this segment.

Table 3.1.1
Construction Cost Estimate
Segment 1 - Dunham Road to IL Route 59

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$9,200,000
Intersection Improvements	\$2,500,000
Right-of-Way Acquisition	\$950,000
Total - Recommended Improvements	\$12,650,000

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

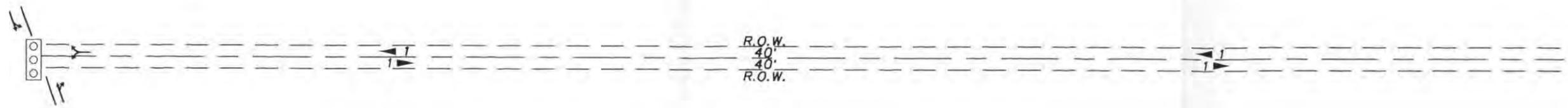
This SRA corridor will provide east-west connection to four north-south SRA routes. Segment 1 begins at the Dunham Road portion of the IL Route 25/Dunham/Kirk/Farnsworth SRA and terminates at the IL Route 59 SRA corridor.

Segment 1
Stearns Road - Dunham Road to IL Route 59

EXISTING FACILITY CHARACTERISTICS

Exhibits A-01, A-02, A-03 and A-04

EXISTING LANE CONFIGURATION



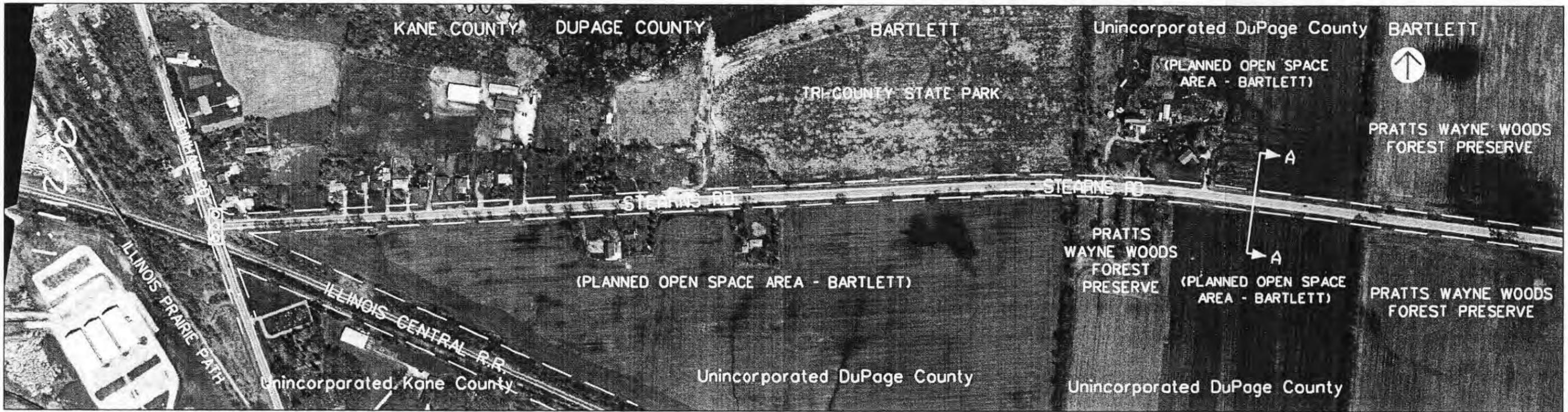
SIGNAL SPACING

3.1 MILES

AVERAGE DAILY TRAFFIC

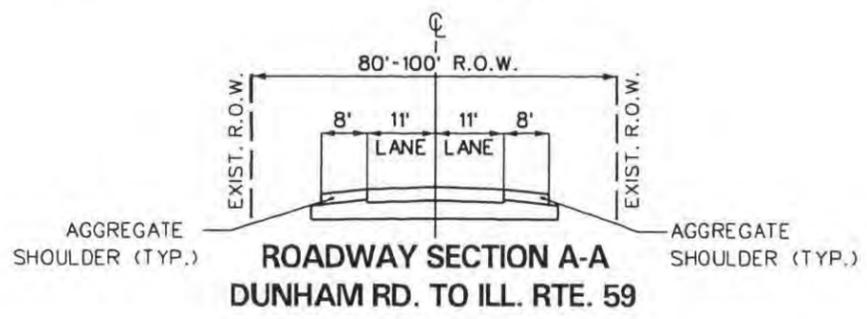
4,500

HIGH ACCIDENT LOCATIONS



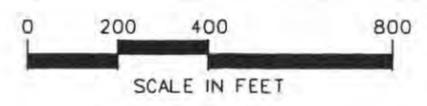
DATE OF PHOTOGRAPHY: APRIL 14, 1995

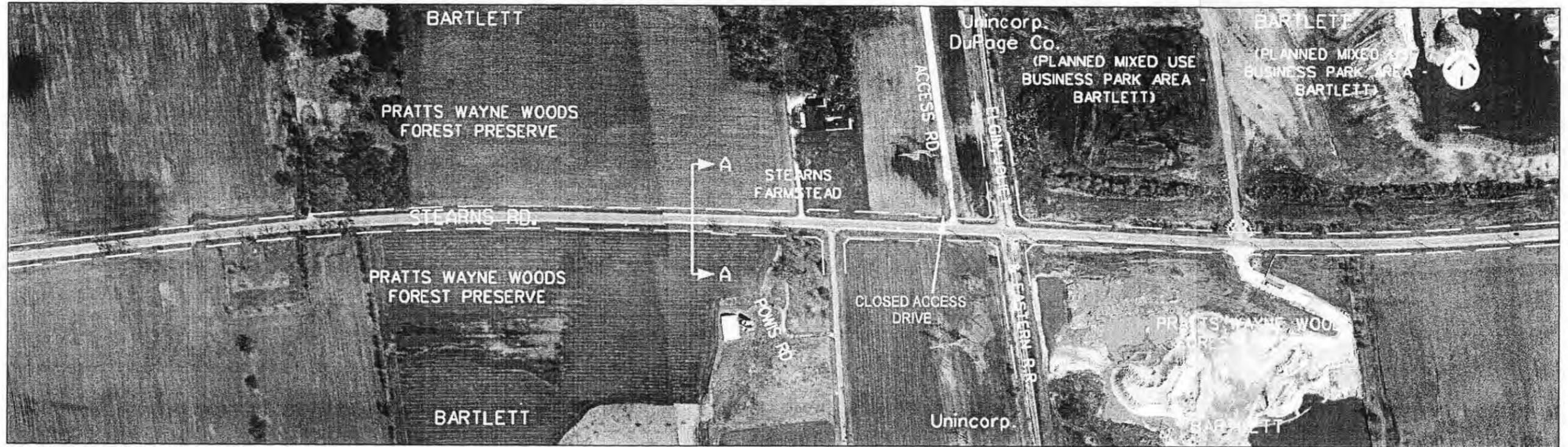
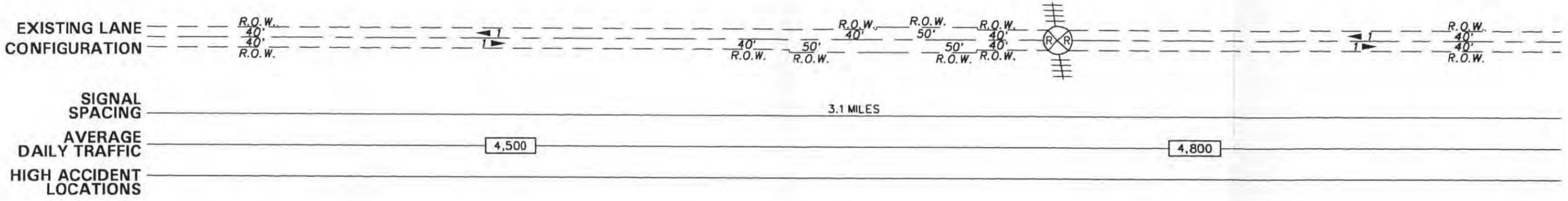
SEGMENT 1



LEGEND

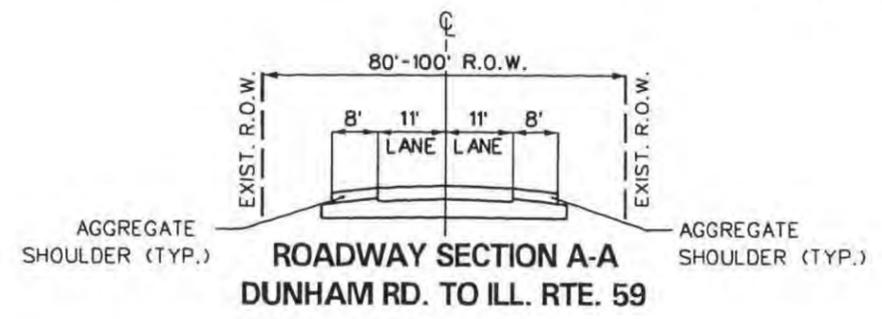
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



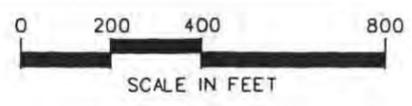


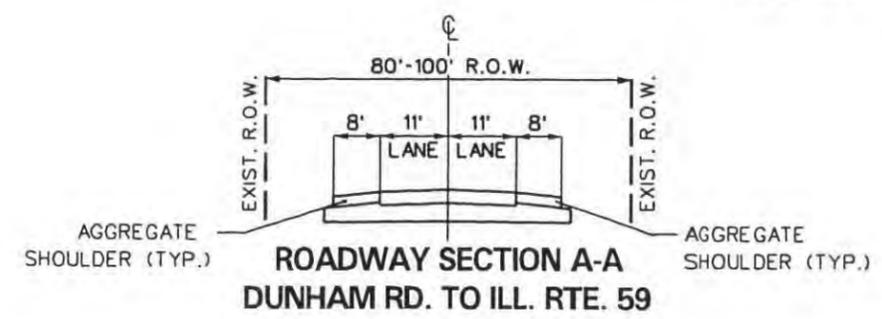
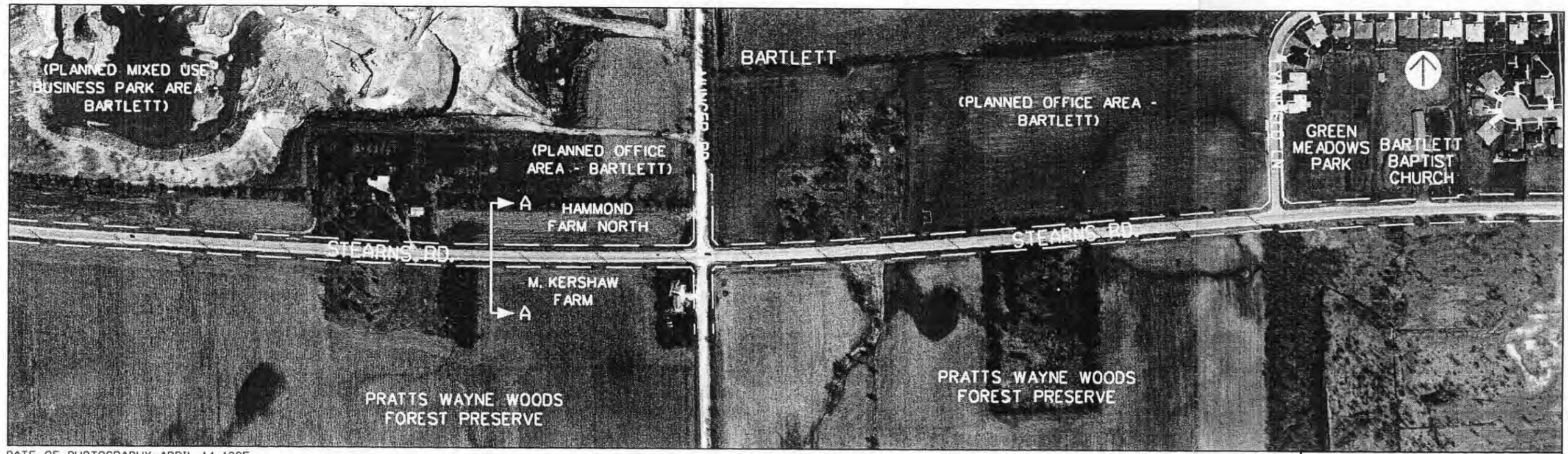
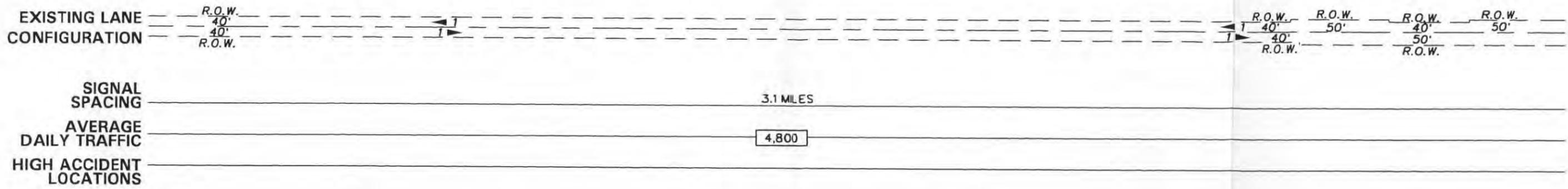
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

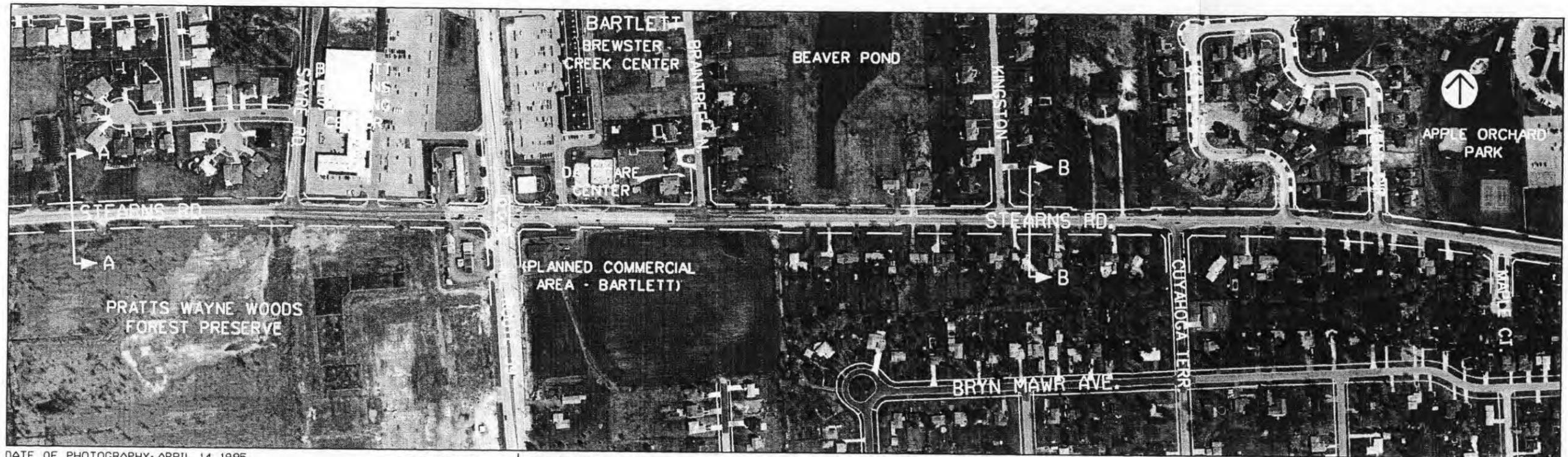
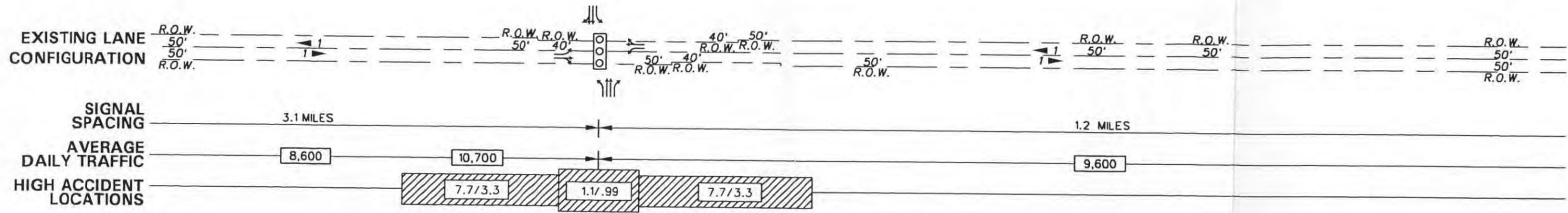


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



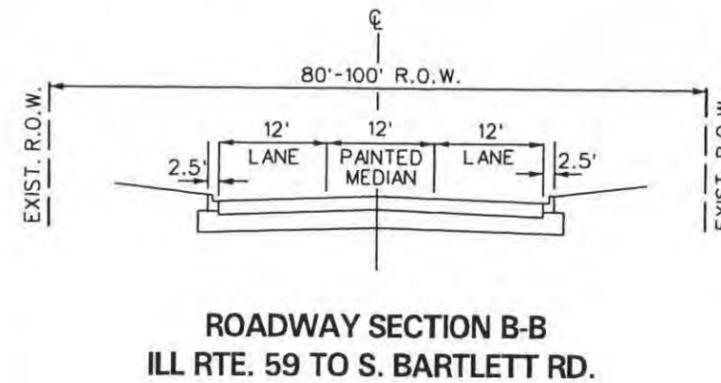
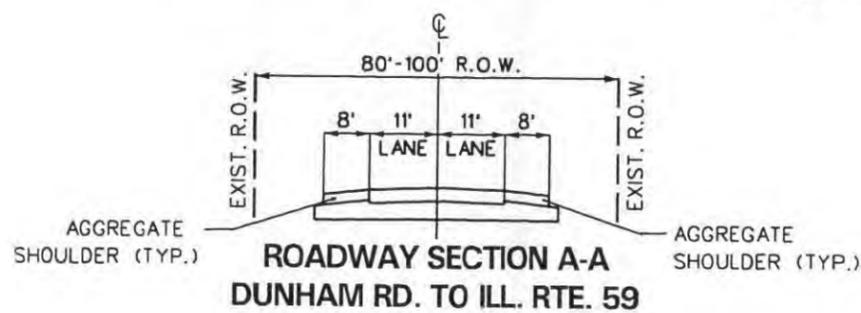


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 | SEGMENT 2



LEGEND

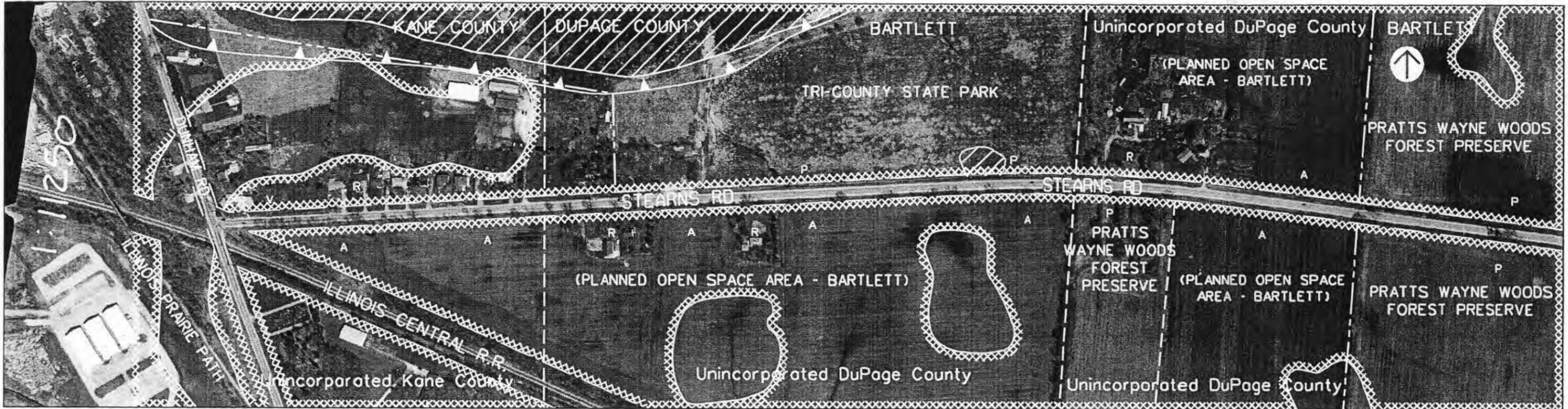
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL RATE/CRITICAL RATE) ACCIDENTS PER MILLION VEHICLE-MILES
- # EXISTING NUMBER OF LANES



Segment 1
Stearns Road - Dunham Road to IL Route 59

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-01, B-02, B-03 and B-04



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

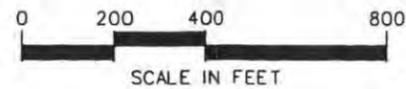
- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (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.

