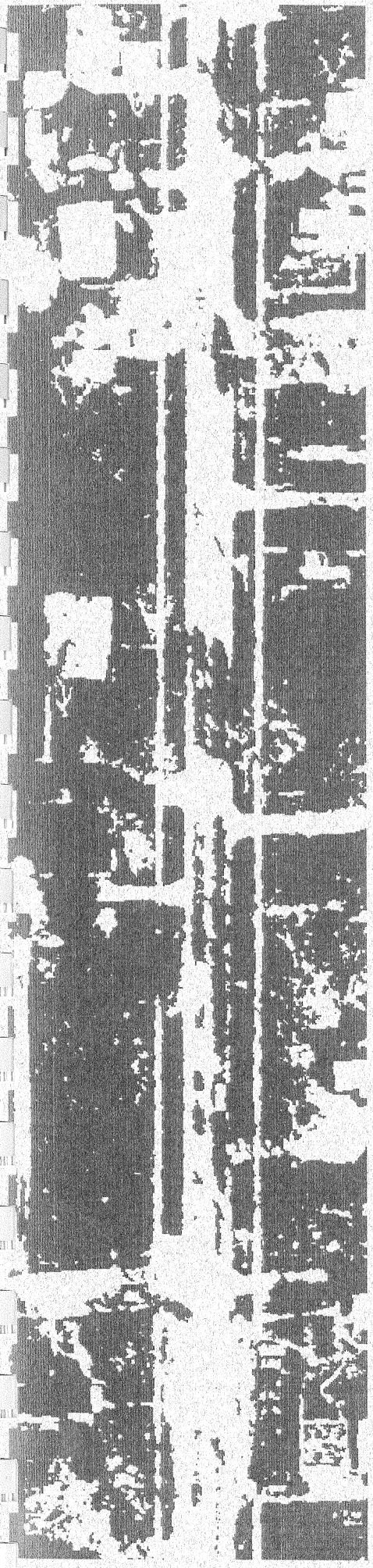

Strategic Regional Arterial

U.S. ROUTE 20

Elgin-O'Hare Expressway to Interstate 355

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Illinois Department of Transportation

Executive Summary

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

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

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 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 suburban areas of U.S. Route 20. The suburban section begins at the Elgin-O'Hare Expressway and extends east to Interstate 355. The study developed a conceptual improvement plan which, when implemented, will 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 the U.S. Route 20 corridor passes through can the ultimate improvement plan be realized.

The U.S. Route 20 SRA corridor was divided into three segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Elgin-O'Hare Expressway to Springfield Drive

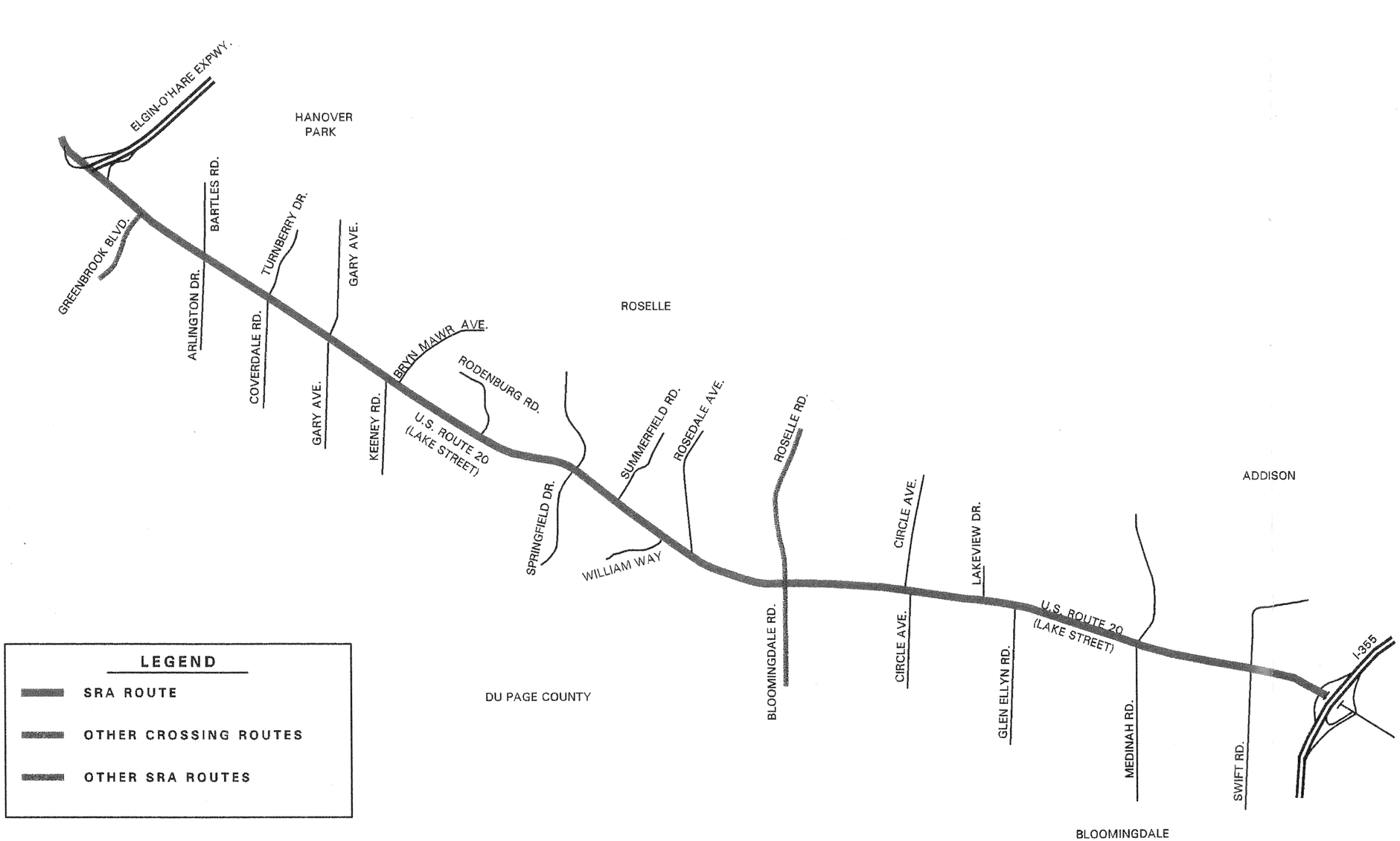
- Widen U.S. Route 20 to provide three 12-foot travel lanes in each direction separated by an 18 foot barrier median.
- Provide curb and gutter with closed drainage system.
- Acquire 0 to 27 feet of right-of-way on the north side and 0 to 10 feet on the south side of U.S. Route 20.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 2: Springfield Drive to Glen Ellyn Road

- Provide three 12-foot travel lanes in each direction separated by a barrier median west of Rosedale Avenue.
- East of Rosedale Avenue, maintain the existing cross section.
- No right-of-way acquisition is required.
- Circle Avenue south of U.S. Route 20 will be re-aligned to form a four-way signalized intersection with Circle Avenue north of U.S. Route 20.
- Lakeview Drive is proposed to be re-aligned to create a four-way intersection with Euclid Avenue.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 3: Glen Ellyn Road to Interstate 355

- Maintain the existing cross section along U.S. Route 20 which provides three 12-foot travel lanes in each direction separated by a 30–foot barrier median.
- No right-of-way acquisition is required.
- Maintain the existing access to U.S. Route 20.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.



Illinois Department of Transportation

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SRA Strategic Regional Arterial Planning Study

U.S. ROUTE 20 CORRIDOR MAP
FIGURE 2.2