The Village of Homer Glen Transportation Plan

March 2007

Village of Homer Glen
Transportation Plan
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This Transportation Plan was prepared by T.Y. Lin International under the guidance, direction, and input of the Homer Glen Village Staff and Transportation Committee. It represents technical information developed as part of the transportation planning process and input from the community at-large.

Revisions were made in July/August 2007 to incorporate changes requested by the Village Board elected in March 2007.

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List of Abbreviations

AASHTO	Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
BDE	Bureau of Design and Environment Manual
CAA	Clean Air Act
CATS	Chicago Area Transportation Study
CIP	Capital Improvement Plan
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Air Quality Mitigation
CRC	Continually Reinforced Concrete
CSS	Context-Sensitive Solutions
CTA	Chicago Transit Authority
EPDO	Equivalent Property Damage Only
FAP	Federal Aid Primary
FAST	Future Agenda for Suburban Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HIP	Highway Improvement Program/Plan
IDOT	Illinois Department of Transportation
ILCS	Illinois Compiled Statutes
ISTEA	Intermodal Surface Transportation Efficiency Act
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
LOS	Level of Service
LP	Liquefied Petroleum
M.O.E.	Methods of Effectiveness
MFT	Motor Fuel Taxes
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NIPC	Northeastern Illinois Planning Commission
NHS	National Highway System
NRHP	National Register of Historic Places
PCC	Portland Concrete Cement
PUD	Planned Unit Development
RAP	Recycled Asphalt Pavement
RCA	Recycled Concrete Aggregate
ROW	Right of Way
RPB	Regional Planning Board
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SCCWCI	South Cook County-Will County Initiative
SHPO	State Historic Preservation Office
SRA	Strategic Regional Arterial

SSA	South Suburban Airport
STAR	Suburban Transit Access Route
STP	Surface Transportation Program
TEA-21	Transportation Efficiency Act for the 21st Century
TCSP	Transportation, Community, and System Preservation Pilot Program
TIA	Traffic Impact Analysis
WCGL	Will County Governmental League
WIKADUKE	Will-Kane-DuPage-Kendall Counties

Section 1
Background

The Village of Homer Glen is located in northern Will County approximately 30 miles southwest of Chicago (see **Figure 1-1, Regional Setting**). The Village incorporated in April 2001 with a land area of approximately 22 square miles and a population of 22,300. The population currently is estimated to be 25,000. The Village incorporated for the purpose of establishing local control over various issues including environmental character, quality of life, property values, land use, transportation, and economic development.

Figure 1-2, Village Boundary and Planning Area illustrates the current municipal and planning boundaries. The planning areas are based upon intergovernmental agreements with the City of Lockport, the Village of New Lenox, and the Village of Orland Park. These are areas that the Village may annex in the future. Annexation of these areas is not imminent. It will be dependent upon the desires of the property owners. The planning area is considered to the extent that the areas may be annexed into the Village in the future.

The purpose of this Transportation Plan (Plan) is to guide the Village of Homer Glen transportation policy, programs, procedures and capital improvements. This Plan focuses on a ten-year horizon that addresses the needs of the Village until Year 2016, while also looking forward to 2030. Although, these dates are provided, the planning process itself is a never-ending procedure. In other words, as soon as the Transportation Plan is completed and implementation begins, time has arrived already to start considering refinements to the Plan. Unforeseen events and alterations can occur; and, therefore, the Plan should be updated on a frequent basis. These updates are especially important in a rapidly developing community like Homer Glen.

The following goal and objectives are adapted from the *Green Vision of Homer Glen Community* (2004) and the *Comprehensive Plan for the Village of Homer Glen* (2005). The goal and objectives provide the framework for this Transportation Plan. They are a compilation of work by the Village since its incorporation. In fact, many of these objectives and concepts began to develop prior to incorporation. Various forms of these objectives were expressed in planning documents prepared by Homer Township prior to the incorporation of the Village of Homer Glen.

The primary goal of this Plan is:

> To provide a coordinated sustainable system of roadways, pedestrian facilities, recreational pathways, and public transportation service that provides for the safe and efficient movement of vehicles and pedestrians, and enhances the countryside character and environmental amenities of the Village.

The following objectives illustrate examples of ways in which the Village of Homer Glen can establish an efficient and effective transportation system:

1. Promote the Homer Glen vision by requiring wide, naturally landscaped corridors for major roadways and consider these features integral to the transportation plan.

2. Develop a comprehensive network of multi-use trails and greenways to link residential subdivisions with schools, parks, shopping areas, public facilities, open spaces, forest preserves and other multi-use trails in the area.

3. Develop an integrated transportation and land-use plan for the Village that identifies an efficient pattern of land-use and a transportation-system design that minimizes congestion and through-traffic on roads under Village jurisdiction.

4. Incorporate an assessment of the impact of regional transportation plans into the integrated transportation and land-use plan.

5. Improve transportation safety on existing roadways by evaluating the need for guardrails, street lighting, roadway profiles, traffic calming, and other approaches.

6. Work with state and county transportation agencies to achieve these objectives along state and county routes into, out, and through the Village.

7. Work with regional agencies and neighboring municipalities to expand opportunities for public transportation within Homer Glen.

FIGURE 1-1 REGIONAL SETTING

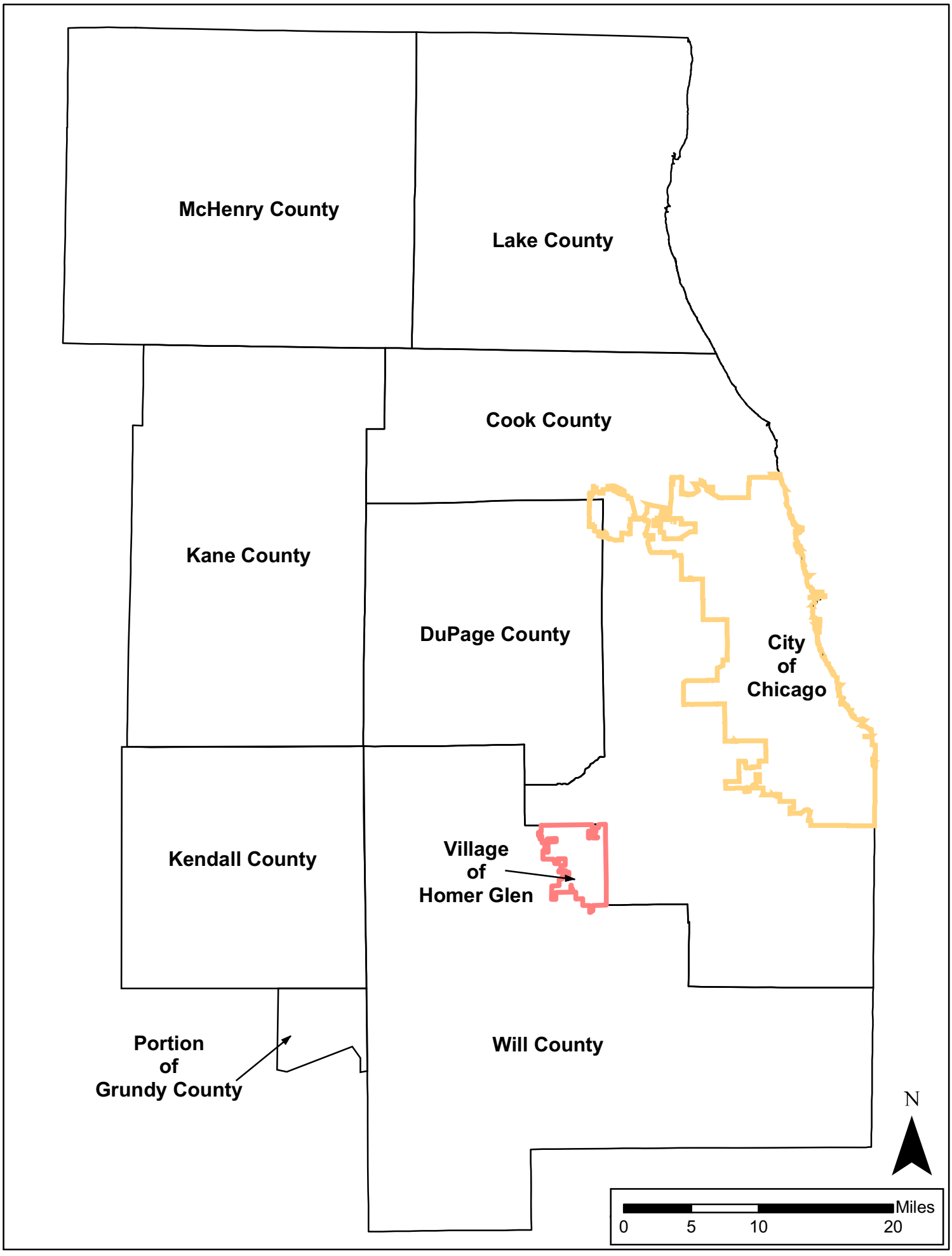
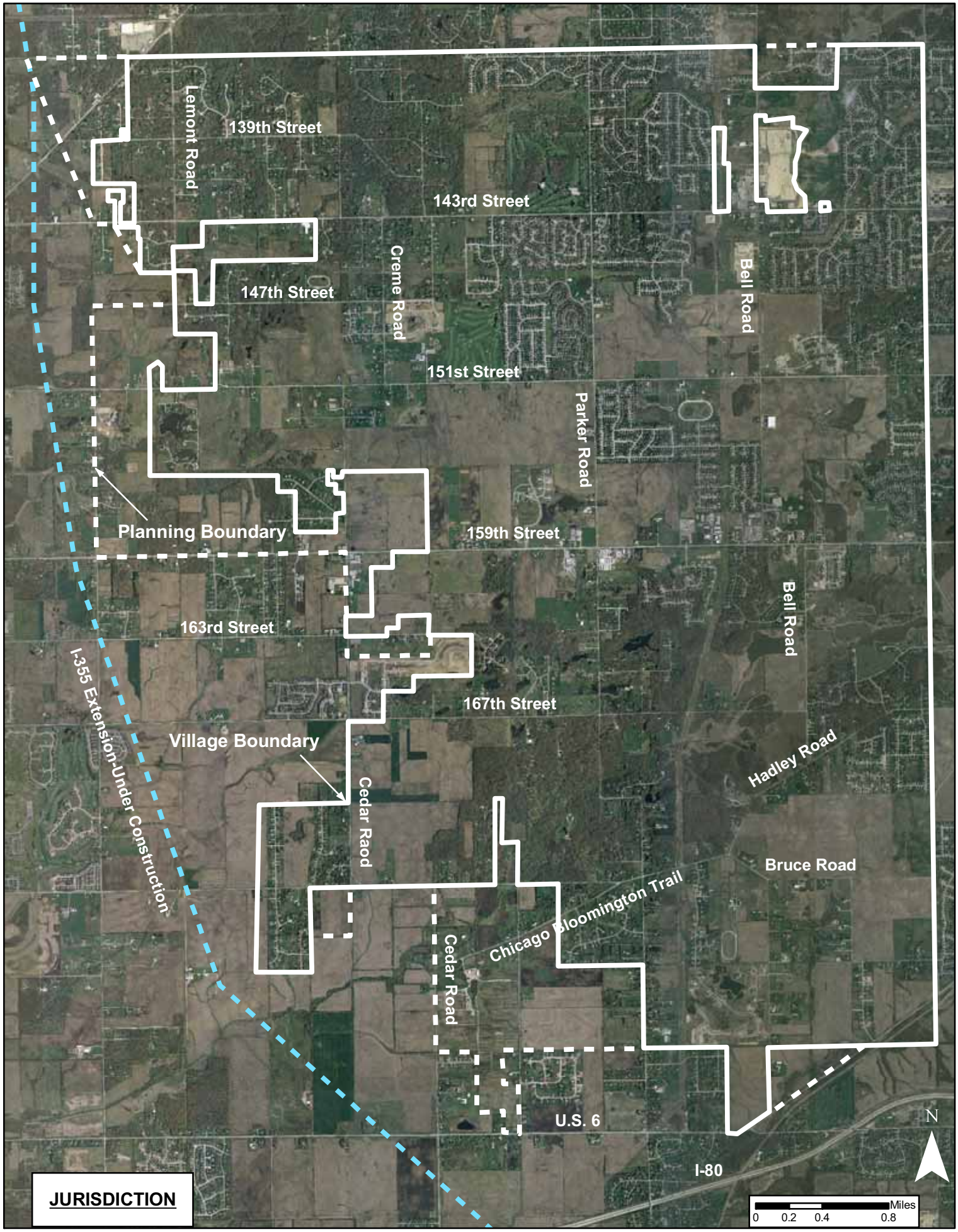


FIGURE 1-2 VILLAGE BOUNDARY & PLANNING AREA



Section 2
Plan Coordination

The purpose of this Section is to describe in detail the connections between the Village of Homer Glen with other local regional and state governmental agencies that affect the Homer Glen transportation system.

2.1 Will County

Will County has prepared two planning documents that address land use and transportation throughout the County. The first is the *Land Resource Management Plan* that was completed in April 2002. This Plan provides guidelines for regional land use planning in the County. The Plan suggests that Homer Glen has a suburban community development form. This type of development is characterized primarily by single family subdivisions and strip commercial development. Densities range from 2-4 dwelling units per acre in this form.

Second, Will County is in the midst of preparing a year *2030 Transportation Plan* to address the transportation needs of the county. The *2030 Plan* seeks to offer diverse travel opportunities and an integration of transportation modes to allow ease of travel throughout the county. The *2030 Plan* outlines ways in which to improve existing roadways and to connect the system to regional projects, while addressing land use and growth within Will County. The County is expected to complete and approve the plan late 2006.

The Will County 2030 Transportation Plan will be developed in response to future land activity within the County and the surrounding area. The planning process will consider the County's *Land Resource Management Plan*. Data for the county suggests that the north-south flows to and from DuPage County represents a growing suburban employment market. As more employers locate in the suburbs, the commuting patterns change from the traditional radial routes to inter-suburban flow. Much of the traffic is destined for the I-355 Tollway.

2.2 Will County Government League

The Will County Governmental League (WCGL) is a not-for-profit organization comprised of 29 municipalities and the County of Will. The League provides a forum for municipalities to discuss and to resolve regional issues of mutual concern including transportation issues. The WCGL Transportation Committee provides an opportunity for local leaders to develop regional transportation strategies for Will County. The WCGL Transportation Committee is comprised of 23 municipalities that participate in the WCGL Surface Transportation Program (STP). WCGL also takes in the urbanized portions of Grundy County (See **Figure 1-1, Regional Setting**). The STP provides millions of federal transportation dollars to local communities to implement local road projects. In addition to the STP program, the Committee also works to find outside funding sources for local transportation projects. The Transportation Committee works with the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), the

Regional Transit Authority (RTA), Metra, and Pace on various projects these agencies have throughout the region.

WCGL receives an annual allocation of STP funds through the Chicago Metropolitan Agency for Planning (CMAP) and is responsible for the programming using those funds. WCGL is responsible for verifying the federal eligibility of the projects. The council's member communities sponsor the individual STP projects and manage the preliminary and final design and rights-of-way acquisition, etc. for implementation. The Illinois Department of Transportation (IDOT) conducts the bid lettings for construction of the local STP projects. Certain caveats are placed on WCGL as the manager of federal transportation funds. WCGL must include all local governments eligible for STP funding and must establish and utilize a ranking methodology to evaluate potential STP projects for programming.

2.3 Cook County

The Cook County Highway Transportation Plan is intended to be a long range planning tool. Projects within the plan are presented as items in five yearly elements. Funding for the Transportation Plan is derived from a number of sources, but primarily from motor fuel taxes (MFT) and federal grants, such as the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Program (CMAQ).

2.4 Chicago Metropolitan Agency for Planning (CMAP)

The Village of Homer Glen is part of a large region spanning six counties of Northeastern Illinois. The Chicago Metropolitan Agency for Planning (CMAP) was created recently through legislation that unanimously passed both houses of the Illinois General Assembly and was signed into law by Governor Rod Blagojevich on August 8, 2005. CMAP will combine the previously separate transportation and land-use planning agencies for northeastern Illinois into a single entity, which is designed to protect natural resources and to minimize traffic congestion within the seven-county region plans for the 21st Century and beyond. The new agency will combine the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC). CATS has been the federally designated metropolitan planning organization since 1955, and NIPC has been the region's comprehensive planning agency since 1957

CATS has helped plan, program and implement transportation improvements for the northeastern Illinois planning area. CATS was formed to develop the first comprehensive long-range transportation plan for the region. CATS includes a Council of Mayors, which provides an important link to 279 municipalities in the region.

The Council consists of 11 sub-regional councils in addition to the City of Chicago. The WCGL is one of the sub-regional councils. The Council of Mayors is generally thought of as the suburban component of CATS. Indeed, it originally was formed for the purpose of gaining suburban input to complement that of the City of Chicago, the counties, and the other transportation providers and implementers that were a part of the CATS' Policy and Work Program Committees (CATS' decision-making bodies).

The CATS 2030 Regional Transportation Plan states that the greatest transportation challenge facing this region is maintaining and improving the integrity of the existing system. This means not only continuing to make substantial investments in the existing infrastructure, but also adapting and expanding it to meet the future demands, both in terms of volume and mode of travel.

The NIPC 2040 Framework Plan states that each community should have a comprehensive plan that promotes cooperation amongst neighboring municipalities and provides a long-term guide for planning.

NIPC also recommends that the coming years will be marked by a rise in non-traditional means of transportation in an attempt to conserve energy resources. The design of infrastructure will need to recognize these changes and safely integrate their presence with that of the automobile. In addition, by making transfer amongst different modes of transit centrally located and redeveloping vacant property, NIPC hopes to help control sprawl in the region and revitalize communities. Connecting paths, lanes, and sidewalks to existing ones or connecting new ones together is equally important.

NIPC also suggested that Homer Glen would develop within a framework classified as a "Town Center." Town centers have low population density and contain mostly retail service providers, along with some civic or recreational destinations. Tantamount to the success of these town centers is the walk-ability that visitors feel while there. The emphasis on pedestrian accessibility creates an inviting atmosphere and helps prevent the introduction of large scale development, due to the limited presence of automobiles.

2.5 Regional Transportation Authority

The Regional Transportation Authority (RTA) was created in 1974 upon the approval of a referendum by the residents of Cook, DuPage, Kane, Lake, McHenry and Will counties in northeastern Illinois. The RTA is a special purpose unit of local government and a municipal corporation of the State of Illinois. From the time of its creation, the RTA's mission has been to ensure financially sound, comprehensive, and coordinated public transportation for northeastern Illinois. The RTA has three service boards: the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus to handle all the transit system's operating and fare responsibilities. The RTA is responsible for financial and budget oversight of the service boards. The RTA also is responsible for regional transit planning issues. Additional information about public transportation is provided in **Section 11, Public Transportation**.

2.6 Illinois Department of Transportation

The Illinois Department of Transportation's (IDOT) mission to provide safe, cost effective transportation for Illinois in ways that enhance the quality of life, promote the economic prosperity of the state, and respect the natural and cultural environment. IDOT has the responsibility for planning, construction, and maintenance of Illinois' extensive transportation network. The network includes highways, bridges, airports, public transit, rail freight, and rail

passenger systems. IDOT is divided into six modal divisions or bureaus. They include the Division of Highways, the Division of Aeronautics, Public and Inter-modal Transportation, the Bureau of Railroads, the Division of Traffic Safety, and the Office of External Affairs.

The Division of Highways is comprised of nine district offices responsible for the design, construction, operation, and maintenance of the state highway system and the administration of the state's local roads and streets program. Homer Glen is under the jurisdiction of IDOT District One. The Division of Highways works closely with communities to ensure the upkeep and maintenance of existing roads under state jurisdiction.

IDOT's FY2007-2012 Proposed Highway Improvement Program (HIP) totals $10.425 billion, of which portions are dedicated to improvements affecting Homer Glen. Funding for state highway projects typically are generated from motor fuel taxes and motor vehicle registration fees. The HIP will provide funding for over 4,280 miles of highways within the state of Illinois over a period of six years. The State of Illinois also will provide $315 million for local benefit programs. The FY 2007-2012 state program focuses on system and bridge maintenance, congestion mitigation, and system expansion. Approximately 66% of this funding is dedicated to the maintenance of roads and bridges, with the remaining 34% divided among congestion mitigation and system expansion. Projects in northeastern Illinois primarily address congestion through a provision of funding for additional lanes and reconstruction projects.

Details of the HIP plan pertaining to Homer Glen are discussed in **Section 5.2 Illinois Department of Transportation**.

2.7 Illinois State Toll Highway Authority

The Illinois State Toll Highway (ISTHA) is a revenue bond financed administrative agency of the State of Illinois. ISTHA is charged with providing and promoting a safe and efficient system of toll supported highways through monies collected by users. Due to the bond indenture, the Illinois Tollway does not permit free movement along its roads. Therefore, tolls are collected at barrier plazas. With the support of the Illinois governor, ISTHA has reformed its operations to function as a business, providing for increased accountability and performance. A $5.3 billion Congestion Relief Program was initiated as a result. This Program includes an extension of the I-355 Tollway South Extension (adjacent to the western boundary of Homer Glen) that is expected to be completed in late 2007.

Section 3
Demographics and Travel Characteristics

The purpose of this section is to provide an understanding of characteristics that influence travel behaviors and patterns in the Village of Homer Glen.

Demographic information for the Village of Homer Glen is limited, since the last United States Census was conducted in Year 2000, prior to the Village's incorporation. Therefore, historic data available is based on the Homer Township boundaries. **Table 3-1, Year 2000 Socio-Economic Characteristics,** illustrates the population, number of homes, and the number of vehicles per census tract in Homer Township. **Figure 3-1, Homer Township Census Tracts**, shows the census tracts in Homer Township in relation to the Village boundary and planning jurisdiction.

Table 3-1
Year 2000 Socio-Economic Characteristics

	Tract	Persons	Housing Units	Vehicles
A*	171978810.06	2,265	715	1,720
B^	171978810.03	5,865	1,780	4,175
C*	171978810.05	3,805	1,145	2,685
D*	171978810.02	4,850	1,475	3,340
E*	171978810.01	4,935	1,650	3,570
F^	171978810.04	7,245	2,540	5,455
	Totals	28,965	9,305	20,945

Averages

Persons per Home: 3.1 Vehicles per Home: 2.3 Persons per Vehicle: 1.4

Source: U.S. Census-Year 2000

*These census tracts primarily are located within the Village of Homer Glen boundaries.
^ These census tracts include parts of Homer Glen, Lockport, and portions of unincorporated Homer Township.

The Homer Glen area has witnessed rapid growth over the last 30 years, from 1970 to 2000, the population grew 320%. The outward growth of the Chicago metropolitan area has lead to the growth of Homer Glen. This trend is expected to continue as illustrated in **Table 3-2, Historic and Forecasted Population and Employment**. The table also shows the forecasted employment for the Village. This employment is expected to accelerate faster than the population growth rate.

Table 3-2 Historic and Forecasted Population and Employment			
Year	Homer Township Population	Village of Homer Glen	
		Population	Employment
1970	6,886	n/a	n/a
1980	13,441	n/a	n/a
1990	21,464	n/a	n/a
2000	28,972	21,071 (est.)	382
2002	n/a	22,300 (est.)	n/a
2004	33,113 (est.)	24,083	n/a
2030	65,645	47,534	6,919
	Increase (2000-2030)	26,463	6,537
	Percent	126%	1,711%
n/a – not available Source: U.S. Census-Unless noted as an estimate Year 2030 Forecast: Northeastern Illinois Planning Commission			

Homer Township is a community that predominately uses the automobile to get to work, as illustrated in **Table 3-3, Means of Transportation**. Information was obtained from two sources. Source A is from the Year 2000 U.S. Census of Homer Township, and Source B is from the Homer Glen Community Survey performed in 2002. The numbers acquired from the two sources are very similar. The results show that only small percentages of people work at home and use public transit.

Table 3-3 Means of Transportation		
Means	Source A Percentage	Source B Percentage
Drive Alone	87.1%	83.8%
Carpool	5.8%	4.6%
Work At Home	3.6%	5.1%
Transit	3.1%	6.1%
Other	0.9%	0.4%
Source A: Year 2000 U.S. Census for Homer Township Source B: Homer Glen Community Survey 2002		

The median travel time for Homer Township residents is 31.4 minutes, which conforms to median travel time for persons throughout the Chicago metropolitan area. Thus, one can suggest that most people living in Homer Glen work within a reasonable distance of where they live. The exception to travel time is for those who use the commuter rail. These travel times are high, at approximately 77.5 minutes (U.S. Census 2000 Journey to Work Data). Most likely, people are taking the commuter rail to downtown Chicago.

Statistical information on employment location of residents is provided from two sources as illustrated in **Table 3-4, Place of Work.** Source A is from the U.S. Census from Year 2000 for Will County residents. Source B is from the Homer Glen Community Survey 2002. As might be expected, given the location of Homer Glen in northern Will County, a higher percentage of residents work in Cook and DuPage Counties than in their home county.

Table 3-4 Place of Work			
Source A Workplace for Will County Residents		**Source B Workplace for Homer Glen Residents**	
Place	**Percentage**	**Percentage**	**Place**
Will County	45%	10%	Homer Glen
		24%	Other
Cook County	32%	12%	Downtown Chicago
		27%	Southern Suburbs
DuPage County	20%	27%	Western Suburbs
Other	3%		
Source A: Year 2000 Census Source B: Homer Glen Community Survey 2002			

A significant growth pattern is occurring in the Chicago metropolitan area that will have impacts on travel patterns. Population and employment is expected to increase rapidly within this region. This increase will occur primarily in the suburbs. **Table 3-5, DuPage and Will County Forecasts,** illustrate the growth projections for DuPage and Will Counties.

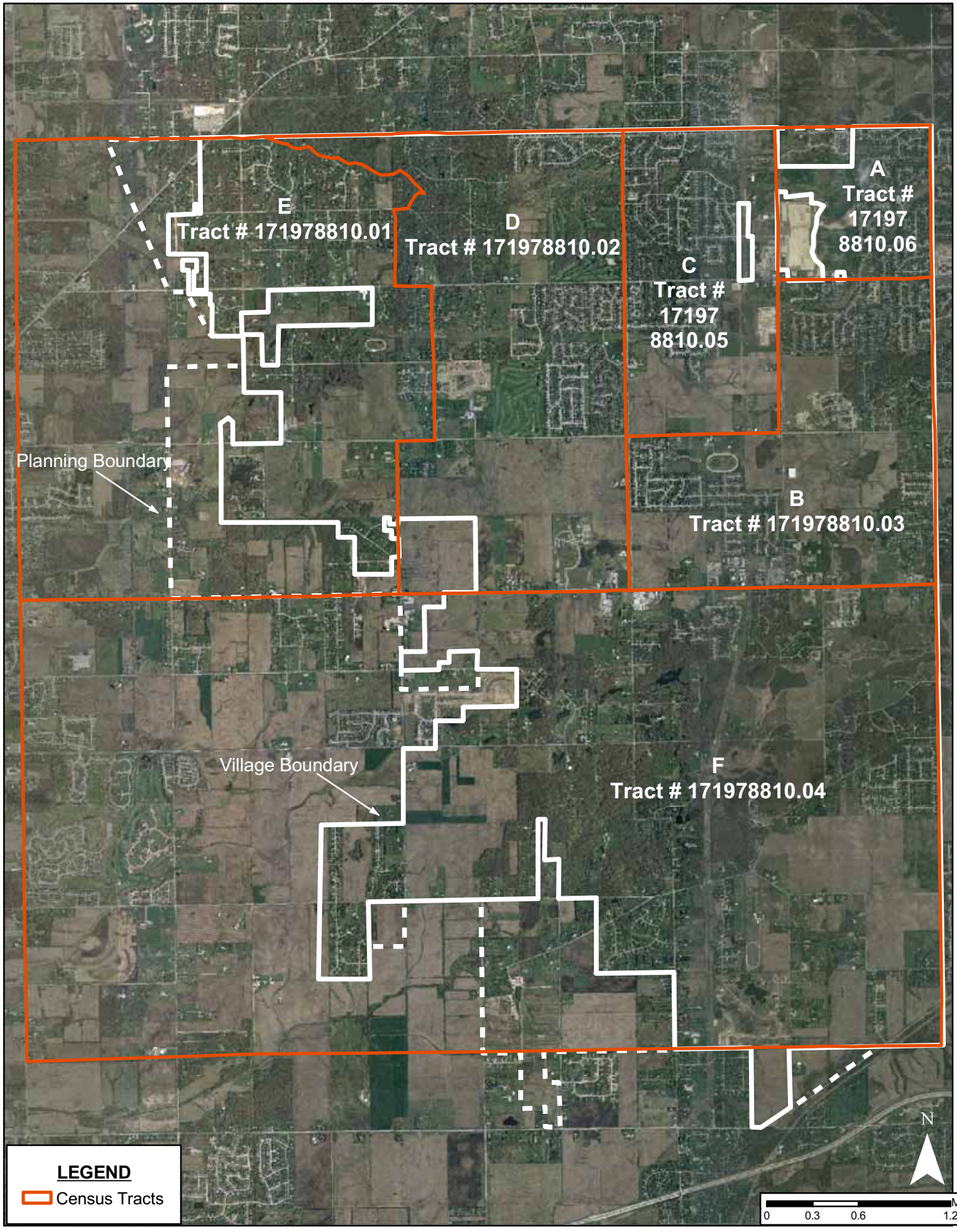
Table 3-5 DuPage and Will County Forecasts						
	Population			**Employment**		
	DuPage	**Will**	**Suburban Cook**	**DuPage**	**Will**	**Suburban Cook**
Year 2000	904,161	502,256	2,479,026	649,989	165,559	1,319,184
Year 2030	1,002,306	1,107,796	2,676,823	830,557	443,528	1,553,507
Increase	98,145	605,540	197,797	180,568	277,696	234,323
Percent Increase	11%	121%	8%	28%	168%	18%
Source: Northeastern Illinois Planning Commission						

Employment of Homer Glen residents in DuPage County most likely will increase rapidly in the next ten years. The proposed I-355 Tollway extension will make travel to DuPage County much easier than the current travel times and distances. Many of these new jobs are expected to be high paying professional positions. Residence in Homer Glen will be an attraction for many of these new employment positions.