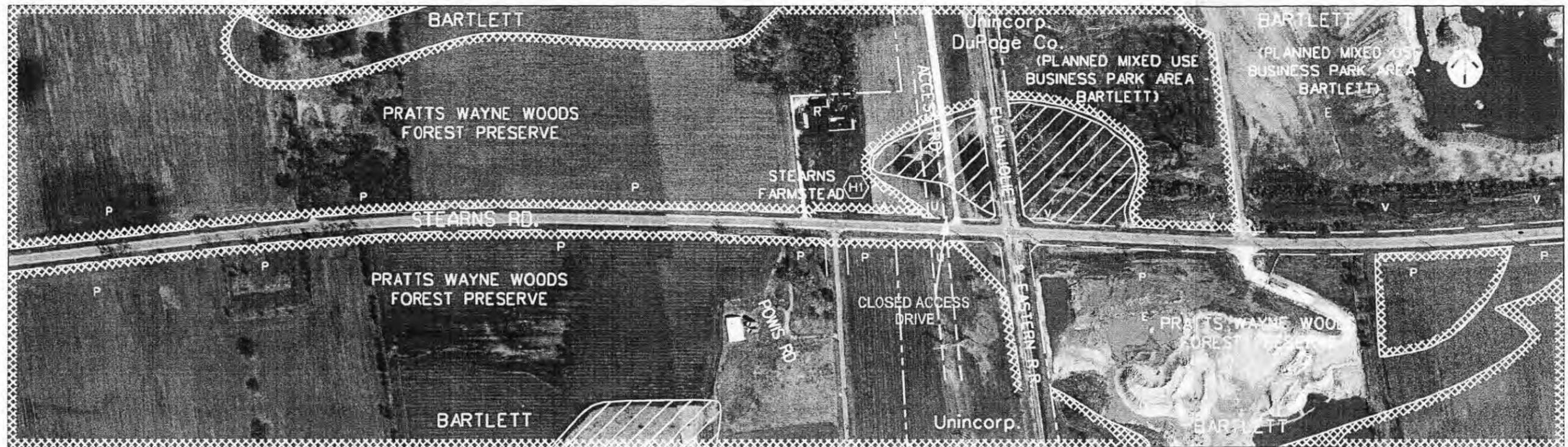
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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



STEARNS ROAD
 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

HISTORIC BUILDINGS

	STEARNS FARMSTEAD
--	-------------------

LAND USE LEGEND

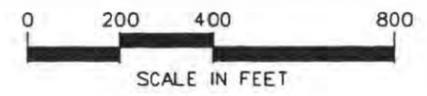
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
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.

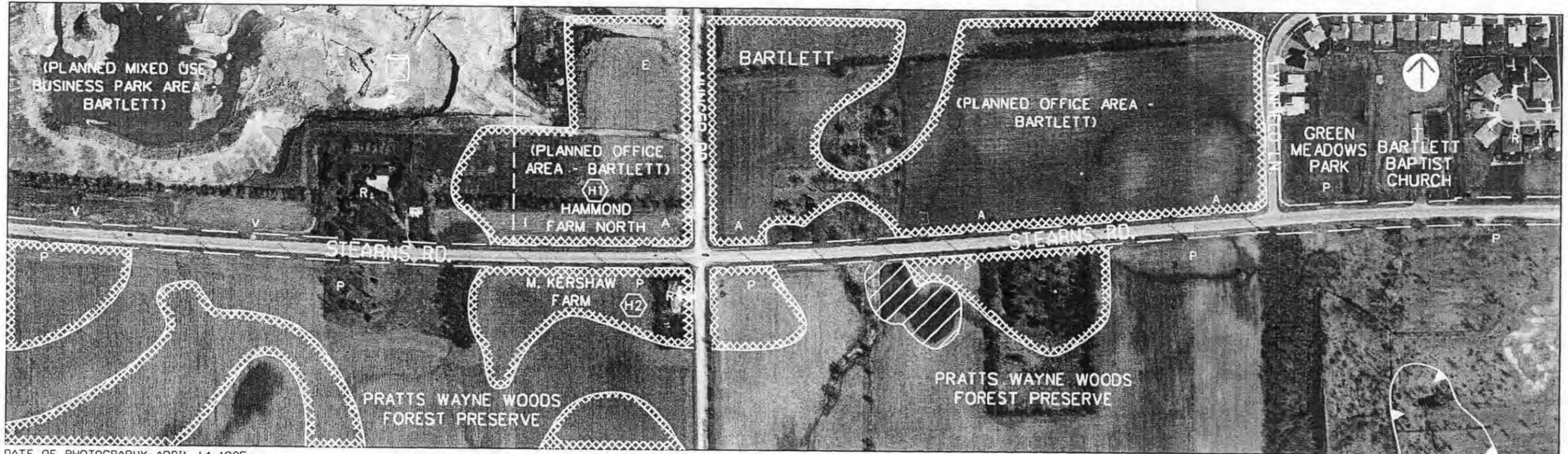
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



STEARNS ROAD
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

HISTORIC BUILDINGS

	HAMMOND FARM NORTH
	KERSHAW FARM

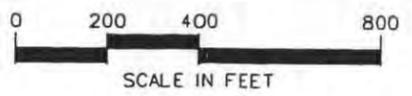
LAND USE LEGEND

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

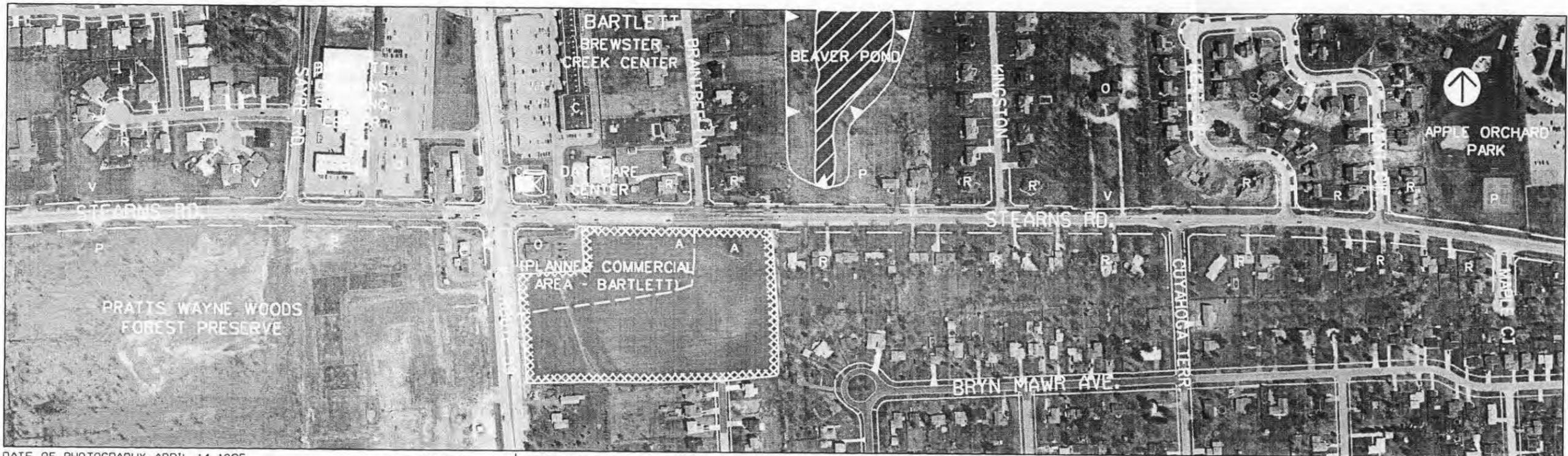
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study
STEARNS ROAD
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-03



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 | 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

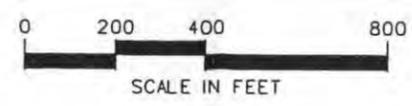
LAND USE LEGEND

- 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
- † 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/JURISTRICTION
- PLANNED USE/JURISTRICTION 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.**

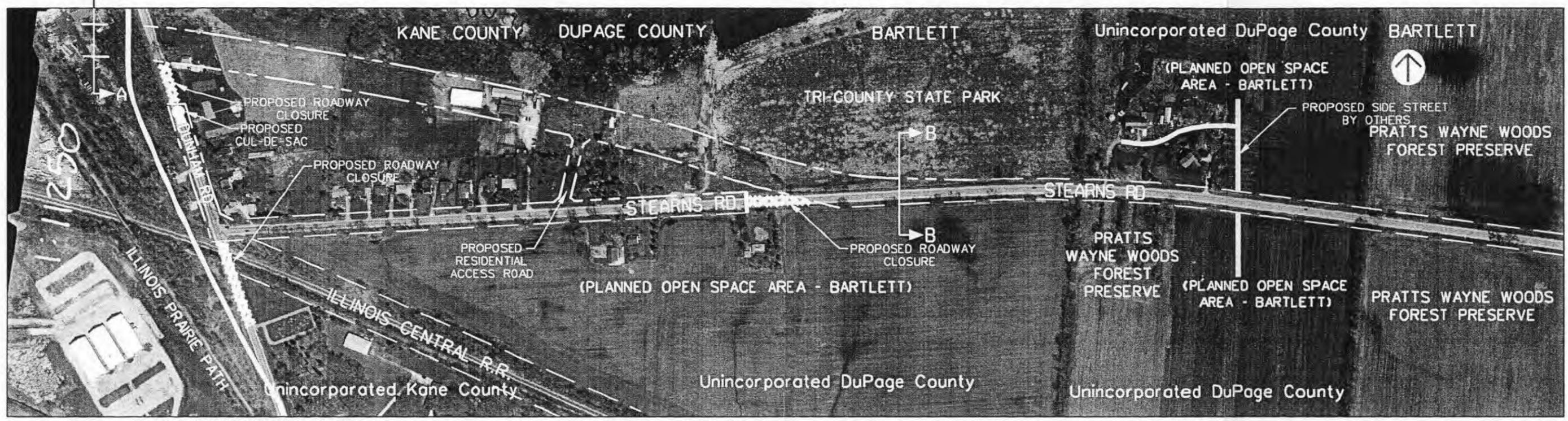
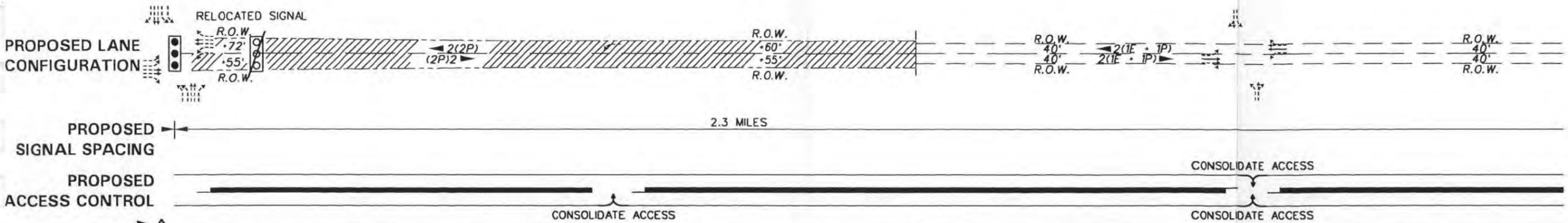


STRA Strategic Regional Arterial Planning Study
STEARNS ROAD
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-04

Segment 1
Stearns Road - Dunham Road to IL Route 59

RECOMMENDED PLAN

Exhibits C-01, C-02, C-03 and C-04

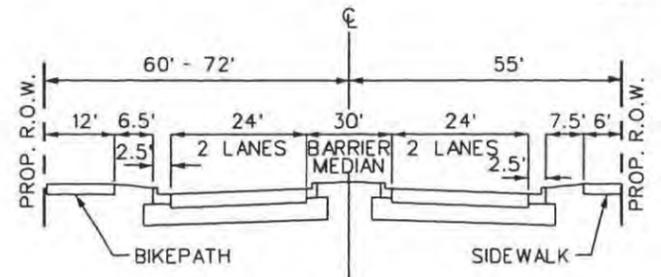


DATE OF PHOTOGRAPHY: APRIL 14, 1995

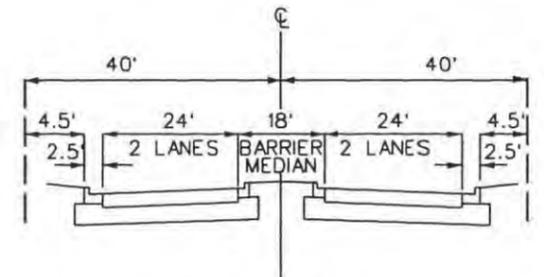
SEGMENT 1

Note: Bikepath located adjacent to the roadway in Section A-A will curve to the north into Tri-County State Park, outside of the Stearns Road right-of-way.

Note: The sidewalk located adjacent to the roadway in Section A-A will extend east from IL. Route 25/ Dunham Road to the new residential access road.



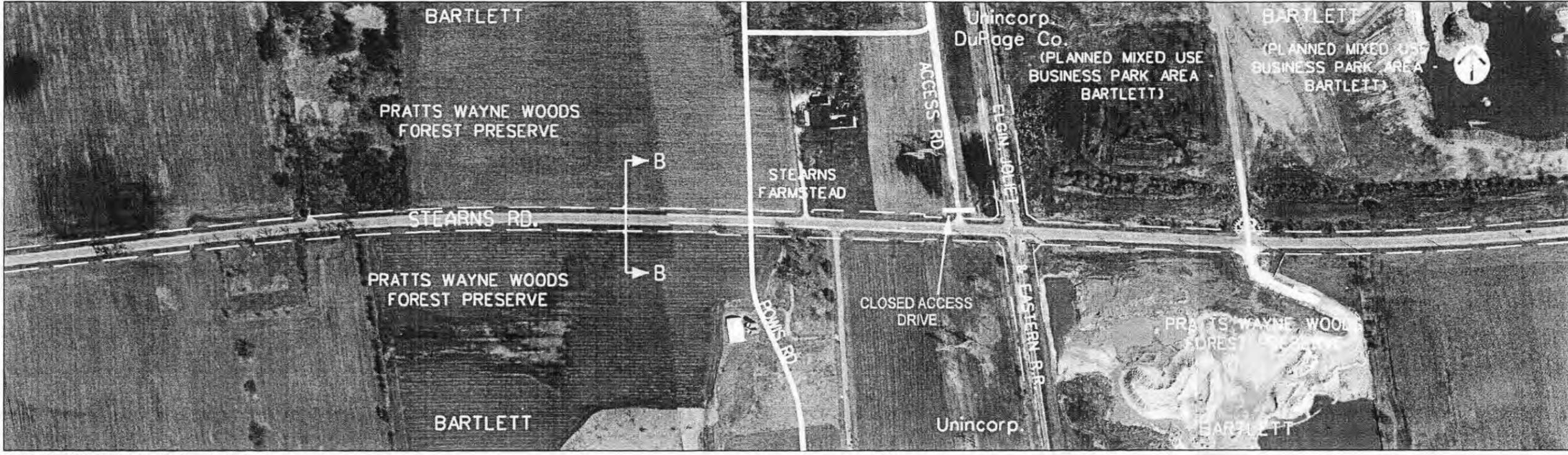
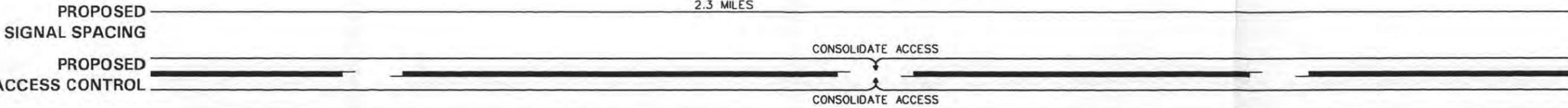
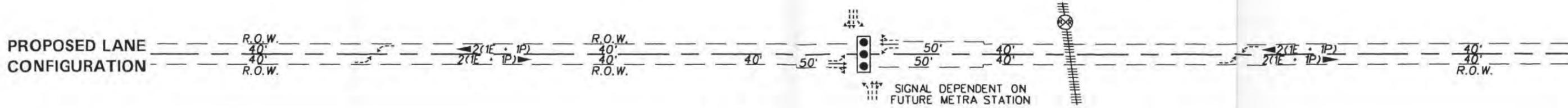
SECTION A-A
RECOMMENDED CROSS SECTION



SECTION B-B
RECOMMENDED CROSS SECTION

LEGEND

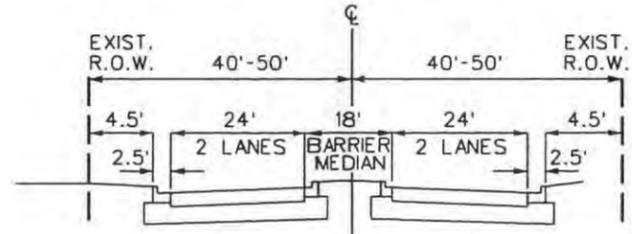
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

Note : No sidewalks will be present in roadway Section B-B.



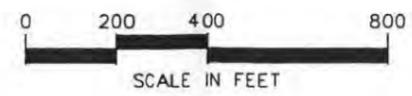
SECTION B-B

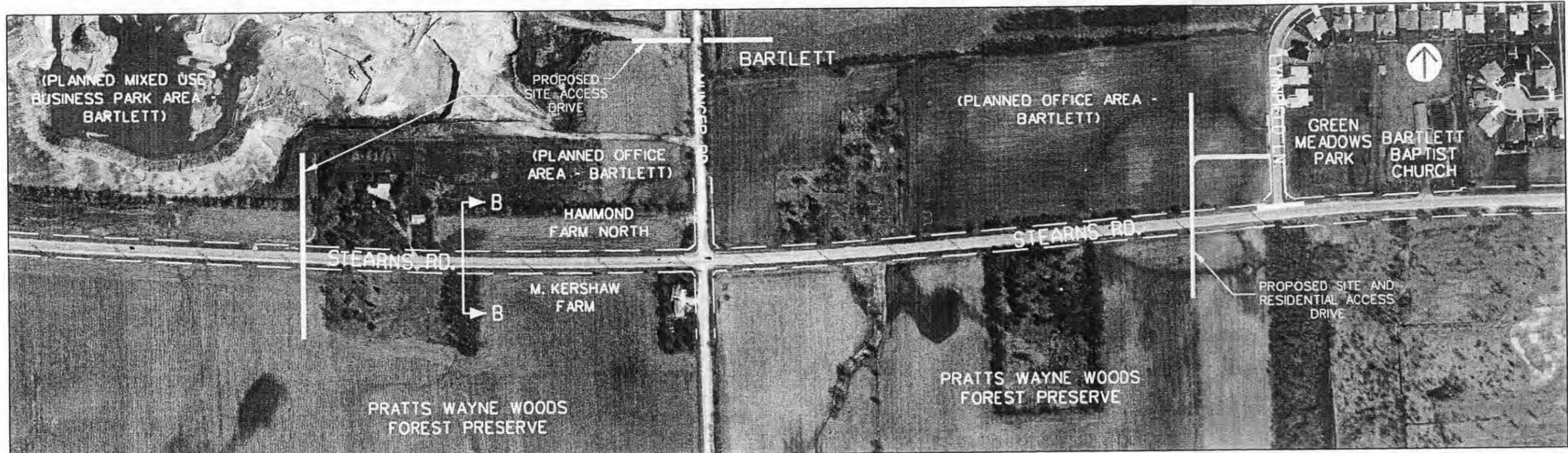
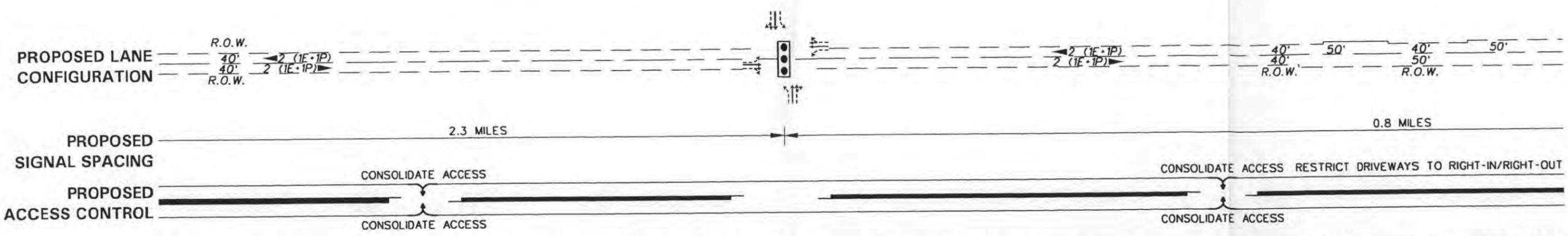
RECOMMENDED CROSS SECTION

Note : Access road to be relocated

LEGEND

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

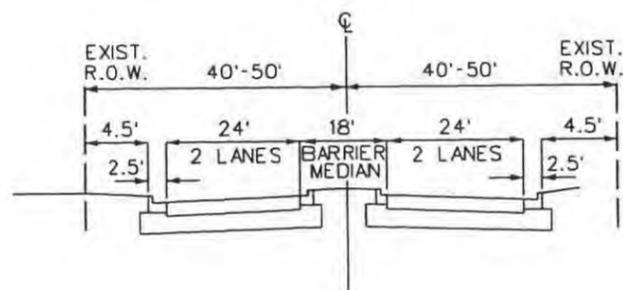




DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

Note : No sidewalks will be present in roadway Section B-B.