Table 3-6, Travel Characteristics from the Will County Transportation Plan, shows various characteristics that have been used in the Will County Transportation Plan. Of interest for the Village of Homer Glen, the parameters that are used to model traffic patterns show increased use of the automobile. Specifically, more vehicle trips and greater length in travel per trip are depicted. Thus, forecast of future roadway use is based on the increased use of the automobile and growth in the population and employment.

Table 3-6 **Travel Characteristics from the Will County Transportation Plan**		
	Year 2004	**Year 2030**
Trips per Person	2.7	2.8
Vehicle Miles Traveled per Household per Day	63.6	69.5
Vehicle Miles Traveled per Person per day	21.1	22.4
Average Vehicle Trips Length (miles) by Purpose:		
• Home to Work	13.2	15.8
• Home to Shop	13.4	13.3
• Home to Other	9.4	11.3
• Non Home Based	8.7	9.5
Source: Draft Will County 2030 Transportation Plan		

FIGURE 3-1 HOMER TOWNSHIP CENSUS TRACTS



Section 4
Roadway Systems

The purpose of this section is to describe the current roadway system by addressing the existing jurisdiction and classification system of roads within Homer Glen. This section also provides a background description of the existing conditions and maintenance needs of the roadways. An in-depth analysis of traffic counts and patterns is provided through a study of current and future Average Daily Traffic (ADT) and Level of Service (LOS). A brief description of accident types and locations follows, which can provide an impetus for proposed improvements. Within the Village of Homer Glen, several bridges are present. Their current locations, physical qualities, and jurisdiction are discussed.

4.1 Jurisdiction

As shown in **Figure 4-1, Roadway Jurisdiction**, the main routes throughout the Village consist of state and county maintained roadways. The interstate highway system is regulated by the Illinois Department of Transportation (IDOT). Interstate highways near Homer Glen include Interstate 80, an east-west highway just south of the Village, and Interstate 55, which runs generally north-south from Chicago to St. Louis, and beyond.

The State of Illinois has jurisdiction over a number of roadway systems throughout the Village of Homer Glen, including Illinois Route 7 (159th Street) and Illinois Route 171, which is found in the northwest corner of the Village. The State of Illinois also is responsible for maintaining the US routes, including US 6, which is found in the southeast corner of Homer Glen. State roads are subject to policies set forth by the Illinois Department of Transportation (IDOT) (See **Section 8.6, Access Control**).

Will County roads, as depicted on **Figure 4-1, Roadway Jurisdiction,** consist of sections of or all of the following: 135th Street, 143rd Street, Bell Road, Cedar Road, Parker Road, 167th Street, 187th Street, Chicago-Bloomington Trail, and Hadley Road. Will-Cook Road is maintained by Cook County.

The Village of Homer Glen maintains jurisdiction over those roads not under federal, state, or county administration. Many of the roads now included as part of Homer Glen were once part of the township roadway system, but were transferred to the Village's jurisdiction upon incorporation in 2001.

4.2 Functional Classification

Street classifications influence and factor into transportation and land use decisions. Two major considerations of roadway classification are the level of access and the mobility, which the roads provide. **Figure 4-2, Roadway Classifications** illustrates the main roadways throughout the Village of Homer Glen. The primary east-west and north-south roads are described in **Tables 4-1, Main East-West Roadways in the Homer Glen Planning Boundary** and **4-2, Main North-South Roadways in the Homer Glen Planning Boundary.**

In accordance with the *Homer Glen Comprehensive Plan* (2005), the Federal Highway Administration (FHWA), and IDOT criteria, the functional street classifications use the following definitions:

Freeway/Tollway: Limited access divided highway with the primary function of intercity traffic movement. Direct access is restricted to periodic interchanges with no direct access to fronting properties.

Strategic Regional Arterial (SRA): Principal streets within the network both intercity and intra-city traffic movement within the Chicagoland region. The primary function for the SRA type of thoroughfare is efficient traffic flow. Access is limited in order not to impede the movement of traffic; full access points are spaced no closer than 1/4 mile apart and typically are signal controlled. Other non-signalized access generally is restricted to right-in and right-out turns. Land use along such arterials may be more impact intensive. Strategic Regional Arterials are a classification that has been devised by IDOT.

The Strategic Regional Arterial system is a network of approximately 1,500 miles of existing roads in northeastern Illinois. The SRA System is a result of the 1995 Operation Green Light, a plan created to deal with urban congestion and to improve regional mobility through public and private sector involvement. The concept was developed for Northeastern Illinois in order to accommodate long-distance regional traffic, to complement a region's major transit and highway facilities, and to supplement the freeway system.[1] This plan was developed by IDOT in cooperation with other Illinois agencies, including Illinois State Toll Highway Authority (ISTHA), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

The SRA system originally was conceived as part of the 2010 Transportation System Development Plan (adopted 1989) prepared by CATS. The SRA system has continued as a component of various Regional Transportation Plans. As denoted within the 2030 Regional Transportation Plan, existing SRA's within Will County and Homer Glen are the following:

- Bell Road from Illinois 7/159th Street north to the Will-Cook County Line with connections to the Robert Kingery Highway (Illinois 83).
- Bruce Road from South State Street to Cedar Road with connections to Caton Farm Road.
- Cedar Road from Bruce Road to Illinois 7.
- IL7/159th Street and US6/159th Street from Cedar Road to Torrence Avenue.

Will County is in the preliminary stages of a study to develop the SRA that would include Bruce Road. A bridge will be built over the Des Plaines River, connecting Bruce Road and Caton Farm Road.

[1] "Bureau of Design and Environment Manual." 2002. Website Manual. Illinois Department of Transportation. March 2006. <http://www.dot.state.il.us/desenv/bdemanual.html>.

Proposed SRA's within the 2030 Regional Transportation Plan include Gougar Road (from 143rd Street to Peotone Road), Bell Road (from 159th Street south to Peotone Road), and U.S. 6 (from North Ottawa Street in Joliet to 179th Street). The Village of Homer Glen currently is opposed to the Bell Road portion leading to Interstate-80. The Village also prefers that the connection along Bruce Road from Caton Farm Road follows the path of U.S. 6, rather than 159th Street.

Principal Arterial: Principal streets within the network for both intercity and intra-city traffic movement within the Chicagoland region. The major arterial provides for efficient traffic flow and a restricted level of access to fronting properties. Access is limited in order not to impede the movement of traffic. Full access points should be spaced no closer than 1/8 mile apart with full access points at 1/4 mile spacing and typically traffic signal controlled. Other access is restricted to right-in and right-out turns. Land use along such arterials may be more impact intensive. Typically, these streets carry traffic volumes greater than 12,000 vehicles per day and often are under the jurisdiction of the state or county.

Minor Arterial: Minor arterials are main roadways that connect Homer Glen with the surrounding communities. A major function of the minor arterials is to provide efficient traffic flow. Minor/secondary arterials serve "through traffic," but provide more direct access to abutting properties than a principal arterial. Primarily, these streets carry between 5,000 and 12,000 vehicles per day and may be under the jurisdiction of Will County or the Village of Homer Glen.

Collector: Collector streets connect residential and local streets to the arterial streets. Collector streets primarily are found within Homer Glen, and do not connect to the surrounding communities. Within Homer Glen, these streets typically carry traffic loads between 1000 and 5000 vehicles per day and are under the jurisdiction of the Village.

Minor Collector: Minor collector streets connect residential streets to the collector streets or arterial street network. Most neighborhoods have at least one minor collector street, and many have two or more. These streets carry less than 1000 vehicles per day.

Residential: Residential streets provide access to residences within a neighborhood. Streets are considered residential or local streets, unless designated as arterials or collectors in this Plan.

Table 4-1
Main East-West Roadways in the Homer Glen Planning Boundary

Road	Jurisdiction*	Classification
135th Street	Will County	Minor Arterial
143rd Street	Will County	Principal Arterial
151st Street	Homer Glen	Minor Arterial
159th Street/IL Route 7	State of Illinois	Principal Arterial
167th Street	Will County and Homer Glen	Minor Arterial and Collector
Chicago - Bloomington Trail	Will County and Homer Glen	Minor Arterial and Collector
Hadley Road	Will County	Minor Arterial
Bruce Road	Homer Township	Minor Arterial and Minor Collector
Southwest Highway/ U.S. Route 6	State of Illinois	Principal Arterial
187th Street (Marley Road)	Will County	Minor Arterial

*Jurisdiction refers to that within the planning boundaries of the Village of Homer Glen.

Table 4-2
Main North-South Roadways in the Homer Glen Planning Boundary

Road	Jurisdiction*	Classification
State Street/ Lemont Road	Homer Glen	Minor Arterial
Gougar Road	Lockport/Homer Glen Township**	Minor Arterial
Cedar Road	Will County and Homer Glen	Principal Arterial and Minor Arterial
Parker Road	Will County and Homer Glen	Minor Arterial
Bell Road/S. Bell Road	Will County and Homer Glen	Principal Arterial and Collector
Will-Cook Road	Cook County	Minor Arterial

*Jurisdiction refers to that within the planning boundaries of the Village of Homer Glen.
**Gougar Road is located along the western planning boundary of Homer Glen. From 147th to 151st Street, Gougar Road is under the jurisdiction of the City of Lockport. From 151st to 159th Street, it is under the jurisdiction of Homer Township.

4.3 Condition and Maintenance

The Homer Township Highway Department has an intergovernmental agreement to operate and maintain the roadways of the Village of Homer Glen. The Highway Department's main function is to maintain Township roads that are located within the township boundaries.

The Township's services for the Village include monitoring the street lights; plowing snow and spreading ice control on the roadways; maintaining, patching and repairing roads; resurfacing roads; mowing along the rights of way; and maintaining the storm ditches and sewers associated with the roadway system. They also maintain, repair, and replace regulatory signs and posts; provide street lighting; sweep up loose gravel and debris; issue permits for installation of driveways and culverts; and trim and remove trees and branches that interfere with safe vehicle operation.

According to the 2005 Pavement Inspection Rating, few roadways within Homer Glen exhibit poor conditions. Among these are 138th Street between Lemont Road and Prairie Hill Drive, South Chickasaw Trail north of West 143rd, and South Golden Oak south of Atlantic Drive. A majority of roadways are rated excellent and good. The major east west roadways rate from fair to excellent (See **Figure 4-3, Pavement Inspection**).

For each of the streets listed as poor condition, the paving date precedes 2000. As shown in **Figure 4-4, Paving Date**, over 52 miles of roadways within the Village of Homer Glen were paved after the year 2000.

The Village of Homer Glen works with the Township to identify streets that need maintenance and repair. Proposed street improvements include dates of 2006-2008 (See **Figure 4-5, Proposed Street Maintenance**). As aforementioned, the 2005 Pavement Inspection (**Figure 4-3**) indicated three streets in poor condition; all three of these streets will be addressed by proposed maintenance plans for 2006-2008. Street maintenance generally involves a resurfacing of streets, but it also can include reconstruction where necessary.

Overall, the roadways within the Village of Homer Glen are well-maintained. The Village, in concert with Homer Township, has an established program in place that ensures that roadways remain in good condition.

4.4 Traffic Levels

The average daily traffic count is a method of determining the number of vehicles that travel on a road in both directions in a given time period. These counts are useful determinants in prioritizing traffic related projects.

Average daily traffic (ADT) in Homer Glen is shown in **Figure 4-6, Existing Average Daily Traffic**. Two types of traffic counts were performed: volume counts and intersection counts. Volume counts provide a measure of the volume of traffic traveling

on a given roadway. Intersection counts provide the volume of traffic making various turning movements at major intersections. Volume counts are taken by an automatic machine counter, while intersection counts require a technician to record the volume data.

The 2004 ADT was derived from a series of intersection counts taken in 2004 and early 2005 by the Will County Department of Highways. A total of 24 intersection counts were taken over a number of days, and all counts were done on a Tuesday, Wednesday, or Thursday. The 2006 ADT was obtained from volume counts performed by a traffic sub-consultant. A total of 52 volume counts were performed in June 2006, and all counts took place on a Tuesday, Wednesday, or Thursday.

To illustrate the traffic growth within the community, an estimate of the Average Daily Traffic was created based on intersection traffic counts taken in 2004. The 2004 ADT can also be seen in **Figure 4-6**. A comparison between the ADT from 2004 and the ADT from 2006 can be seen in **Addendum A, 2004 ADT vs. 2006 ADT**. In the two years between these traffic counts, the overall average daily traffic has grown 14.5%.

As aforementioned, the 2004 counts were estimated from manually counted intersection movement counts. The 2006 machine counts, therefore, provide a better understanding of roadway average daily traffic.

Traffic counts, oftentimes, can be inaccurate due to non-typical conditions encountered the day that the traffic counts were taken. After conferring with the Homer Glen Transportation Committee, the following concerns arose about the existing ADT:

- 2006 ADT on 143rd Street is less than 2004 ADT for the same road segments. This may be due to construction on 151st Street in 2004, which diverted traffic to 143rd Street.
- 2006 ADT on Will-Cook Road increased a large amount from 2004 to 2006. This may be due to construction on Wolf Road in 2006, which diverted traffic to Will-Cook Road.

The traffic counts should be repeated in two years, after I-355 is completed. The traffic counts provide a very good means of determining changes in traffic flow and impact. This is especially important in a rapidly growing community like Homer Glen.

The Level of Service (LOS) is a measure for describing the quality of service on roadways and relies upon the number of vehicles that can be accommodated at its signalized intersections.

This system is based upon gradations of quality described by letters of the alphabet. Current level of service typically relates to motor vehicle traffic, where grades of “A” through “F” are provided. As defined by IDOT, LOS “A” implies free flow at average travel speed and very low intersection delay. LOS “C” represents a stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection

delays. LOS "E" produces significant intersection delays and travel speeds at or below a third of free flow speeds. LOS "F" relates to unacceptable levels of congestion.

Level of Service is a quantitative measure of delay. The delay associated with each LOS can be seen in **Table 4-3, Level of Service Delay**.

Table 4-3
Level of Service Delay

Level of Service	Signalized Intersection Delay per Vehicle (seconds)	Unsignalized Intersection Delay per Vehicle (seconds)
A	<10	<10
B	>10 and <20	>10 and <15
C	>20 and <35	>15 and <25
D	>35 and <55	>25 and <35
E	>55 and <80	>35 and <50
F	>80	>50

The Illinois Department of Transportation (IDOT) strives to design intersections to operate at a level of service "D" for the Design Year. Level of Service "D," defined by the Highway Capacity Manual is the basic roadway system performance standard adopted by the Illinois Department of Transportation.[2] This is the common performance standard used in urban areas.

Further discussion and analysis of the LOS in Homer Glen can be found in **Section 6.3, Recommended Improvements**.

4.5 Accident Analysis

An accident analysis can be useful in identifying sections of the road system that can be improved for safety. This accident analysis was completed for the major roads of Homer Glen using accident data provided by the Will County Sheriff's Department for 2001-2005. The accident analysis is based on the Equivalent Property Damage Only (EPDO) rate. **Addendum B, Accident Analysis** contains a prioritized list of accident-prone areas and an explanation of EPDO analysis. The EPDO rate is weighted so that the severity of an accident is important in analysis of an intersection or road segment (see **Table 4-4, Accident Prone Roadway Segments and Intersections**). For example, an accident involving a fatality or injury has a higher weight than an accident with only property damage.

[2] Local agencies design roadways for Level of Service "C" and need to obtain variance for Level of Service "D" or lower.

Table 4-4
Accident Prone Roadway Segments and Intersections

Road	Segment	Scheduled for Improvements*	EPDO Rate
Bell Road	County Line-143rd St.	Yes	9.88
167th Street	Parker-Bell Rd.	No	8.98
Parker Road	167th St.-Chi.-Bloomington Trail	No	6.70
151st Street	Cedar-Creme Rd.	No	5.67
Hadley Road	Chi-Bloomington Trail-Bell Rd.	No	5.63
159th Street	Bell-Will-Cook Rd.	Yes	5.39
143rd Street	Parker-Bell Rd.	Yes	5.26
Bell Road	143rd-151St	Yes	4.16
143rd Street	Bell-Will Cook Rd.	Yes	4.13
159th Street	Parker-Bell Rd.	Yes	3.99

- Within the next ten years

Table 4-5
Accident Prone Intersections

Intersection	Scheduled for Improvements*	EPDO Rate
159th/Bell Road	Yes	2.29
143rd St./Bell Road.	Yes	2.03
143rd St./Parker Rd.	Yes	1.73
151st St./Bell Rd.	Yes	1.71
Chi-Bloomington Trail/Parker Rd.	No	1.25
143rd St./Creme Rd.	Yes	1.19
147th St./Creme Rd.	No	1.04
151st/Creme Rd.	No	.79
159th/Cedar Rd.	Yes	.76
143rd/Lemont R.	Yes	.61
151st/Parker Rd.	No	.61

* Within the next ten years

Figure 4-7, Accident-Prone Locations depicts the most dangerous road segments and intersections. As shown in the figure most of the locations have projects within the next 10 years. When these projects are in engineering a detailed safety audit should be performed for the project to ensure that safety measures are properly designed into the project.

Figure 4-7 also shows several areas were no traffic improvements are proposed. The first area is the intersections of 147th Street/Creme Road and 151st/Creme Road and 151st Street between Cedar and Creme Roads. In a succeeding section of this Plan, a recommendation that Cedar be extended between 143rd and 151st is included. If Cedar Road right-of-way can be acquired, and this roadway is built; it would serve to reduce the traffic volume on Creme Road and improve the accident situation.

The second area is in the southeast part of the Village along 167th Street, Parker Road, Chicago-Bloomington Trail and Hadley Road. The intersection of Parker and Chicago-

Bloomington Trail are also of concern. This area received high EDPO ratings and is a major safety concern.

Improved traffic regulation immediately comes to mind. While vehicle speed data was not obtained for these roadways segments (see next section), the speed data for the area along 167th Street to the west of the accident prone segment show high rates of speed above the speed limit. Along with better police enforcement, traffic speed displays, signage, and lighting may help this area. The roadway geometry also could be contributing to the accidents. A more thorough safety investigation of the area is warranted.

Parker Road may require more attention because it has sharp bends in the roadway. Purchasing property to straighten out the roadway was not considered. The road radius may be improved without acquiring additional right-of-way. Again, a more thorough investigation of the accident problems in this area and the recommend solutions is warranted.

4.6 Vehicular Speeds and Speed Limits

In addition to traffic volume, traffic speeds were measured for various roads within Homer Glen. These speeds are shown in **Figure 4-8, 2006 Vehicular Speeds**. Included in the figure is the average, or mean, speed of all vehicles, and the 85th percentile speed in a given location. The 85th percentile speed refers to the ranking of the speeds of all motorists from slowest to fastest. The 85th percentile separates the slower 85% from the fastest 15%. Large differences between the actual speed and the 85th percentile speed can indicate congestion on the road when the average is low, or lack of congestion when the speed is high.

4.7 Bridges

Bridges are located at 5 locations within Homer Glen (See **Figure 4-9, Bridges Of Homer Glen** and **Addendum C, Bridge Inspection Reports**). The Village of Homer Glen only is responsible for the maintenance, inspection, and ownership of four of the five bridges. These include the following:

- Parker Road at Long Run Creek (Structure Number 099-4202)
- Parker Road at Spring Creek (Structure Number 099-4204)
- Bruce Road at Spring Creek Tributary (Structure Number 099-4205)
- Cedar Road at Long Run Creek (Structure Number 099-4201)

Based on reports from the Will County Department of Highways, all four bridges meet state standards for their structural evaluation, and the deck geometry of all four bridges is considered adequate for the existing roadway conditions.

The remaining bridge is located at Bell Road over Long Run Creek (099-3064) .3 miles south of the Cook County line. This bridge is within the Village limits, but it is under the

jurisdiction of Will County. The bridge's condition is classified as "better than minimum criteria" in reference to its structural evaluation, and "better than adequate to be left in place" for its deck geometry. The Village of Homer Glen is responsible for the future inspection of the bridges within its jurisdiction.

See **Table 4-6, Bridges Of Homer Glen** for a summary of all bridge information.

Table 4-6
Bridges Of Homer Glen

Bridge	Jurisdiction	Location	Status	Inspection Date	Next Inspection Date
099-4202	Village of Homer Glen	Parker Road at Long Run Creek	Adequate	2005	2007
099-4204	Village of Homer Glen	Parker Road at Spring Creek	Adequate	2005	2007
099-4205	Village of Homer Glen	Bruce Road at Spring Creek Tributary	Adequate	2005	2006
099-4201	Village of Homer Glen	Cedar Road at Long Run Creek	Adequate	2005	2007
099-3064	Will County	Bell Road over Long Run Creek	Adequate	2006	Inspection by Will County