SECTION B-B

RECOMMENDED CROSS SECTION

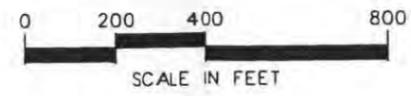
LEGEND

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

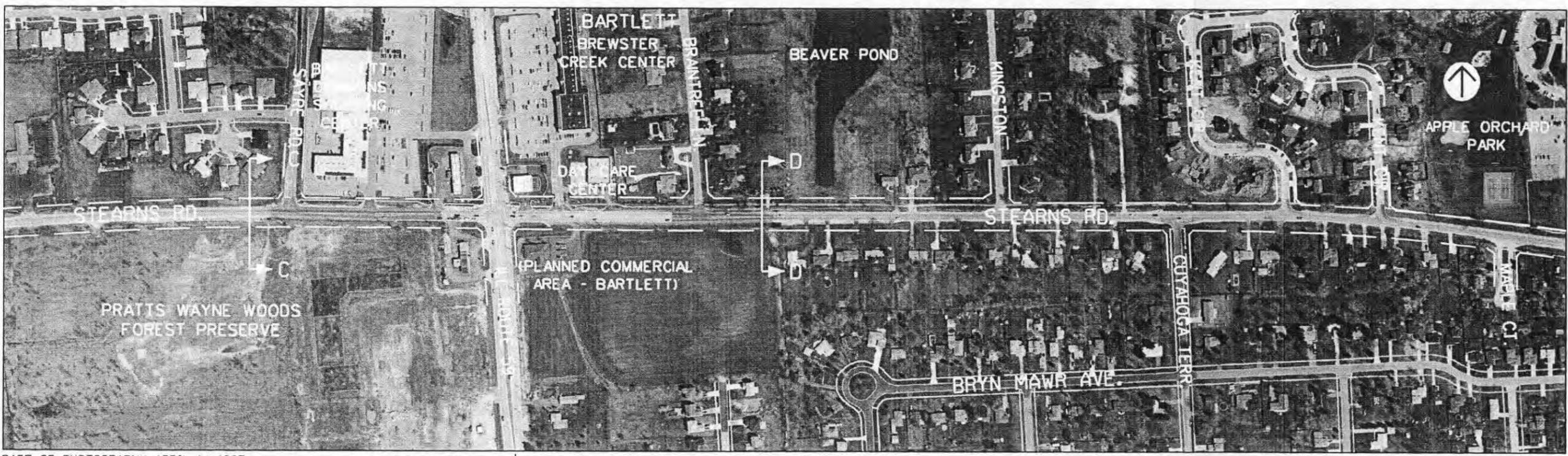
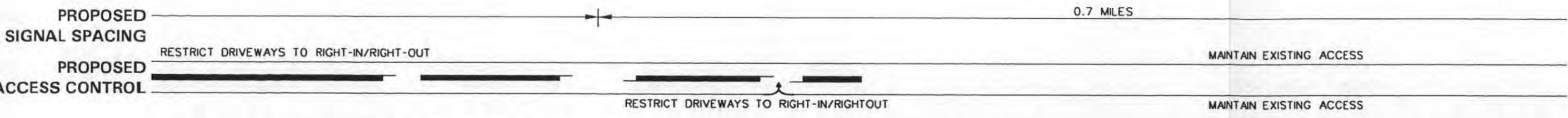
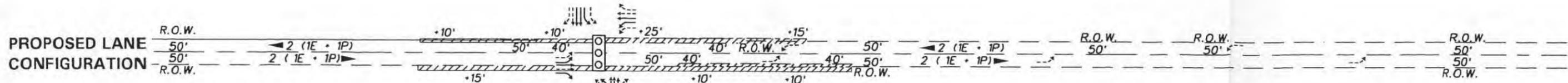
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



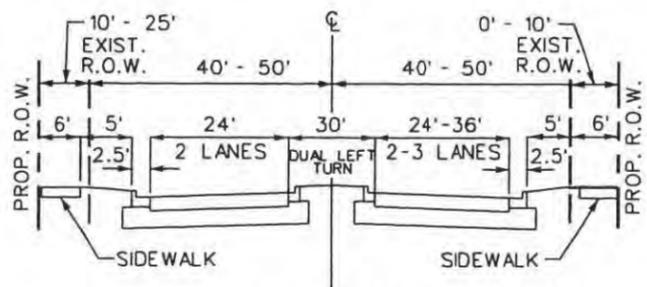
STEARNS ROAD
 PROPOSED FACILITY CHARACTERISTICS
 EXHIBIT C-03



DATE OF PHOTOGRAPHY: APRIL 14, 1995

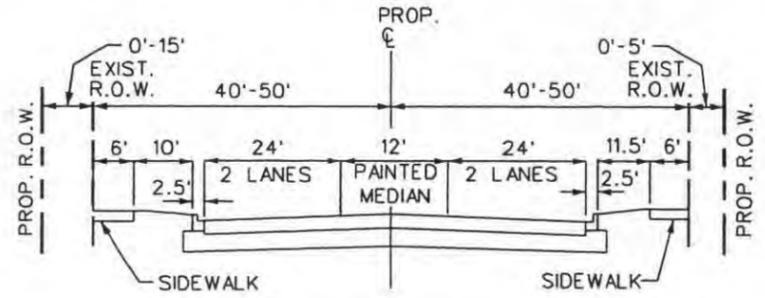
SEGMENT 1 | SEGMENT 2

Note : No sidewalk will be present on the south side of the roadway, west of IL Route 59.



SECTION C-C

RECOMMENDED CROSS SECTION

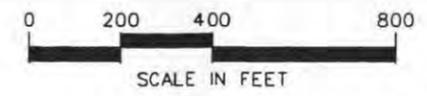


SECTION D-D

RECOMMENDED CROSS SECTION

LEGEND

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

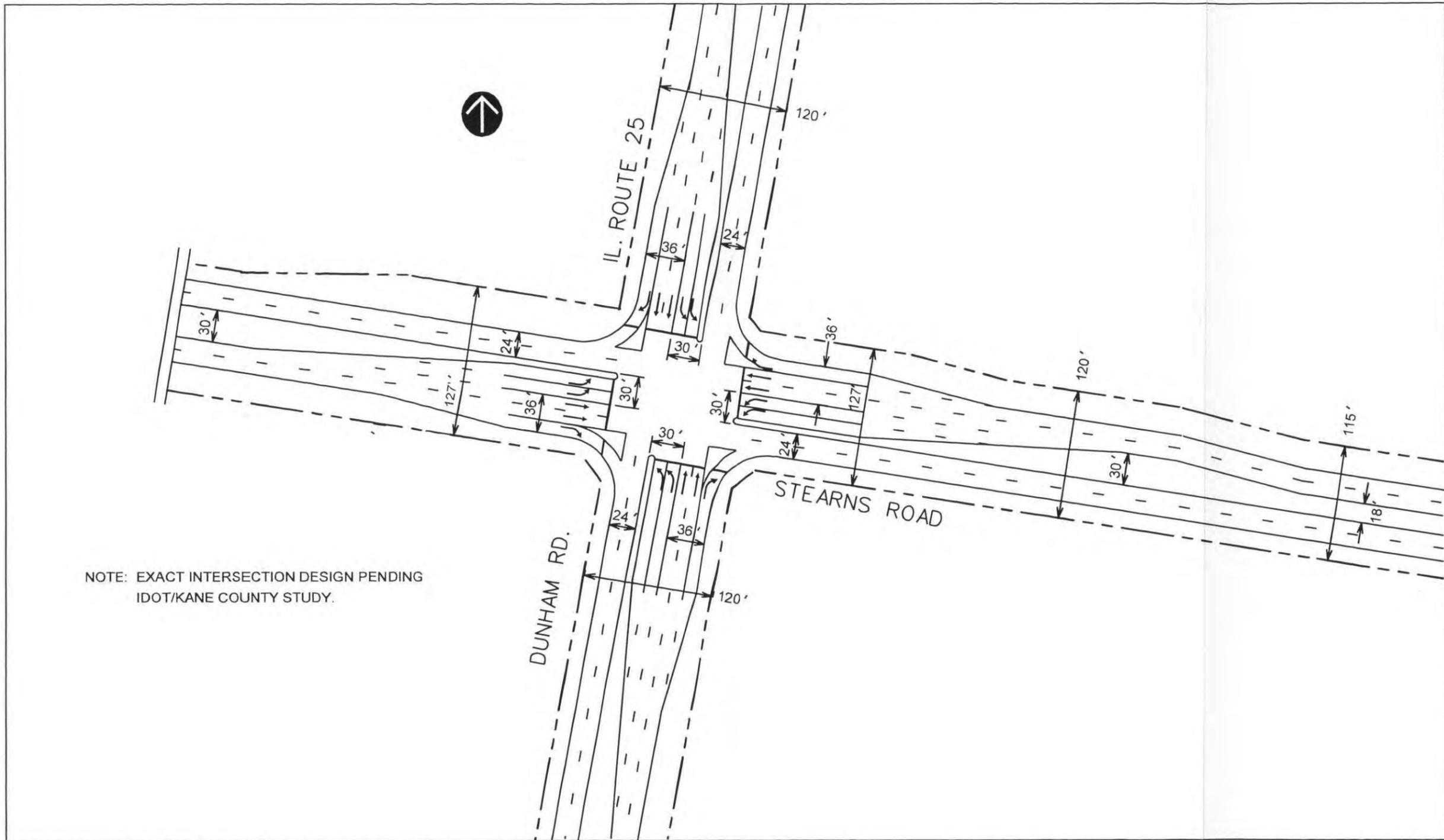


Segment 1

INTERSECTION DETAIL

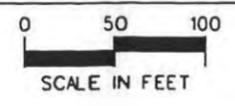
Stearns Road and Dunham Road/IL Route 25

Exhibit D-01



NOTE: EXACT INTERSECTION DESIGN PENDING IDOT/KANE COUNTY STUDY.

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



INTERSECTION DETAIL



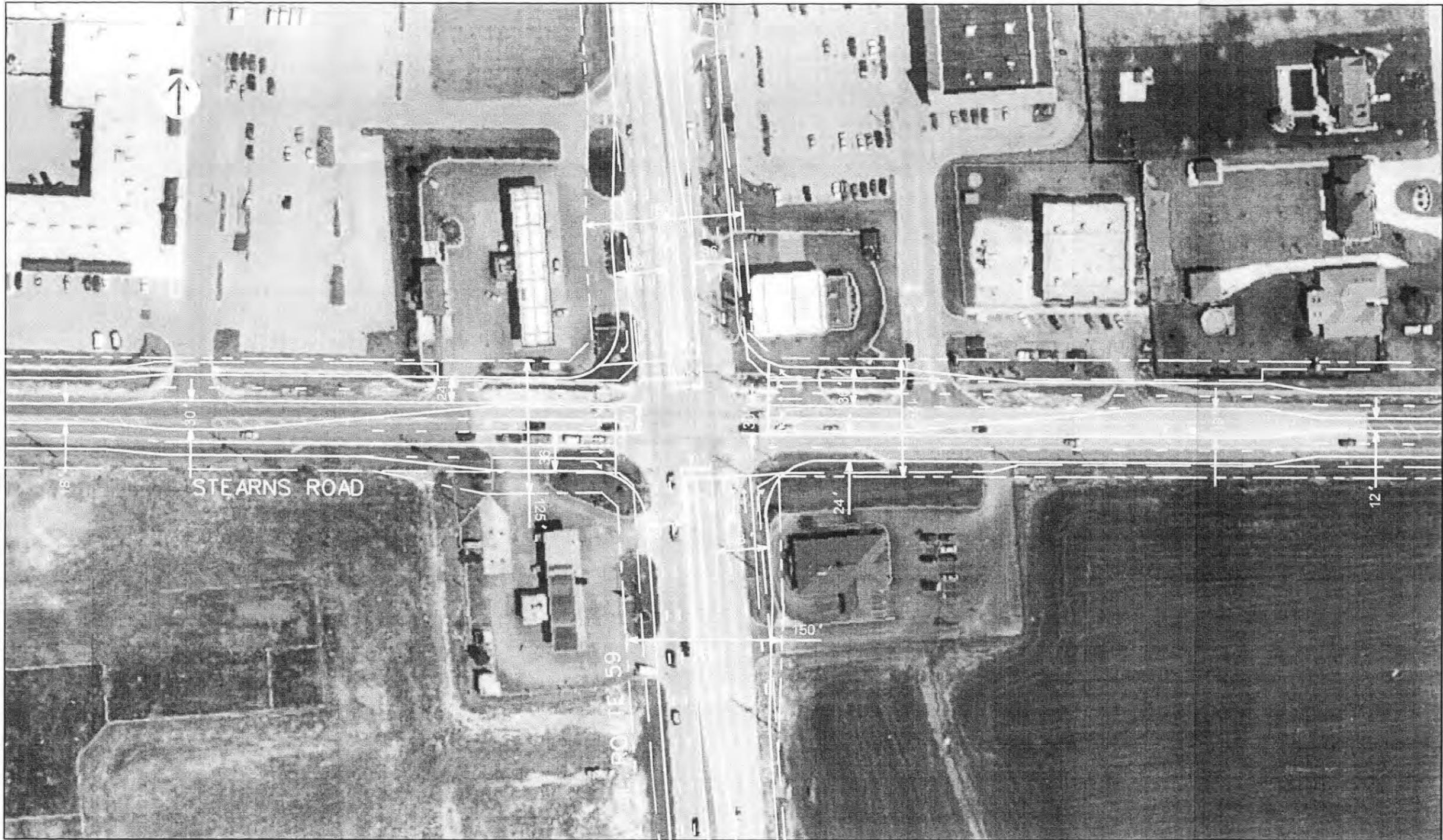
**STEARNS RD. & IL. ROUTE 25
 RECOMMENDED PLAN
 EXHIBIT D-01**

Segment 1

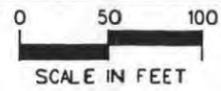
INTERSECTION DETAIL

Stearns Road and IL Route 59

Exhibit D-02



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



INTERSECTION DETAIL



**STEARNS RD. & IL. ROUTE 59
RECOMMENDED PLAN
EXHIBIT D-02**

Segment 2

**Stearns Road - IL Route 59 to Bartlett Road
Village of Bartlett**

3.2 Segment 2: Stearns Road - IL Route 59 to Bartlett Road

3.2.1 Location

Segment 2 extends along Stearns Road from IL Route 59 to Bartlett Road in the Village of Bartlett (see Figure 3.1). The segment is approximately 1.2 miles in length.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-04 and A-05.

Right-of-Way - The right-of-way in this segment is typically 100 feet.

Roadway Characteristics - The existing pavement width in this segment is 24 feet with one 12-foot through lane in each direction and open ditch drainage. As of Summer 1997, DuPage County has initiated a roadway widening project throughout Segment 2 that will result in a three-lane cross section with curb and gutter. This cross section will provide one 12 foot travel lane in each direction with a 12 foot center lane for left-turning movements at local and private streets and driveways. This improvement should be complete by Fall, 1998.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment range from 9,600 to 11,600.

Accidents - The eastern approach to the IL Route 59 intersection is a high accident location.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are present on the south side of the roadway throughout Segment 2.

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment, at Bartlett Road and Sycamore Lane. Existing lane configurations for this intersection are shown on Exhibit A-05.

Structures - There are no structures located within Segment 2.

Transit - At the present time, there is no mass transit service provided in Segment 2.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-04 and B-05.

Lakes/Streams/Wetlands/Floodplains - There is one pond and one wetland area in this segment located on the north side of the roadway. Beaver Pond is located just east of IL Route 59 between Braintree Lane and Kingston Lane. A small contained wetland area is located further east, within the Apple Orchard Golf Course. There are no floodplains in the vicinity of Segment 2.

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

Hazardous Waste/LUST Sites - There are two hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment, located on the northeast corner of the Stearns Road/IL Route 59 intersection and north and west of the Apple Orchard Golf Course and Community Center. The first location is a gas station. The second property is listed as a governmental land use.

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 Stearns Road/IL Route 59 intersection. This parcel is currently used for agriculture but available for development. The Village of Bartlett comprehensive plan shows this parcel being converted to commercial and open space uses.

3.2.4 Existing Land Use Characteristics Error! Bookmark not defined.

Existing land use characteristics for this segment are shown on Exhibits B-04 and B-05.

Type and Intensity of Development - Land uses tend to be residential on both sides of Stearns Road and commercial/retail at the IL Route 59 and Bartlett Road intersections. The Apple Orchard Park and Golf Course occupy lands on the north side of the roadway from Kent Circle east to Bartlett Road.

There are vacant parcels located at the two major intersections in this segment. These parcels will most likely develop with commercial/retail type uses.

Planned Development - The vacant parcel located at the Stearns Road intersection with IL Route 59 is currently being considered as a potential location for a new commercial development anchored by a Dominic's grocery store. Most other lands adjacent to the roadway in Segment 2 are fully developed with residential subdivisions. Additional lots will be built-out in the Kingston Lane subdivision, but this development is approaching full build-out.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-04 and C-05.

Roadway - The recommended roadway cross section for Segment 2 includes two 12-foot through lanes in each direction, with a 12 foot painted median, and B-6.24 curb & gutter. Additional right-of-way will be required at the IL Route 59 and Bartlett Road intersections to accommodate additional turn lanes. No additional right-of-way will be required to fit the five-lane cross section through the remainder of the corridor, as shown on Exhibits C-04 and C-05.

Traffic Control/Intersection Configuration - Dual left-turn and separate right-turn lanes are proposed on both approaches at the IL Route 59 intersection. The additional lanes will require between 15 feet and 25 feet of additional right-of-way on the westbound approaches. At the Bartlett Road intersection, 20 feet of additional Right-of-Way will be required to accommodate additional turning lanes.

Access Management - Due to the large number of private residential driveways and local streets along this segment, full access is recommended throughout Segment 2. The addition of a 12 foot painted median will separate left-turning movements from through traffic.

Structures - There are no structures in Segment 2.

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 100 foot right-of-way through this segment. At the major intersections, between 15 feet and 25 feet of additional Right-of-Way will be needed to fit additional turning lanes and sidewalks.

3.2.7 Environmental Considerations

The pond and wetlands in the Apple Orchard Park area will be unaffected as there will be no right-of-way acquisition in these locations.

It is anticipated that by 2020 the prime agricultural land in this segment will be developed as commercial/retail uses.

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

Minimal right-of-way acquisition in Segment 2 will minimize the potential impact to residential property. Additional right-of-way needs at the major intersections may impact the businesses

located there, particularly gas stations located on the corners. The right-of-way takes will be determined in a manner that accommodates the needs and concerns of all businesses and provides continued access.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.1.

**Table 3.2.1
Construction Cost Estimate
Segment 2 - IL Route 59 to Bartlett Road**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,300,000
Intersection Improvements	\$450,000
Structure Modifications	\$0
Right-of-Way Acquisition	\$363,000
Total - Recommended Improvements	\$2,113,000

3.2.10 Short Term/Low Cost Improvements

Improvements that 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. Widening of the roadway to a three-lane cross section, which will separate left-turn movements from through traffic is currently underway. There are no additional short-term recommendations in Segment 2.

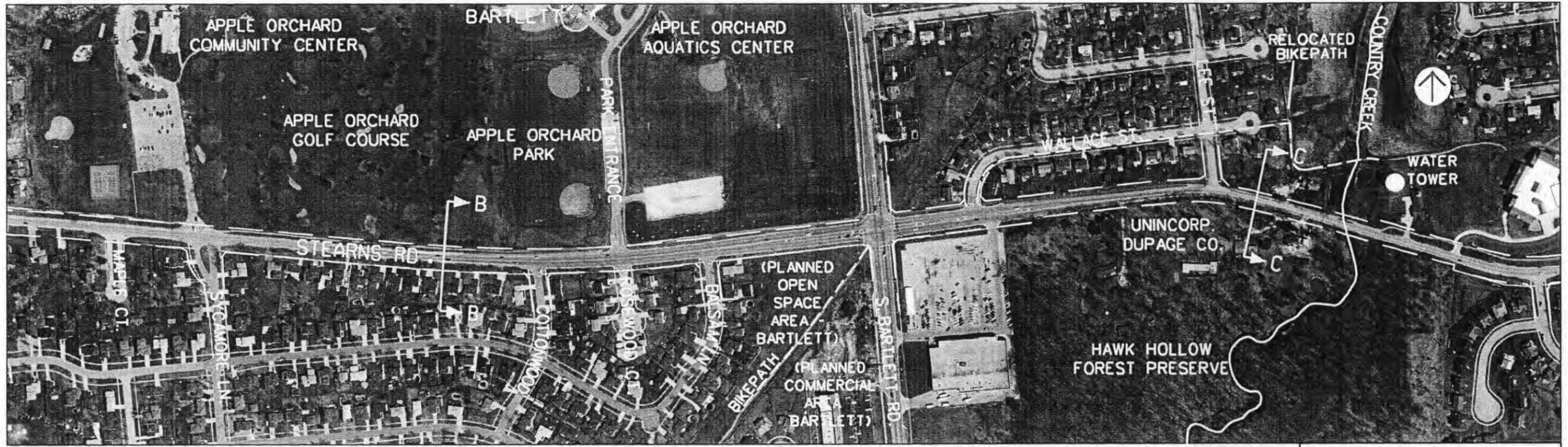
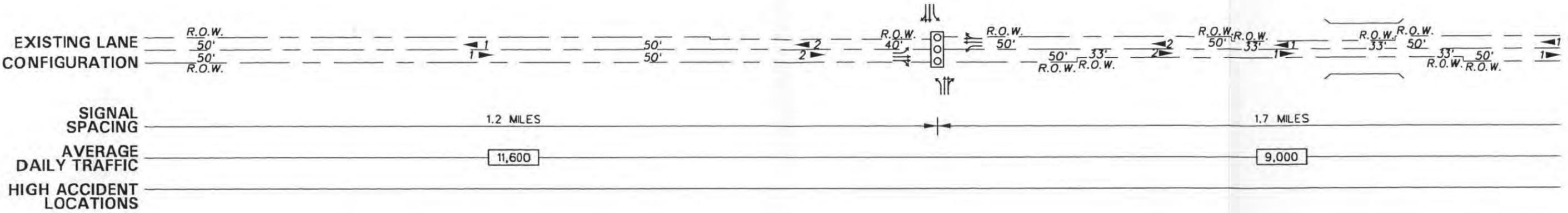
3.2.11 Ultimate (Post 2020) Improvements

Improvements that 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 2
Stearns Road - IL Route 59 to Bartlett Road

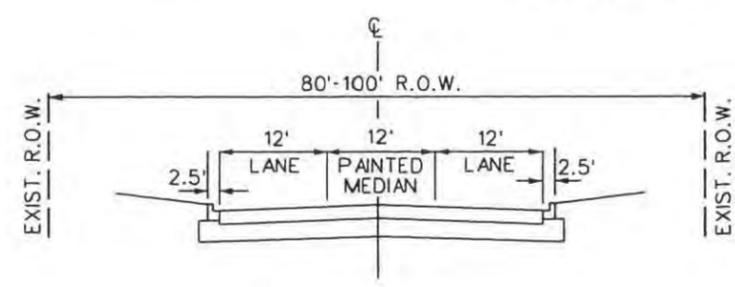
EXISTING FACILITY CHARACTERISTICS

Exhibit A-05



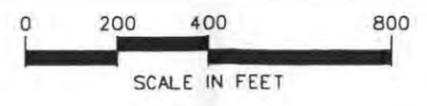
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2 | SEGMENT 3



ROADWAY SECTION B-B
 ILL RTE. 59 TO S. BARTLETT RD.

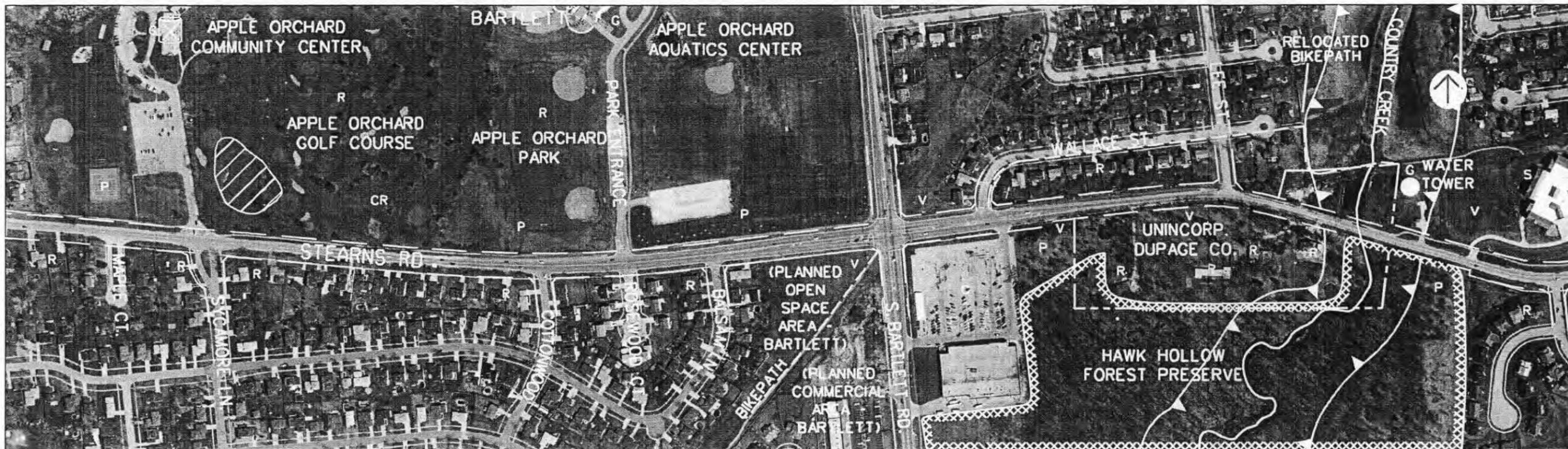
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



Segment 2
Stearns Road - IL Route 59 to Bartlett Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-05



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2 | 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

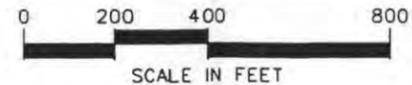
- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (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 Strategic Regional Arterial Planning Study

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

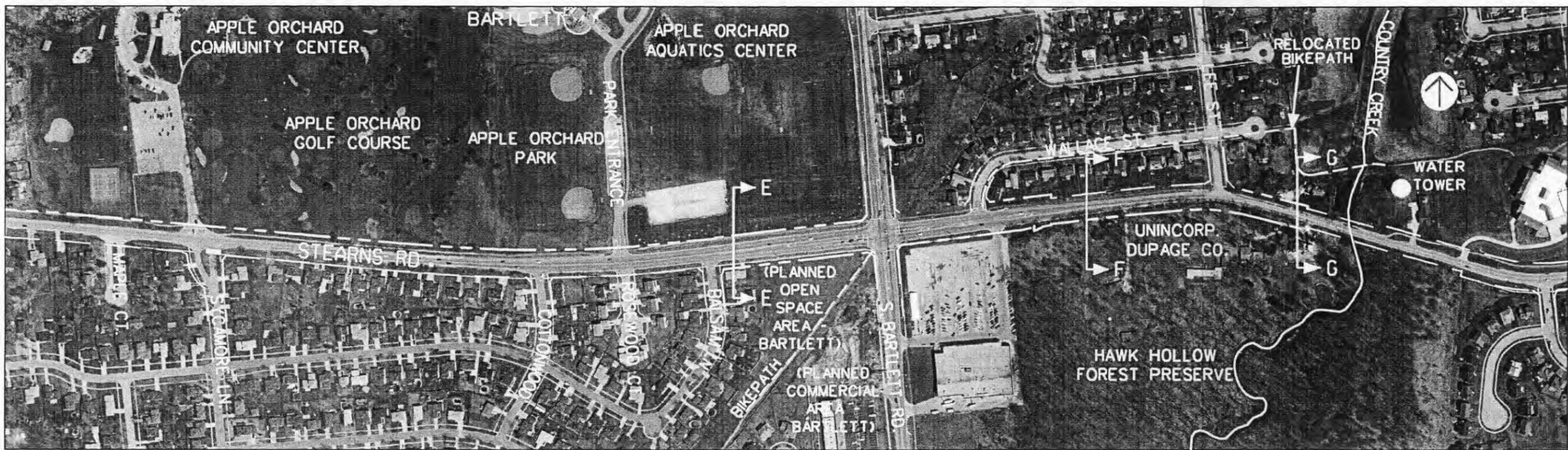
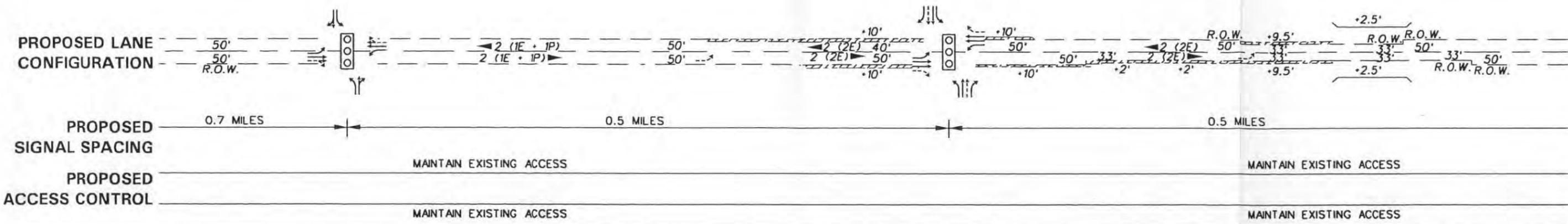


STEARNS ROAD
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-05

Segment 2
Stearns Road - IL Route 59 to Bartlett Road

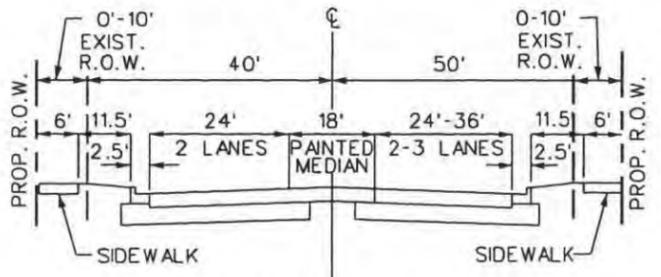
RECOMMENDED PLAN

Exhibit C-05



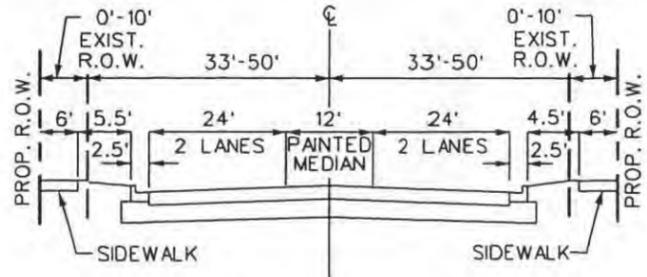
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2 | SEGMENT 3



SECTION E-E

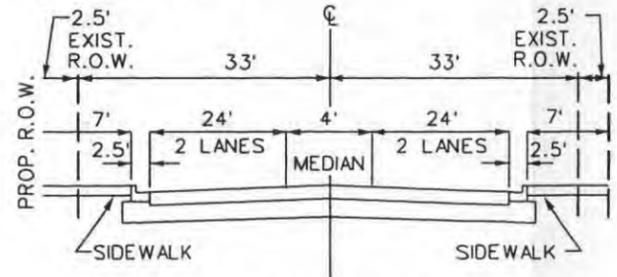
RECOMMENDED CROSS SECTION



SECTION F-F

RECOMMENDED CROSS SECTION

Note: The bikepath from the southwest intersects Stearns Road at Bartlett Road. This bikepath will remain within the Northside R.O.W to U.S Route 20.



SECTION G-G

RECOMMENDED CROSS SECTION

Note: Through Sections F-F & G-G, the bikepath will be located to the north, along Wallace Street, outside of the Stearns Road R.O.W.

LEGEND

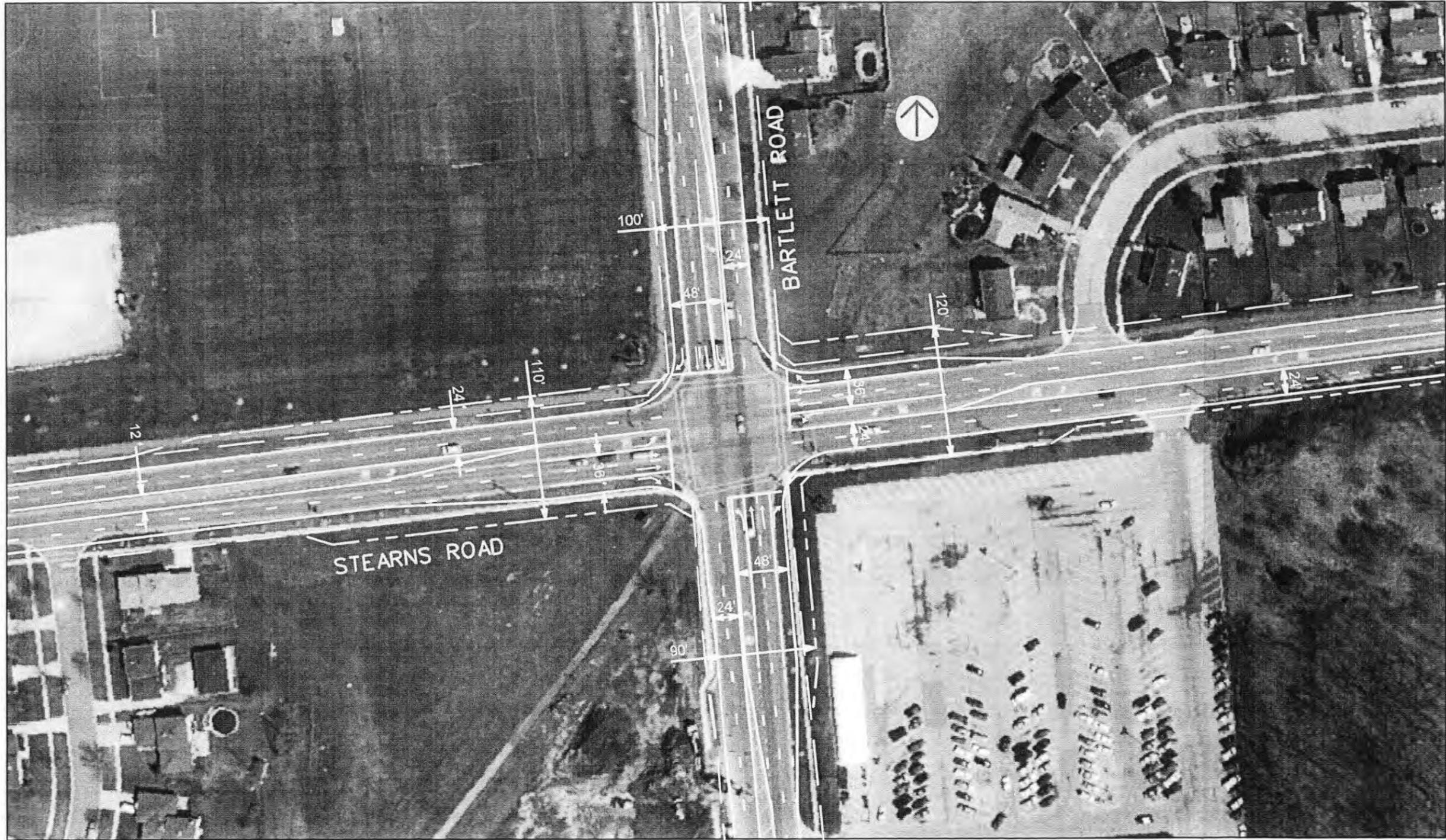
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



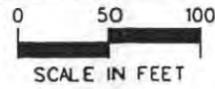
Segment 2

INTERSECTION DETAIL
Stearns Road and Bartlett Road

Exhibit D-03



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



INTERSECTION DETAIL



**STEARNS RD. & BARTLETT RD.
 RECOMMENDED PLAN
 EXHIBIT D-03**

Segment 3

Stearns Road

**Bartlett Road to County Farm Road - Villages of Bartlett and Hanover
Park**

3.3 Segment 3: Stearns Road - Bartlett Road to County Farm Road

3.3.1 Location

Segment 3 extends along Stearns Road from Bartlett Road to County Farm Road (see Figure 3.1). The segment is approximately 1.7 miles in length and is located in residential sections of Bartlett and Hanover Park.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-05 through A-07.

Right-of-Way - The existing right-of-way in this segment varies from 66 to 100 feet.

Roadway Characteristics - The existing pavement width throughout the segment is 24 feet with one 12-foot through lane in each direction and open drainage. The typical right-of-way varies from 80 to 100 feet except on the approaches to Country Creek where the right-of-way narrows to 66 feet. There are two curved sections in Segment 3, the first in the vicinity of Country Creek and the second located further east near Nicole Drive. The original alignment of Stearns Road continued straight at this location, passing behind what is now the Nicole Drive subdivision to an intersection with County Farm Road. A western extension from Greenbrook Boulevard occupies the present alignment and ties in at Nicole Drive.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic on Stearns Road in this segment varies from 9,000 vpd east of Bartlett Road to 13,100 vpd east of Newport Boulevard, near County Farm Road.

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

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads in this segment. A sidewalk/bikepath is located on the north side of the roadway throughout the segment. This bikepath connects with a path that runs southwest from the Stearns Road/Bartlett Road intersection, accessing the western section of the Hawk Hollow Forest Preserve.

Traffic Control/Intersection Configuration - There is one existing signalized intersection in this segment at County Farm Road, a crossing SRA corridor. This intersection was upgraded in 1996 to provide left-turn lanes on all approaches and a through-right lane on both Stearns Road approaches.

There are several unsignalized intersections with local streets in this segment. Most are “tee” intersections located very close to one another.

Structures - There is one structure in this segment, a small bridge that carries Stearns Road over Country Creek.

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-07.

Lakes/Streams/Wetlands/Floodplains - Country Creek, traveling approximately north-south, passes below Stearns Road in Segment 3. Its flood plain spreads out nearly 400 feet and includes the roadway. This section of the roadway dips down to a low point at the bridge. There is no indication that flooding of the roadway is a regular problem.

On the south side of Stearns Road, Country Creek flows out from the Hawk Hollow Forest Preserve. This is a prairie forest preserve that extends from west of Bartlett Road to County Farm Road. Generally, the forest preserve is located several hundred yards to the south of Stearns Road, but fronts on the roadway at three separate locations. The west branch of the DuPage River flows through this forest preserve, approximately 1/2 mile to the south of the roadway.

Prime agricultural lands are situated on the three forest preserve parcels that front on Stearns Road. These tracts are no longer farmed. Two smaller parcels of prime agricultural land are located just west of Redford Lane. The parcel located south of Stearns Road is planned public/semi-public land in Hanover Park. The smaller parcel north of the roadway is a stormwater retention basin in Bartlett.

Structures with Historical Significance - There are no structures with historical significance located 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 five tracts of prime farmland in this segment. While the three largest are situated on the south side of the roadway in the Hawk Hollow Forest Preserve, two are situated within Village boundaries and will be developed.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-05 through B-07.

Type and Intensity of Development - This segment passes through a well developed residential area with occasional sections of forest preserve and vacant lands. The vacant lands will be developed with additional residential and public/recreational uses. The Centennial Grade School is situated in this segment, just east of Country Creek as is the Alliance Bible Church.

Vacant parcels located at or near the intersections with Bartlett Road and County Farm Road will support commercial/retail development. The parcel occupying the northwest corner of the Stearns Road/County Farm Road intersection is being developed with commercial uses at this time.

Planned Development - This segment will see continued residential fill-in development in the near future and commercial development at the major intersections. However, there is not an abundance of developable land available. Full build-out should be achieved relatively soon.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-05 through C-07.

Roadway - The recommended cross-section is similar to that in Segment 2, providing a four-lane roadway with a 12 foot painted median and B-6.24 curb and gutter. This cross-section will add capacity to the three-lane roadway installation planned by DuPage County for construction in 1998 or 1999. Between 2 feet and 25 feet of additional right-of-way will be required in this segment.

Traffic Control/Intersection Configuration - Separate right-turn lanes are recommended on both approaches at the Bartlett Road intersection while dual left-turn and separate right-turn lanes are recommended at County Farm Road. County Farm Road is a crossing SRA corridor. A new traffic signal is recommended at Prospect Avenue (Centennial School access). Redford Lane will provide access to the planned public/semi-public area in Hanover Park. Left-turn lanes are proposed at both these intersections.

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 - Full access will be maintained throughout Segment 3. The 12 foot painted median will serve to separate left-turning movements from through traffic.

Structures - The structure carrying Stearns Road over Country Creek will need to be modified to accommodate the proposed four lane roadway. In order to minimize impacts associated with this modification, the proposed median will be reduced to a 4 foot painted median across the structure. The parallel bikepath structure will be removed, with the bikepath shifted to the north outside of the roadway Right-of-Way. The bikepath will cross Country Creek on a second existing structure.