FIGURE 4-1 ROADWAY JURISDICTION

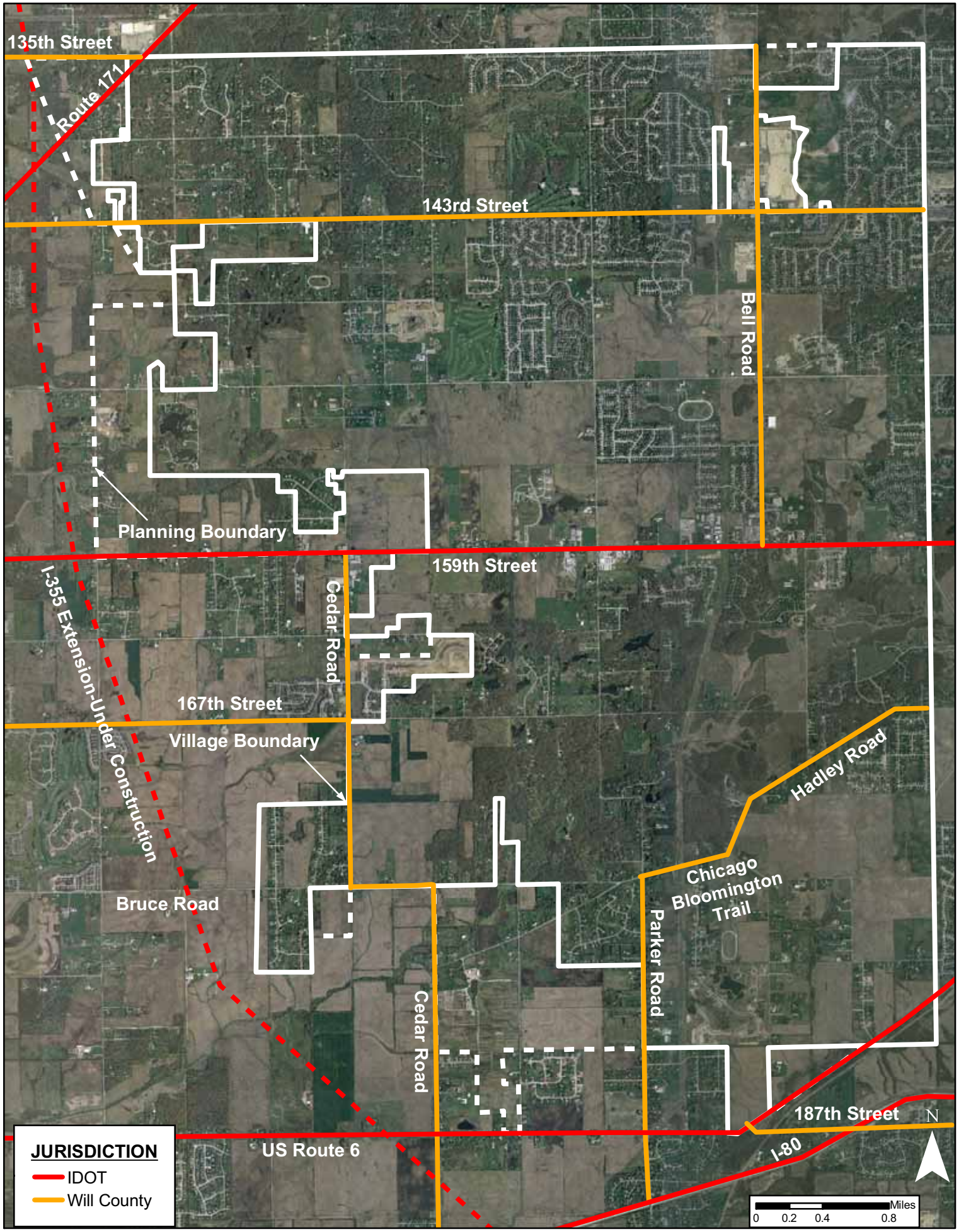


FIGURE 4-2 ROADWAY CLASSIFICATIONS

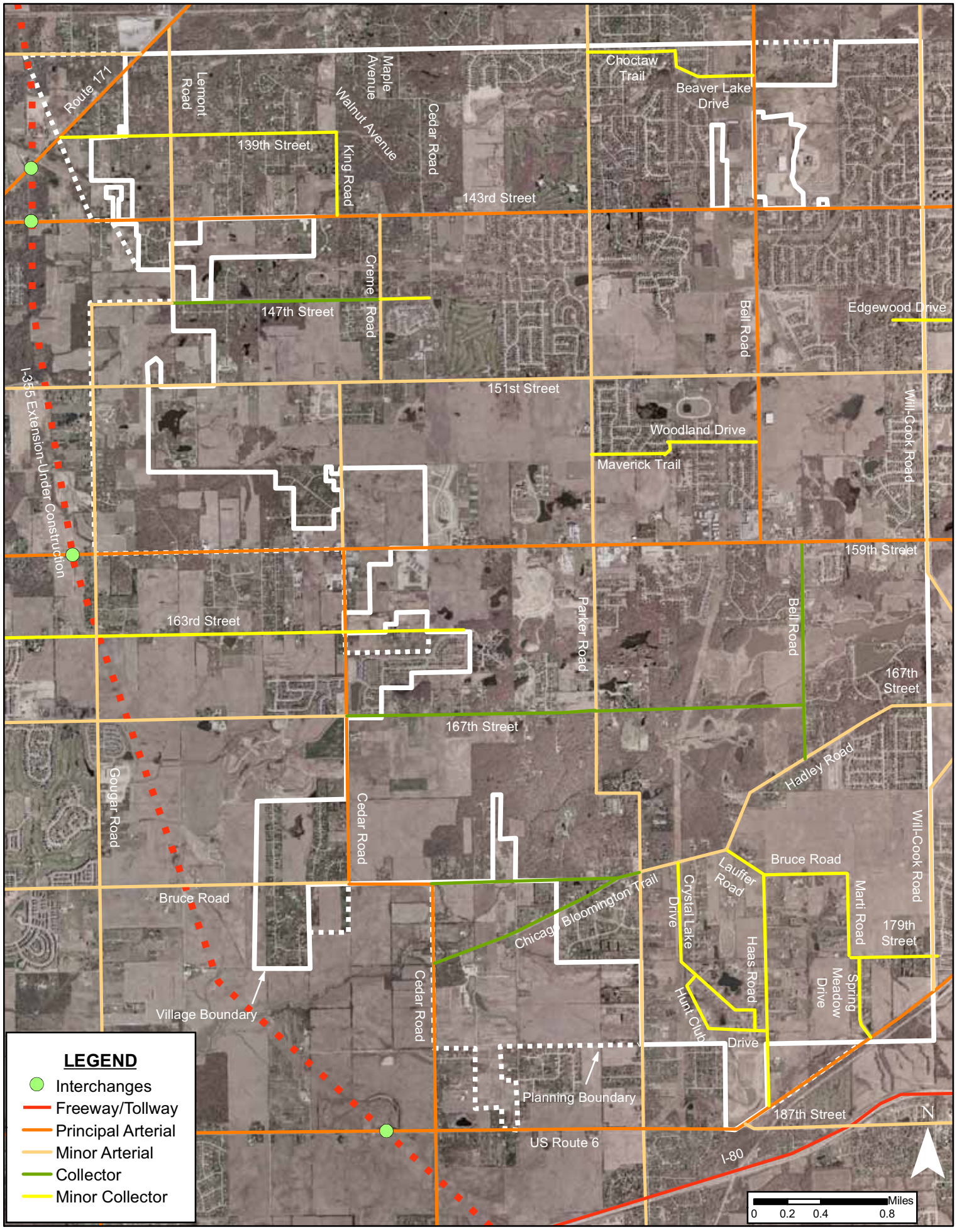


FIGURE 4-3 PAVEMENT INSPECTION

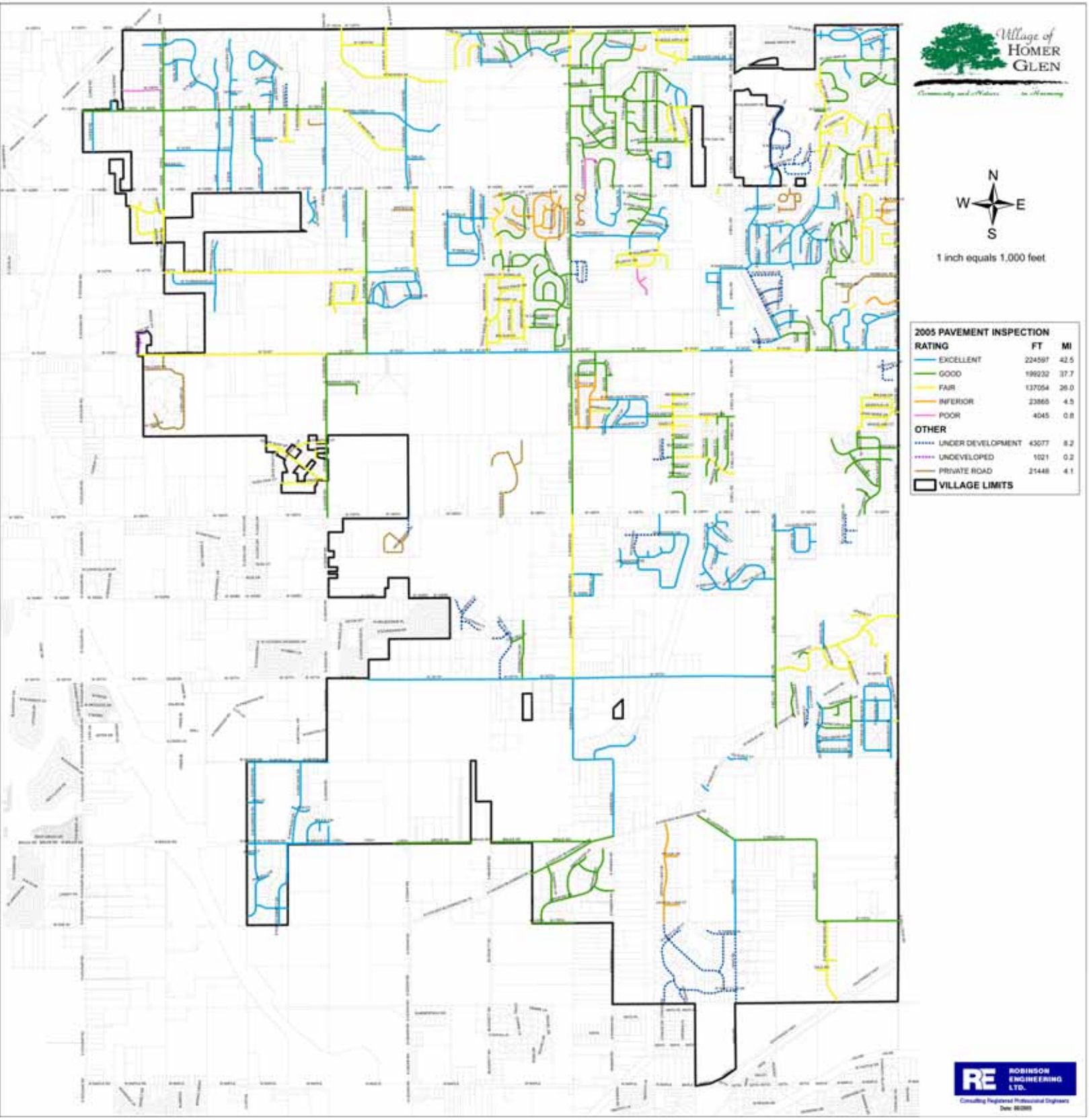


FIGURE 4-4 PAVING DATE

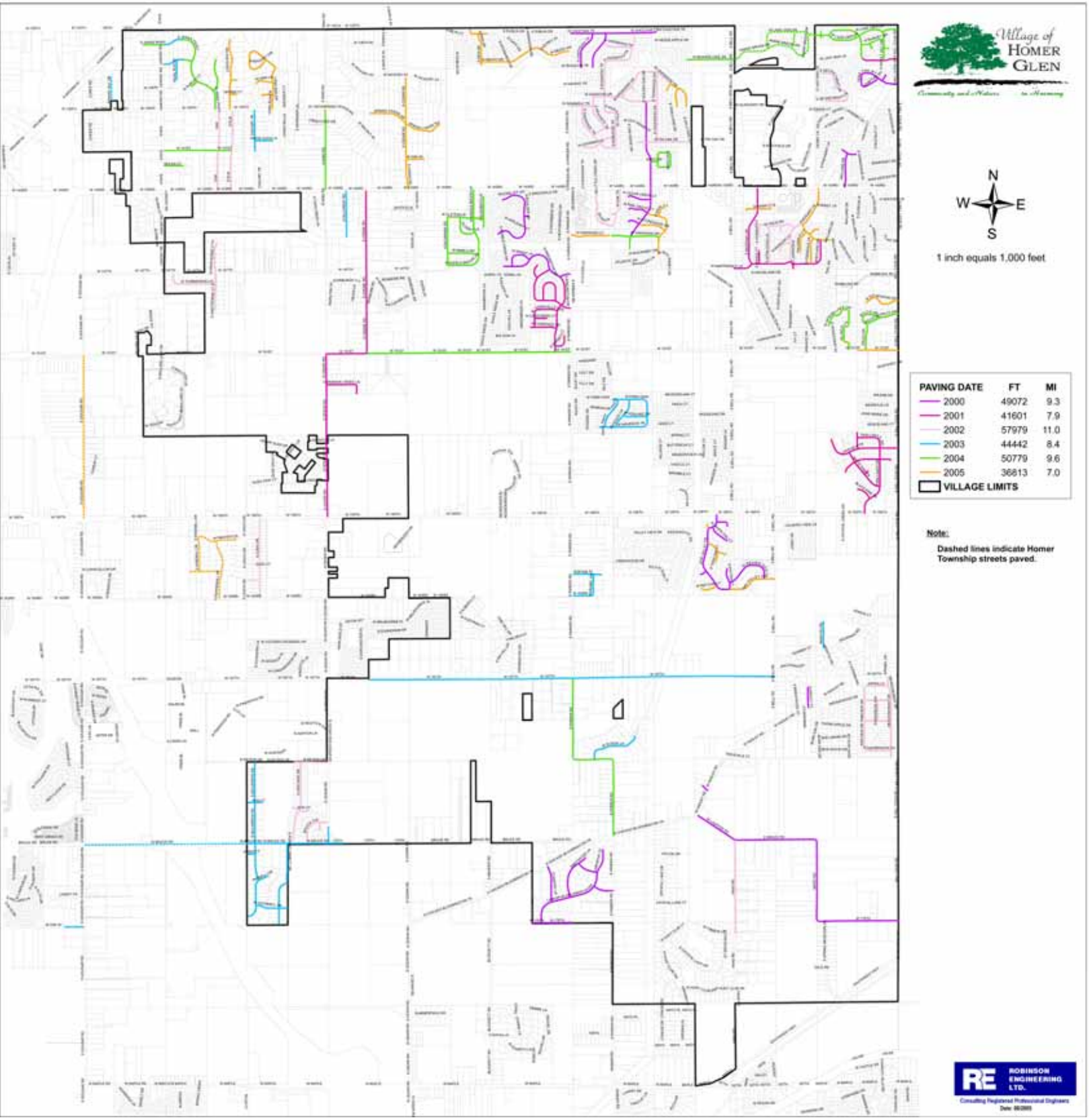


FIGURE 4-5 PROPOSED STREET MAINTENANCE

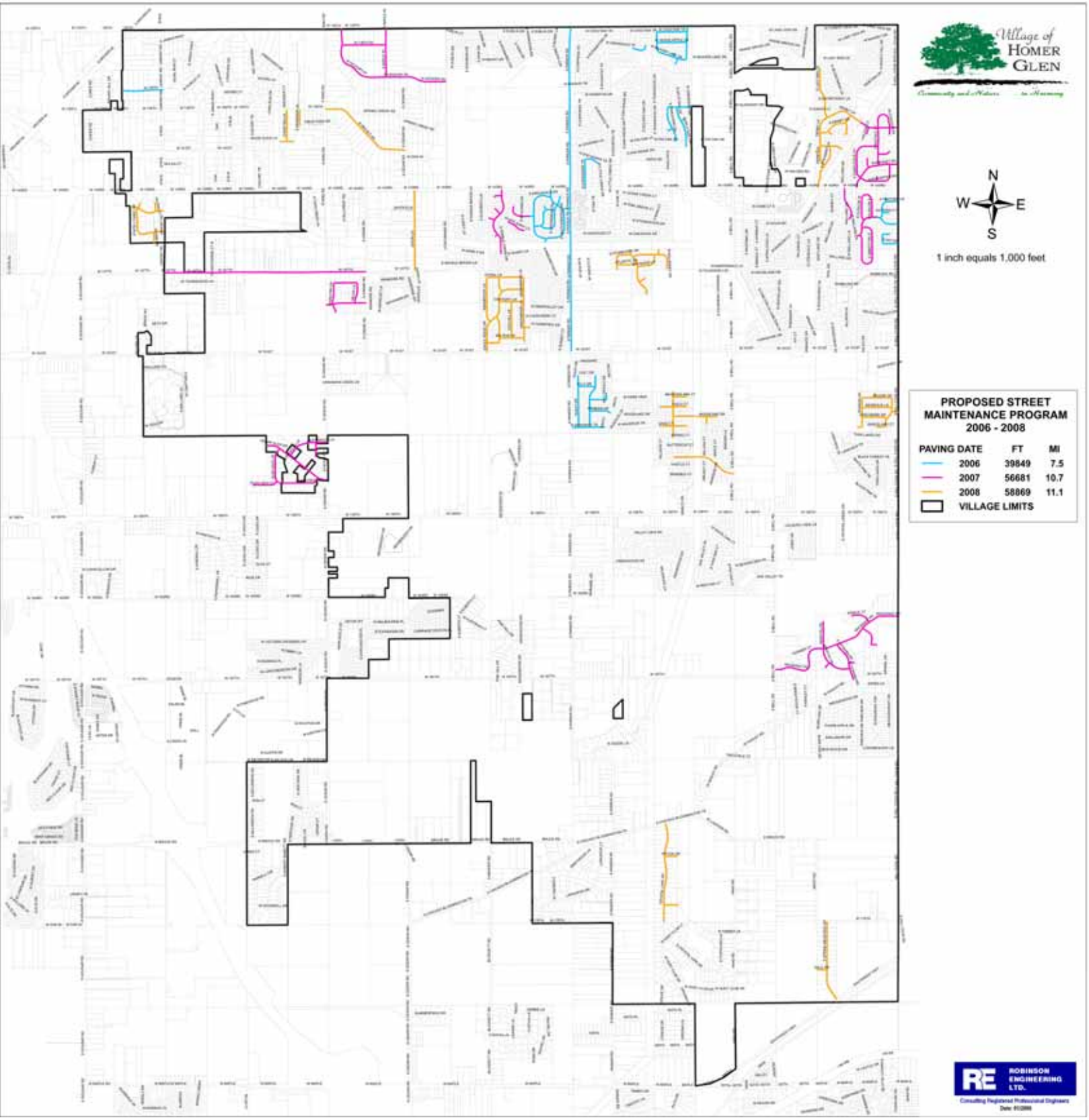


FIGURE 4-6 EXISTING AVERAGE DAILY TRAFFIC

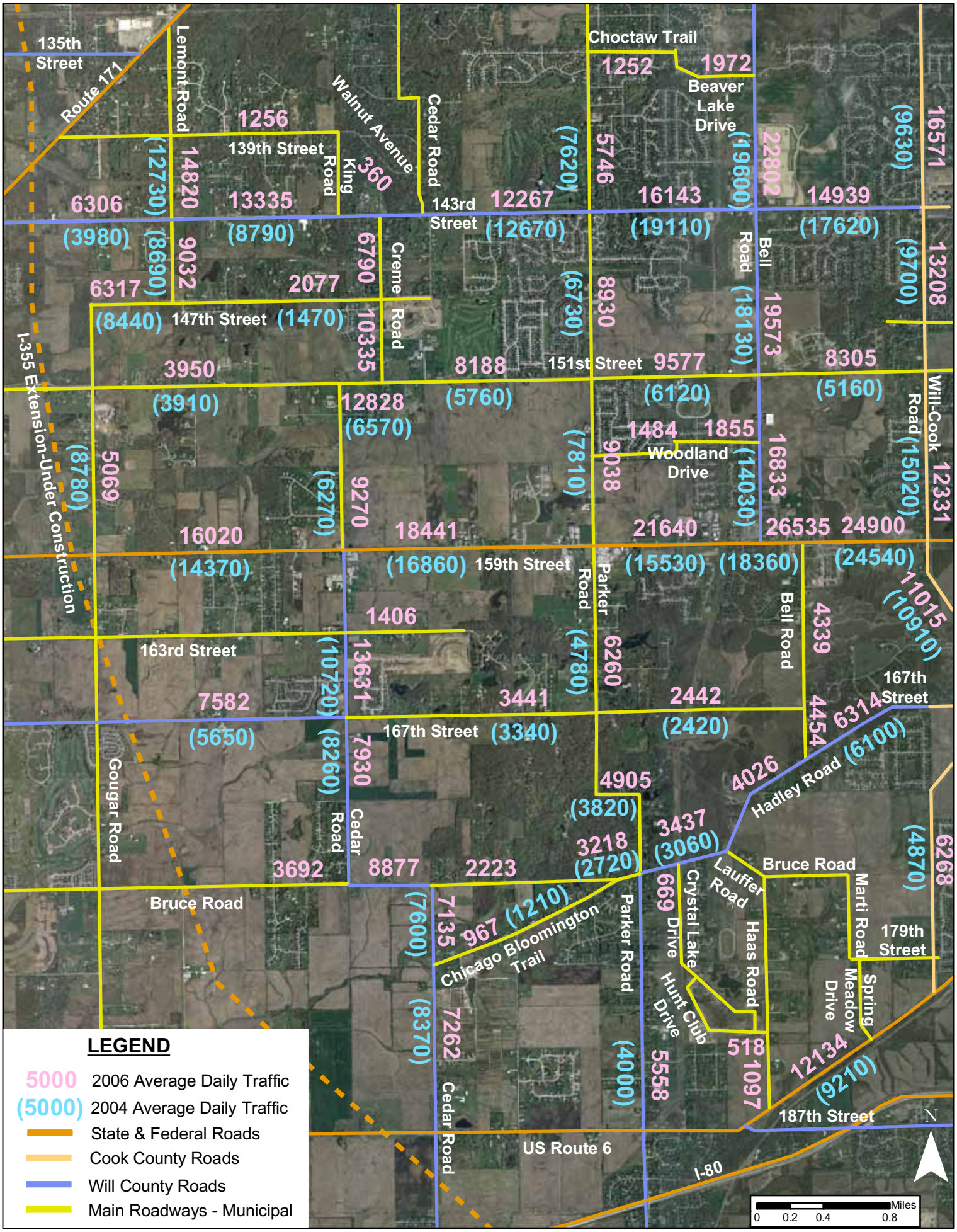


FIGURE 4-7 ACCIDENT PRONE LOCATIONS

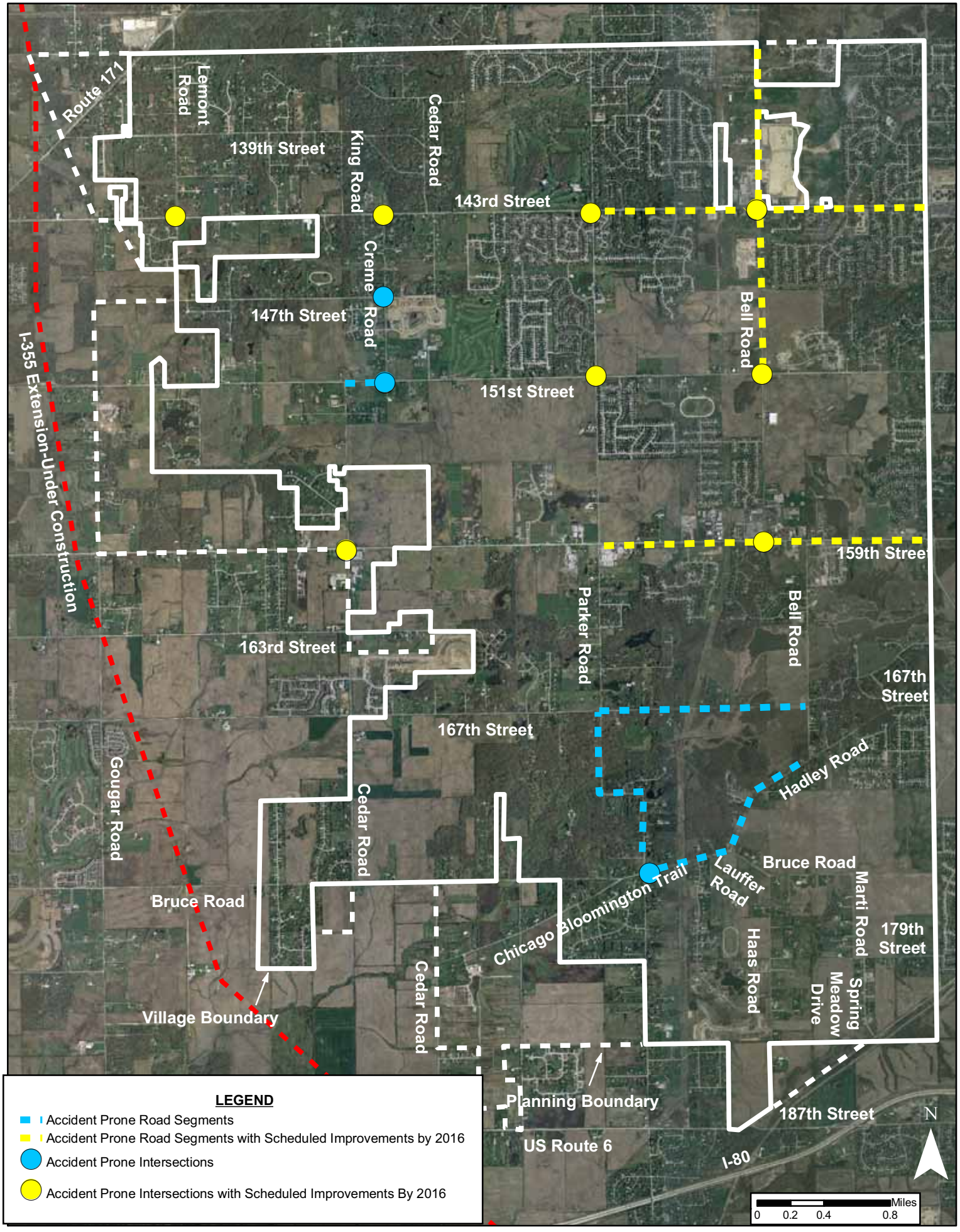


FIGURE 4-8 2006 VEHICULAR SPEEDS

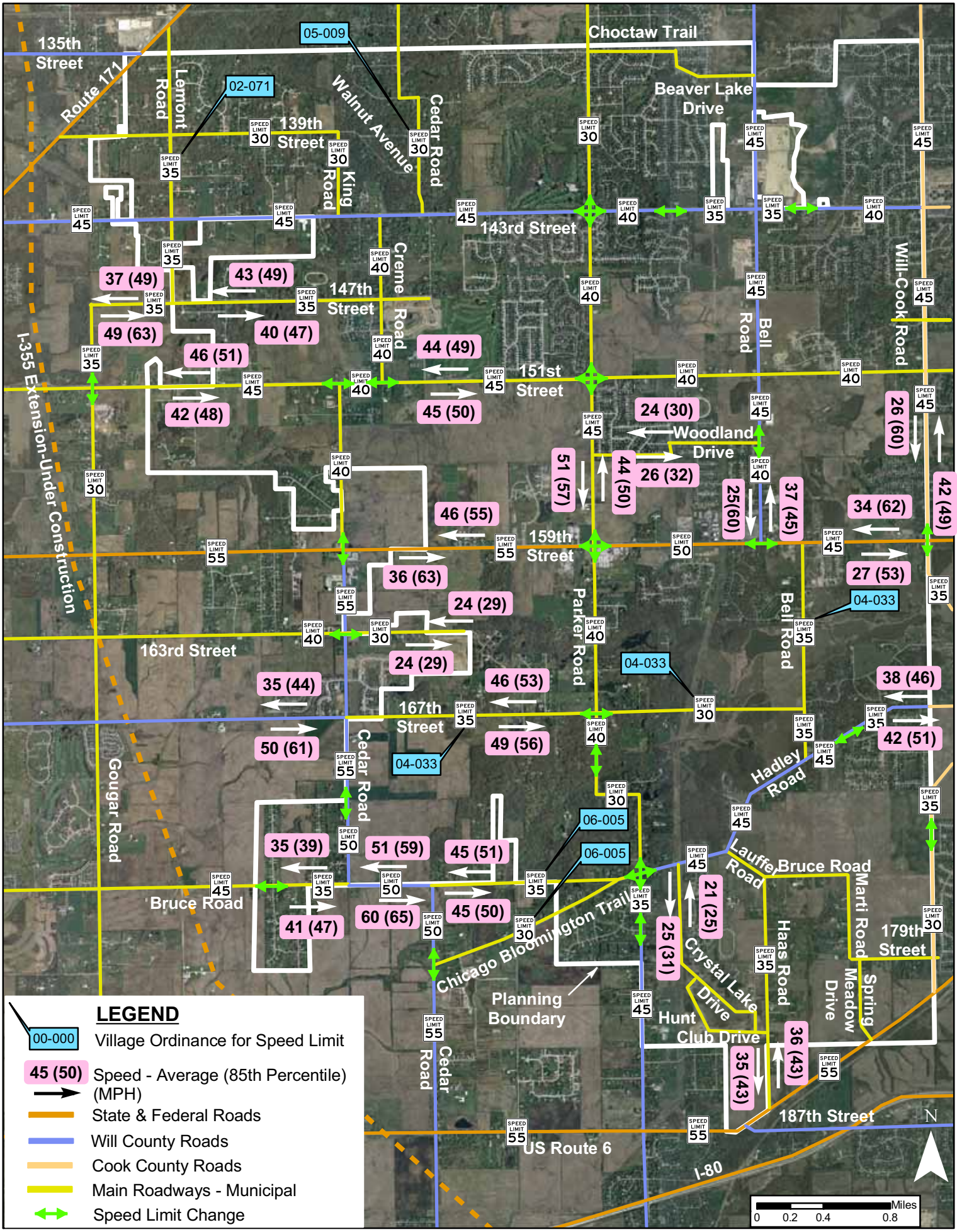
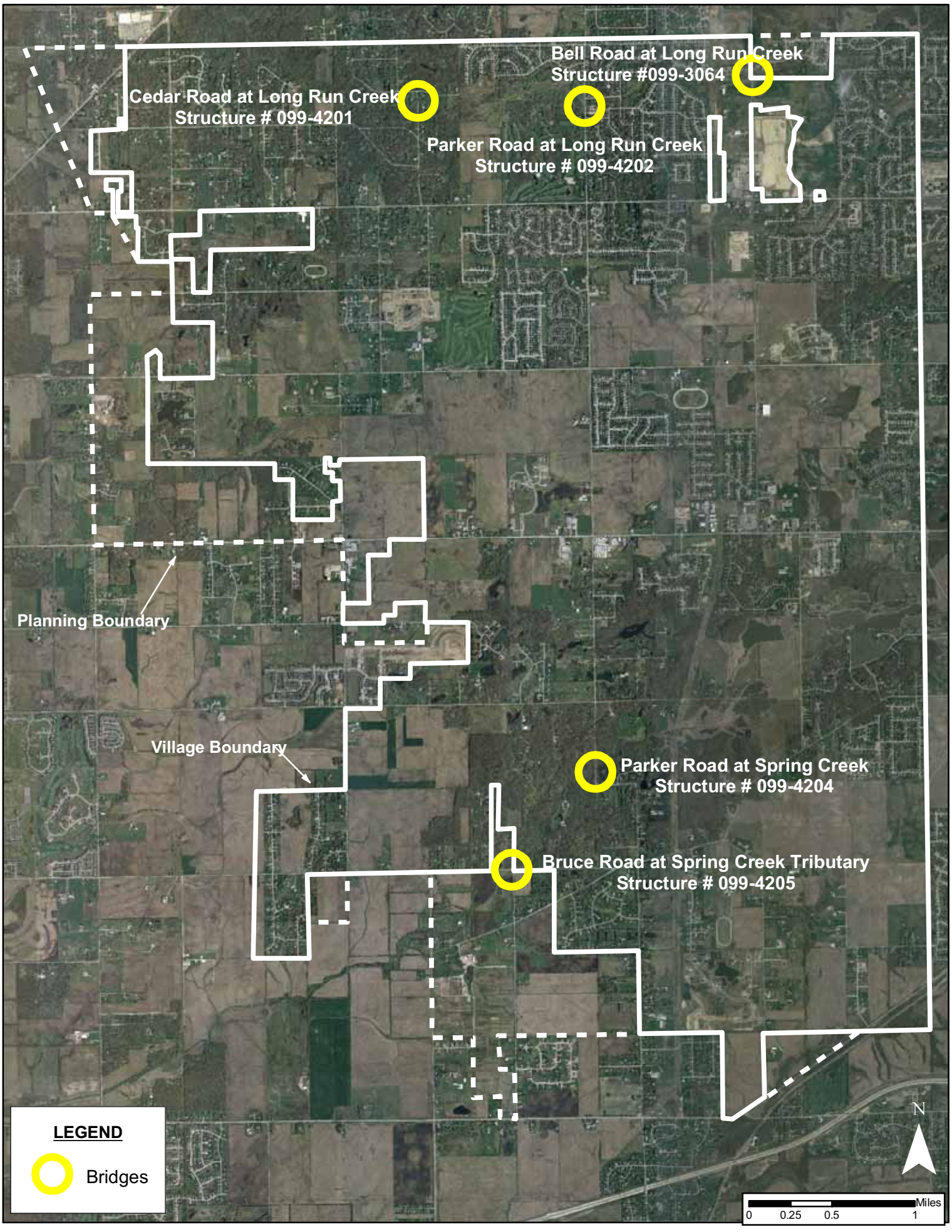


FIGURE 4-9 BRIDGES OF HOMER GLEN



Section 5
State and County Planned Roadway Improvements

The roadway system within Homer Glen consists of Illinois, Will County, and Village roads. The purpose of this section is to describe planned improvements through the year 2030 for those roads under the jurisdiction of the State and County.

5.1 Illinois State Toll Highway Authority (ISTHA)

The Illinois State Toll Highway Authority (ISTHA) is constructing the I-355 extension, which includes a six lane, 12.5 mile addition of the I-355 Tollway from where it currently ends at the Stevenson Expressway (I-55) through Will County to I-80. The first contract on the project began in late 2004. The project is scheduled for completion in late 2007.

The I-355 extension will provide a more direct route between residences in Will County and other areas within the Chicagoland Region. The south extension will run under or over Cedar Road, Route 6, Bruce Road, 167th Street, Gougar Road, 163rd Street, 159th Street, 127th Street, 151st Street, 135th Street, 143rd Street, and 171st Street/Archer Avenue. It also will include a mile-long bridge over the Des Plaines River and will run over 135th Street. Six proposed interchanges are planned, including three located near Homer Glen. These include 143rd St./IL 171 (Archer Ave.), 159th Street, and U.S. 6. This project will affect development and growth within the Village of Homer Glen and surrounding townships and municipalities.

5.2 Illinois Department of Transportation

According to the Illinois Department of Transportation (IDOT) Proposed Highway Improvement Plan (HIP) Fiscal Year 2007 to 2012, four projects are proposed by IDOT within the Homer Glen planning boundaries[1] (See **Figure 5-1, Planned State and County Improvements through 2016**). These consist of the following improvements:

- IL Route 7/159th Street: Preliminary engineering already is under way for the reconstruction and widening of IL 7 (159th St.) from Farrell Road to Will-Cook Road and continuing to LaGrange Road (see **Figure 5-2, 4-Lane Arterial for 159th Street-IDOT Proposed**). The need for additional right-of-way is a high priority for building additional improvements, such as sidewalks, and for congestion reduction. The Village of Homer Glen already has obtained 40% of the needed right of way. Improvements are scheduled to include Preliminary Engineering Phase II.

- Long Run Creek Bridge at the border of Homer Township: A bridge replacement is included within the HIP at Long Run Creek and IL 171.

[1] Proposed improvements for Will County are included within the *Proposed Improvements for Illinois Highways FY 2007 (http://www.dot.il.gov/ahip2007/district/dist_1.pdf).*

- 143rd Street and Lemont Road: Channelization (addition of turning lanes) and Preliminary Engineering Phase II are included for 143rd Street at Lemont Road. This project will be completed jointly with the Village of Homer Glen. This project is a local agency project with some funding provided through IDOT.

- Cedar Road Bridge: Bridge rehabilitation for Spring Creek 1.1 miles north of U.S. 6 is listed as a project within the HIP. This project is a local agency project with some funding provided through IDOT.

IDOT projects to be implemented after 2016 include a reconstruction and widening of U.S. 6 from the New Tollway Extension to Will-Cook Road, a new interchange with I-80 (near Parker or School House Roads) with a north connection to U.S. 6, and a reconstruction and widening of IL 171 (Archer Avenue) to 4 lanes from 143rd Street to 135th Street (See **Figure 5-3, Planned State and County Improvements 2016 through 2030**).

5.3 Will County Improvements

Projects within Will County for the upcoming years (2006-2016) include numerous reconstruction, signal installation, and widening projects on Bell Road and 143rd Street (See **Table 5-1, Will County Roadway Improvements Prior to 2016**). Acquisition of additional right of way will be required for these projects, which are intended to reduce travel times and alleviate congestion throughout Homer Glen. These improvements are shown in **Figure 5-1, State and County Improvements through 2016**; **Figure 5-4, 4-Lane Arterial for Future Bell Road Widening**; **Figure 5-5, 6-Lane Arterial for Future Bell Road Widening**; and **Figure 5-6, 4-Lane Arterial for Future 143rd Street Widening**.

Table 5-1
Will County Roadway Improvements Prior to 2016

Roadway	Length	Project Description
Bell Road	131 St. to IL 7 (159th St.)	Reconstruct and widen to 4 lanes with middle lane as a mountable median (the segment between 131st and the County Line is located in Cook County)
Bell Road	At 143rd Street	Add dual turning lanes and upgrade signals Between 143rd Street and Glengary Drive-Bell Road will be widened to 6 lanes.
143rd Street	IL 171 (Archer) to new Tollway	Reconstruct and widen to 4 lanes with middle turning lane

Table 5-1 Will County Roadway Improvements Prior to 2016		
Roadway	**Length**	**Project Description**
143rd Street	At Lemont Road	New signal and intersection widening (joint project with the Village)
143rd Street	New Tollway to Bell Road	Reconstruct and widen to 4 lanes with middle turning lane
143rd Street	At Golden Oak Drive	Add middle lane for turning and traffic signals; Proposed Signal
143rd Street	Bell to Will Cook Road	Reconstruct and widen to 4 lanes with middle turning lane
143rd Street	Intersection with Parker Road	Proposed Signal
Cedar Road	Intersection with 167th Street	Proposed Signal

Additional projects are anticipated for Will County after the year 2016. These projects are listed in **Table 5-2, Will County Roadway Improvements Post 2016** and illustrated in **Figure 5-3**.

Table 5-2 Will County Roadway Improvements Post 2016			
Roadway	**Length**	**Project Description**	
Bruce Road	New Tollway to Cedar Road	Reconstruct and widen to 4 lanes	Part of the Caton Farm/Bruce Road Corridor Study
Cedar Road/ Gougar Road*	159th St. to Bruce Road	Reconstruct and widen to 4 lanes	
Cedar Road**	At Bruce Road	Realign the intersection	
Cedar Road	Bruce Road to I-80	Reconstruct and widen to 4 lanes	
Notes: * The alignment of this connection is in study. It could involve Gougar Road, generally follow Cedar Road, or involve a new roadway in between. ** The future alignment for the north south connection of Cedar Road at Bruce Road is in study and has not been determined.			

As per the Will County Transportation Plan, arterial system coordination is considered one of the more critical issues for Will County's future transportation needs. Particularly relevant to Homer Glen are the borders of Orland Park and Lockport with Homer Township.

5.4 Cook County Improvements

Two roadway improvements are scheduled within Cook County, in fiscal years 2005-2009, which may affect Homer Glen due to their proximity. These improvements are listed in **Table 5-3, Cook County Roadway Improvements 2005-2009**.

Table 5-3 Cook County Roadway Improvements 2005-2009			
Road	**Length**	**Project Description**	**Construction Year**
167th Street	Will/Cook County Line to 96th Avenue	2 lane bituminous resurfacing with channelization and traffic signals	2005
Bell Road	Will County Line to Archer Avenue	2 lane bituminous resurfacing	2007

5.5 Streetscape Design

The Village has expressed a desire to provide sidepaths and landscaping along the major corridors when they are expanded. These features are meant to provide for non-motorized transportation and to enhance community character. The sidepath would be designed to allow pedestrian and bicycle movement along the roadway. The landscaping should maintain as much of the existing landscaping as possible. Any new landscaping should include native species that fit with the surrounding countryside character of Homer Glen. The current plans for the reconstruction of the major arterials by IDOT and Will County do not include sidepaths and landscaping (See **Figures 5-2**, **5-4**, **5-5**, and **5-6**). The Village will have to secure funding and work with these agencies to ensure that the objectives of the Village are met (See **Figure 5-7 4-Lane Arterial-Village Preferred**).

For planning and budget purposes, **Addendum D, Streetscape Cost Estimate** and **Table 5-4, Streetscape Summary Costs** were prepared to illustrate the potential costs for additional streetscape items. The cost estimate includes an 10 foot wide side path on one side of the proposed road, a 5 foot wide sidewalk on one side of the road, trees and flowers planted in the median and parkway, shrubs planted in the median, a conduit in the median for electrical access and signal interconnect, and topsoil placed in the median. If additional right of way is present or can be acquired, the Village also may include a berm along the arterial roadways. Berms can provide barriers to noise and serve as a buffer to traffic. The addition of a berm would be determined on a project-by-project basis in negotiation with the Village. The construction of a berm is not included within the cost estimate due to the variability in its design and structure.

The cost estimate in **Table 5-4** includes an estimate for tree planting, which is based on 50 foot spacing between trees. The Village of Homer Glen is developing a landscaping ordinance that would require 35 – 40 foot spacing of trees. This would require additional trees be planted, resulting in a higher cost per mile for landscaping items in the cost estimate.

Table 5-4 Streetscape Summary Costs				
	Unit Cost	**Unit**	**Quantity**	**Cost Per Mile**
Landscaping Items				
Planting Trees	$335.00	Each	318	$106,530
Planting Shrubs	$45.00	Each	880	$39,600
Planting Perennial Plants	$20.00	Each	800	$16,000
Topsoil, 4” depth	$7.00	Linear Foot	5,280	36,960
			Total	**$199,090**
Conduit in Trench	$16.00	Linear Foot	5,280	$84,480
Asphalt Side Path, 10’ width	$90.00	Linear Foot	5,280	$475,200
Sidewalk, 5” depth, 5’ width	$30.00	Linear Foot	5,280	$158,400

FIGURE 5-1 PLANNED STATE AND COUNTY IMPROVEMENTS THROUGH 2016

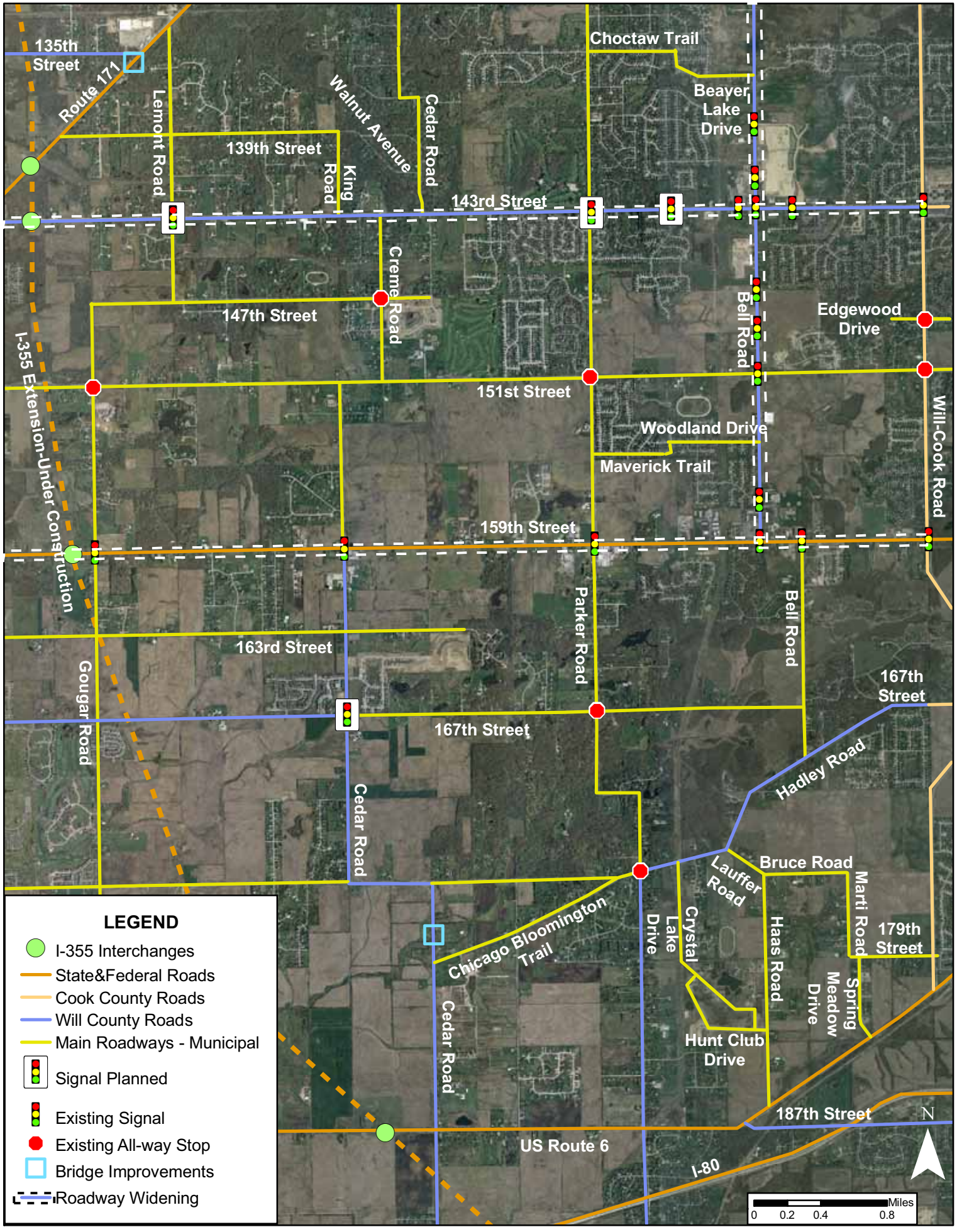
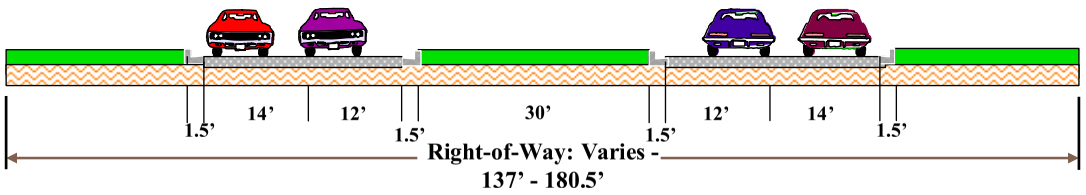


FIGURE 5-2
4-LANE ARTERIAL FOR 159th STREET-IDOT PROPOSED



Street

- Average speed 45 mph
- Utilities located underground
- Drainage – curb and gutter (approx. 1' 7")
- Left turn bays incorporated into raised median
- Limited access
- Numerous curb cuts for existing properties shown
- Pavement: 26 feet

Intersections

- Right turn lanes at Parker, Gougar, Will-Cook, and Bell
- Signalized intersections at Gougar Road, Cedar Road, Parker Road, North and South Bell Road, and Will-Cook Road
- Signals proposed at Glenview Walk and Stonebridge/ Messenger Boulevard
- Un-signalized Intersections at Windmill Drive, Leach Drive, Codo Drive, Hidden Valley Trail, Annico Drive, Oak Valley Trail, and Twin Lakes Drive

FIGURE 5-3 PLANNED STATE AND COUNTY IMPROVEMENTS 2016 THROUGH 2030

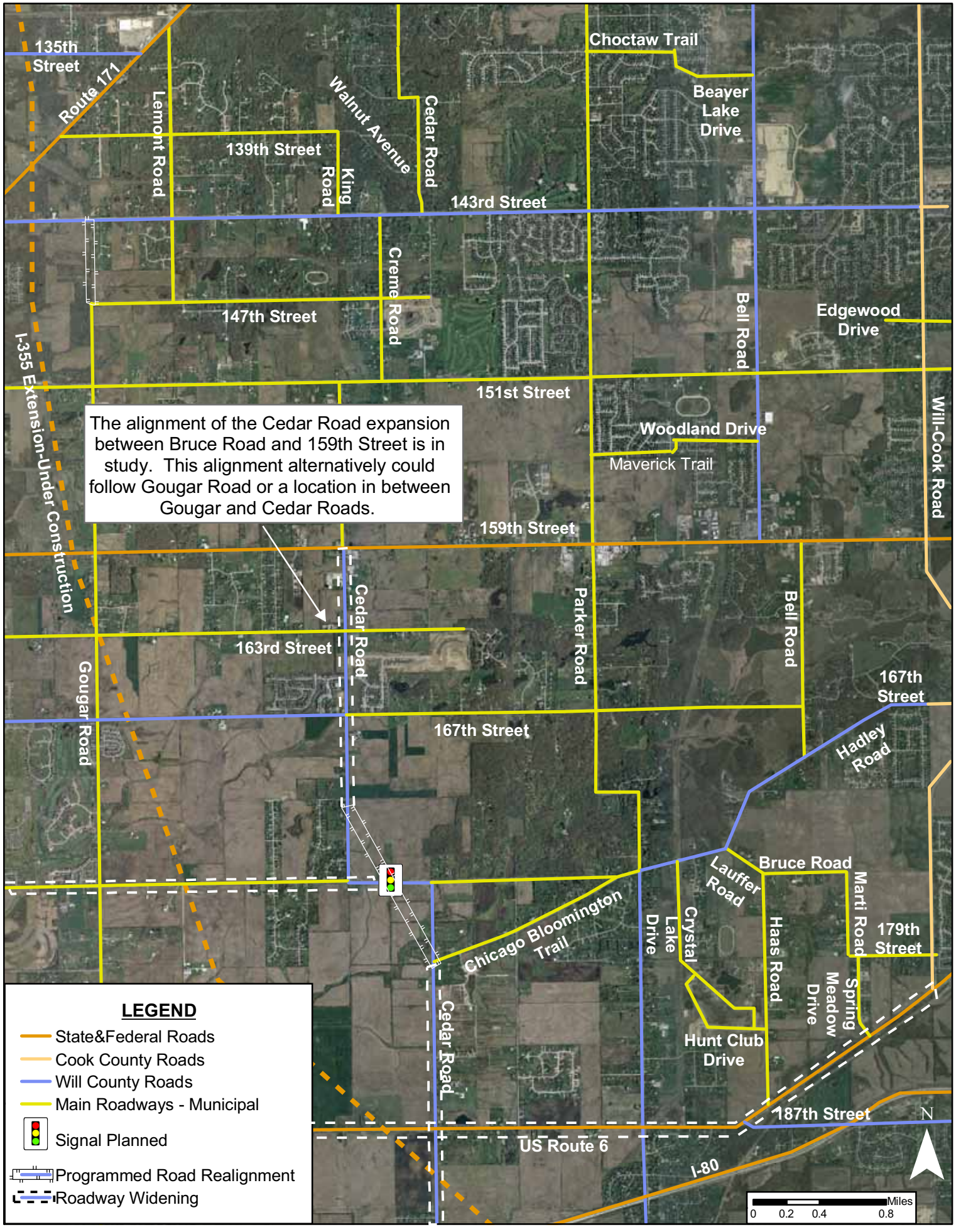
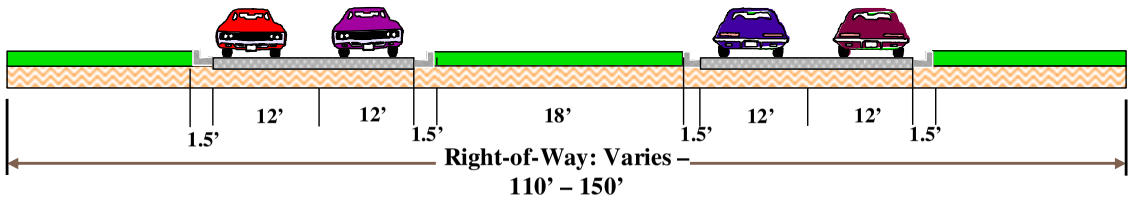


FIGURE 5-4
4-LANE ARTERIAL FOR FUTURE BELL ROAD WIDENING

The proposed Bell Road reconstruction has a four lane cross section from 159th Street to 850' south of 143rd Street, and from 500' north of Glengary Drive to the Cook County line.



Street

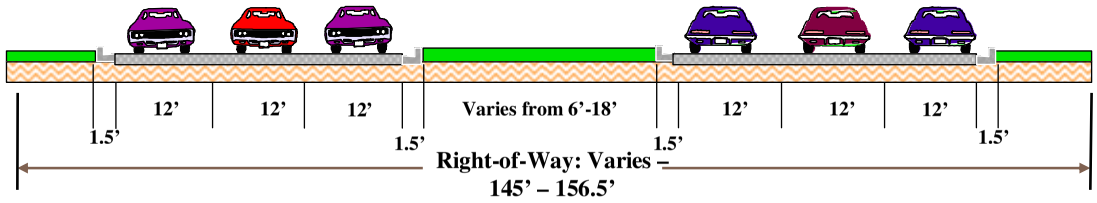
- This cross section depicts the preferred Will County design. It may change as engineering studies/plans are prepared.
- Posted speed 45 mph/Design speed 50 mph
- Utilities located underground
- Drainage – curb and gutter (approx. 1' 7")
- Left turn bays incorporated into raised median; may include a mountable median
- Numerous curb cuts for existing properties shown
- Curb cuts primarily are right in/right out

Intersections

- Signalized intersections at 159th Street, Meadow View Lane, 151st Street, Founder's Crossing, and Martingale Lane
- Unsignalized intersections at Woodland Drive and Beaver Lake Drive
- Sidewalks proposed at major intersections, but they are not continuous. The Village requires that sidewalk be constructed along new commercial development.

FIGURE 5-5
6-LANE ARTERIAL FOR FUTURE BELL ROAD WIDENING

The proposed Bell Road reconstruction has a six lane cross section from 850' south of 143rd Street to the commercial entrance 500' north of Glengary Drive.



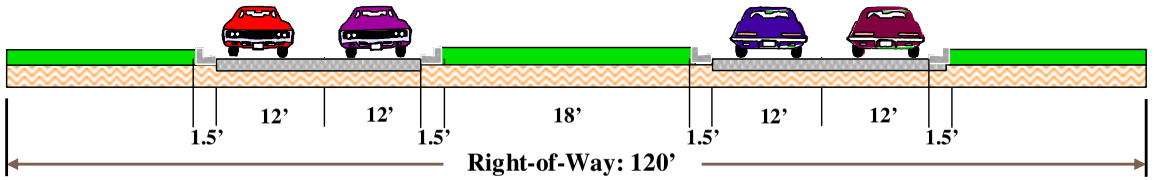
Street

- This cross section depicts the preferred Will County design. It may change as engineering studies/plans are prepared.
- Posted speed 45 mph/Design speed 50 mph
- Utilities located underground
- Drainage – curb and gutter (approx. 1' 7")
- Left turn bays incorporated into raised median
- May include a mountable median
- Numerous curb cuts for existing properties shown
- Curb cuts primarily are right in/right out

Intersections

- Signalized intersections at 143rd Street, Dominicks/Meijer entrance, and Glengary Drive
- Sidewalks proposed at major intersections, but they are not continuous. The village requires that sidewalk be constructed along new commercial development

FIGURE 5-6
4-LANE ARTERIAL FOR FUTURE 143rd STREET WIDENING



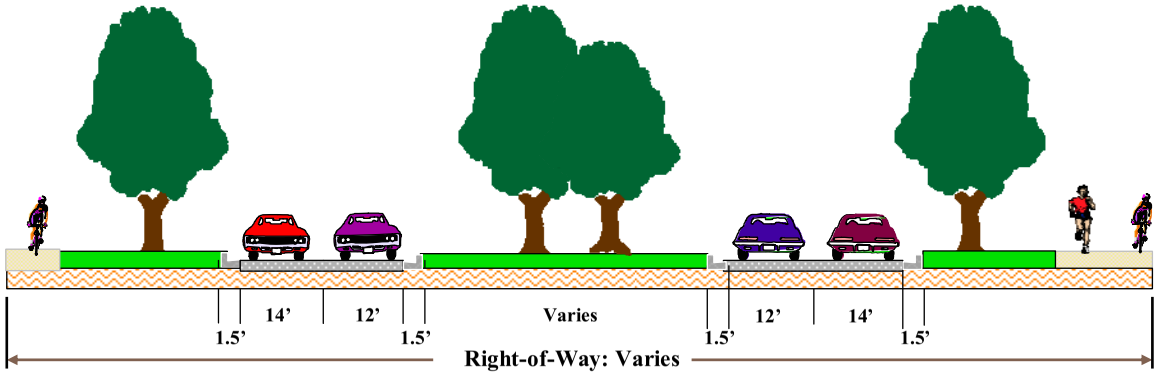
Street

- This cross section depicts the preferred Will County design. It may change as engineering studies/plans are prepared.
- Posted speed 45 mph
- Design speed 50 mph
- Utilities located underground
- Drainage – curb and gutter (approx. 1' 7")
- Left turn bays incorporated into raised median
- Traversable median to be used near Bell Road intersection.
- Median may be used as a turning lane
- Numerous curb cuts for existing properties shown
- Curb cuts primarily are right in/right out

Intersections

- Signalized intersections at Archer Avenue, Bell Road, and Will-Cook Road.
- Proposed signalized intersections at Lemont Road, Parker Road, and Golden Oaks Drive

FIGURE 5-7
4-LANE ARTERIAL-VILLAGE PREFERRED



- This cross section generally depicts the Village-Preferred option for the primary arterials through Homer Glen (Bell Road, 143rd, and 159th).
- Funding for roadway, curb and gutter, drainage, and utilities provided by IDOT or Will County
- Roadside and median landscaping – funded by the village
- 10' side-path on one side and 5' sidewalk on the other – funded by the village
- Conduit to be placed in the median for Christmas light electric hook up and traffic signal interconnect.

Section 6
Traffic Analysis

The purpose of this section is to explain how future traffic levels were forecasted and how this information was used to recommend roadways improvements and right-of-way needs for the main roadways under the Village's jurisdiction.

6.1 Future Average Daily Traffic

Future Average Daily Traffic (ADT) was developed with the aid of forecasts provided by Will County and the Chicago Area Transportation Study (CATS). The Will County and CATS forecasts are provided in **Addendum E, 2030 ADT Comparison.** Each of these forecasts was created for the year 2030. These two models differed in their projections, and in some areas, the difference was significant. When the two models differed, the higher value was used to provide a more conservative model. Forecasts were not provided for all roadways and in some cases, the forecasts were inconsistent with the existing ADT. In these cases, 2030 ADT was calculated using the existing ADT and an appropriate growth factor. Once the 2030 ADT model was complete, the 2016 ADT model was created by using a linear interpolation between the existing 2006 ADT and the 2030 ADT. See **Figure 6-1, Future Average Daily Traffic** for the 2016 and 2030 ADT used for modeling traffic.

6.2 Modeling Programs

Two programs were used to model the existing and future traffic network. The first of these was Synchro, which is a macroscopic equation based model developed from methods found in the *Highway Capacity Manual.*[1] The inputs for this model are the geometric layout of the traffic network, signal timing and phasing, traffic volumes, and roadway parameters (speed limit, lane width, etc.). Synchro uses all of these parameters to develop an equation based measurement of various methods of effectiveness (M.O.E.), such as delay, queue length, average speed, and level of service.

The second model program used is SimTraffic. SimTraffic is a microscopic model that can be used in conjunction with Synchro. SimTraffic uses all of the parameter data from Synchro and sets up a model of the traffic network. Vehicle parameters then are set to assign travel characteristics to each vehicle within the system. These vehicle parameters define how any given vehicle will travel throughout the network, and how it will interact with other vehicles. SimTraffic will calculate the M.O.E. for the network by measuring the M.O.E. for each vehicle and tabulating this data for each intersection in the network.

Synchro and SimTraffic oftentimes will produce differing results for the M.O.E. This is due to the difference in calculation method. As understood by practitioners, no model is perfect, and this discrepancy can be beneficial for comparison purposes. The preferred method of analysis for the roadway network is to use the results from both models and identify the strengths and weaknesses of each model where a discrepancy is found.

[1] Transportation Research Board, *Highway Capacity Manual*, 2000

The following assumptions were made when creating the model:

- All signals have a cycle length of 90 seconds. The cycle length is the amount of time it takes a signal to sequence through all traffic movements once. Ninety seconds is a common amount of time used by IDOT, and uniformity of cycle lengths allows for signal coordination.
- All signals have a yellow time of 3.5 seconds, and an all-red time of 0.5 seconds.
- All dual left turning movements were restricted to left turn on green arrow only, while all single left turning movements were permitted to make left turns on the green for the through movement.
- Unless plans provided specific information, all proposed turn lanes used a 115' turning bay. 115' is the minimum turn lane length used by IDOT.
- The percentage of heavy vehicles on all roads is 2% (Synchro default).

The traffic models were used to analyze the 2006 ADT, 2016 ADT, and 2030 ADT. The existing model incorporated the geometry of the existing roadway network and the existing ADT. The Level of Service (LOS) for existing ADT is illustrated in **Figure 6-2, Existing Level of Service.**

The 2016 model was created by adding planned state and county roadway improvements as discussed in **Section 5, State and County Planned Roadway Improvements** and future ADT to create a projection of the roadway network in the year 2016. The LOS for 2016 is depicted in **Figure 6-3, 2016 Level of Service.**

6.3 Recommended Improvements

Improvements are required to the road system in Homer Glen to maintain satisfactory conditions for vehicular transportation within the community. As was discussed in **Section 4.4, Traffic Levels**, IDOT designs roadway intersections to operate at a LOS of "D" for a given design year. The design year is the year in the future, which the intersection will be designed, based on that year's traffic volume. For the analysis of these models, a roadway intersection was considered to be in need of improvements if it had a LOS "E" or "F," or if an intersection had one approach that had a LOS "F", despite having an overall acceptable LOS. Recommended improvements are based on data collected for this report. Further investigation will be required to determine feasibility and scope of potential improvements.

The improvements recommended in **Table 6-1, Recommended 2016 Roadway Improvements** are based on the 2016 traffic model analysis. These intersection improvements are prioritized based on the severity of traffic problems. The 2016 priorities were determined by evaluating the LOS once state and county improvements were made and for conditions projected for 2016. The table also shows the priority for improvements based on current traffic conditions.

The cost estimates are provided for planning and budgetary purposes only. These cost estimates include engineering design and right of way acquisition. A summary of unit costs used for the estimates can be seen in **Addendum F, Intersection Improvement Costs**. A thorough investigation will be needed to provide a more detailed cost estimate.

Table 6-1
Recommended 2016 Roadway Improvements

Intersection	2006 Priority	2016 Priority	Improvement	Cost	% Cost to Village	Cost to Village
Chicago-Bloomington Tr. & Parker Rd.	---	1	Add signal, 4 left turn lanes, and 4 right turn lanes.	$1,278,683	50%	$639,342
151st St. & Parker Rd.	1	2	Add signal and 4 left turn lanes.	$908,279	66%*	$600,000
151st St. & Will-Cook Rd.	2	3	Add signal and 4 left turn lanes.	$908,279	25%	$227,070
167th St. & Parker Rd.	---	4	Add signal and 4 left turn lanes	$908,279	100%	$908,279
151st St. & Creme Rd.	5	5	Add signal, 2 left turn lanes, and 1 right turn lane	$477,331	100%	$477,331
143rd St. & Creme Rd.	---	6	Add signal and 1 left turn lane	$334,795	33%	$110,482
U.S. 6 & Will-Cook Rd.	3	7	Add signal and 1 left turn lane	$364,029	0%	$0
135th St. & Route 171	4	8	Add signal, and 1 left turn lane	$332,741	0%	$0
Edgewood Dr. & Will-Cook Rd.	---	9	Add signal and 4 left turn lanes	$908,279	25%	$227,070
187th St. & U.S. 6	---	10	Add signal	$265,200	0%	$0
Will-Cook Road	---	11	Widen to four lanes near 143rd Street	***	N/A	N/A
						Total: $3,189,574

* The percentage of the total cost of the project that the Village is responsible to fund. The balance would be the responsibility of the State, County, or other municipality.
** The balance will be paid by a developer.
***Will-Cook Road is under the jurisdiction of Cook County, and improvements will not be funded by the Village.
--- These improvements are not necessary at this time.