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

3.3.6 Right-of-Way Requirements

Two to 25 additional feet of right-of-way will be required to accommodate the recommended cross section in Segment 3.

3.3.7 Environmental Considerations

In order to minimize impacts on the forest preserve and open lands located along this segment, the additional right-of-way needs should be taken from the north side of Stearns Road.

3.3.8 Land Use Considerations

Taking right-of-way requirements from the north side of Stearns Road will impact private land owners. However, these impacts are minimized by the fact that very little additional land is required. The constrained area just west of Country Creek will feel the greatest impact as taking between 11 and 14 feet from the north side of the roadway will affect the single family residences located there.

3.3.9 Construction/Right-of-Way Cost Estimates

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

Table 3.3.1
Construction Cost Estimate
Segment 3 - Bartlett Road to County Farm Road

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$1,850,000
Intersection Improvements	\$1,125,000
Structure Modifications	\$500,000
Right-of-Way Acquisition	\$166,500
Total – Recommended Improvements	\$3,641,500

3.3.10 Short Term/Low Cost Improvements

Improvements that 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. DuPage County is planning to upgrade the existing roadway to a three-lane cross section in 1998. There are no additional short term recommendations.

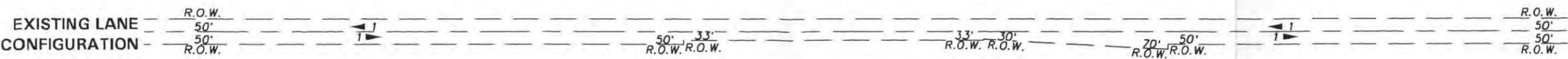
3.3.11 Ultimate (Post 2020) Improvements

Improvements that 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 3
Stearns Road - Bartlett Road to County Farm Road

EXISTING FACILITY CHARACTERISTICS

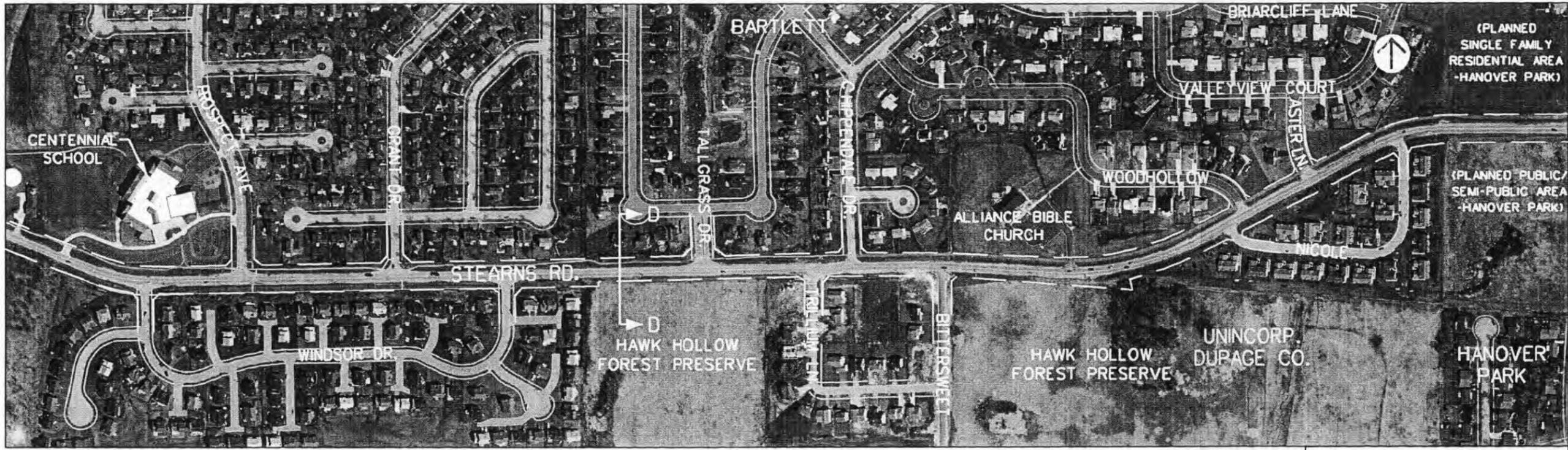
Exhibits A-06 and A-07



SIGNAL SPACING _____ 1.7 MILES

AVERAGE DAILY TRAFFIC _____ 9,000

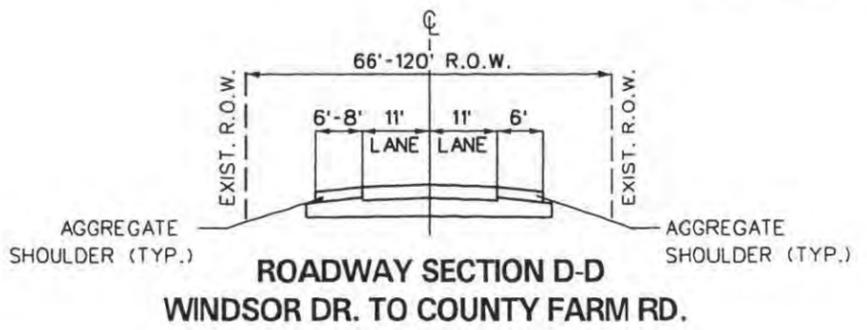
HIGH ACCIDENT LOCATIONS _____



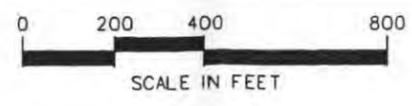
DATE OF PHOTOGRAPHY: APRIL 14, 1995

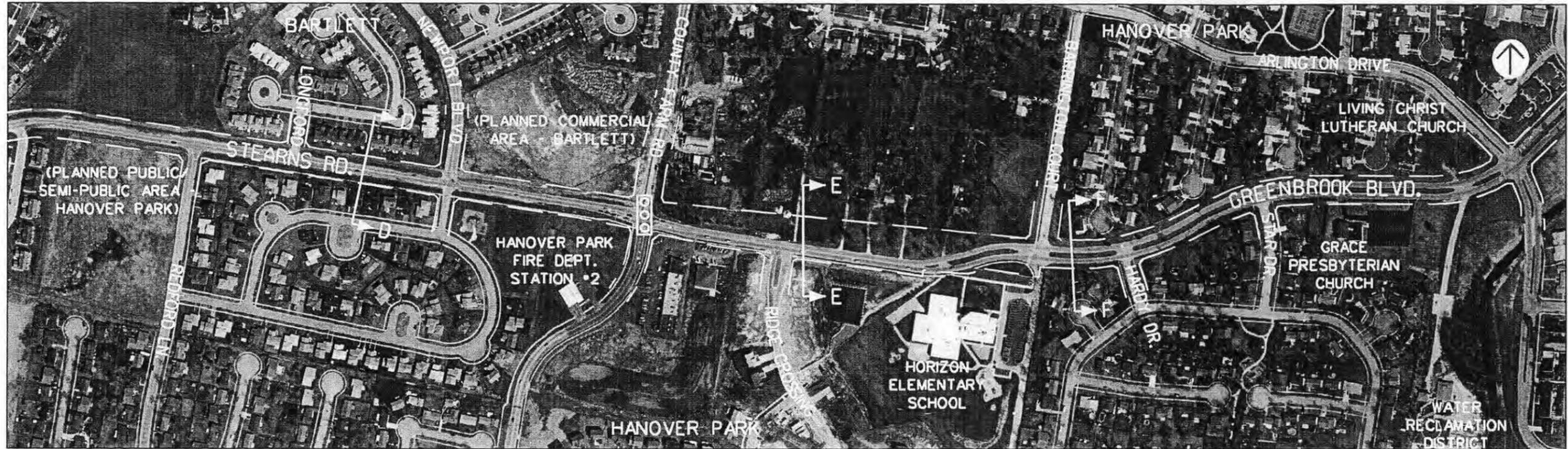
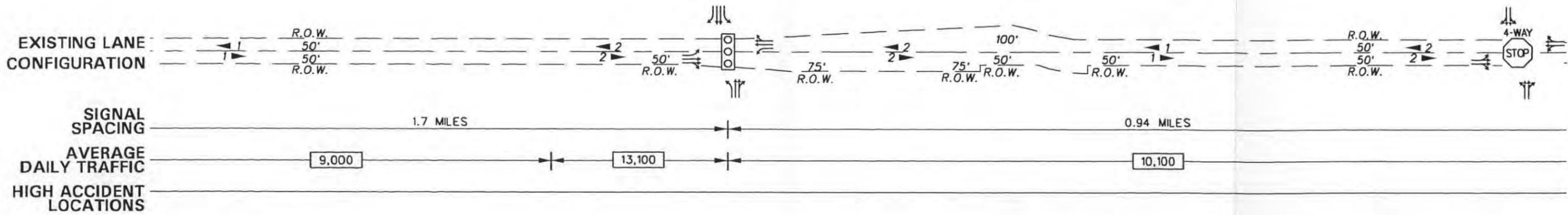
SEGMENT 3

NOTE: ROADWAY WILL BE WIDENED TO A 3-LANE CROSS-SECTION IN 1998.



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



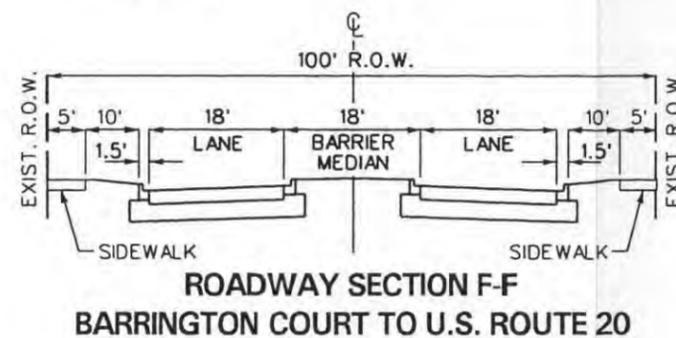
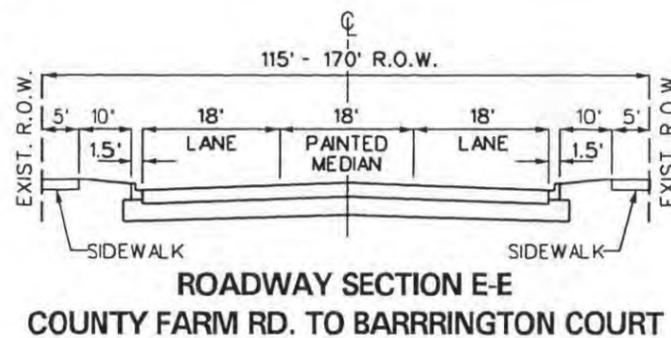
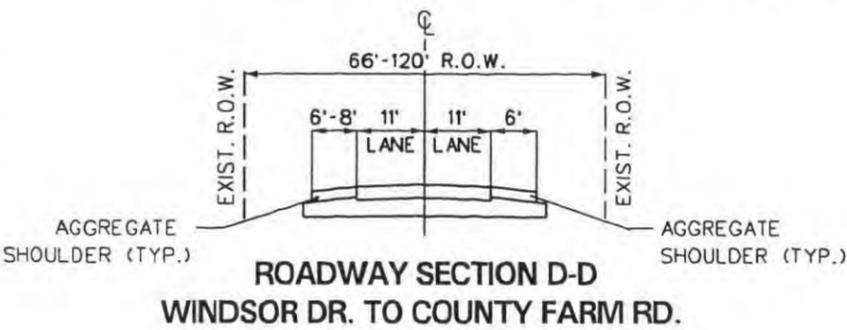


SEGMENT 3

SEGMENT 4

LEGEND

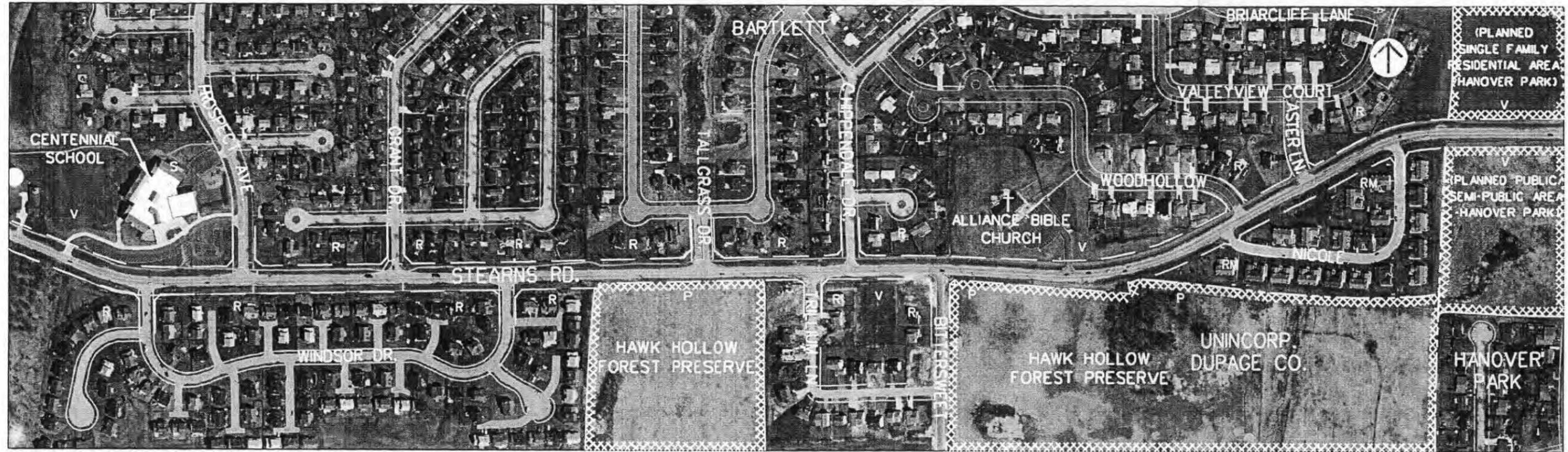
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



Segment 3
Stearns Road - Bartlett Road to County Farm Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-06 and 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

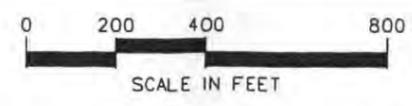
LAND USE LEGEND	
R	SINGLE FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF 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.

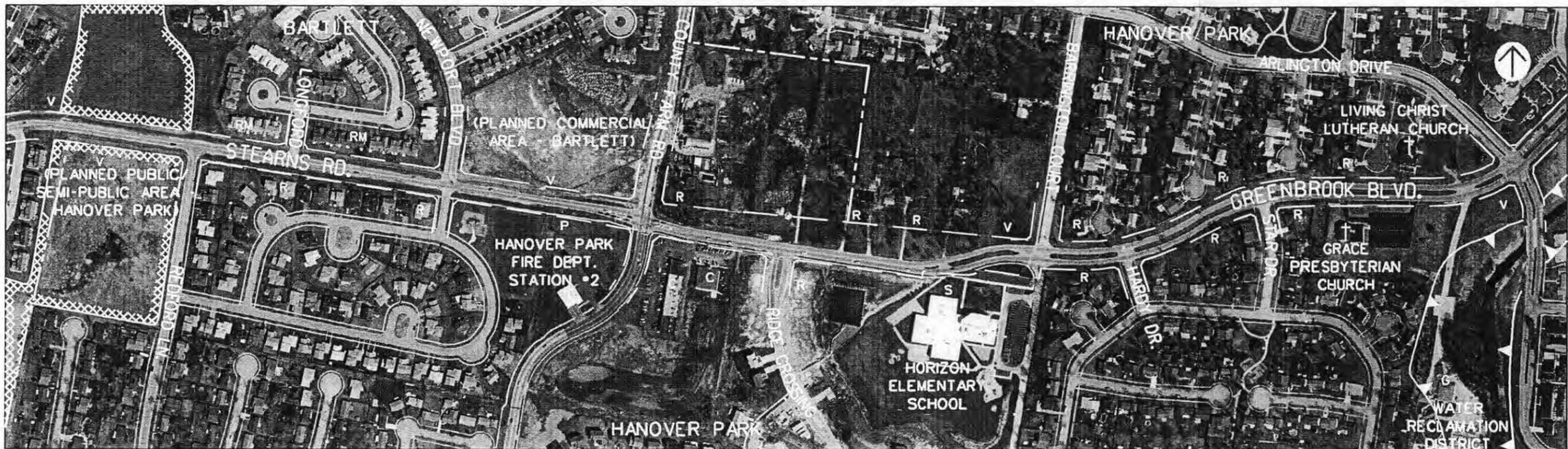
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

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



STEARNS ROAD
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-06

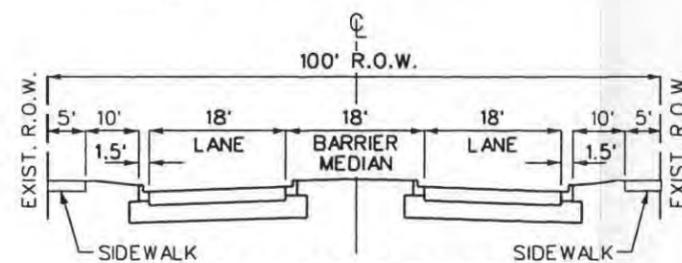


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

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



ROADWAY SECTION F-F
BARRINGTON COURT TO U.S. ROUTE 20

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/JURISTRICTION
---	PLANNED USE/JURISTRICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY

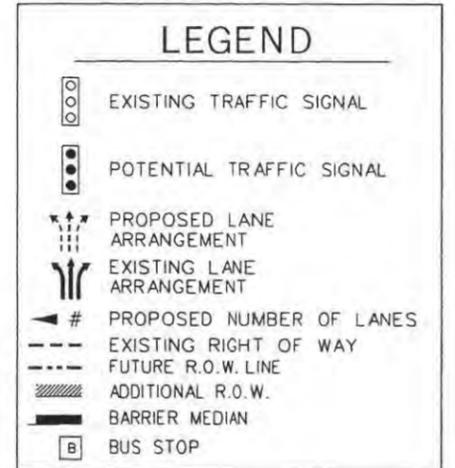
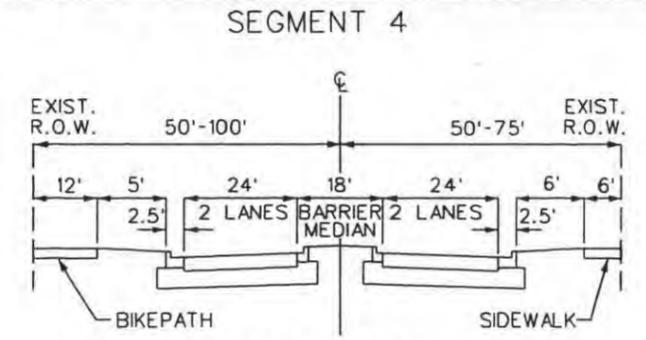
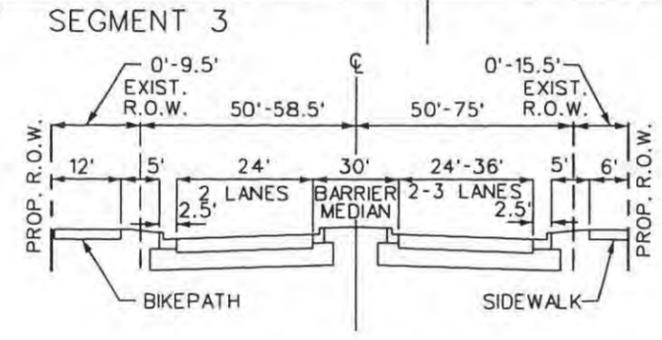
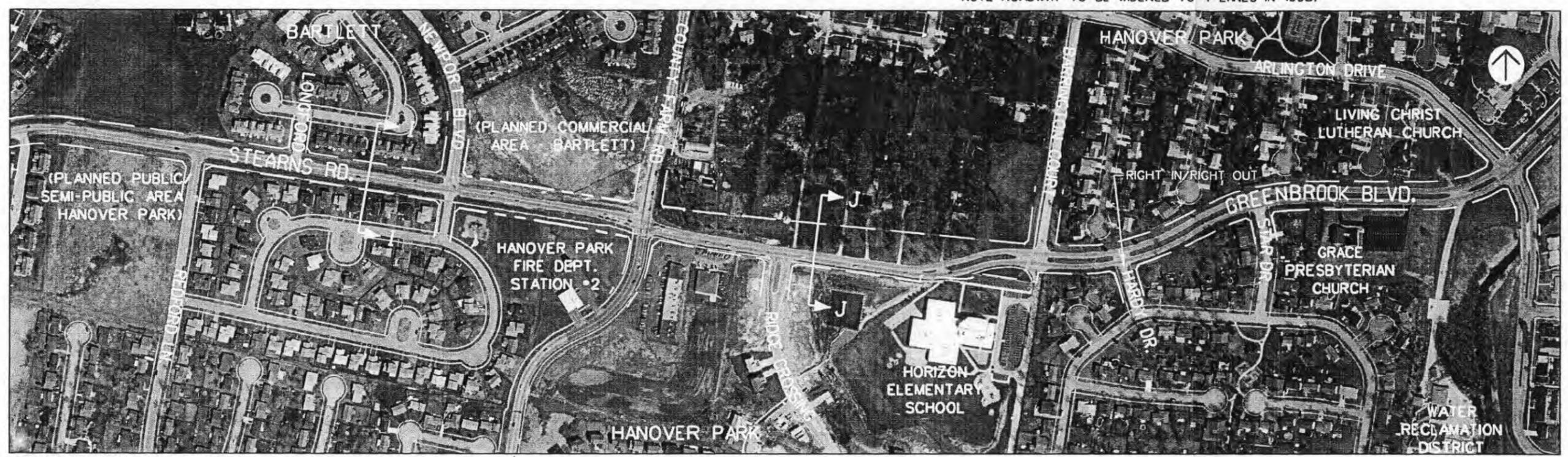
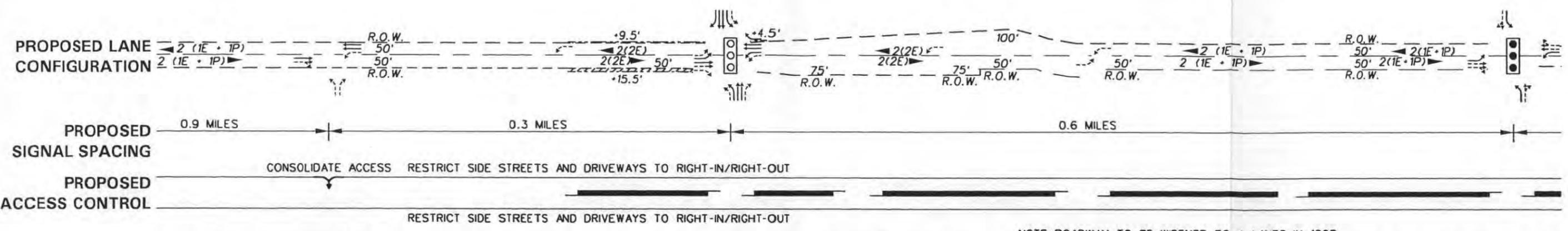
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