Notes:
1. Contingency: 30%
2. Intersections listed in order of 2016 priority. Priority based on intersection delay.
3. Cost Estimates are in 2006 dollars
4. Cost Estimates based on recent IDOT bids

Note that these improvements fall under different jurisdictions and the cost of construction will be split between the Village of Homer Glen and other agencies. Therefore, as shown in **Table 6-1**, only a percentage of the costs is assigned to Homer Glen for certain projects. Further study is required for all of the projects included within

Table 6-1. All recommended improvements for 2006 to 2016 can be seen in **Figure 6-4, Recommended Improvements through 2016**.

The following is a brief explanation of the scheduled 2016 conditions and proposed improvements outlined in **Table 6-1**:

1) *Chicago-Bloomington Trail & Parker Road*: This intersection is a standard four way stop. The morning and afternoon peak LOS for this intersection are both "F." These intersection delays are caused by volumes approaching or exceeding capacity. The recommended solution is to add a traffic signal and "left turn only" and "right turn only" lanes for all approaches. This will improve the intersection morning and afternoon peak LOS to "B" and "C" ratings, respectively. Chicago-Bloomington Trail and Parker Road, south of Chicago-Bloomington Trail, are under the jurisdiction of Will County.

2) *151st Street & Parker Road*: This intersection is a standard four-way stop. The afternoon peak LOS for this intersection is "F." This intersection delay is caused by volumes exceeding capacity. The recommended solution is to add a traffic signal, and "left turn only" lanes for all approaches. This will improve the intersection morning and afternoon peak LOS to a "C" rating.

3) *151st Street & Will-Cook Road*: This intersection is a standard four way stop. The morning and afternoon peak LOS for this intersection are "E" and "F," respectively. These intersection delays are caused by volumes exceeding capacity. The recommended solution is to add a traffic signal, and "left turn only" lanes for all approaches. This will improve the intersection morning and afternoon peak LOS to "B" and "C" ratings, respectively. Will-Cook Road is under the jurisdiction of Cook County.

4) *167th Street & Parker Road*: This intersection is a standard four way stop. The afternoon peak LOS for this intersection is "F." This intersection delay is caused by volumes exceeding capacity. The recommended solution is to add a traffic signal and "left turn only" lanes for all approaches. This will improve the intersection morning and afternoon peak LOS to a "C" rating.

5) *151st Street & Creme Road*: This intersection is controlled with a stop sign for all westbound and southbound traffic, but no stop for eastbound traffic. The afternoon peak LOS for this intersection is "E." The delays at this intersection are caused by volumes approaching capacity. The recommended solution is to add a traffic signal, eastbound and southbound "left turn only" lanes, and a westbound "right turn only" lane. This will improve the intersection afternoon peak LOS to a "B" rating.

6) *143rd Street & Creme Road*: This intersection is controlled with a stop sign for northbound traffic, and no stop controls for 143rd Street. The afternoon peak LOS for this intersection is "E." These intersection delays are caused by high volumes

on Creme Road, and difficulty for northbound Creme Road traffic to cross 143rd Street, which is planned to be expanded to four lanes. The recommended solution is to add a traffic signal, and northbound and westbound "left turn only" lanes. This will improve the intersection afternoon peak LOS to a "B" rating. 143rd Street is under the jurisdiction of Will County.

7) *U.S. 6 & Will-Cook Road*: Will-Cook Road traffic is controlled by a stop sign, and U.S. 6 traffic has no stop control. Delays are created from traffic turning from southbound Will-Cook Road onto the highly traveled U.S. 6. This intersection has an afternoon peak LOS "F" due mostly to the delays experienced by southbound Will-Cook Road traffic. The recommended solution is to add a traffic signal and one left turn lane to this intersection. This will improve the intersection afternoon peak LOS to a "D" rating. Will-Cook Road is under the jurisdiction of Cook County.

8) *135th Street & Route 171 (Archer Avenue)*: 135th Street is controlled by a stop sign, and Route 171 has no stop control. The afternoon peak LOS for this intersection is "F." This intersection delay is due to northeast bound left turning and eastbound left turning traffic delays. The recommended solution is to add a traffic signal, a "left turn only" lane for the northeast-bound approach, and a "right turn only" lane for the southwest-bound approach. This will improve the intersection afternoon peak LOS to a "B" rating. Route 171 (Archer Avenue) is under the jurisdiction of IDOT.

9) *Edgewood Drive and Will-Cook Road*: This intersection is a standard four way stop. The afternoon peak LOS for this intersection is "F." This intersection delay is caused by large volumes traveling southbound on Will-Cook Road. The recommended solution is to add a traffic signal and "left turn only" lanes for all approaches. This will improve the intersection afternoon peak LOS to a "B" rating. Consideration was given to simply removing the stop signs from Will-Cook Road, but this did not sufficiently improve the LOS based on the information that was received. Further study of this intersection should be undertaken to determine if a new signal is warranted. Will-Cook Road is under the jurisdiction of Cook County.

10) *187th Street and U.S. 6*: 187th Street is controlled by a stop sign, and U.S. 6 has no stop control. The afternoon peak LOS for this intersection is "C," but the LOS for traffic entering the intersection from westbound 187th Street is "F." This intersection delay is due to the difficulty that westbound 187th Street traffic has crossing highly traveled U.S. 6. The recommended solution is to add a traffic signal to the intersection. This will improve the intersection afternoon peak LOS to an "A" rating. U.S. 6 is under the jurisdiction of IDOT.

11) *Will-Cook Road*: Four intersections along Will-Cook Road (143rd Street, Edgewood Drive, 151st Street, and U.S. 6) will experience unacceptable LOS by 2016. Based on predicted traffic volume growth, an expansion of Will-Cook

Road to four lanes, especially between 143rd Street and 159th Street, will improve the LOS of these four intersections, and improve the flow of traffic. Will-Cook Road falls under the jurisdiction of Cook County, and any future improvements should be led by Cook County.

6.4 Right of Way Recommendations

Figure 6-5, Proposed Right of Way Expansion illustrates areas where additional right-of-way is needed for intersection improvements, roadway widening, and roadway realignment.

As discussed previously, the main Village roadways can remain as two lane roads as long as 143rd Street, 159th Street, and Bell Road are widened, and the intersections listed in **Table 6-1** are improved with traffic signals and turning lanes. These intersections will require right-of-way of at least 80 feet. **Addendum G, Conceptual Intersection Geometry** illustrates the proposed turning lanes, pavement area and right-of-way needs. The intersection of Chicago-Bloomington Trail and Parker Road and the intersection of 167th Street and Cedar Road will need right of way in excess of 80 feet to accommodate left turn and right turn lanes on all intersection legs.

The distance from the intersections that the roadway widening will begin is dependent on the length of the turn lane(s). IDOT currently has a minimum turn lane length of 115 feet. Using this turn lane length, and assuming a taper length of 154 feet (to attain the IDOT specified taper rate of 11:1), the intersection widening will begin at least 269 feet from the radius return of the intersection. However, the actual distance will vary from intersection to intersection.

Several main roadways also may need to be realigned or extended. These improvements have been suggested by Homer Glen, Will County, or IDOT. **Figure 8-9, Proposed Street Connections** identifies these proposed main roadway connections. An inventory of these street connections is shown in **Table 6-2, Proposed Road Inventory** and in **Addendum J, Proposed Road Inventory**. The road segment number below is referenced in **Figure 8-9**.

Table 6-2
Proposed Road Inventory

Road Segment	Road Type	Road Purpose
1	Local Road	Connects Cokes Road to 143rd Street.
2	Local Road	Connects 138th Street to Prairie Hill Drive
3	Local Road	Connects Foster Drive to 143rd Street
4	Local Road	Connects two separate segments of Wood Duck Lane
5	Local Road	Connects Wood Duck Lane to King Road
7	Local Road	Connects Cinnamon Creek Lane to 151st Street
8	Local Road	Connects Marilynn Lane to Proposed Arterial 38
9	Residential Collector	Links Cedar Road to Parker Road and is aligned with Maverick Trail and Cedar Glen Drive
10	Residential Collector	Links 151st Street to 159th Street and is aligned with

Table 6-2
Proposed Road Inventory

Road Segment	Road Type	Road Purpose
		proposed reverse frontage road 44
11	Residential Collector	Connects Pinto Street with 159th Street and is aligned with proposed reverse frontage road 47
12	Local Road	Connects Meadowview Lane with proposed residential collector 11
13	Local Road	Connects Stonegate Drive to proposed residential collector 15
14	Residential Collector	Connects Golden Oak Drive to 151st Street
15	Residential Collector	Connects Founder's Crossing to Parker Road and is aligned with Cricketwood Drive
16	Local Road	Connects Trailside Drive to 151st Street
17	Residential Collector	Connects proposed residential collector 18 to Bell Road and is aligned with Woodland Drive
18	Local Road	Connects Lakeview Trail to 151st Street and is aligned with Wingate Drive
19	Local Road	Connects Black Forest Trail to Black Pine Trail
20	Local Road	Connects Dogwood Drive to 151st Street and is aligned with Wilco Drive
21	Local Road	Connects two separate segments of Carroll Drive
22	Local Road	Links proposed residential collector 23 with 159th Street and is aligned with Twin Lakes Drive
23	Local Road	Connects Silver Maple Drive with Will-Cook Road
27	Local Road	Realignment of the intersection of Chicago-Bloomington Trail with Bruce Road
28	Local Road	Connects 179th Street with Parker Road
29	Local Road	Connects Rycon Drive to Chicago-Bloomington Trail
31	Local Road	Connects Windsor Court with proposed arterial 40
32	Residential Collector	Connects Deerpath Drive with proposed residential collector 33
33	Residential Collector	Connects Bruce Road/175th Street with Will-Cook Road and is aligned with Brookshire Drive
34	Residential Collector	Connects Meadowcrest Drive with proposed residential collector 33
36	Arterial	Extension of Cedar Road from 151st Street to 143rd Street and aligned with King Road
38	Arterial	Realignment of Bell Road to avoid jog along 159th Street
39	Arterial	Realignment of Cedar Road to avoid running concurrently with Bruce Road
40	Arterial	Extension of Bell Road to connect to Marti Road
41	Arterial	Extension of Haas Road to a possible interchange with I-80
42	Reverse Frontage Road	Entrance to proposed reverse frontage road 43 that is aligned with Leach Drive
43	Reverse Frontage Road	Reverse frontage road along 159th Street from Hiller Drive to east of Gougar Road and south to 159th Street
44	Reverse Frontage Road	Connects proposed reverse frontage road 45 with existing road
45	Reverse Frontage Road	Reverse frontage road for access to proposed village center.
46	Reverse Frontage Road	Reverse frontage road along 159th Street from Hiller Drive to Marian Drive
47	Reverse Frontage	Reverse frontage road along 159th Street from Marian Drive

Table 6-2 Proposed Road Inventory		
Road Segment	**Road Type**	**Road Purpose**
	Road	to Annico Drive
48	Reverse Frontage Road	Reverse frontage road along 159th Street from Stonebridge Drive to Hidden Valley Trail
49	Reverse Frontage Road	Reverse frontage road along 159th Street from Twin Lakes Drive to Will-Cook Road

The actual roadway alignments will have to be determined through additional study and investigation and negotiation with property owners and developers. Three of these realignments would be under the jurisdiction of the Village of Homer Glen:

- Cedar Road/King Road connection between 143rd and 151st Streets
- Bell Road connection at 159th Street
- Bell Road to Marti Road connection

The Village should be able to negotiate with developers to pay for some if not all the costs of the realigned roadway for these three roadways, as well as the right-of-way. However, the Village may need to pay part of the costs of the roadway and right-of-way. Therefore, a cost estimate is provided in **Table 6-3, Main Roadway Cost Estimate per Mile**, and a more detailed estimate can be seen in **Addendum H, Main Roadway Cost Estimate.** The cost estimates are provided for planning and budget purposes. The three connections will require more extensive study to determine specific alignments, cost, and right-of way needs.

Table 6-3 Main Roadway Cost Estimate per Mile			
Item	**Unit Cost**	**Quantity**	**Cost Per Mile**
Asphalt Roadway	$210.00	5280	$1,108,800.00
Curb & Gutter	$20.00	10560	$211,200.00
Storm Sewer	$70.00	6764	$473,480.00
Catch Basins	$2,300.00	106	$243,800.00
Manholes	$2,130.00	14	$29,820.00
Topsoil	$3.00	22880	$68,640.00
Seeding	$4,300.00	4.73	$20,339.00
Tree plantings	$250.00	212	$53,000.00
Earth Excavation	$20.00	15644	$312,880.00
ROW Acquisition*	$4.00	359040	$422,400
Engineering*	20%	-	$588,872
		Total Cost per Mile	**$3,533,231**

*Notes: Engineering Costs are 20% of the total cost. This cost assumes that the Village only needs to acquire 25% of ROW. The balance will be from the developers.

The Cedar Road connection would change the traffic patterns for Creme Road. The Cedar Road connection is parallel to and ¼ mile west of Creme Road. As discussed previously, the traffic analysis demonstrated that intersection and signal improvements are warranted for the intersection of Creme Road/143rd Street and Creme Road/151st Street. One-half of

this right-of-way for Creme Road already is available. If the balance of the needed right-of-way can be acquired and this roadway is constructed, it will become a minor arterial that also will reduce the traffic on Creme Road. The signals planned for Creme Road would be needed at Cedar Road. Creme Road also could be reduced from an arterial to a collector street.

As a standard practice, the Village works with IDOT and Will County to secure needed right-of-way. When a developer with property adjacent to a State or County roadway seeks Village approval, the Village staff directs the developer to the respective agency. The developer must reach concurrence with the agency on the right-of-way needs before the Village will provide development approvals. For example, much of the needed right-of-way along 159th Street has been and will be secured in this fashion.

The Village also has decided to acquire 80 feet of right-of-way, whenever possible, along all main roadways (minor arterials and major collectors) under the Village's jurisdiction. That is, when a developer with property adjacent to a main Village roadway seeks Village approval, the Village will request that enough land be dedicated to ensure 80 feet of right-of-way along the roadway. The purpose of this request is to accommodate potential, future roadway improvement.

6.5 Long Range Recommended Improvements

The Homer Glen roadway system also was analyzed using the projected traffic for 2030. The 2030 model was created to identify problem areas beyond 2016 and plan accordingly for them. The 2030 traffic analysis model included planned state and county roadway improvements as discussed in **Section 5**. Also, 2016 roadway improvement recommendations were included into the 2030 analysis. **Figure 6-6, 2030 Level of Service** depicts the level of service for 2030.

Table 6-4, Suggested 2030 Roadway Improvements and **Figure 6-7, Suggested Improvements 2016 through 2030** summarize and illustrate the needed roadway improvements.

Table 6-4
Suggested 2030 Roadway Improvements

Intersection	Improvement
1. Hadley Rd. & Bell Rd.	Add signal and 2 left turn lanes.
2. 147th St. & Lemont Rd.	Add 1 left turn lane.
3. Chicago-Bloomington Tr. & Cedar Rd.	Add signal and 1 left turn lane.
4. 151st St. & Bell Rd.	Widening of 151st St. near Bell Rd.

The following is a brief description of the scheduled conditions and proposed improvements outlined in **Table 6-4**.

1) *Hadley Road & Bell Road*: Bell Road is controlled by a stop sign, and Hadley Road has no stop control. The afternoon peak LOS for this intersection is "F." This intersection delay is due to the difficulty that southbound Bell Road traffic

has crossing the Hadley Road. The recommended solution is to add a traffic signal and "left turn only" lanes for eastbound Hadley Road and southbound Bell Road. This will improve the intersection afternoon peak LOS to a "C" rating. Hadley Road is under the jurisdiction of Will County.

The addition of the signal at Hadley and Bell Road also will alleviate traffic congestion at 167th Street and Bell Road. The LOS at this intersection has an "F" rating for the afternoon peak hours due to the backup of traffic at the intersection of Bell Road and Hadley Road. The long cues generated at that intersection have blocked vehicles from turning onto Bell Road from 167th Street. The signal addresses this issue and alleviates the congestion by allowing for traffic to move more easily between Hadley and Bell Road.

2) *147th Street & Lemont Road*: Lemont Road is controlled by a stop sign, and 147th Street has no stop control. The afternoon peak LOS for this intersection is "F." This intersection delay is due to high volumes on southbound Lemont Road. The recommended solution is to add a "left turn only" lane for the southbound Lemont Road approach. This will improve the intersection afternoon peak LOS to a "B" rating.

3) *Chicago-Bloomington Trail & Cedar Road*: Chicago-Bloomington Trail is controlled by a stop sign, and Cedar Road has no stop control. The afternoon peak LOS for this intersection is "F." This intersection delay is due to the difficulty that westbound Chicago-Bloomington Trail traffic has crossing U.S. 6, which is scheduled to be expanded to four lanes. The recommended solution is to add a traffic signal and a "left turn only" lane for westbound Chicago-Bloomington Trail. This will improve the intersection afternoon peak LOS to a "B" rating. Cedar Road is under the jurisdiction of Will County.

4) *151st Street & Bell Road*: This intersection is signalized, and there are left turn lanes for all approaches. Bell Road is 4-lanes, and 151st Street is 2-lanes in the vicinity of this intersection. The current LOS at this intersection is "D," with the 151st Street approaches having a LOS of "E" or "F." This intersection delay is due to a small percentage of green time devoted to 151st Street given the large traffic volumes on Bell Road. The recommended solution is to widen 151st Street to a four lane road in the vicinity of Bell Road. This will allow more right turning and through traffic to clear the intersection in the green time given to 151st Street. The resulting LOS for this intersection is "C," with larger improvements coming in the LOS of all 151st Street approaches. Bell Road is under the jurisdiction of Will County.

6.6 Signal Coordination

Signal coordination is the practice of timing a series of signals so that traffic may move efficiently through those signals. As traffic volumes grow, and more intersections become signalized, the need for coordinated signals becomes increasingly important.

Future development may warrant the installation of traffic signals at intersections of main roads and development entrances. These signalized intersections should be spaced at a minimum of ¼ mile. The cost of the traffic signal normally will be paid for by the developer. A traffic impact analysis should be performed to verify the need, location, and responsibility for the traffic signal. Development related signals should be coordinated as discussed below.

When future signals are installed or major development occurs, the following locations are areas that could benefit from signal coordination:

- Three signals along Bell Road at 143rd Street, Homer Square Shopping Entrance, and Glen-Gary Drive. These three signals are separated by approximately 0.5 mile.

- Three signals along 143rd Street at Homer Town Square Shopping Entrance, Bell Road, and Graystone Drive. These three signals are separated by approximately 0.3 mile.

- Three signals along Bell Road at Martingale Lane, Founders Crossing, and 151st Street. These three signals are separated by approximately 0.5 mile.

- Three signals at Bell Road and Meadowview Lane, North Bell Road and 159th Street, and South Bell Road and 159th Street. These three signals are separated by approximately 0.5 mile.

- The proposed signal at Will-Cook Road and Edgewood Drive should be coordinated with the proposed signal at 151st Street and Will-Cook Road. These two intersections are separated by approximately 0.25 mile.

- The two signals to be installed with the future interchange of 159th Street and I-355 should be coordinated with the existing signal at 159th Street and Gougar Road. This intersection will be separated from the future interchange by approximately 0.1 mile.

- The two signals to be installed with the future interchange of U.S. 6 and I-355 should be coordinated with the proposed signal at U.S. 6 and Cedar Road. This intersection will be separated from the future interchange by approximately 0.25 mile.

- New signals required because of future development may need to be coordinated with existing signals.

All locations listed above are under the jurisdiction of IDOT, Will County, and Cook County. However, the cost of signal interconnect installation needs to be considered,

because the Village of Homer Glen may be required to provide the funding for locations within the village boundaries.

6.7 Priority Control Systems

The Village of Homer Glen would like to have all new traffic signals within the Village fitted with priority control systems in order to allow emergency vehicles the opportunity to change the signal to "green" as they approach an intersection.

These systems install easily at intersections and on vehicles. They can be integrated with existing traffic controllers and can minimize the impact on traffic flow. Several manufacturers have created systems that assist police, fire, and emergency medical services in traffic management. The 3M Opticom system is one of the largest manufacturers of these devices.

This particular system uses a secure, encoded infrared communication that can identify individual vehicles and can log the activity. The system is activated by an emitter. The emitter broadcasts a priority request to the intersection. A detector at the intersection receives the infrared transmission and relays the request to the phase selector of the traffic signal. The phase selector validates the request and provides input to the traffic controller, which then provides a green light. This performs through normal operations.

Intersection costs range in price for the fitting of the priority control systems. The United States Department of Transportation cites a cost of approximately $4000 per intersection and less if multiple intersections are fitted at once.[2]

[2] United States Department of Transportation. 2007. *Intelligent Transportation Systems Benefits, Costs, and Lessons Learned: 2005 Update.* 2005. Available from http://www.its.dot.gov/jpodocs/repts_te/14073.htm.