B-07

**Segment 3
Stearns Road - Bartlett Road to County Farm Road**

RECOMMENDED PLAN

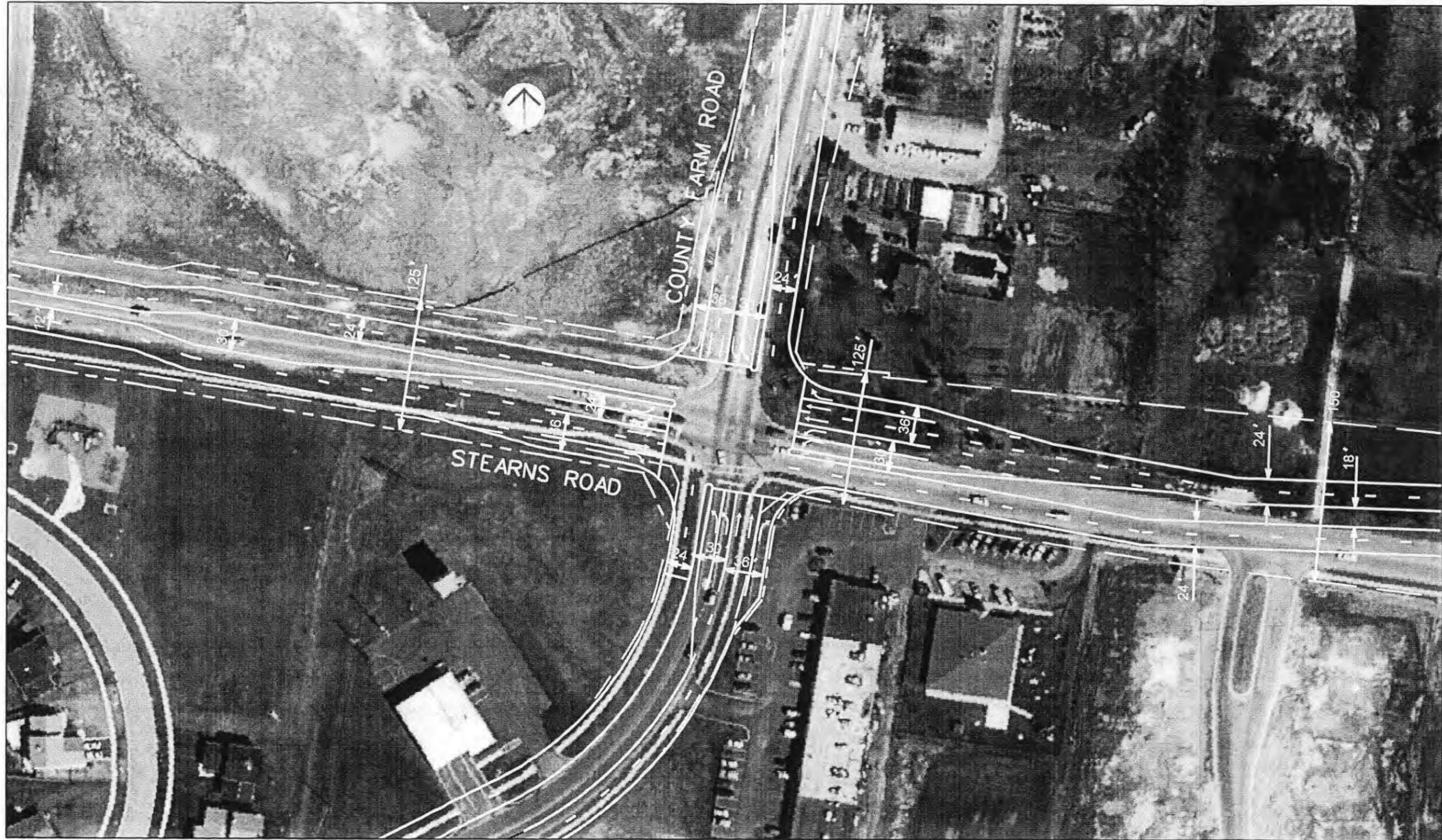
Exhibits C-06 and C-07



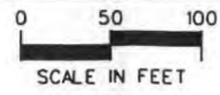
Segment 3

INTERSECTION DETAIL
Stearns Road and County Farm Road

Exhibit D-04



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



INTERSECTION DETAIL



**STEARNS RD. & COUNTY FARM RD.
 RECOMMENDED PLAN
 EXHIBIT D-04**

Segment 4

**Stearns Road
County Farm Road to U.S. Route 20 - Hanover Park**

3.4 Segment 4: Stearns Road - County Farm Road to U.S. Route 20

3.4.1 Location

Segment 4 extends along Stearns Road from County Farm Road to U.S. Route 20. Both of these roadways are crossing SRA routes. The segment is approximately 1.0 mile in length and lies within the Village of Hanover Park.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-07 and A-08.

Right-of-Way - The existing right-of-way in this segment varies from 100 to 175 feet in width.

Roadway Characteristics - The existing cross section from County Farm Road to U.S. Route 20 provides one 18 foot travel lane in each direction with an 18 foot raised grass median and curb and gutter. The Village of Hanover Park intends to widen the roadway in this segment to provide two 12 foot travel lanes in each direction with a raised grass median and new curb and gutter. This improvement is planned for construction in 1998.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 10,100 to 14,000 vpd.

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

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are present on the north side of the roadway from Madera Drive west to Arlington Drive, and on the south side of the road from County Farm Road east to Barrington Court. The proposed roadway widening project will add sidewalks to the center section of the Segment.

Traffic Control/Intersection Configuration - Within this segment, there are signalized intersections at the two terminus points; the County Farm Road intersection to the west end and the U.S. Route 20 intersection at the eastern terminus of the corridor. Existing lane arrangements for these intersections are shown on Exhibits A-07 and A-08.

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-07 and B-08.

Lakes/Streams/Wetlands/Floodplains - The DuPage River runs parallel to the roadway for a short distance in the vicinity of Arlington Drive. The river floodplain extends to within 200 feet of Stearns Road near this intersection. West of Arlington Drive, the river curves to the south. There is no indication of roadway flooding problems due to proximity to the river at this location. Besides the river, there are no wetlands, lakes or streams located in Segment 4.

Structures with Historical Significance - There is one structure of historical significance in Segment 4, that being the Mueller farmstead located on the east side of the Stearns Road/U.S Route 20 intersection.

Hazardous Waste/LUST Sites - There is one hazardous waste site located along Segment 4, located behind the Greenbrook Plaza shopping center on the southwest corner of the Stearns Road/U.S. Route 20 intersection. This site is currently undergoing remediation.

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

Prime Farmland - There is no prime farmland adjacent to Stearns road in Segment 4.

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-07 and B-08.

Type and Intensity of Development - Existing land uses along Segment 4 tend to be residential and institutional with commercial uses located at the major intersections with County Farm Road and U.S. Route 20. Two churches and the Horizon Elementary School are located adjacent to the roadway west of Arlington Drive. A vacant parcel is located on the southeast corner of the Stearns Road/Arlington Drive intersection. This parcel is planned open space in Hanover Park (a portion of this parcel is situated on the floodplain of the DuPage River). The DuPage County Water Reclamation District has a filtration plant located near the southeast corner of the Stearns Road/Arlington Drive intersection, with a right-in/right-out access drive located just west of this intersection.

Planned Development - For the most part, lands adjacent to Segment 4 are fully built-out. The Village of Hanover Park is planning to construct a water park on a large parcel located on the northeast corner of the Stearns Road/County Farm Road intersection, across the street from the Horizon Elementary School. Site preparation is underway (five single family residences have been removed) and completion of the project is expected in late 1998.

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-07 and C-08.

Roadway - The recommended roadway cross section in this segment consists of two 12-foot through lanes in each direction, an 18 foot raised grass median, and B-6.24 curb and gutter. The recommended typical section is shown on Exhibit C-07 and C-08. This cross section will fit within the existing 100 foot (typical) right-of-way.

Traffic Control/Intersection Configuration - The two existing traffic signals within this segment at County Farm Road and U.S. Route 20 will be maintained. Dual left-turn and separate right turn lanes are recommended on both Stearns Road approaches to County Farm Road and dual left-turn lanes are recommended on the western approach to U.S. Route 20. A new signalized intersection is planned at Arlington Drive. This signal will be installed as part of the current roadway widening project.

Access Management - The raised grass median design will be maintained in this segment, restricting all local access to right-in/right-out except at local cross streets where median breaks will be maintained and left-turn lanes provided.

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

3.4.6 Right-of-Way Requirements

Additional Right-of-Way requirements in this segment vary from 4.5 feet to 10 feet at the two major intersections (see Exhibits C-07 and C-08).

3.4.7 Environmental Considerations

There will be no additional environmental impacts in this segment as minimal additional right-of-way is required.

3.4.8 Land Use Considerations

With a minimal amount of additional right-of-way required to implement the proposed cross section through Segment 4, land use impacts are reduced. Access to planned commercial development at the Stearns Road/County Farm Road intersection and open space/recreational development at Arlington Drive can be accommodated.

3.4.9 Construction/Right-of-Way Cost Estimates

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

3.4.10 Short Term/Low Cost Improvements

Improvements that 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. Due to heavy peak-hour traffic volumes on this segment, adding roadway capacity is recommended. This will be accomplished by the Village of Hanover Park in 1998.

3.4.11 Ultimate (Post 2020) Improvements

Improvements that 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 3.4.1
Construction Cost Estimate
Segment 4 - County Farm Road to U.S. Route 20**

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$0
Intersection Improvements	\$600,000
Right-of-Way Acquisition	\$22,000
Total - Recommended Improvements	\$622,000

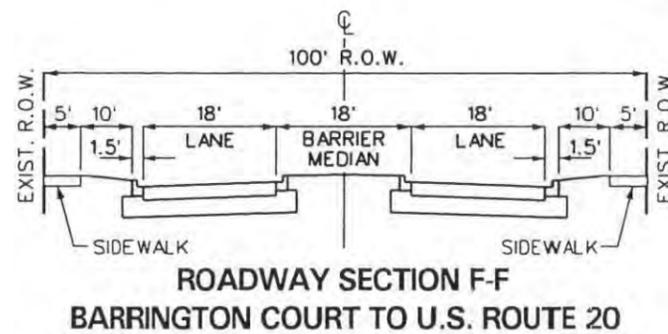
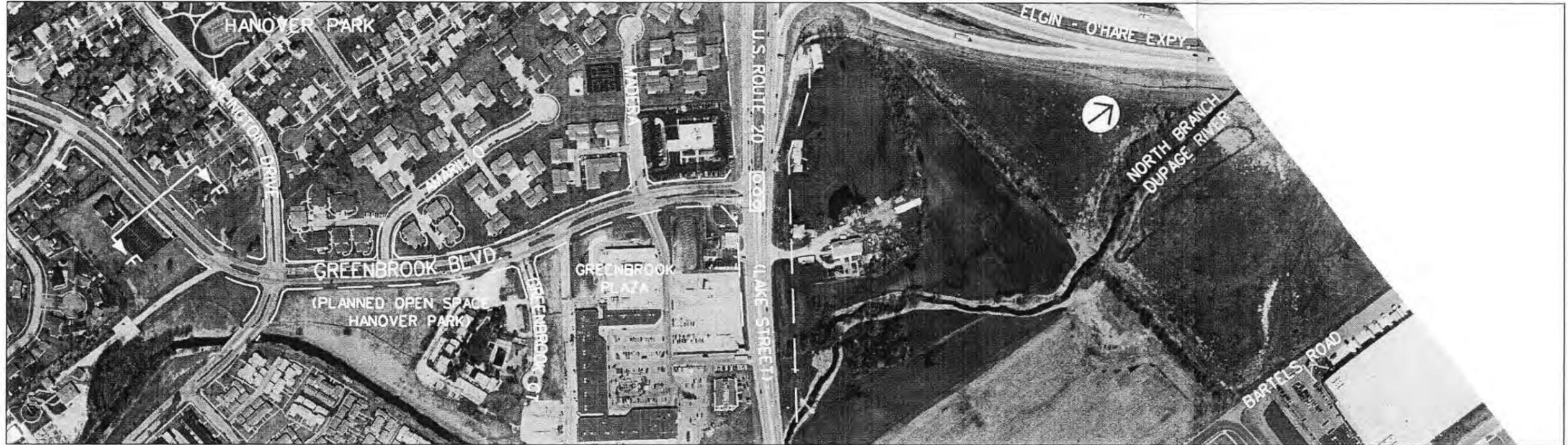
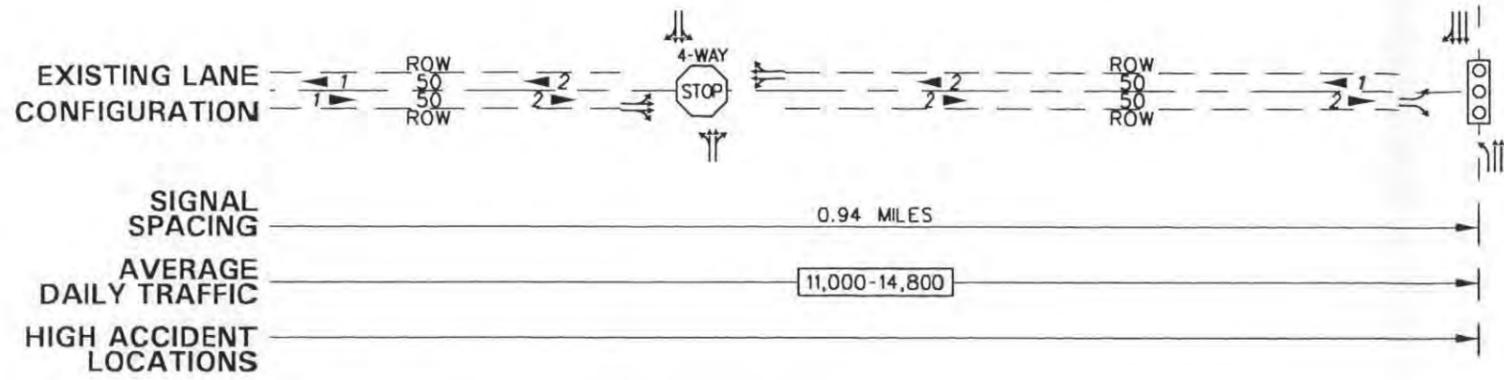
3.4.12 Crossing SRA Routes

The U.S Route 20 and County Farm Road SRA corridors cross Stearns Road in this segment. U.S. Route 20, which was entered into the SRA system in subset five, extends from I-355 to the Cook County line. A second portion of this corridor extends from Elgin north and west to the Dekalb County line. The County Farm Road corridor was entered into the SRA system in subset two. This corridor, an extension of the Barrington Road SRA, extends south from the Cook County line to Roosevelt Road. The recommendations for the Stearns Road/U.S. Route 20 and Stearns Road/County Farm Road intersections are consistent with those presented in these studies.

Segment 4
Stearns Road - County Farm Road to U.S. Route 20

EXISTING FACILITY CHARACTERISTICS

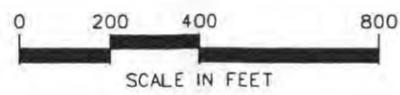
Exhibit A-08



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 / CRITICAL)
	# EXISTING NUMBER OF LANES

Illinois Department of Transportation

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

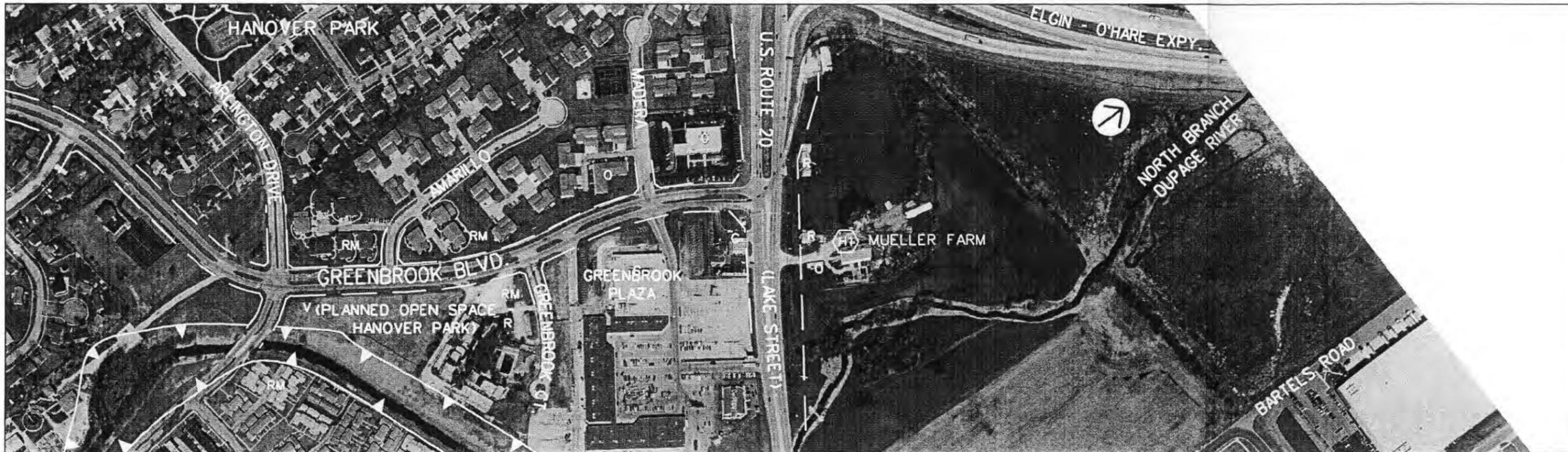


STRA Strategic Regional Arterial Planning Study
STEARNS ROAD
 EXISTING FACILITY CHARACTERISTICS
 EXHIBIT A-08

Segment 4
Stearns Road - County Farm Road to U.S. Route 20

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-08



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

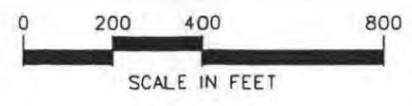
HISTORIC BUILDINGS	
	MUELLER FARM

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/JURISTRICTION
---	PLANNED USE/JURISTRICTION 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.

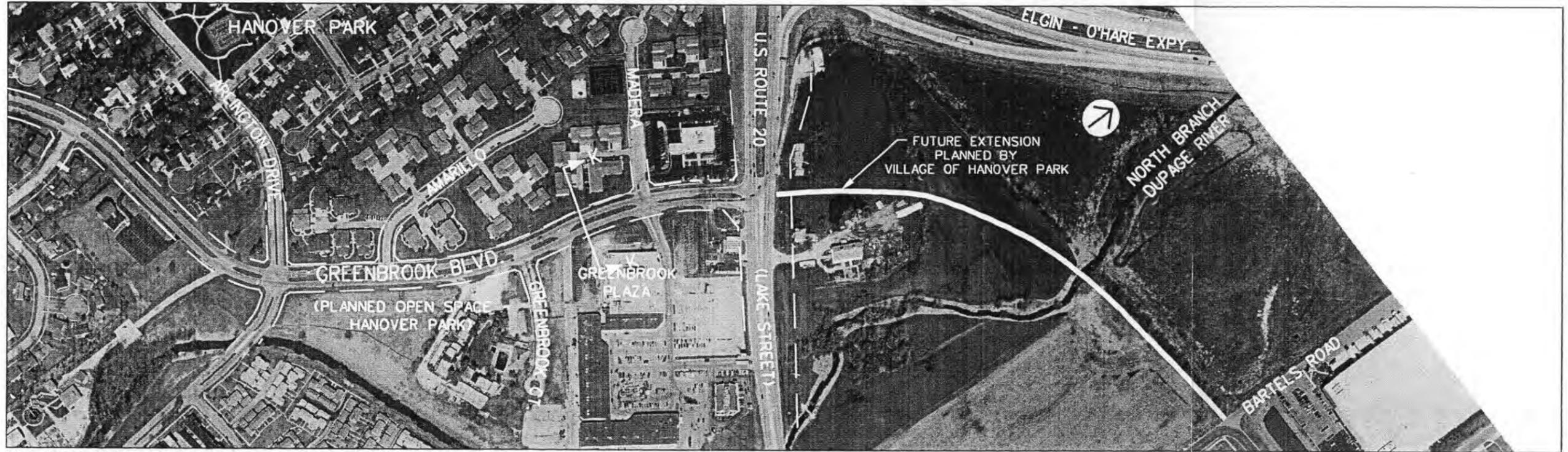
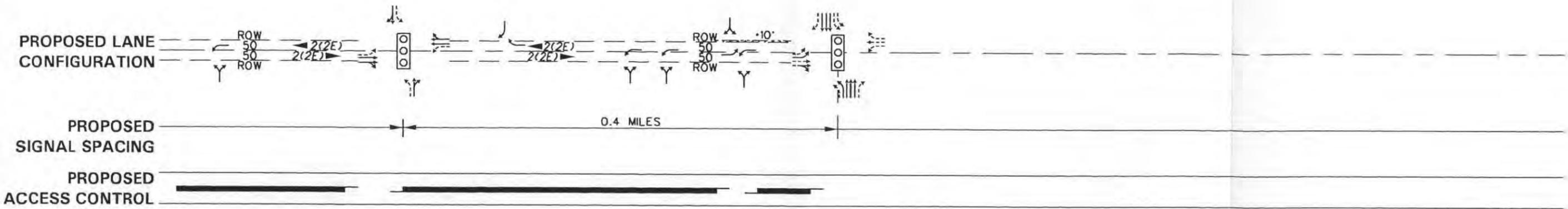


STRA Strategic Regional Arterial Planning Study
STEARNS ROAD
 LAND USE AND ENVIRONMENTAL CONDITIONS
 EXHIBIT B-08

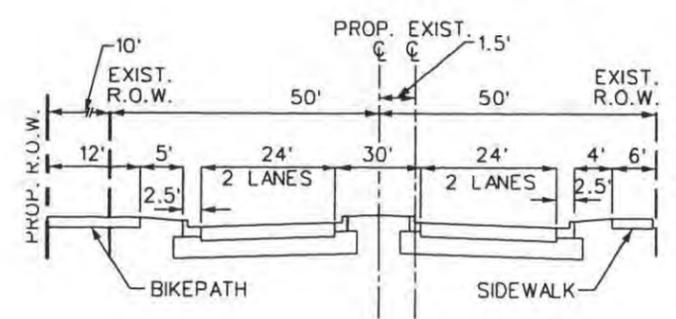
Segment 4
Stearns Road - County Farm Road to U.S. Route 20

RECOMMENDED PLAN

Exhibit C-08



SEGMENT 4



SECTION K-K
RECOMMENDED CROSS SECTION

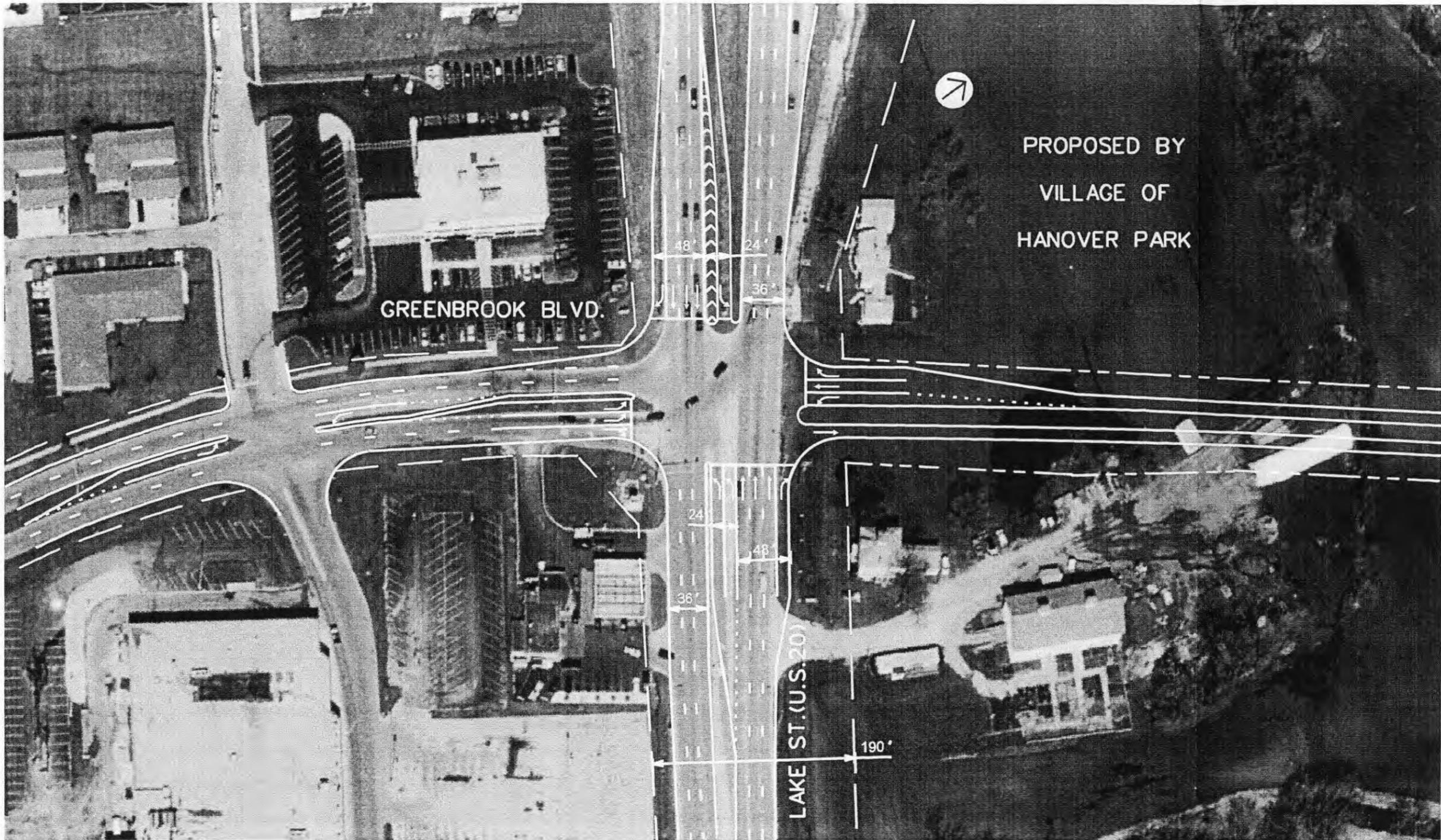
LEGEND

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

Segment 4

INTERSECTION DETAIL
Stearns Road and U.S. Route 20

Exhibit D-05



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



INTERSECTION DETAIL



STEARNS RD. & U.S. ROUTE 20
 RECOMMENDED PLAN
 EXHIBIT D-05

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 October 22, 1997. The second Advisory Panel meeting was held on April 28, 1998, followed by the public hearing on April 30, 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:

- DuPage County
 - Favorable attitude towards SRA designation
 - Plan to implement roadway widening program in 1998

- Kane County
 - Support Stearns Road inclusion in SRA system
 - Would like to tie Stearns Road in with a proposed new bridge carrying IL Route 25 over the Fox River in South Elgin.
 - Would support a six-lane SRA corridor east to IL Route 59

- Support the Stearns Road/IL Route 25/Dunham Road intersection realignment whether the river crossing project is implemented or not.
- Village of Wayne
 - Support Stearns Road inclusion in the SRA system.
 - Concerned with crossing safety as several equestrian trails exist in and around the forest preserve lands on the west end of the corridor.
- Village of South Elgin
 - Favorable attitude toward SRA designation
 - Would benefit from improved east-west access, particularly if the Fox River Crossing project is implemented.
- Village of Bartlett
 - Skeptical of Stearns Road SRA designation
 - Concerned with speed and safety - the Bartlett section of Stearns Road is surrounded by fairly dense residential neighborhoods. There is also a popular park and a grade school located on Stearns Road in Bartlett.
- Village of Hanover Park
 - Favorable attitude toward the SRA designation.
 - Need to relieve peak hour congestion at the east end of the corridor - the Village is planning to widen the Greenbrook Boulevard section to four lanes in 1998.
 - Safety an issue - there are two churches and a grade school on Stearns Road in Hanover Park. The Village is also
fronting
planning to

build a water park across from the grade school.

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 October 22, 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 Stearns Road were presented. At the second Panel Meeting, held on April 28, 1998, 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 April 30, 1998 to present recommended improvements to Stearns Road 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 the scope and objectives of the SRA system; the relation of Stearns Road to the overall system; and the scope of recommended improvements for the entire Stearns Road 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 record written statements. 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 are 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 Transcripts



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482

TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Hanover Park Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 4: U.S. 20/IL 72
Corridor 7: Stearns Road

Date: June 4, 1996

Time: 9:00 A.M.

Place: Village of Hanover Park
Village Hall

In Attendance: William J. Beckman, P.E., Village Engineer
Timothy J. Doron, V.P., Metro Transportation Group
Stephen B. Corcoran, P.E., Metro Transportation Group
Robert N. DuBoe, Metro Transportation Group
Jeffrey R. Young, Metro Transportation Group
John J. Walsh, Metro Transportation Group

The meeting began with Mr. Doron introducing the Metro representatives, and in conjunction with Mr. Corcoran and Mr. DuBoe, providing a brief history and description of the SRA study planning process. The Village has two Subset #5 SRA routes within its boundaries; US 20 (Lake Street), which runs from the Elgin-O'Hare Expressway east to I-355, and Stearns Road, running from US 20 (Lake Street) west to Dunham Road. The Village has been involved in the SRA process previously with County Farm Road, a part of SRA Subset #2. This ICI meeting was designed to address both the Stearns Road and US 20 corridors.

The discussion began with Stearns Road. Mr. Corcoran is the Route Coordinator for the Stearns Road corridor. Mr. Beckman pointed out that the Village is planning to widen Greenbrook Boulevard (the eastern segment of the Stearns Road SRA corridor) to a five lane cross section from US 20 west to County Farm Road. The widening project will include adding dual east bound left-turn lanes at the US 20 intersection, adding a traffic signal at Arlington Drive, and maintaining a portion of the existing raised grass median. The plans for this project are expected to be completed by December of this year, with construction scheduled to begin in the Spring of 1997. Once the reconstruction project is completed, Greenbrook Boulevard will transition to DuPage County jurisdiction, from the present Village jurisdiction.

Mr. Beckman pointed out that the Village feels the proposed 5-lane cross section is appropriate given the existing conditions. Existing conditions of concern to the Village include the grammar school located on Greenbrook, just east of County Farm Road



and the vacant parcel located at the intersection of Greenbrook and Arlington Drive. A good deal of pedestrian traffic crosses Greenbrook Boulevard in order to access the school, as well as the community park located just east of Greenbrook on Arlington Drive. A 20 mph speed zone is present currently in the vicinity of the school. The Village would want to insure safe access to the school and park lands.

The vacant parcel has development potential, although there are floodplain implications (currently zoned B1). Good access for the Arlington intersection parcel will need to be addressed.

Mr. Beckman described future plans and the effect SRA designation may have. The Village Park District is planning a water park which will be developed on approximately four parcels currently occupied by single-family homes, located just east of the northwest corner of Greenbrook and County Farm Road (across the road from the school). Safe pedestrian movements across Greenbrook will need to be insured. The Village is also planning to extend a bike path along the north side of Greenbrook, from County Farm Road to US 20. This path currently runs along Stearns Road, terminating at County Farm Road.

Overall, the Village agrees that the current and projected traffic volumes along the Stearns Road corridor will be better served by adding lanes in the corridor. The main concerns of the Village focus on local access to the corridor, and safety issues surrounding the school/park and proposed water park.

The discussion now turned to US 20. Mr. DuBoe is the Route Coordinator for the U.S. 20 corridor. The U.S. 20 SRA begins in the east at I-355 and continues west up to the Elgin-O'Hare Expressway. The SRA corridor then begins again at Randall Road on the west side of Elgin and continues west where it changes at Illinois Route 72 and then continues until it terminates at the Kane County/DeKalb County line. The missing section of U.S. 20 between the Elgin-O'Hare and Randall Road is supplemented by the future extension of the Elgin-O'Hare Expressway.

Mr. Beckman stated several items concerning the Village of Hanover Park along U.S. 20. Pointed out was the fact that the eastern boundary of Hanover Park along U.S. 20 is Gary Avenue. Also pointed out was the IDOT plan to widen a portion of U.S. 20 west of the Elgin-O'Hare Expressway. However, this section of U.S. 20 is not within the study area of the SRA. Mr. Beckman suggested that perhaps the U.S. 20 SRA alignment should include this section and be continuous from I-355 to the west of the region. In conjunction with the planned widening of Greenbrook Boulevard, additional turning lanes would not be added on U.S. 20 at its intersection with Greenbrook Boulevard. A future connection between Greenbrook Boulevard and Central Avenue was also introduced. The purpose of the extension is to aide the expected development north of U.S. 20 and west of Bartels Road and to provide a connection to Central Road.



Mr. Beckman raised concerns about the access management of the future developments north and south of U.S. 20 between the Elgin-O'Hare and Gary Avenue. Also questioned was the potential for a traffic signal at Turnberry Drive.

Any Revisions, please contact recorder.

By: Jeff Young S.M
Jeff Young

Date: June 4, 1996 /

cc: IDOT
Civiltech
CATS



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Wayne Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 7: Stearns Road

Date: May 28, 1996

Time: 8:30 A.M.

Place: Village of Wayne
Village Hall

In Attendance: Carol Schoengart, Intergovernmental Liaison
Eileen Phipps, Village President
Joel Lamplough, Village Trustee & Public Works Chairman
Stephen B. Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Mr. 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 Wayne has been involved in the SRA process with IL Route 25/Dunham/Kirk/Farnsworth. This was a part of SRA Subset 4.

Mr. Corcoran pointed out that the Village of Wayne does not border Stearns Road directly, but its planning may be impacted indirectly by its proximity to Stearns Road. Therefore, Village of Wayne input would be beneficial to the process.

Mrs. Phipps pointed out that the Village of Wayne is on record as being opposed to any widening of Dunham Road. The Village feels that this development would destroy the character of the area by, among other things, destroying the existing tree line and affecting the horse traffic along Dunham Road. This is a horse community, with many riders and paths. The area near the intersection of Dunham Road and Army Trail Road is on the National Register of Historic Places.



Mrs. Phipps pointed out that the Village supports the proposed Fox River Crossing in Kane County for reasons of improved safety and traffic diversion from Dunham Road. The current "Y" intersection at Dunham/IL 25 was pointed out as a safety problem.

Mrs. Phipps also noted that the Stearns/Dunham intersection may be realigned regardless of the river crossing project. The question then arose - would the alignment recommendations change without a river crossing.

Mrs. Schoengart mentioned that an announcement (presumably about the river crossing project) will be made in the near future by Kane County.

Mrs. Phipps raised the question of current and projected traffic volume on Stearns Road. Current ADT is moderate on the west end, but CATS 2010 projections do not include a river crossing scenario, which may increase long-term ADT.

Mr. Lamplough raised environmental issues. First, the future status of the gravel pit area on west Stearns Road was questioned. Incorporation into the Tri- County Park System is possible, which would allow for increased bike/equestrian mobility via extension of current trails in the immediate area.

Second, the issue of provisions for bikepaths/sidewalks along the corridor was brought up, specifically the way these issues would be addressed. Ideally, these features would be completely separated from the roadway with ample ROW designated for this purpose. Mr. Corcoran expressed the SRA's planning objective of connecting with the regional bike trail system.

Third, Mr. Lamplough questioned the impact of roadway construction on aquifer quality. Capped wellheads are located off Powis Road, but the type and nature of these wells was unknown.

Mrs. Phipps stated that there are no current Village plans to annex any unincorporated areas near Stearns Road, and that there are no large scale development proposals in the works which would impact Stearns Road. Any future annexation/development would include provisions to provide bike/equestrian trail links to the Prairie Path or connecting links. A long term goal of the area is to have complete access to the bikeway systems, with wider trail ROW allowing for enhanced passing and two-way movements.

The meeting was adjourned at 9:45 A.M.



Any revisions, please contact recorder.

By: John J. Walsh S.M.
John J. Walsh
Date: May 28 1996

copy: IDOT
Civiltech
CATS



Village of Bartlett Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 7: Stearns Road

Date: June 11, 1996

Time: 1:00 P.M.

Place: Village of Bartlett
Village Hall

In Attendance: Paul Kuester, Director of Public Works
Brian Goralski, Building Director
James Ploncynski, Community Development Director
Dale Marting, Village Engineer
Robert Smith, Traffic Engineer
Timothy J. Doron, V.P., Metro Transportation Group
Stephen B. Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Tim Doron began the meeting by introducing the Metro team and our experience/expertise in dealing with the SRA program and processes. Stephen Corcoran then presented a brief history and description of the SRA planning study process, explaining the timetable for task completion and describing the tasks completed or in progress at this time. The Village has been involved in SRA route studies in the past with IL Route 59 and County Farm Road.

Mr. Ploncynski brought up the river crossing project in Kane County. A second alignment is being examined - north of the railroad track alignment. Any river crossing project will impact Stearns Road tremendously, creating an important east-west route. Wetlands are present just east of the Kane County line, in Bartlett's jurisdiction. This may be an obstacle.

Mr. Smith asked why IDOT is pursuing the SRA program along corridors that are not IDOT jurisdiction. The Village is concerned that IDOT may want to take over jurisdiction on Stearns Road if it becomes an SRA. Mr. Corcoran explained the need for proper spacing within the SRA system. Stearns Road fits well within the suburban spacing dimensions while also providing good connectivity within the system.



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of South Elgin Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 7: Stearns Road

Date: June 4, 1996

Time: 2:00 P.M.

Place: Village of South Elgin
Village Hall

In Attendance: Mark R. Isackson, Village Administrator
Stephen B Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Stephene 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 South Elgin has been involved in the SRA process with IL Route 25/Dunham/Kirk/Farnsworth, a part of SRA Subset #4.

Mr. Corcoran pointed out that the Village of South Elgin does not border Stearns Road directly, but its planning may be impacted indirectly by its proximity to Stearns Road. Therefore, Village of South Elgin input would be beneficial to the process.

Mr. Isackson pointed out that the Village of South Elgin is not particularly concerned with any Stearns Road widening plans, as the Village has no short term plans (5 - 7 years) to annex any lands in the southeast corner of their jurisdiction. A border agreement with the Village of Wayne limits the South Elgin future south line at the IC railroad tracks. The Village Future Land Use Plan, completed in 1991 (update due in 1997) calls for conservation/private open space lands in the southeast quadrant of Village lands. The State DOC owns a plot of land in this area, as does the DuPage County Forest Preserve District, which recently purchased a 60 acre parcel.



Mr. Isackson also pointed out Village support of the proposed Fox River Crossing project, particularly, support for the proposed alignment parallel to the IC railroad right-of-way, and IL 25/ Stearns Road intersection alignment, which would have an immediate positive impact on IL 25. This stretch of IL 25 has poor access, and a high rate of accidents. South Elgin would like to see improved access along IL 25 north of the Stearns intersection as the area is zoned Industrial/Office northward to the Elgin city limits. The new alignment would improve safety conditions at the intersection.

Mr. Isackson also noted that the Village would like to incorporate bike trails along the proposed river crossing, linking the river area with the Illinois Prairie Path, which runs through the Village.

The meeting was adjourned at 9:30 A.M.

Any revisions, please contact recorder.

By: John J. Walsh S.M.
John J. Walsh
Date: June 4 1996

cc: IDOT
Civiltech
CATS



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 708 213-1000
FAX 708 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

DuPage County Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 14: IL Route 53
Corridor 7: Stearns Road
Corridor 4: U.S. Route 20

Date: June 11, 1996

Time: 9:00 A.M.