FIGURE 6-1 FUTURE AVERAGE DAILY TRAFFIC

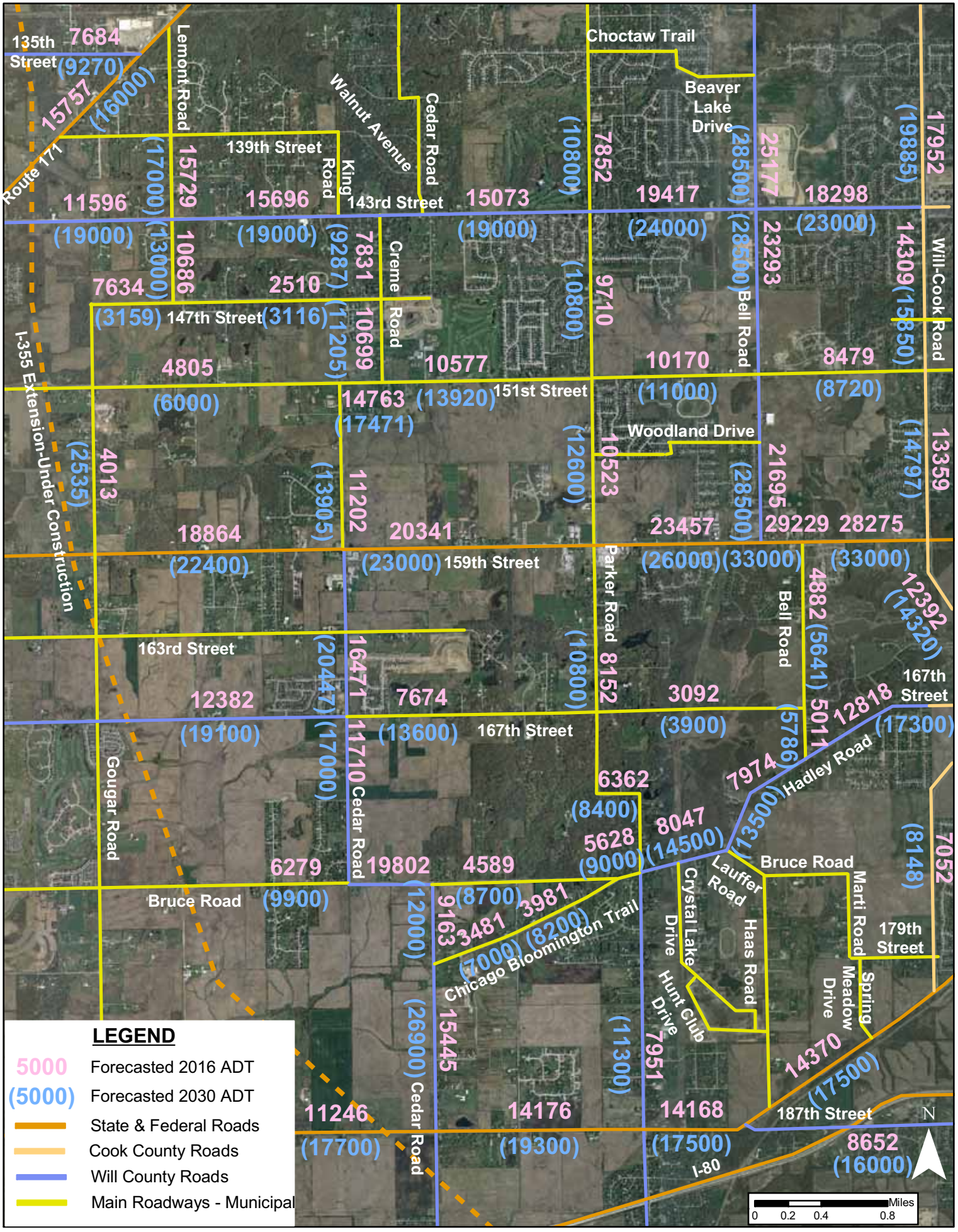


FIGURE 6-2 EXISTING LEVEL OF SERVICE

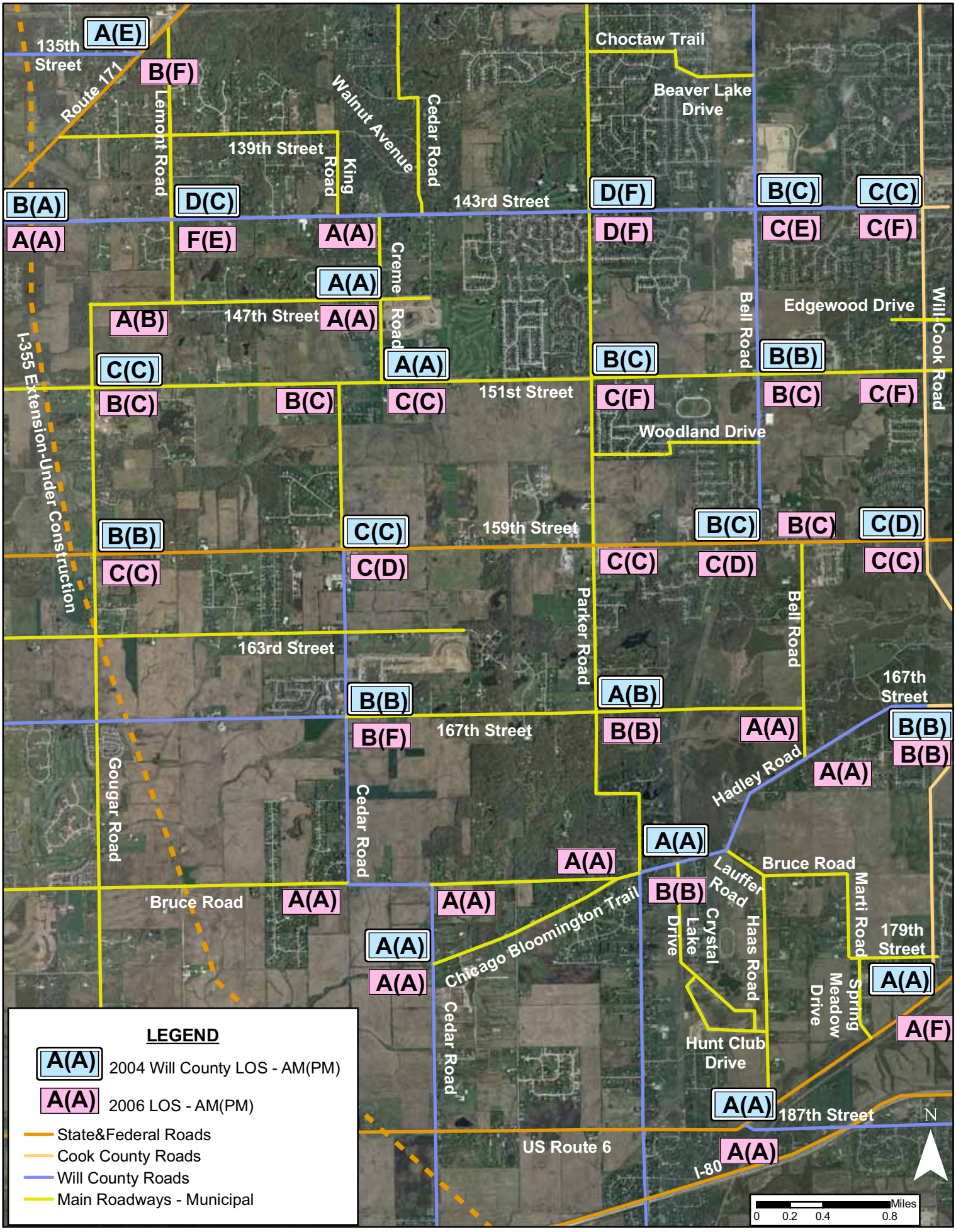


FIGURE 6-3 2016 LEVEL OF SERVICE

EXISTING ROADS WITH STATE AND COUNTY PLANNED IMPROVEMENTS

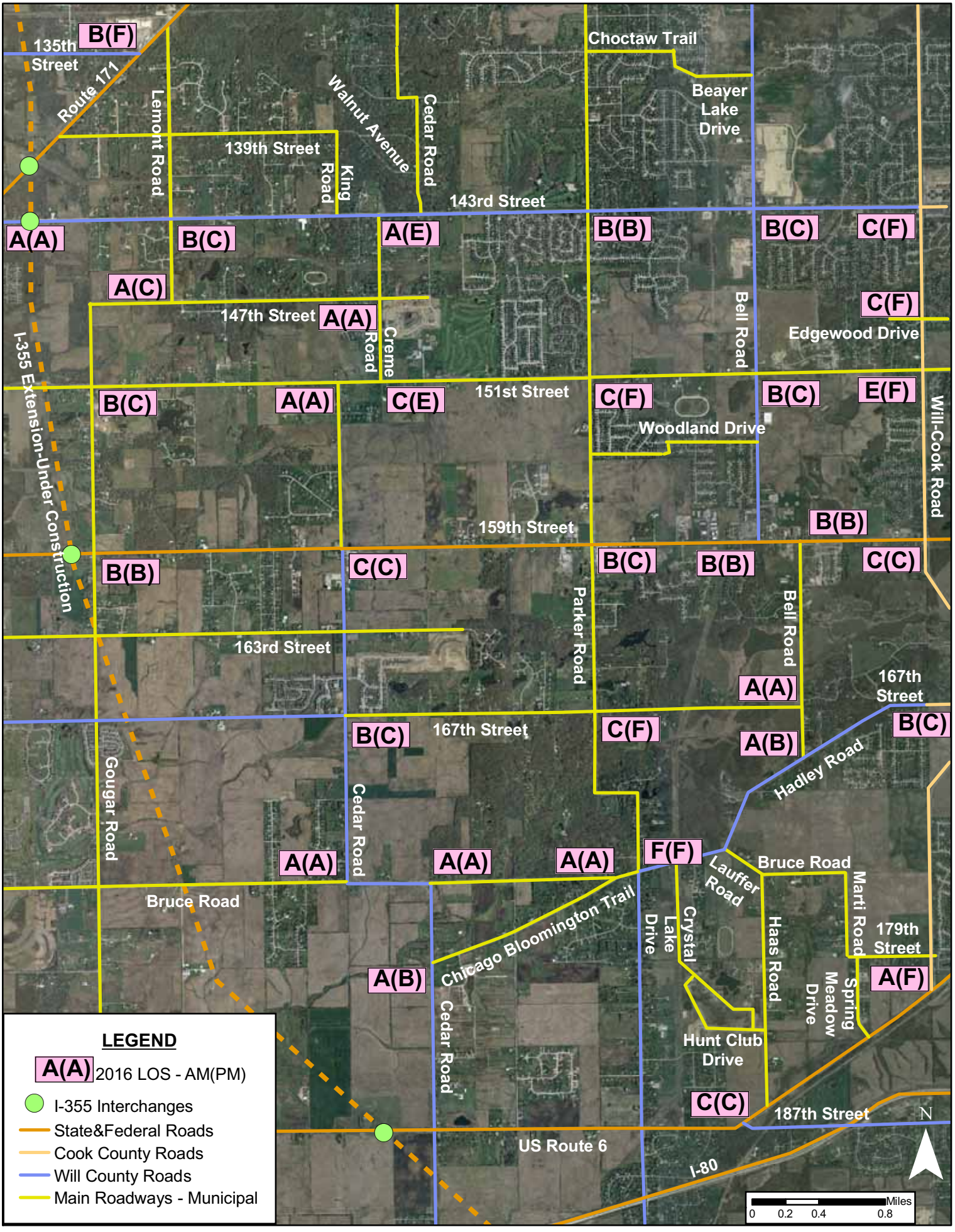


FIGURE 6-4 RECOMMENDED IMPROVEMENTS THROUGH 2016

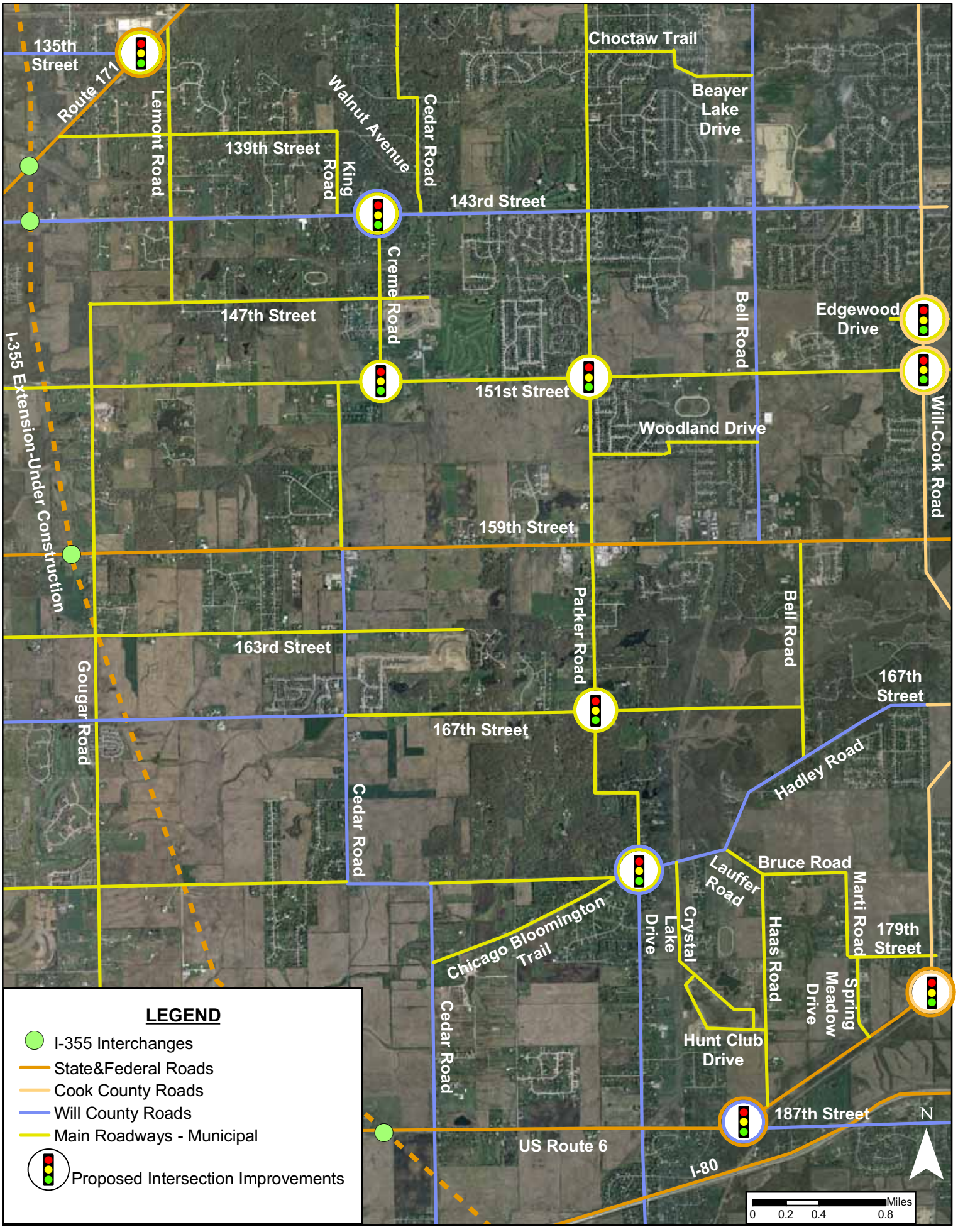


FIGURE 6-5 PROPOSED RIGHT OF WAY EXPANSION

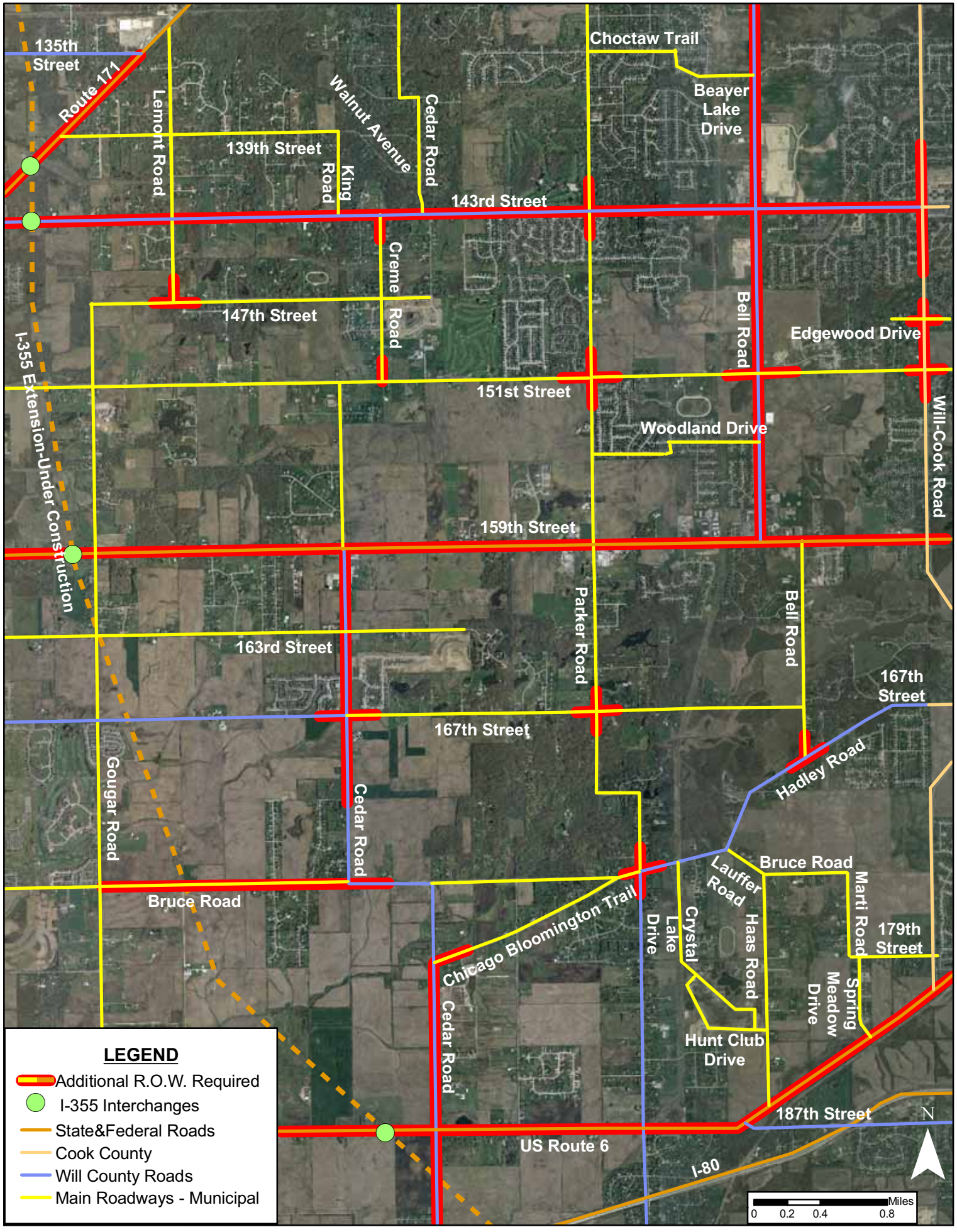


FIGURE 6-6 2030 LEVEL OF SERVICE

EXISTING ROADS WITH PLANNED COUNTY AND STATE IMPROVEMENTS, AND 2016 RECOMMENDED IMPROVEMENTS

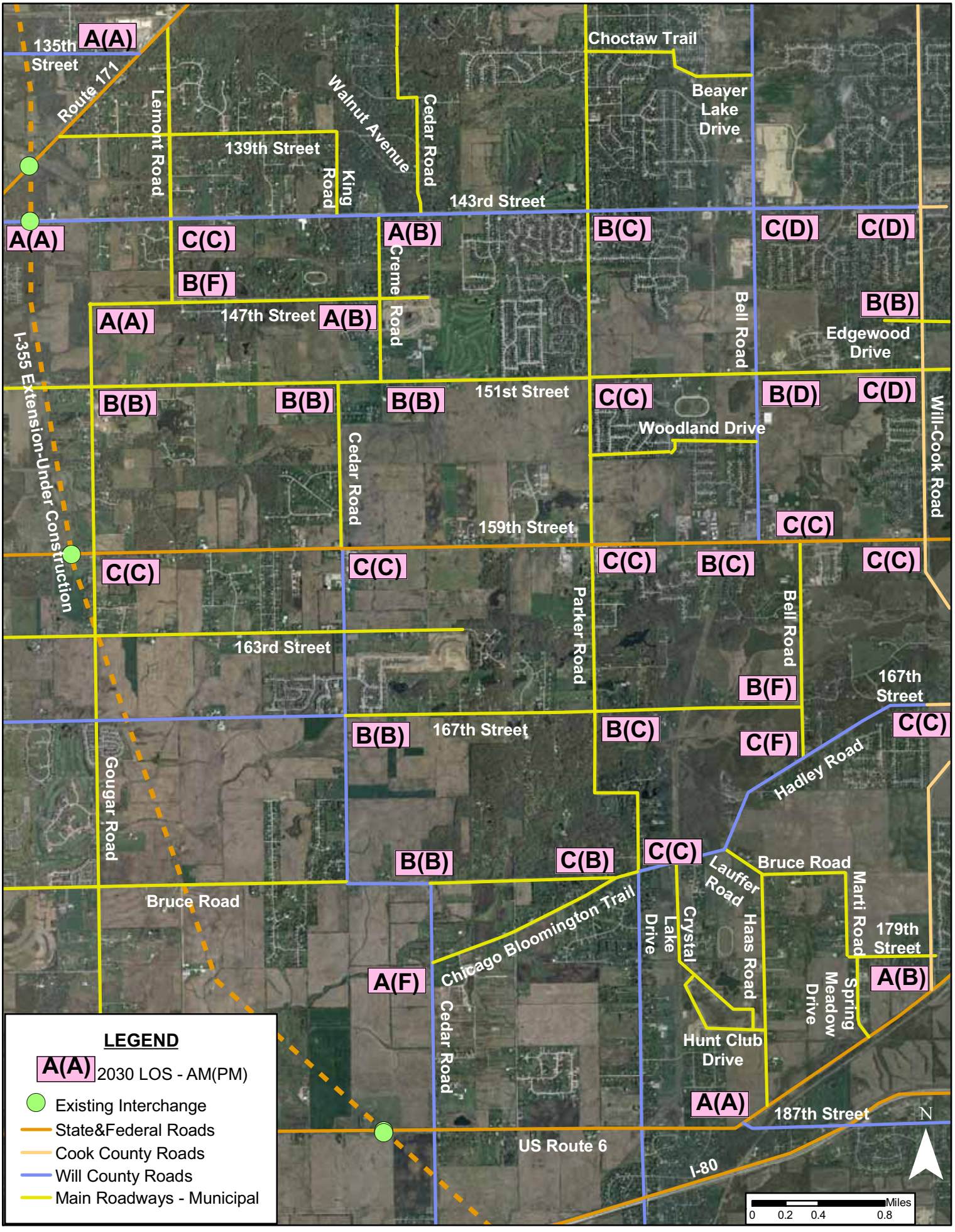
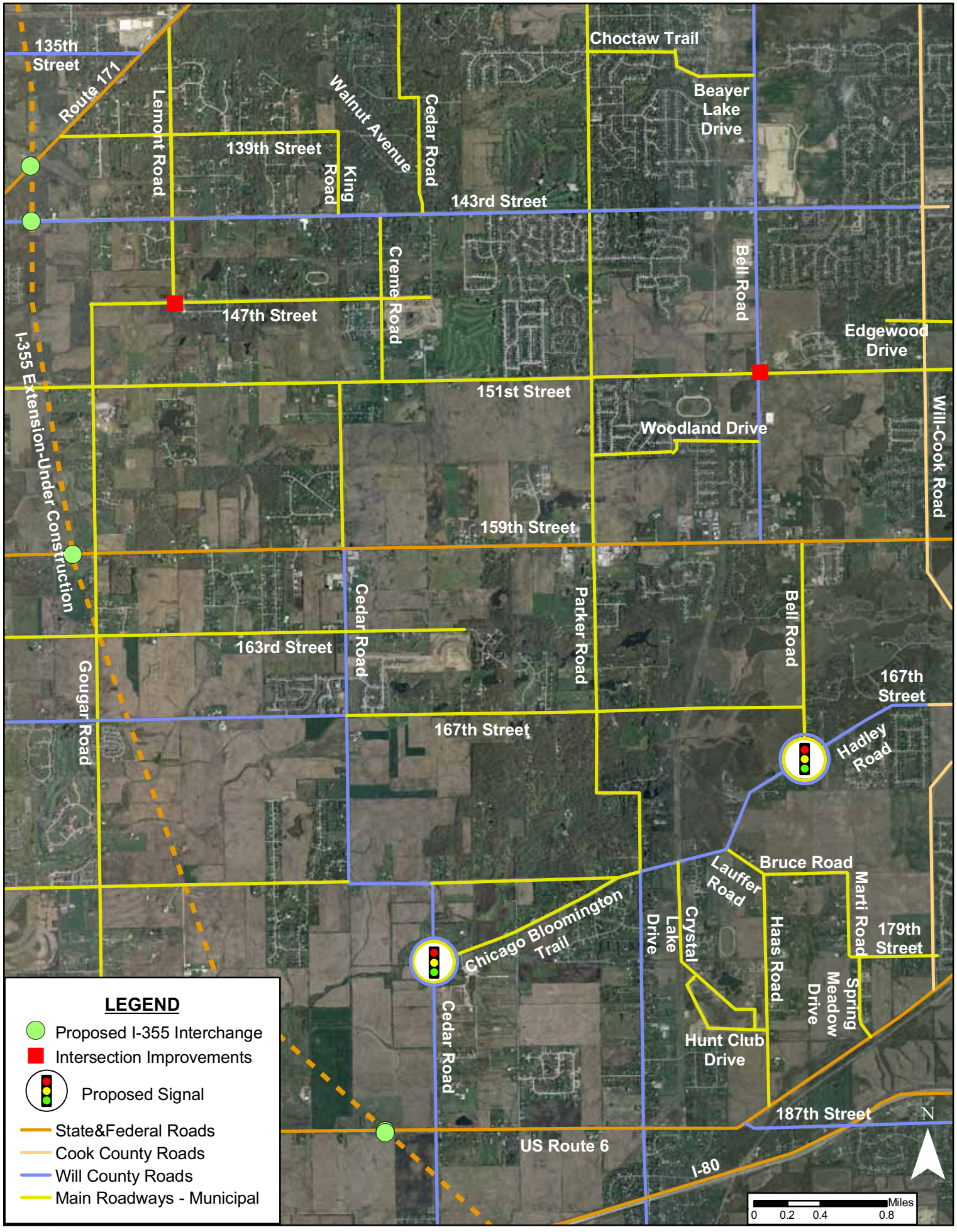


FIGURE 6-7 SUGGESTED IMPROVEMENTS 2016 THROUGH 2030



Section 7
Land Use and Transportation

Land use and transportation are interrelated. The transportation plan needs to consider the land use and vice versa. In other words, land use and transportation should be planned in conjunction with each other. This task often is difficult to accomplish. The land use is planned and regulated by the Village of Homer Glen. However, as discussed within this Plan, major transportation improvements are planned and implemented by regional and state agencies. This section will review some of the land use issues controlled by the Village of Homer Glen that affect this Plan.

7.1 Homer Glen Comprehensive Plan

The Village of Homer Glen adopted its Comprehensive Plan in March of 2005. This Comprehensive Plan allows for single-family residential development to predominate, while preserving open space and environmental resources. The Comprehensive Plan strives to achieve a balance between the preservation of significant environmental features and open space amenities while accommodating high quality and desirable new development. The preponderance of low residential density and land use will help to reduce traffic generation of the main roadways that are maintained by the Village.

The Village also has planned for commercial land use along the major arterials of 159th Street, 143rd Street, and Bell Road. This commercial land use will improve the tax base of the Village by generating additional sales tax. It also will generate additional traffic on these roadways. Some mixed-uses (commercial and higher density residential) are planned along 159th Street. Encouraging mixed land use should assist in the reduction of traffic. The widening and expansion of these roadways will be dependent upon the Illinois Department of Transportation (IDOT) and Will County. The Village should work closely with these agencies and work directly with them on the roadway designs.

The Village of Homer Glen recently has passed the Conservation Design Ordinance (July 25, 2006) in order to address environmentally and culturally responsible development. This document sets forth regulations for specific residential areas within Homer Glen. It encourages the clustering of residential property and protects open space and ecologically sensitive areas.

7.2 Subdivision Ordinance

Subdivision regulations should ensure that new lots conform to zoning and that streets are aligned properly. Provisions should be made to allow for adequate water, drainage, utilities, light, and air. Interconnectivity of new and existing streets should create adequate street spacing.

Upon incorporation, Homer Glen adopted the Will County Subdivision Ordinance (updated December 1999). The Village of Homer Glen should consider adopting their own Subdivision Ordinance to address specific Village needs. Will County currently is updating the subdivision ordinance. The updated Ordinance is expected to address environmental and culturally sensitive

issues pertaining to development. Homer Glen will need to prepare or adopt a new subdivision ordinance to avoid being left with an old regulation, unless the update is adopted.

7.3 Zoning Ordinance

Zoning is a tool to be used to guide land development, re-use, and re-development. Homer Glen adopted a new Village Zoning Ordinance in October 2006 and a Conservation Design Ordinance in July 2006.

The Village encourages development that uses the Planned Development (PD) provisions of the Zoning Ordinance. The PD is a concept, which encourages innovative development design while providing relief from the rigid zoning district and subdivision regulations. The PD section of the Zoning Ordinances requires that developers provide a traffic study prepared by a qualified expert to address the general description of existing roads on and adjacent to the proposed development and to comment on the adequacy of the local transportation and thoroughfare systems to handle anticipated traffic volumes generated by the planned development. The Ordinance also requires that developers provide a circulation diagram indicating the proposed movements of vehicles, goods, and pedestrians. Design standards are not specific and merely require that special engineering features and traffic control devices facilitate traffic safety (Section 9.2-3). Traffic in PD's should facilitate safe and continuous pedestrian, bicycle, and vehicular movement (Section 9.5-7); and parking and loading facilities are to be provided in accordance with Village Ordinances and regulations (Section 10.3 Off-Street Parking Space, 10.4 Off-Street Loading, and 10.5 Adjustments to Required Parking).

Section 8 General Provisions of the Zoning Ordinance include provisions that apply to traffic management. The following selections are provided for reference.

> 8.4-4 Through Lots On vacant through lots, the front lot lines shall be along the street right-of-way designated by the Zoning Officer except that when a front lot line has been established on one (1) or more lots in the same block and all have front lot lines established along the same street right-of-way line, the street right-of-way line designated as the front lot line for such lot or lots shall be the front line on all vacant through lots in such block. Only such obstructions as herein permitted in front yards shall be located in that part of a rear yard adjoining a street that is equivalent in depth to a required front yard, except for lots backing to thoroughfares in subdivisions where no-access strips have been provided on the recorded plats.
>
> 8.4-5 Corner Lots All principal and accessory structures on corner lots must meet front and side yard setback requirements of each zoning district. The required front yard setback on corner lots shall apply to each side of the lot fronting a street.
>
> 8.4-7 Street Frontage and Access Every lot created after the effective date of this Ordinance must have frontage on a public street and must be provided with facilities for ingress and/or egress to and from such public street.
>
> 8.4-8 Access Across Property No lot shall be used for motor vehicle access to any other lot or land unless such access has been approved by the Village Board.

8.8 Vision Clearance At the intersection of all streets and points of ingress or egress onto any street, no obstructions exceeding three (3) feet in height shall be permitted within the triangular area formed by the intersection of any two (2) street rights-of-way lines and/or the intersection of any street right-of-way line with any edge of any service or other access drive determined by a line drawn connecting two (2) points located twenty-five (25) feet equidistant along said right-of-way lines or service or access drive edges from the point of intersection thereof.

7.4 Traffic Impact Analysis

A traffic impact analysis (TIA) is a specialized study of the effects a development has on the transportation system. It specifically concerns the generation, distribution, and assignment of traffic to and from a proposed development. At a minimum, all development should be reviewed for the roadway connection to the main roadway. For starters, it is recommended that any development that generates an average of 500 vehicle trips per day require a TIA. For example, a 60 home development could generate an average 500 vehicle trips per day.

One acre is recommended for the threshold for a TIA for non-residential development. The vehicle trips generated from non-residential can vary greatly depending on the type of use. The TIA can range from a cursory review and letter of opinion from a qualified professional to a comprehensive analysis and report that includes the detailed study of the development, the surrounding transportation system, and other approved or planned development in the vicinity of the proposed development. As the volume of traffic from the development increases, the level of detail that should be provided for the TIA would increase.

New development often requires access to and from arterial and collector roadways. Design features such as left turn bays, right-turn bays, and acceleration and deceleration lanes, can be important features for safety and traffic flow along arterial and collector roadways. Access design is an important consideration for Homer Glen with a roadway network that consists primarily of 2-lane roads. New developments should be required to install left turn lanes on arterial and collector roadways. Current Village practice is to require left turn lanes on arterials/collectors when 25 or more homes may need access from the arterial or collector.

Left-turn bay length also is an important consideration. The need and length of the bay is a function of number of lanes, roadway speed, opposing traffic volumes, and number of vehicles turning left. The left-turn bay should address current and future traffic levels.

A TIA would provide a means for collecting the traffic data needed to determine the access design features. The study can address the design of left turn bays, right turn bays, and acceleration and deceleration lanes. Additional consideration also may be needed for stop control devices.

Each development and roadway is expected to have unique characteristics. Standards or warrants that suggest when access design features are needed are provided by the Institute of Traffic Engineers (ITE) and the American Association of State Highway and Transportation Officials (AASHTO). These standards or warrants should be cited in the TIA.

The cumulative impact of development should always be taken into consideration. That is, the TIA should consider the adjoining properties that would be going though or into the new development. The TIA will result in recommendations that should be used to mitigate the traffic impacts of new development. **Figure 7-1, Traffic Impact Analysis** provides guidelines that can be used to review new development. Developers should be required to construct and install all needed improvements to mitigate the traffic generated by the development. This would apply even to mitigation measures (i.e., traffic signals) that would depend on future developments. The Village can prepare recapture agreements to address the additional costs associated with accommodating the future development. A recapture agreement would require the future developer to pay the incremental cost of the mitigation measures when the future development occurs. The original developer is then reimbursed for the additional cost for the traffic mitigation measure.

There are many development situations that were not necessarily taken into account in the traffic analysis performed as part of this Plan. Thus, it is important that a traffic analysis be performed for new development and the mitigation measures installed. For example, the school district is contemplating a new high school east of Cedar and south of 151st Street. The number of students is estimated at 3,000. This number of students could generate 5,130 average vehicle trips per day.[1] Assuming that all the traffic went onto Cedar Road, the proposed high school would increase traffic on Cedar between 151st Street and 159th Street by 55%. Obviously, a much more detailed traffic analysis should be conducted to mitigate the potential traffic impacts of the proposed location of the high school.

Additional study will be required to account for traffic generated by new parks, as well. The Village plans to create a neighborhood park in the Kingston Hills subdivision near Carlton Drive and a community park in Stonebridge Woods Subdivision south of 159th Street and west of Parker Road. Seven additional neighborhood parks and three other community parks are proposed for Homer Glen as part of the Proposed Parks, Open Space, and Recreation Master Plan.

[1] Institute of Traffic Engineers, *Trip Generation*, 7th Edition, 2003

FIGURE 7-1
TRAFFIC IMPACT ANALYSIS

A traffic impact analysis shall be prepared for all residential development with more than 60 homes or non-residential development greater than 1 acre. The report shall, at a minimum, address the following points. Exceptions to these guidelines are at the discretion of the Village.

A. Collect the following data related to existing traffic conditions:

1. AM and PM peak hour through and turning movement counts at key intersections and drives. Key intersections shall include all intersections to main roadways adjacent to the development, as well as the closest signalized intersection (s).
2. Street characteristics including right-of-way, street widths, potential bus stop locations, lane widths, traffic controls, signal controls, and accident data within a half-mile radius.
3. Existing capacity analyses at intersections to main roadways and drives for AM and PM peak hours.
4. A map showing all sidewalks on main roadways within a 1/4 mile of the development and all bicycle paths/lanes within a mile of the development.
5. Summary of existing traffic operations.

B. Determine trip generation and assignment for the new development as follows:

1. Trip Generation using institute of Transportation Engineers (ITE) factors (others factors can be used as long as they are substantiated). Provide AM and PM peak hour generation, as well as daily.
2. Trip Distribution – The percent distribution of site traffic by different land uses (i.e. office, hotel, residential, etc) for major approaches to the site.
3. Traffic Assignment - For both AM and PM peak hours at major intersections and site drives. It should include non-site traffic, factored for growth and/or site traffic from other surrounding and planned development. Assignments should consider development phases if the project is to be phased in beyond a 5-year period.

C. Review the Homer Glen Transportation Plan to determine if there are any collector roadways or reverse frontage roadways that are existing or proposed for or adjacent to the development. If so, illustrate the collectors or frontage roads on a site map.

D. Based on the above analysis, provide recommendations related to:
1. Parking demand and geometry
2. Internal circulation
3. Access management onto main roadways
4. Minimizing the impact on adjacent main roadways and intersections
5. Traffic calming measures on residential collector streets
6. Pedestrian and bicycle improvements needed to make connections to the identified bicycle paths/lanes and sidewalks or to nearby commercial areas.