Place: DuPage County Department of Transportation
130 N. County Farm Road

In Attendance: John E. Loper, Principal Transportation Planner
William J. Heniff, AICP, Senior Planner
Stephen B. Corcoran, P.E., Metro Transportation Group
John J. Walsh, Metro Transportation Group

Stephen Corcoran began the meeting by introducing the Metro team and our experience/expertise in dealing with the SRA program and processes. He then presented a brief history and description of the SRA planning study process, explaining the timetable for task completion and describing the tasks completed or in progress at this time. Unlike the majority of ICI meetings, the goal of this meeting was to discuss County concerns and future development plans along three corridors. The County has been involved in SRA route studies since the inception of the program. Twelve DuPage County corridors have been examined in the five studies to date.

Mr. Loper began by describing the problems and current and proposed improvements along each of the three corridors. On IL 53, peak hour congestion in Lisle - from Maple Avenue north to Ogden Avenue and I-88 continues to be a problem. No corrective actions are proposed at this time. Along U.S. 20, the County has no improvement plans, although an extension of Medinah Road to Army Trail is possible - probably not in the near future as Addison has voiced objections. Stearns Road will be widened to a three lane roadway through Bartlett, with the project beginning in late 1997. This will tie in with the village of Hanover Park's improvement project along Greenbrook. The Greenbrook segment will revert to County jurisdiction after the project is completed.



Future projects and potential obstacles along each corridor were discussed next. On U.S. 20, the extension of Central Avenue to align with Greenbrook Boulevard at the Greenbrook/U.S. 20 intersection will impact both corridors as a through movement from Stearns to Gary would now be possible. There is no timetable for this extension project, as it will be linked to development of vacant properties adjacent to the proposed right-of-way. Peak hour traffic volumes at the west end of the corridor pose problems, as traffic exiting the Elgin-O'Hare continues west on Stearns Road, creating congestion along both U.S. 20 and Stearns. Mr. Corcoran pointed out that the eventual extension of the Elgin-O'Hare will relieve traffic on U.S. 20.

On IL 53, widening Hobson Road to three lanes from 53 west is planned within the next five years. A school located at the IL 53/Hobson intersection has been vocal in opposition to the proposal. Seventy-fifth street will be widened from 4 to 6 lanes within a ten year time frame. The County has discussed expanding Maple Avenue in Lisle, but widening is restricted by proximity of retail and commercial buildings to the existing right-of-way. Finally, the design of the I-88 access ramps is a concern, as access to Warrenville Road is difficult. Mr. Loper and Mr. Corcoran agreed that redesigned I-88 access to IL 53 would be beneficial.

There appear to be no "new" obstacles to the Stearns Road construction plans. The Village of Bartlett strongly opposed the planned four lane cross section, which was subsequently reduced to three. As mentioned, the Village of Hanover Park will begin widening the Greenbrook section in 1997.

The focus of the meeting shifted to bicycle/recreation access. Mr. Heniff discussed County plans for bike trail extensions and potential SRA crossings along the three corridors. On U.S. 20, future bikeway crossings are planned for the Greenbrook and Springfield intersections. Conceptual crossings are being discussed at Rosedale and Medinah, pending the outcome of a proposed Old Town access trail parallel to U.S. 20 and the Medinah to Army Trail extension.

Stearns road currently has a bikepath running parallel to the corridor from County Farm Road west to Bartlett Road. This trail may see a substantial increase in use as Bartlett plans to build a new high school near the intersection of Bartlett and Schick Roads. Hanover Park plans to extend this trail eastward to U.S. 20, parallel to Greenbrook Boulevard. A U.S. 20 crossing may occur at a later date.

Several bike trail extension concepts are being discussed along the IL 53 corridor. The DuPage County Forest Preserve District proposed a trail paralleling IL 53, along the east branch of the DuPage River. This trail would run south from the Morton Arboretum. An IL 53 crossing would be added in the vicinity of Short Street in Lisle,



providing access to the Village. Access improvement will also be necessary at or near Warrenville Road.

A planned bike access crossing (added pedestrian signal) will go in at IL 53 and Woodridge Road, providing connection to the community trail system in Woodridge. Other crossings are under consideration at 75th Street and 83rd Street, which would provide connection to the river trail system and Green Valley, which is slated to be redeveloped as an active recreation center.

In terms of commercial development, Mr. Loper pointed out that all three corridors have vacant parcels conducive to development. While municipal long range development plans vary, the effects of development projects will be shared. Planned Urban Developments (PUD) have been approved in the Corporetum/Warrenville section of IL 53, at the north end of the corridor. At this time, none of these projects appear to be forthcoming. The Seven Bridges area appears to be most significant along this corridor.

The north side of Stearns Road, west of IL 59, is zoned commercial/industrial, but no actual development projects are pending. U.S. 20 has the greatest potential to see substantial development at several existing sites including Turnberry Park, Glendale Lakes, and The Meadows.

Overall, DuPage County approves of the SRA program and feels that in the long run, the SRA studies will prove beneficial in promoting overall mobility throughout the area.

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

Any revisions, please contact recorder.

By: John J. Walsh S.M.
John J. Walsh

Date: June 11 1996

cc: IDOT
Civiltech
CATS



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Kane County Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 4: U.S. 20/IL 72
Corridor 7: Stearns Road

Date: July 10, 1996

Time: 10:30 A.M.

Place: Kane County Department of Transportation
Saint Charles, Illinois

In Attendance: Terrence Heffron, Chief of Planning and Programming
Thomas B. Rickert, Planner
Timothy J. Doron, V.P, Metro Transportation Group
Stephen B Corcoran, P.E., Metro Transportation Group
Jeffrey R. Young, Metro Transportation Group
John J. Walsh, Metro Transportation Group

The purpose of the meeting was to discuss SRA issues in Kane County stemming from the ongoing study of SRA routes US 20 (western leg) and Stearns Road, which extends into Kane County near its terminus at Dunham Road.

Mr. Doron, Metro Transportation Group (Metro), began the meeting by introducing the study team, then asked Mr. Corcoran to give a brief history and description of the SRA planning study process in the corridor. Mr. Corcoran is the Stearns Road SRA corridor manager. He also explained the timetable for task completion and described the tasks completed or in progress at this time. He mentioned that the County is well aware of the SRA study process, having been involved since the inception of the program. Ten Kane County corridors have been examined in the five studies.

Stearns Road was addressed first. Mr. Heffron stated that the county supports the Stearns Road corridor, considering its designation as an SRA important in assuring east-west access for Kane County. Ideally, Kane County would like to see Stearns Road developed to full suburban SRA standards. The county has very few east-west arterial roadways extending eastward into DuPage and Cook Counties due to the location of the Fox River. Therefore, Stearns Road is crucial for insuring access to IL 59, US 20, and the Elgin-O'Hare Expressway.



The importance of Stearns Road as an east-west connector will increase dramatically as the proposed Fox River Crossing and Stearns Road/IL 25 intersection realignment projects move toward implementation.

Mr. Rickert pointed out that any proposal to expand Army Trail Road would meet tremendous opposition, magnifying the importance of Stearns Road in the future. Army Trail Road would be a logical alternate corridor due to its importance as an east-west arterial and its fit within the suburban SRA spacing guidelines. Without Stearns Road, there would be an eight mile gap in the system.

Future development affecting Kane County would occur west of IL 59. Currently, several vacant parcels are zoned for various commercial and residential uses in Bartlett, between IL 59 and the EJ&E rail crossing. However, there are no pending development plans at this time.

Bicycle and pedestrian crossings will probably be incorporated in the Pratts Wayne Woods area. This DuPage County forest preserve is linked to the new Tri County Forest Preserve as well as residential developments further east in Bartlett and west in Kane County. The County supports a future Metra station location at the EJ&E Stearns Road location as this would be accessible for Kane County residents.

Pertaining to U.S. 20, Mr. Heffron stated the county's desire to include the portion of U.S. 20 between the Elgin O'Hare Expressway and Randall Road as part of the SRA study area. The request is due to the portions of U.S. 20 that are sub-standard. Mr. Heffron commented on the numerous problems associated with the interchanges along U.S. 20 in Elgin as well as the traffic situation at the Shales Parkway intersection at the eastern end of the U.S. 20 expressway on the south side of Elgin. The section of U.S. 20 east of Shales Parkway was also mentioned as containing traffic congestion and should be upgraded from an arterial classification to an expressway to conform with the expressway around Elgin and the future extension of the Elgin-O'Hare Expressway.

Mr. Heffron stated that based upon county's traffic projections they recommend that U.S. 20 continue as an expressway up to IL 47 west of Elgin. Another concern of the county is the section of U.S. 20 through Pingree Grove. Mr. Heffron stated that the option of creating a "by-pass" in this area should be considered to eliminate the tight horizontal curves along U.S. 20.

The county also has plans to widen Randall Road to six lanes from Big Timber to IL 72 to accommodate the anticipated growth along that corridor. Staff had also stated that future plans include bikeways either along or crossing U.S. 20 and IL 72.



Mr. Heffron had stated that the county would prefer to keep the section of IL 72 west of IL 47 as part of the SRA corridor and to add the section of U.S. 20 west of IL 47 as well.

The meeting was adjourned at 11:45 A.M.

Any revisions, please contact recorder.

By: John J. Walsh S.M.
John J. Walsh
Date: July 10 1996

cc: IDOT
Civiltech
CATS



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Stearns Road - First Panel Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
First Panel Meeting
Corridor 7: Stearns Road

Date: October 22, 1997

Time: 10:00 A.M.

Place: Village of Bartlett
Village Hall

In Attendance:

Hon. Tom Johnson	State Representative, 50th District
Hon. Carole Pankau	State Representative, 49th District
Marc Hummel	Village of Hanover Park
Bill Beckman	Village of Hanover Park
Dale Martine	Village of Bartlett
Cathy Melehart	Village of Bartlett
Valerie Salmons	Village of Bartlett
Jim Plonczynski	Village of Bartlett
Eileen Phipps	Village of Wayne
Carol Schoengart	Village of Wayne
Carl Schoedel	Kane County Division of Transportation
Bob Vick	DuPage County Forest Preserve District
Michele Dick	DuPage Mayors and Managers Conference
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 with a brief overview of the SRA program and the inclusion of Stearns Road within this system. Stearns Road provides a vital east-west link between the regional expressway system and municipalities located in western DuPage County and northeastern Kane County. CATS projects substantial increases in ADT along all sections of Stearns Road by the year 2010. In addition, Kane County is proposing a new bridge across the Fox River in South Elgin which would connect directly to Stearns Road via a realigned Stearns Road/Dunham Road/IL Route 25 intersection.

Stearns Road is currently a two-lane east-west roadway extending from Dunham Road on the west to its terminus at U.S. Route 20 in Hanover Park. The corridor is characterized by residential development east of IL Route 59 and open lands, forest



preserve and gravel pits to the west. Future development adjacent to Stearns Road is likely on the western portion of the route, where the gravel mining operations may one day be converted to commercial and mixed use developments. For future SRA planning purposes, a four lane roadway with an 18 foot median is recommended through the majority of the corridor. One segment in Bartlett where additional R.O.W. is not available is recommended with a narrower 12 foot median.

Mr. Corcoran then opened the floor to general questions, responding to each as follows. Mr. Johnson asked what the standard recommended R.O.W. would be. The response was 100 feet.

Mrs. Salmons asked when Stearns Road was included in the SRA study. The response was approximately five years ago by CATS.

Mr. Hummel wondered how the future U.S. Route 20/Stearns Road intersection operation would be handled with a fourth leg added to the current three legged intersection. Mr. Corcoran responded that as of this time, we have not seen projected traffic volumes that include the proposed connection of Stearns Road with Central Avenue to the east, but that we will ask CATS to provide this information if they have included this link in their model.

Mr. Martine asked if the Fox River Crossing would increase the future traffic projections on the west end of the corridor. Mr. Corcoran stated that the current CATS projections do not consider the Fox River Crossing and that the numbers would most likely increase, particularly west of IL Route 59.

Mr. Martine also asked if six through lanes would be required with the Fox River Crossing in place. Mr. Corcoran responded that four lanes will be sufficient.

Mrs. Melehart asked if the Fox River Crossing would increase traffic volumes east of IL Route 59. Mr. Corcoran said yes, but to a lesser degree than to the west.

Mrs. Schoengart asked what the proposed timing of implementing the SRA cross section would be. Mr. Corcoran responded that this has not been determined precisely at this time.

After the general question period, Mr. Corcoran began to go through the proposed recommendations in more detail, referring to the proposed concept drawings which were provided for those in attendance. For planning purposes, the corridor has been divided into four segments. Mr. Corcoran began with the first segment, which extends from Dunham Road east to IL Route 59. The plans show Stearns Road realigned at its western terminus to meet IL Route 25 and Dunham Road north of the present intersection location. The remainder of this segment remains within the existing R.O.W., with 11 additional feet needed in Bartlett east of the E.J.&E. crossing. The E.J.&E. has been identified by Metra as having future commuter rail potential, with a possible station location at the Stearns Road crossing.



A comment was made that Metra has been working with Bartlett and Elgin to acquire land for a station location to the north, where the E.J.&E. intersects with the SOO Line. Other attendees felt that this location would be better than at Stearns Road.

Bartlett representatives asked if the 11 foot R.O.W. take in their jurisdiction could be acquired on the south side of the roadway, which is DuPage County Forest Preserve land.

At the Stearns Road/IL Route 59 intersection, dual lefts will be provided on both legs of Stearns, with two through lanes. R.O.W. will be required to accommodate the dual lefts.

Segment two continues from IL Route 59 east to Bartlett Road. This segment serves residential areas in Bartlett and private homes have direct access driveways. In order to maintain the existing access, the proposed median in this segment will be reduced to a 12 foot painted in order to support left-turns at numerous locations. This median is consistent with that being installed currently through this segment (Stearns Road is currently being widened from two to three lanes from IL Route 59 to Bartlett Road). The current project will also include aligning the Apple Orchard Community Center and Golf Course driveway with Sycamore lane. This intersection will then be signalized.

Segment three continues east from Bartlett Road to County Farm Road. The 12 foot painted median will be maintained. This segment will be widened to a three-lane cross section in 1998. At the Country Creek crossing, the painted median will be reduced to 4 feet for a distance of approximately 400 feet, minimizing additional R.O.W. needs in this very constrained area.

Mr. Ploncynski asked if there was any plans to straighten the roadway in the vicinity of the creek. Mr. Corcoran responded that there were none.

East of the creek, the median will flare back to a 12 foot painted and continue to County Farm Road. Mr. Ploncynski noted that a curved section in the vicinity of Nicole Drive will be flattened a bit with the planned construction project.

At the County Farm Road intersection, dual left-turn lanes will be provided on the eastbound leg of Stearns Road.

The fourth segment extends east from County Farm Road to U.S. Route 20. This section, along Greenbrook Boulevard, consists of one 17 foot lane in each direction with an 18 foot raised grass median. The Village of Hanover Park is planning to widen the roadway to four lanes in 1998. R.O.W. varies along this section.

Mr. Beckman noted that the curve adjacent to the Horizon Elementary School will be eliminated with the roadway shifting to the north.



Mr. Hummel asked if our proposed plans for the Stearns Road/County Farm Road intersection were consistent with those of Hanover Park. Mr. Corcoran responded that the SRA plan includes dual lefts on the eastbound approach.

With no further questions, Mr. Corcoran outlined the remaining steps in the process, and asked all in attendance to review the plans and contact him directly with any comments or concerns.

The meeting was adjourned at 11:35 A.M.

By: John J. Walsh (LCP)
John J. Walsh

Date: 10/31/97



METRO TRANSPORTATION GROUP, INC.

METRO TRANSPORTATION GROUP, INC.
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Stearns Road - Second Panel Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Second Panel Meeting
Corridor 7: Stearns Road

Date: April 28, 1998

Time: 2:00 P.M.

Place: Village of Bartlett
Village Hall

In Attendance:

Thomas Rickert	Kane County DOT
Carol Schoengart	Village of Wayne
Jim Plonczynski	Village of Bartlett
Paul Kuester	Village of Bartlett
Bill Beckman	Village of Hanover Park
John Case	DuPage County
Lisa Heaven-Baum	IDOT - District 1
Rich Starr	IDOT - District 1
Kathy Meyerkord	Civiltech Engineering
Stephen Corcoran	Metro Transportation Group
John Walsh	Metro Transportation Group

Stephen Corcoran began the meeting with a brief review of the SRA program and the focus of the second panel meeting. The purpose of this meeting was to distribute the draft SRA report for Stearns Road to local officials and representatives and discuss the recommendations for the corridor. The corridor is classified as a "suburban" SRA which would normally support a six-lane recommended cross section. A six-lane roadway is not required on Stearns Road due to existing build-out and limited projected growth.

At this point, Mr. Corcoran opened the floor for general questions. Mr. Plonczynski asked how the Elgin-O'Hare extension will relieve current traffic conditions on Greenbrook Boulevard. Mr. Corcoran responded that a County Farm Road interchange may divert much of the traffic that currently exits at Lake Street and continues west on Greenbrook.

Mr. Corcoran then began to discuss the recommended improvements for the corridor, beginning at the west end of Stearns Road at Dunham Road. Mr. Plonczynski asked if the IL 25 improvements were part of this study. Mr. Corcoran responded that they are



part of a previous SRA study, and also a current study being conducted by Kane County, DuPage County and IDOT. Mr. Rickert mentioned that the Phase 1 portion of this study was currently underway.

Mr. Beckman asked what DuPage County's proposed cross-section was west of IL 59. Mr. Corcoran responded that the proposed cross section for Stearns Road west of IL 59 was a four-lane roadway with a four-foot painted median, paved shoulders and open drainage. This cross section is scheduled for implementation in 1998.

Moving further east, Mr. Plonczynski asked why Lynnfield Lane was not continued straight south across Stearns Road to provide potential access to the forest preserve, and also why the proposed office area access was connected to Lynnfield. Mr. Corcoran responded that intersection spacing requirements played a big part in locating the combined access point at this location, in the event that future signalization would be warranted.

At the IL 59 intersection, Mr. Plonczynski mentioned that the proposed development on the southeast corner had just been approved. Also, the proposed signal at Sycamore Lane has been installed.

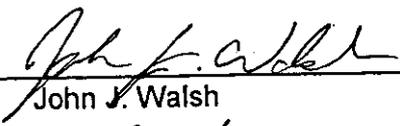
Mr. Plonczynski also noted that a senior housing development is being proposed on a 5 - 10 acre parcel on the south side of Stearns Road east of the Jewel at the Stearns/Bartlett Road intersection. Access will need to be provided.

A bikepath extending to the east through the Hawk Hollow Forest Preserve has also been mentioned. This path may link with the Stearns Road sidewalk/bikepath at some point.

Mr. Beckman asked that the proposed access for the water park currently under construction at the Stearns/County Farm intersection be shown on the C-07 aerial. Mr. Plonczynski asked if the new commercial development located on the northwest leg of this intersection will be restricted to right-in/right-out. Mr. Corcoran responded that full access could be provided via a connection to Newport Boulevard (the development site plan shows this connection)

With no further questions or comments, Mr. Corcoran outlined the remaining steps in the process, asking the attendees to review the draft report and submit comments or concerns to Metro. The attendees were also invited to attend the public hearing scheduled for Thursday, April 30th.

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

By: 
John J. Walsh
Date: 4/30/98

PUBLIC HEARING REGISTER

Project: Stearns Rd. from US Rte.20 in Hanover Pk. through Bartlett to Dunham Rd. in Wayne

Location: Bartlett Public Library

Date: 4/30/98

Time: 2-7 PM

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

	Name	Address	Representing
1	MICHAEL L RESENDR	1067 GEORGIAN PL BARTLETT Zip 0103	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
2	<i>Burton J. Jones</i>	232 E. NORTH AVE BARTLETT, Zip 0103	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
3		_____ Zip	Self _____ Other
4		_____ Zip	Self _____ Other
5		_____ Zip	Self _____ Other
6		_____ Zip	Self _____ Other
7		_____ Zip	Self _____ Other
8		_____ Zip	Self _____ Other
9		_____ Zip	Self _____ Other
10		_____ Zip	Self _____ Other
11		_____ Zip	Self _____ Other
12		_____ Zip	Self _____ Other

IN RE:)
)
)
 STRATEGIC REGIONAL ARTERIAL)
)
 OPERATION GREENLIGHT)
)
 STEARNS ROAD FROM U.S.)
 ROUTE 20 (LAKE STREET) IN)
 HANOVER PARK THROUGH BARTLETT)
 TO DUNHAM ROAD IN WAYNE)

BARTLETT 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 Bartlett Public Library, 800 South Bartlett Road, Bartlett, Illinois, on Thursday, the 30th day of April, A.D. 1998, between the hours of 2:00 P.M. and 7:00 P.M.