Section 8
Roadway Standards

The purpose of this section is to review roadway standards that currently are used by the Village of Homer Glen and to recommend updates to those standards. Topical areas discussed include right-of-way and street width, pavement type, drainage, pedestrian facilities, bicycle facilities, access control, street connectivity, traffic calming, and gateway and community identity.

8.1 Right-of-Way and Street Width

The right-of-way (ROW) is the land set aside for use as a roadway corridor. ROW is dedicated by private property owners or purchased by public means prior to the construction of a new road. In many cases, extra land is purchased for the purpose of building additional features, such as sidewalks and utilities. The ROW should be as wide as is necessary to accommodate these features and additional uses.

The Village of Homer Glen has adapted the Will County Subdivision Ordinance for new developments within the village boundaries. The Subdivision Ordinance outlines general procedures and standards required for new development pertaining to roadways and improvements. According to the current Will County Subdivision Ordinance, rights of way for publicly planned streets vary in measurement from 60 feet for cul-de-sacs to 150 feet for major streets as depicted in **Table 8-1, Roadway Standards from the Will County Subdivision Ordinance** (July 2002). Will County currently is updating the Subdivision Ordinance.

Table 8-1
Roadway Standards from the Will County Subdivision Ordinance

Functional Classification	ROW Width	Pavement Width
Major Street (Regional Significance or State Route)	150	As established by the County Engineer
Secondary Street (County Highway)	120	
Collector	80	Not specified
Local	66	28
Cul de Sac	60	24

Current ROW for Homer Glen varies in width along the main roadways and may not always follow the Will County Subdivision Ordinance. The amount of ROW does not seem to follow any pattern; and quite often, the variation will occur on both sides of the road. For instance, along 143rd Street, the north ROW varies between 33' and 60', while the south ROW varies between 33' and 75'. (See **Addendum I, Existing Rights of Way** for ROW width of the Village's main roadways).

Historically, the Village, prior to incorporation, was rural and contained numerous two lane roads suitable for limited vehicle travel. As the population expanded and new developments were built within the Village, roadways were altered to adjust to the needs of users and residents. The inconsistent rights of way are a result of these changes, as the

State, County, and Village acquired additional rights of way in areas of need, such as intersections and large developments including strip malls and subdivisions.

ROW is an important element of roadway design and is linked to the width of the pavement. Street width primarily should be determined by the street's functional use. All streets should have at least one unobstructed moving lane, even if parking is present on both sides.

Main Roadways

As discussed in **Section 6. Traffic Analysis**, the main roadways (minor arterials and major collectors) under the Village jurisdiction can be maintained as long as traffic signals and lane widening occurs at certain intersection. Most of these main roadways have been constructed under Will County standards (See **Figure 8-1, Typical Rural Street Cross Section**). By maintaining the roadways in this fashion the Village also intends to maintain the country character along the roadways. **Figure 8-1** shows that the typical pavement width would be 24 feet from edge to edge of pavement. However, a review of the main roadways in the Village showed that most of them are 22 feet from edge to edge. Some of the older local streets have a pavement width of as little as 18 feet.

While the Village intends to maintain the rural cross section of the main roadways, improvements for bicycles still can be considered. The Village would like to provide bicycle lanes along some of the main roadways within Homer Glen. Provisions could be made for bicycle lanes by widening the pavement by four feet on both sides of the roadway. This addition would maintain the rural cross section, which includes drainage swales. No decision has been made as to if any main roadways should receive such consideration due to the associated costs. For planning and budgetary purposes, the estimated cost for expanding the roadway by four feet on both sides of a road is $380,160 per mile. The Village may consider this alternative on a case by case basis.

For main roadway comparison purposes, **Figure 8-2, Optional Widening of 2-Lane Minor Arterials and Collectors** was prepared to demonstrate how the main roadways could be rebuilt to urban standards. That is, the roadway includes curb, gutter, storm drains, sidewalks, and bicycle lanes. A shared use path, or sidepath, also could be included on one side of the roadway. This cross section assumes that the Village has acquired an 80-foot ROW. An 80-foot ROW could allow for additional lanes where needed. However, the 2-lane roadway also could be built within the existing 66-foot ROW. Little consideration was given to this optional widening for two reasons. First, the Village desires to maintain the country character of the 2-lane roads with swales. Second, the cost of rebuilding the roads in accordance with this cross section would be over $3.5 million per mile. This information is provided for comparison purposes.

Residential Roadways

ROW and pavement cross sections are recommended for residential streets. These cross sections are presented as follows:

- **Figure 8-3, Residential Collector Street** – This would be used for the new residential collector streets. The proposed location of these residential collector streets is discussed in greater detail in **Section 8.7 Street Connectivity**.
- **Figure 8-4, Residential Street-Conservation Design** - This cross section follows the requirements in the new Conservation Design Ordinance. Most new residential streets will follow this cross section.
- **Figure 8-5, Residential Street-Country Design** - This cross section allows provision for smaller width pavement and drainage swales in large lot subdivisions.
- **Figure 8-6, Typical Urban Street Cross Section** – This cross section is from the Will County Subdivision Ordinance. Many of the newer residential streets in Homer Glen have been constructed to this standard.

8.2 Pavement Type

Physical qualities of the roadways are characteristics relevant to the movement of traffic. These physical qualities affect not only the choices that people make regarding their route selection, but also their behavior while driving on these roadways.

Pavement designs should accommodate the expected volume and traffic characteristics of the street. Historically, pavements have been divided into two categories; flexible and rigid.

Flexible pavements are composed of bituminous (or asphalt) materials. The total pavement structure "bends" or "deflects" in response to traffic loads. The structure typically is comprised of numerous layers of materials, which allow for the "flexing" of the pavement. The base course materials rely on aggregate interlock, particle friction, and cohesion for stability.

Rigid pavements typically are surfaced with Portland Concrete Cement (PCC). The concrete in PCC pavement is composed of varying sizes of aggregate, cement, and various types of additives. PCC pavement often is reinforced with steel reinforcing bars, wire mesh, and/or steel dowels. PCC pavements usually are rigid in nature and resist deflection from traffic loads.

8.3 Drainage

Roadway drainage is addressed through curbs and storm sewers or open swales. The purpose of curbs, gutters, and combination curb and gutter is two-fold. First, the curb provides a physical edge to the roadway, which can provide warnings to drivers if their vehicles leave the pavement. Second, the gutter provides a drainage barrier that moves water from the pavement surface to the drainage system.

Curbs can be built in two forms: vertical and depressed. Vertical curbs should range in height from 2-9 inches, and should be placed at least one foot from the edge of the traveled way. Depressed curbs are designed to allow access to driveways while maintaining the drainage properties of the gutter.

Homer Glen's main roadway system contains drainage swales or roadside ditches. According to the Illinois Department of Transportation *Illinois Drainage Manual (2004)*, roadside ditches are open channels paralleling the highway embankment within the limits of the roadway ROW. They primarily collect runoff from the highway and transport the material to an acceptable outlet point. The swale prevents saturation and loss of support for the pavement. Section 34-4, Roadside Elements of the *Bureau of Design and Environment Manual* specifies design features and considerations. The Will County Subdivision Ordinance provides examples of typical cross sections for drainage swales based upon these standards (See **Figure 8-1, Typical Rural Street Cross Section**).

Roadside drainage swales or ditches are primary features of many of the main roadways in Homer Glen. They provide controlled drainage and protect adjoining property from flooding, erosion, and silt collection. Drainage swales also may be used in residential areas with large lots sizes.

8.4 Pedestrian Facilities

Sidewalks should be used primarily by pedestrians, as they often are not designed to accommodate high bicycle speeds or other non-motorized vehicle use. Furthermore, the potential for conflicts can increase with shared use of sidewalks.

Sidewalks should be included in roadway design to allow for continuous non-motorized access. The sidewalks should extend beyond the subdivision and include links to other existing paths or promote the possible expansion of these paths at a later date.

Sidewalks should adhere to the Association of State Highway and Transportation Officials (AASHTO) and/or IDOT regulations (See **Table 8-2, Sidewalk Standards**). Sidewalks typically are five feet in width.

Table 8-2
Sidewalk Standards

Sidewalks	AASHTO	IDOT	Village of Homer Glen
Width	Minimum of 4 feet; preferred width is 6-8 feet in commercial business district	5 feet with 3 feet clear of all obstructions	As per the Will County Subdivision Ordinance (2002), width shall be as required by the Chief Subdivision Engineer, Road District Commissioner, or as specified in a comprehensive trail or bike plan on file with the Planning Department of the Will County Land Use Department.
Location	Suggest that some short sections of local streets only	At points of community development	Constructed on only one side of all interior secondary streets unless required on both by Village Board as per Conservation

Table 8-2 Sidewalk Standards			
Sidewalks	**AASHTO**	**IDOT**	**Village of Homer Glen**
	have on one side or if not developed on both sides; built on both sides of arterials and collectors wherever frontage is developed	that result in pedestrian concentrations	Ordinance; one foot off of the property line on both sides of the street as per Will County Subdivision Ordinance
Notes	Not recommended for bicycle use	Sidewalks may be wider than 5 ft. to accommodate other uses	As per the Will County Subdivision Ordinance (2002), concrete sidewalks are required within all commercial subdivisions and residential subdivisions which have an average lot width at the front lot line of less than one hundred twenty feet.
Recommendations for Homer Glen	Width=Minimum 5 ft. Material=Concrete Placement= 1 ft. inside the ROW/easement line Adhere to ADA guidelines for accessibility		

In addition, sidewalks typically should be placed at least one foot inside the ROW or easement line. If uses other than pedestrian needs are required of the sidewalk, the width should be increased to accommodate them. At minimum, 3 feet of sidewalk width always should be kept clear for adequate passage of pedestrians and disabled persons.

Sidewalk curb cuts should adhere to the regulations and design guidelines in the 1990 Americans with Disabilities Act (42 U.S.C. 12101 – 12213). These guidelines require ramps to have a textured surface and a uniform grade. The area near a curb cut should be kept free of sidewalk furniture so as not to limit access to disabled persons. Paired curb ramps are preferred by users and should be kept close to the intersection to keep the width of the crosswalk to a minimum. Paired curb ramps often consist of two ramps perpendicular to each other allowing access onto two different streets from the same sidewalk. They lead directly into the crosswalks.

8.5 Bicycle Facilities

Bicycle facilities consist of on-street and off-street accommodations. On-street bicycle facilities typically include bike lanes and routes.[1] Bicycle lanes are part of roadways and create a path for bicyclists to drive alongside motor vehicles. Bicycle routes include on-street facilities that are designated by signage, which indicates places within, along, and/or near a roadway in which bicyclists can travel safely and legally. Off-street bicycle facilities are located away from the roadways used by motor vehicles.

According to AASHTO standards, bike lane widths should vary depending upon anticipated volumes of traffic and necessary operating space. Typically, an on-street

[1] Children under the age of 12 typically are allowed to ride on the sidewalks. Research studies show that children above the age of 12 and adults are able to use on-street facilities.

facility designed for the exclusive or preferential use by bicyclists has an assumed width of 4 feet.

If no curb and gutter are present on the roadway, the minimum width of a bike lane should be 4 feet wide (5 feet is preferable). Additional widths are desirable where substantial truck traffic is present, or where motor vehicle speeds exceed 50 miles per hour.[2] If the volume on the bike lane is more than 100 users per peak hour, lanes should be at least 5 feet to ensure that bicyclists can use their vehicles safely.

On the other hand, if a curb and gutter is present, a bike lane along an outer portion of a curbed street should be 5 feet from the face of a curb or guardrail to the bike lane strip, where parking is prohibited. For the most part, bike lanes should be constructed as one way routes moving in the directional flow of motor vehicle traffic.

Off-street bicycle facilities often are described as shared paths. Shared paths can be used by bicyclists, runners, walkers, and hikers, as well as other non-motorized means. Shared use paths can be located alongside a roadway (sidepaths) or at a distance from it. Off-street bicycle facilities should allow for a minimum of 2 feet of graded turf or gravel area adjacent to both sides of the pavement and a minimum paved area of 8 feet wide. The recommended paved width for a two directional shared use path is 10 feet according to AASHTO Standards. Shared use paths should be designed as two way paths, since controlling movement is difficult.

See **Section 9 Bicycle and Pedestrian System** for a further discussion of bicycle facilities.

8.6 Access Control

Access control involves the regulation of access points and driveways and streets onto main roadways. The objective of access control is to achieve a safe and efficient flow of traffic along roadways. Of particular importance is the access control along existing and future commercial areas, such as 159th Street, 143rd Street, and Bell Road. Access control is intended to improve traffic flow without unduly restricting commercial property access.

Driveways should be located away from intersections and other driveways and should provide adequate sight distance. Access points or driveways should be designed for optimal visibility, and safe ingress/egress with respect to the roadway's alignment and grade. These access points should provide maximum safety and convenience for pedestrians and other non-motorized users of the roadway. Where practical, right-in /right-out driveway access should be implemented instead of full access driveways.

Shared access should be encouraged, and driveways should be consolidated where possible (See **Figure 8-7, Shared Commercial Driveways**). Shared driveways are accomplished through joint and cross access agreements. These are formal, legal

[2] The maximum speed limit within Homer Glen currently is 55 mph.

methods that ensure that adjacent property owners can share driveways. Joint access agreements refer to two or more adjacent property owners who share a driveway along common property lines, whereas in cross access, one property owner has the legal right to access and to use a driveway that is on the adjacent property owner's land. Cross access also can be a service drive that provides access between two or more continuous sites, such that drivers do not need to enter the arterial roadway.

Medians can be used to separate traffic, and, if raised, also can prevent turning movements or serve secondarily as a green area. Raised medians can serve as pedestrian refuge islands and calm traffic through the perception of narrowing traffic lanes. Median access control can result in a substantial reduction of crashes, travel time, and fuel consumption[3].

Frontage roads can run concurrent with major roadways such as 159th Street to allow local traffic to gain access to property without impeding the flow of traffic along the major roadway. However, the Village has expressed a preference to not include a frontage road along 159th Street.

On the other hand, reverse frontage roads have a similar purpose to that of the frontage road (See **Figure 8-8, Reverse Frontage Road**). Reverse frontage roads can be located in the middle or to the rear of a property. The reverse frontage road will help reduce conflict points on major roadways and allow for free movement of traffic. It also will allow adjacent residential areas to have direct access to commercial and residential areas without having to use 159th Street.

The State of Illinois and Will and Cook Counties have access control regulations for their roadways. The Illinois Compiled Statutes (ILCS) Chapter 605 Article 4 Division 2. State Highways specifies that the Illinois Department of Transportation (IDOT) has the ability to determine and to adopt rules, regulations, and specifications for State roadways. Access control for state regulated roadways follows regulations and specifications set forth in Chapter 35 of the Bureau of Design and Environment (BDE) Manual (2002). Section 35-7 specifically presents access management techniques that are directed at principal and minor arterials. The Illinois Administrative Code Title 92, Chapter 1, Subchapter f, Part 550 sets forth the regulations governing Access Driveways to State Highways.

The ILCS grants the responsibility and authority for the review of access and related issues that impact county jurisdiction highways to the County Board or the County Engineer.[4] All Will County maintained highways are subject to regulation by the Will County Freeway and Highway Access Regulation Ordinance and will be administered in accordance with this regulation. Therefore, this regulation will be followed with regard to access controls for county roads.

[3] Transportation Research Institute Oregon State University, 1996.
[4] Chapter 605 ILCS 5.

Will-Cook Road is under the jurisdiction of Cook County. For this particular roadway, all access control will be regulated by Cook County Permitting procedures, while designs will follow the IDOT Bureau of Local Roads Manual. The Will South Cook Soil and Water Conservation District also provides the National Resources Conservation Service Field Office Technical Guide to be used to assist local governments in the construction of roadways.

8.7 Street Connectivity

The published research on street connectivity supports the argument that greater connectivity will reduce traffic volumes on arterials. Connectivity refers to a system of streets with multiple routes and connections serving the same origins and destinations. The reduction in traffic volume, therefore, can be attributed to two factors: the dispersal of vehicle trips throughout the network and a decrease in the amount of vehicle travel. Connectivity will reduce vehicle travel by decreasing trip distance, lowering the number of trips, or encouraging a shift to non-motorized modes.

Good examples of street connectivity are present within the Village. The area west of Parker Road between 143rd and 151st has well connected streets. A connection is possible between 143rd and 151st via Pebble Creek Drive, Doral Lane, Augusta Lane and Eagle Ridge Drive. This route is designed so that traffic will be able to move slowly, while residents will not need to use main roadways to reach adjoining subdivisions. Another good example is the area bounded by Bell Road, 143rd, Will-Cook Road, and 151st Street. Pheasant Lane provide a good north-south connection through this area. Also, Pheasant Lane aligns with Pheasant Lane on the north side of 143rd.

These examples exhibit characteristics that allow for street connections to be made, while limiting cut-through traffic and speeding vehicles. The connections are curvilinear and allow for limited means of egress and ingress, yet are sufficient for residents and emergency vehicles. On the other hand, an example that should be avoided is the type of connection found at Beaver Lake Drive/Choctaw Drive. This roadway connection provides quick access between Bell Road and Parker Road. Due to the fairly straight roadway design, cars typically speed down this street. This type of street poses a danger to pedestrians, bicycle riders, and children playing in the residential areas.

Still, some subdivisions have only one connection to the main roadway and no connections to adjoining subdivisions. This results in vehicles having to travel along main roadways to get to a neighboring area. New development should provide multiple connections within the local street system. That is, cul-de-sacs should be avoided when possible. Cul-de-sacs are sometimes necessary to avoid environmentally sensitive areas such as floodplains and wetlands. Also, subdivisions should be interconnected and provide more than one connection to the main roadway system. Increasing street connectivity will:

- Decrease traffic on arterial streets.

- Provide for continuous and more direct routes that facilitate more efficient transit service and travel by non motorized modes, such as walking and bicycling.
- Provide greater emergency vehicle access and reduced response time.
- Facilitate routine police patrol.
- Provide multiple routes of evacuation in case of disasters.
- Improve the quality of utility connection, facilitate maintenance, and enable more efficient transport based community services, such as trash and recycling collection.
- Decrease traffic on certain residential streets by spreading the traffic throughout the interconnected system of streets.
- Encourage community interaction.

High connectivity may reduce traffic on arterials, but also may increase traffic on residential streets. Negative impacts on residential streets should be avoided; hence, the challenge is to find an appropriate balance between these potential and competing goals. Techniques to reduce the impact of traffic on residential streets through street design and traffic calming can help to achieve this balance. Connecting streets that provide a straight route through a subdivision are undesirable. The addition of connecting streets should provide access to residents and visitors to the subdivisions by encouraging low travel speeds through the design of the roadway. Specific traffic calming techniques that may be used for these street connections are discussed in the following section.The street network should encourage intercommunity travel and not through traffic.

To improve street connectivity, the Village of Homer Glen should require streets in new subdivisions/developments to connect with existing streets. **Figure 8-9, Proposed Street Connections** has been prepared to show how streets could be connected as development occurs. This figure depicts only the placement of street connections; it does not show the layout (curvilinear) or traffic calming devices that may be included as part of the roadway design. Planning for street connectivity will create opportunities for people to travel on these collectors to reach adjacent subdivisions without having to go on main roadways.

Most of the proposed street connections involve extending existing roadways and encouraging street alignment on the opposite sides of main roadways. **Table 6-2, Proposed Road Inventory** in **Section 6.4**, or **Addendum J, Proposed Road Inventory** provide the descriptions of the street connections based on the identifying number code shown on **Figure 8-9**. The proposed street connections avoid developed property, parks, forest preserve land and environmentally sensitive areas like wetlands and floodplains. The actual alignment of any connecting streets would need to be determined as part of the development review process, as well as the inclusion of traffic calming devices such as curvilinear streets, landscaping, and speed humps.

The purpose of **Figure 8-9** is to bring attention to the need to connect streets and ensure that attention is paid to these connections when the adjoining property is developed. Some of these connections may not be feasible after additional review and consideration is given to the surrounding properties, topography and environmental features of the site.

Some of the proposed street connections would change the functional classification of a local street to residential collector. **Addendum J** lists the streets that could become residential collectors if the street connections are made.

8.8 Traffic Calming

Traffic calming is a design method used to alter unsafe driver behavior and improve conditions for non-motorized street users. Traffic calming is implemented primarily through the design of the roadway. Traffic calming allows pedestrians and non-motorized vehicles opportunities to share roadways and to travel safely throughout the Village. Traffic calming techniques offer a variety of advantages, including the reduction of collisions, enhancing the streetscape, increasing access for all modes of transportation, and increasing the safety and the perception of safety for non-motorized users. Currently, national standards do not exist, but numerous states throughout the country are seeking to adapt criteria for designs on streets of all types.

Methods of traffic calming include narrowing the width or apparent width of streets to drivers, reducing sight distances with curves, and adding textures/paint to driving surfaces. Narrowing the street will discourage drivers from traveling at high speeds. At the same time, narrow lanes also encourage and provide additional areas for landscaping and for pedestrian facilities, as well as safety.

Additional features may be added to streets to slow drivers, including speed humps (or other raised pavement areas), blisters (curb extensions or bulb-outs) or islands, traffic circles, and medians. Other features are chokers and speed display signs. Primarily, these traffic calming devices are most effective along local streets and not arterials or major collectors.

- Speed humps are raised areas in the roadway pavement surface that extend transversely across the roadway. They normally have a height of 3 to 4 inches and travel a length of approximately 12 feet. The humps can be round or flat-topped. The humps should be visible at night and should be located so as to avoid conflict with other urban features, such as utility access. The humps should not be constructed at driveways. Speed humps only are effective if used in a series, typically laid out with 300 to 600 feet spacing.

- Bulb-outs or curb extensions are intended to slow the speed of traffic and increase driver awareness. They tend to be most effective in residential neighborhoods. Usually, these types of traffic calming devices are reinforced visually through the use of painted road makers,

Speed Humps

Source: http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks209.htm

street furniture, or marked crossings.

- Traffic circles are raised islands, placed in intersections, around which traffic circulates. Motorists will yield to others already in the intersection. Traffic circles are used as a traffic calming device as they force drivers to slow to a speed that allows them to comfortably maneuver around the circle. These also can be called intersection islands. Traffic circles usually are placed at the intersections of local or collector streets. This type of traffic calming device is not used in areas where high volumes of traffic are expected or in locations where buses and other large vehicles need to turn left.[5]

- Medians are not only useful means of controlling traffic and access to roadways, but they also can be used to slow traffic. Medians can create a visual appearance of a roadway narrowing, often causing drivers to slow down and to take more care in their driving. Medians also can be landscaped providing more visual cues for controlled movement along a roadway. Median widths vary dependent upon their location. For instance, medians in rural areas can be wider than those in urban areas.

Medians

- Chokers are extensions at mid-block or intersection corners that narrow a street by extending the sidewalk or widening the planting strip. They typically are used along local and collector streets, pedestrian crossings, and main roads through small communities. They work well in combination with other traffic calming techniques, including speed humps, raised intersections, and textured crosswalks, among others. Chokers generally will narrow a road to 20 feet for two way traffic with large roadway width. Design of chokers, however, should avoid narrowing the street to widths of 13 to 17 feet. Chokers are preferred traffic calming devices by fire/emergency response units, as compared to other methods of traffic calming.

- Speed display signs can be simple means of reducing the speed and calming traffic dependent on where they are located. According to a study sponsored by the Texas Department of Transportation, speed display signs are effective for traffic calming when placed in locations where only one lane exists per direction, where other indicators are present, and in locations where a perceived need to slow down is present, such as at a school zone.[6] Thus, although a means of traffic calming, speed display signs should be used in conjunction with other methods.

[5] Institute of Transportation Engineers. 2006. *Traffic Calming Measures-Neighborhood Traffic Circle* n.d. < http://www.ite.org/traffic/circle.htm>

[6] Ullman, Gerald L. and Elizabeth R. Rose. "Effectiveness of Dynamic Speed Display Signs (DSDS) in Permanent Applications." Website Project Summary Report. *Project Summary Report 0-4475-S*. Ed. The Texas A&M University System Texas Transportation Institute. 2004.

The type of traffic calming measures to be deployed will vary based on the functional classification of the roadway and whether the street is being retrofitted or is new construction. Traffic calming measures should be included on all new residential collector roadways. A combination of bulb-outs, medians, and chokers should be considered for new residential collectors. The internal residential street network can include curved streets and off-set street connections to reduce traffic speeds, as well.

For existing local streets, additional consideration will be necessary. Community groups may have different opinions on what are acceptable traffic calming measures. Working with the community groups will be important for implementation of these measures. Additionally, some prioritization of local streets may be needed for implementation purposes. Streets with higher volumes of traffic, accidents, and speed levels should be considered first. Community interest in implementing traffic calming measures also will have to be taken into account.

Posted speed limits, speed display, and police enforcement will provide the most satisfactory traffic calming measures on main roadways.

8.9 Gateway and Community Identity

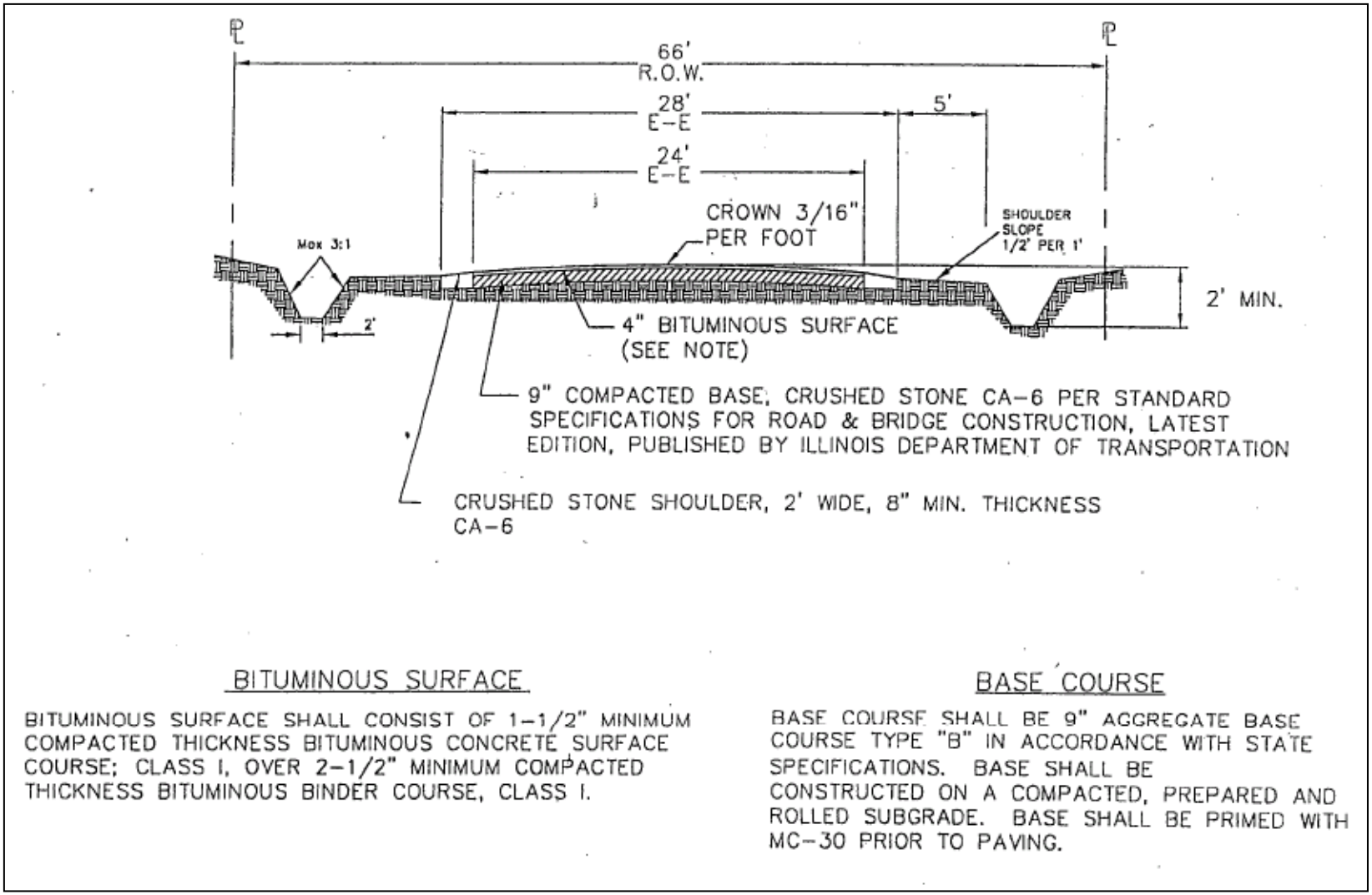
Gateway and community identification is accomplished through minor and principle identifiers. They are positioned conspicuously along major north-south and east-west roadways within the Village of Homer Glen. Existing identifiers are located along 143rd Street, Bell Road, Bruce Road, Parker Road, and 159th Street. These consist of primary and secondary identification markers. The secondary identification marker is a small posting similar to traffic signs, while the primary identification marker is a large sign bearing the name of the Village and the insignia. The location of the gateway identification is shown in **Figure 8-10, Gateway Identifiers.**

Homer Glen Gateway Marker

The Village of Homer Glen also may choose to alter the design of the current street signs to indicate special attractions within the Village. All alterations should abide by regulations set forth in the *Manual for Uniform Traffic Control Devices for Streets and Highways* for size, color, mounting, and visibility requirements.[7]

[7] Federal Highway Administration. Manual on Uniform Traffic Control Devices for Streets and Highways. 2003 with Revision No. 1 Incorporated, dated November 2004 ed. Washington, D.C.: United States Department of Transportation, 2003.

FIGURE 8-1
TYPICAL RURAL STREET CROSS SECTION



BITUMINOUS SURFACE

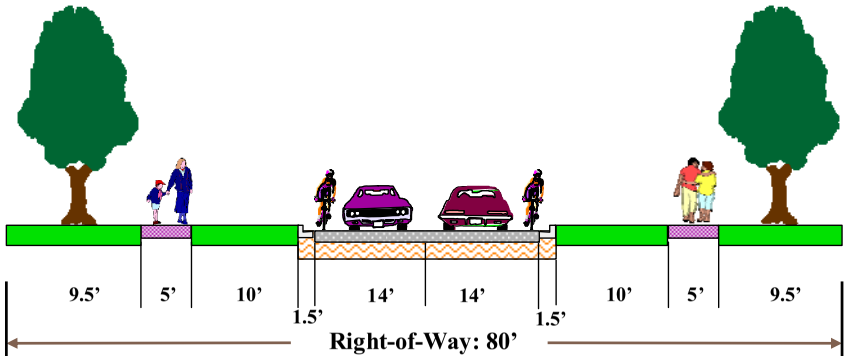
BITUMINOUS SURFACE SHALL CONSIST OF 1-1/2" MINIMUM COMPACTED THICKNESS BITUMINOUS CONCRETE SURFACE COURSE; CLASS I, OVER 2-1/2" MINIMUM COMPACTED THICKNESS BITUMINOUS BINDER COURSE, CLASS I.

BASE COURSE

BASE COURSE SHALL BE 9" AGGREGATE BASE COURSE TYPE "B" IN ACCORDANCE WITH STATE SPECIFICATIONS. BASE SHALL BE CONSTRUCTED ON A COMPACTED, PREPARED AND ROLLED SUBGRADE. BASE SHALL BE PRIMED WITH MC-30 PRIOR TO PAVING.

FIGURE 8-2
OPTIONAL WIDENING OF 2-LANE MINOR ARTERIALS AND COLLECTORS

Purpose: Provides bicycle lanes and a suburban cross section within the proposed 80' expanded right of way

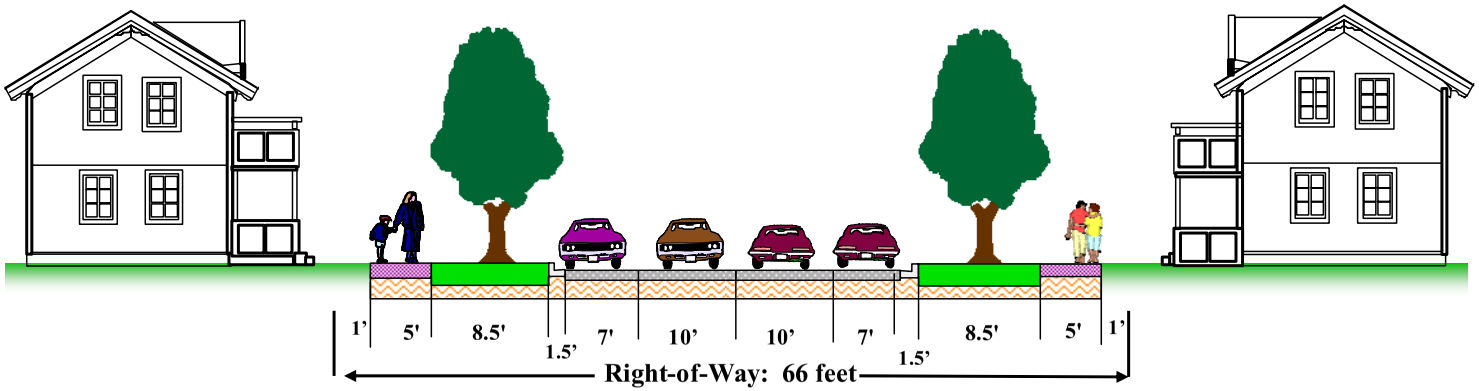


Street

- To be used for Village Routes
- Average speed 35-40 mph
- Utilities located underground
- Drainage – curb and gutter
- Pavement widened to 28' from the existing 22'
- Sidepaths also may be included in this cross section on one side of the roadway
- Additional landscaping, berms, and noise abatement can be considered on a case by case basis

FIGURE 8-3
RESIDENTIAL COLLECTOR STREET

Purpose: Provides access within and between residential subdivisions



Street

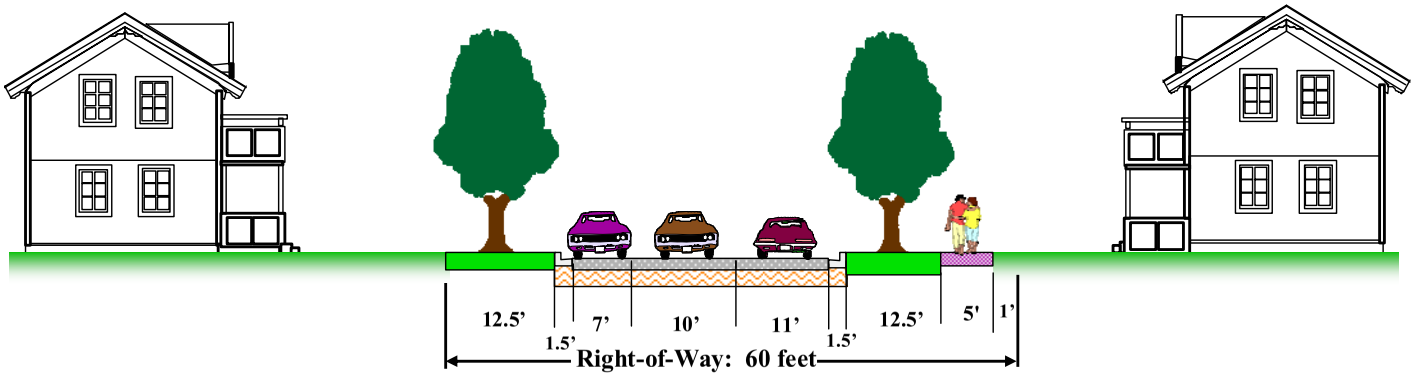
- Average speed 25 mph
- Utilities located underground
- Drainage – curb and gutter
- Parking on both sides
- Bicycles allowed on street
- Pavement: 34 feet width
- Front face of curb to front face of curb: 36 feet
- Traffic Calming measures to be used

Buildings

- Also may be used for Single Family Residential R4 and R5

FIGURE 8-4
RESIDENTIAL STREET-CONSERVATION DESIGN

Purpose: Provides access to single-family homes. See Conservation Overlay District Ordinance No. 06-051.

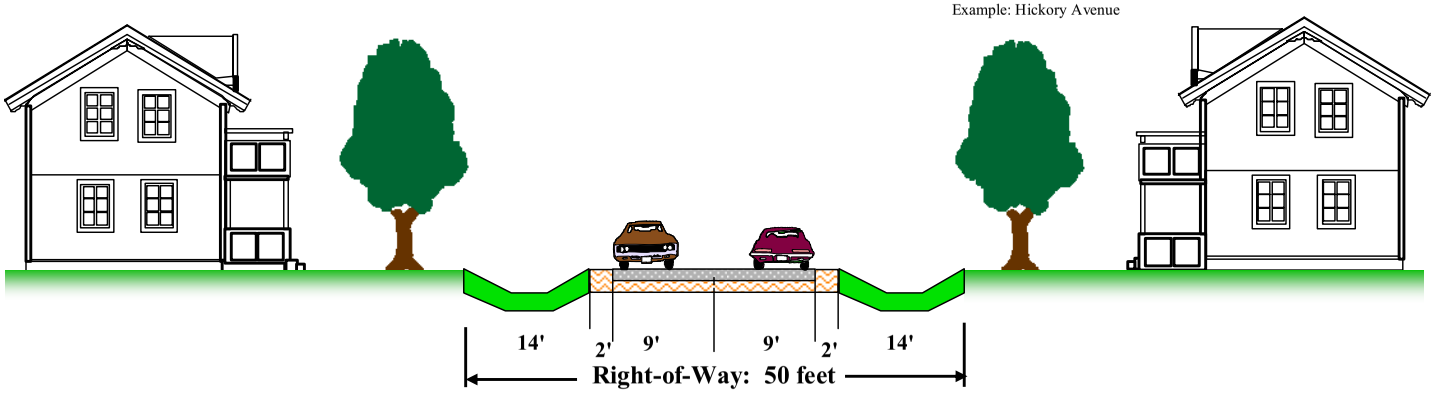


Street

- Average speed 25 mph
- Utilities located underground
- Drainage – curb and gutter
- Best Management Practices for Storm Water Management
- Parking restricted to one side
- Sidewalks on one side of street
- Sidewalks on both sides can be required at the discretion of the Village Board
- Front face of curb to front face of curb: 28 feet

FIGURE 8-5
RESIDENTIAL STREET-COUNTRY DESIGN

Example: Hickory Avenue



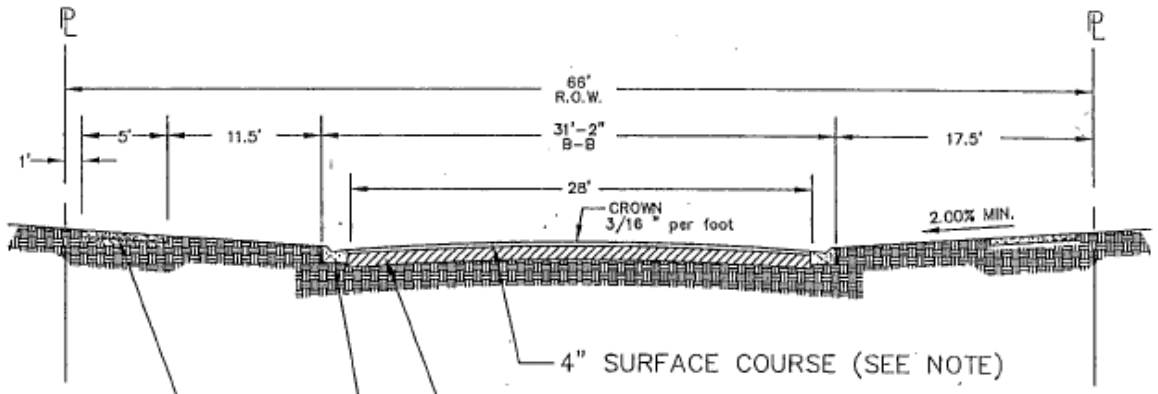
Street

- Average speed 25 mph
- Drainage – open swale
- No on-street parking allowed
- No sidewalks
- Pavement: 18’ width

Buildings

- Single Family Estate Residences (E1-2.5 acres and E2-5 acres)
- Will Use Wells for Water and Septic Systems for Sanitary Waste

FIGURE 8-6
TYPICAL URBAN STREET CROSS SECTION



SURFACE COURSE

SURFACE COURSE SHALL CONSIST OF CONCRETE BINDER COURSE CLASS I – 2 1/2" COMPACTED THICKNESS AND BITUMINOUS CONCRETE SURFACE COURSE CLASS I – 1 1/2" MINIMUM COMPACTED THICKNESS.

BASE COURSE

BASE COURSE SHALL BE 9" AGGREGATE BASE COURSE TYPE "B" IN ACCORDANCE WITH STATE SPECIFICATIONS. BASE SHALL BE CONSTRUCTED ON A COMPACTED, PREPARED AND ROLLED SUBGRADE. BASE SHALL BE PRIMED WITH MC-30 PRIOR TO PAVING.

FIGURE 8-7 SHARED COMMERCIAL DRIVEWAYS

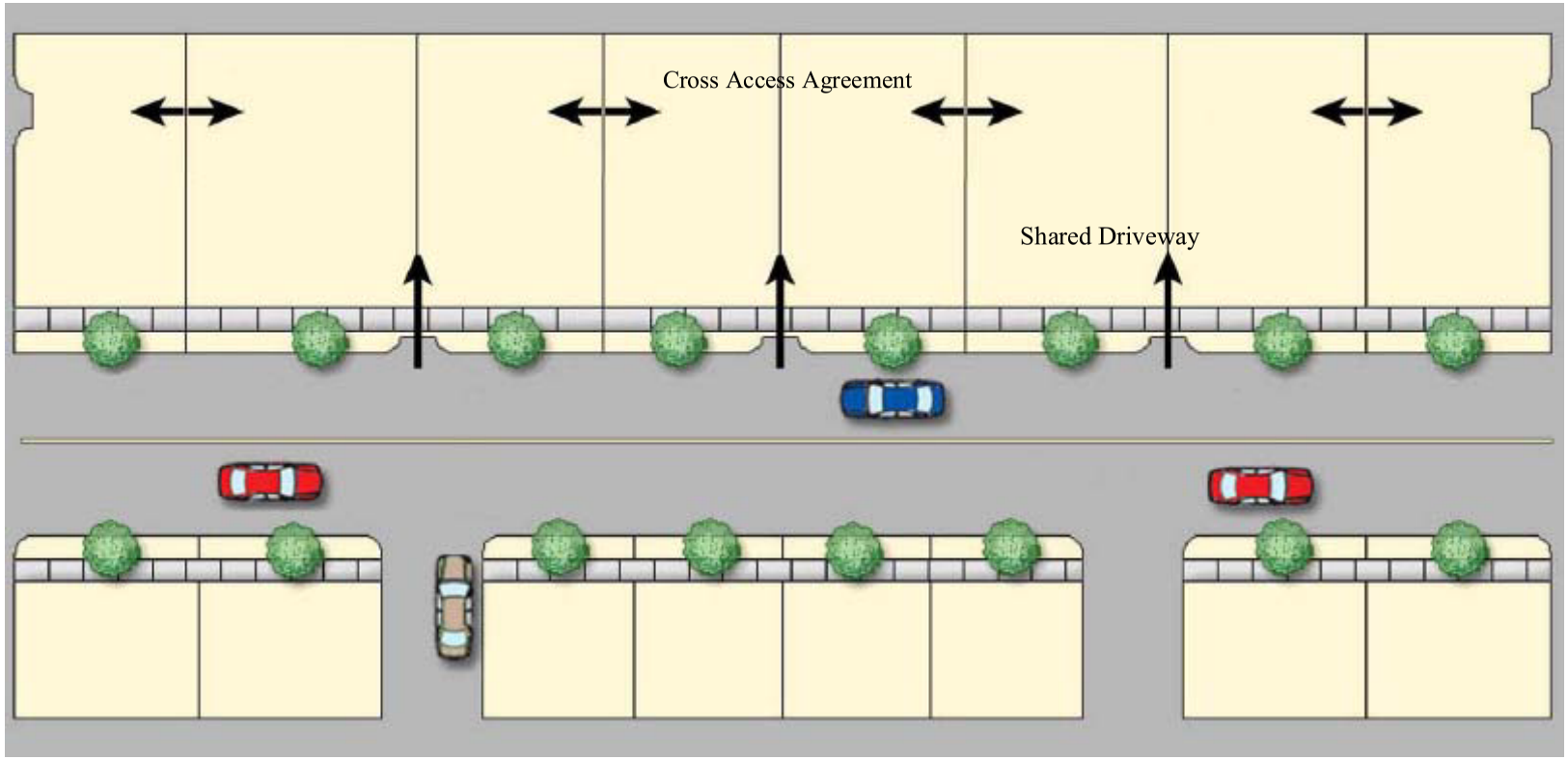


FIGURE 8-8 REVERSE FRONTAGE ROAD

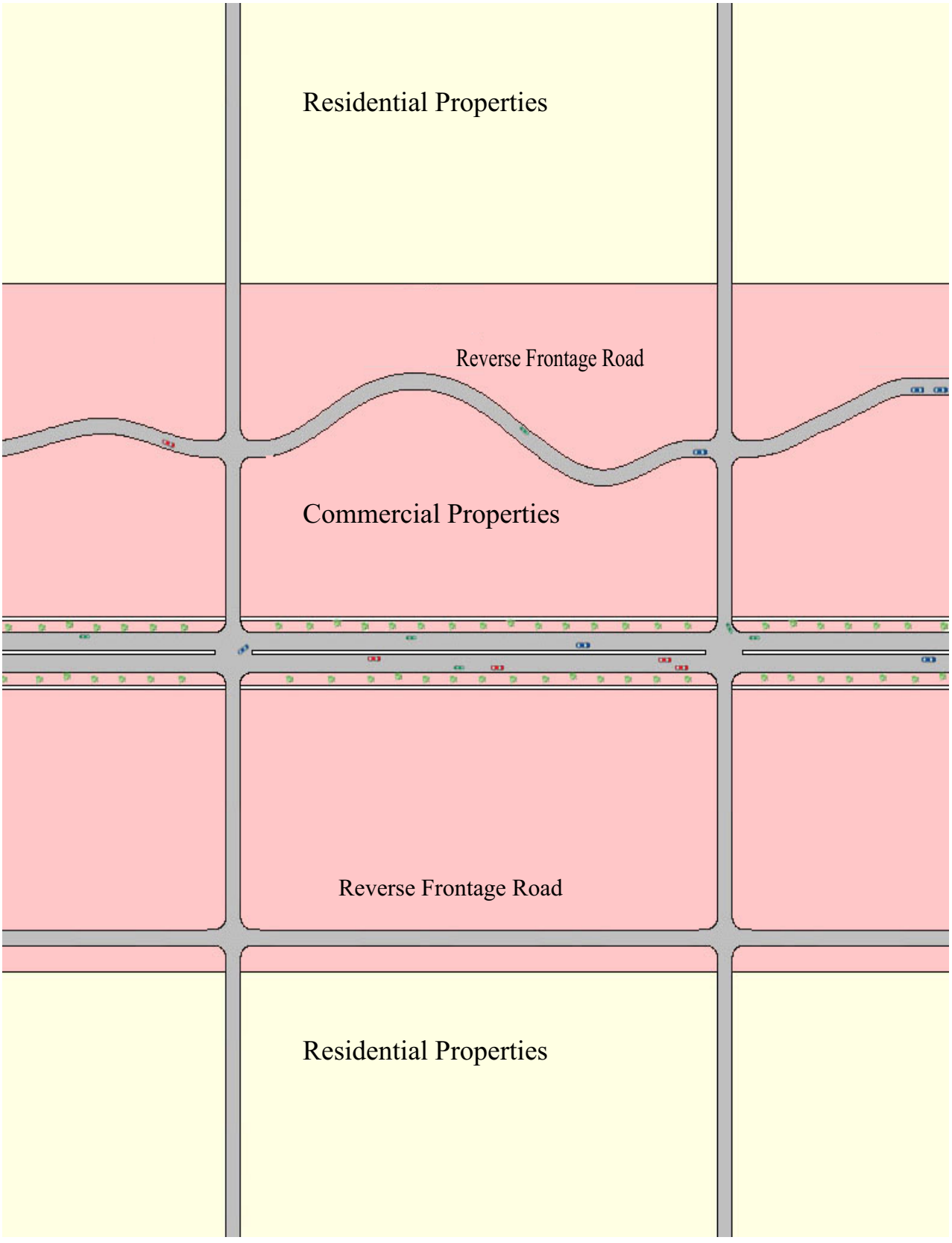


FIGURE 8-9 PROPOSED STREET CONNECTIONS

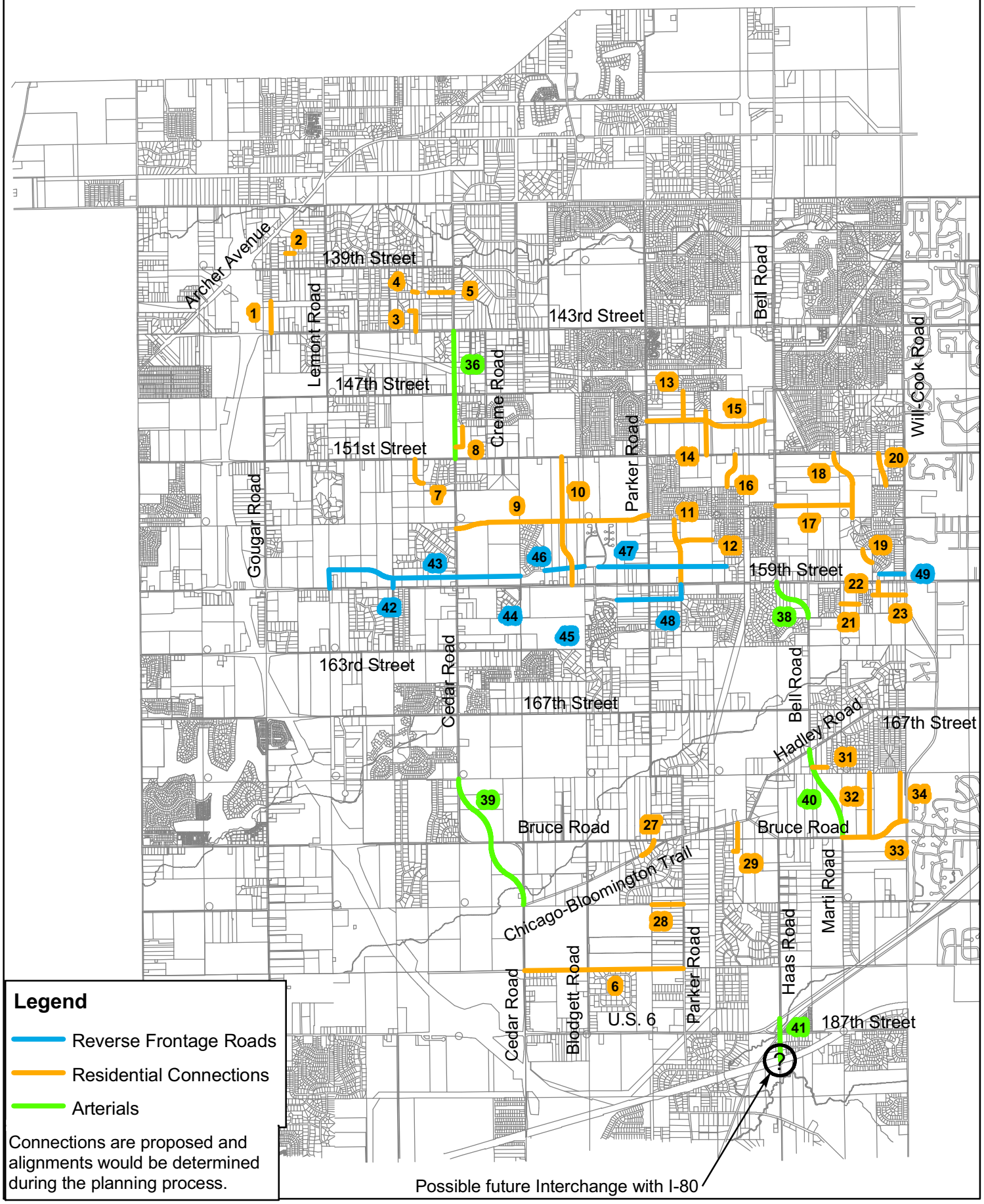
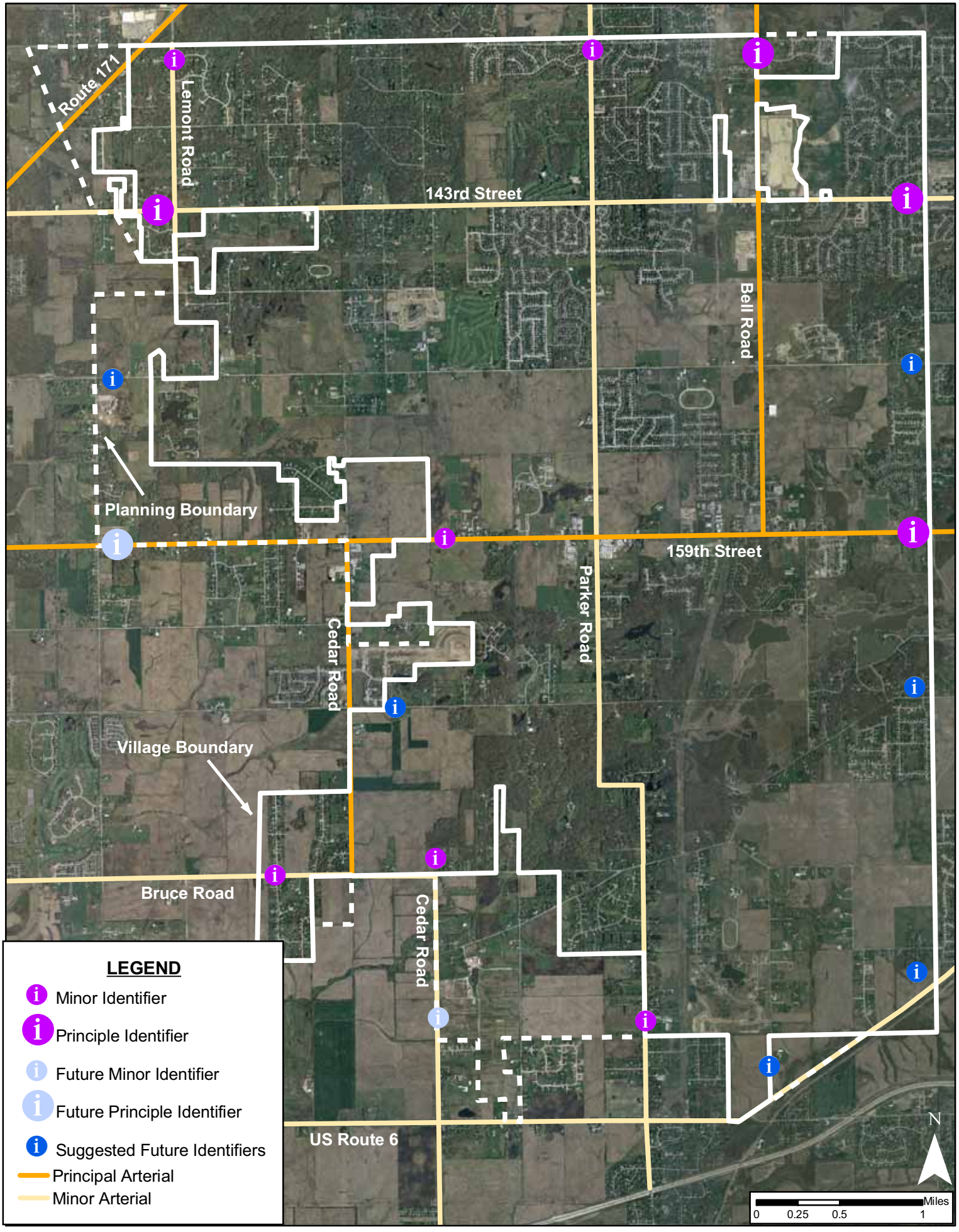


FIGURE 8-10 GATEWAY IDENTIFIERS



Section 9
Bicycle and Pedestrian Systems

This section presents a plan for bicycle and pedestrian systems. The Village has a stated objective to develop a comprehensive network of multi-use trails and greenways to link residential subdivisions with schools, parks, shopping areas, public facilities, open spaces, forest preserves, and other multi-use trails in the area. The Village has promoted this objective further with the following resolution (see **Addendum K, Resolution for Non-Motorized Transportation**):

> It is the policy of the Village that development and improvement projects which involve arterial or collector roadways within the Village shall, wherever feasible, integrate non-motorized transportation system, such as off-road trail, on-road bicycle lanes where unique circumstances exist, and similar non-motorized transportation systems into the design of new and/or improved arterial or collector roadways.

In developing a bikeway system, attention is brought to the three-tier system developed by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO provides extensive guidance on how bicycle and pedestrians systems should be designed.

- Shared-Use Paths – These facilities are completely separated from motor vehicle traffic lanes. They are designed for the exclusive use of bicycles and pedestrians. These are separate from pedestrian sidewalks, which are discouraged for bicycle use.
- Bicycle Lanes – These are restricted rights-of-way, usually abutting and adjacent to other traffic lanes used by motorists, designated for the exclusive use of bicycles.
- Signed Bicycle Routes – These are shared roadways designated only by signs, used by both motorists and cyclists. They serve to provide continuity to other bicycle facilities or to indicate to bicyclists, as with bike lanes, that there are certain advantages to using these routes as compared to alternative routes.

9.1 Shared Paths

Figure 9-1, Proposed Shared-Use Paths shows the existing and proposed paths in Homer Glen. Recommendations include shared paths to be ten feet wide for two way traffic and follow the design standards established by AASHTO. The following is a discussion of the proposed shared use paths.

9.1.1 I-355 Tollway

The I-355 Tollway presently is in construction and is scheduled for completion in December 2007. The Tollway Authority will leave a graded area for a trail along the length of the project. However, the Tollway Authority will expect the adjoining municipalities to secure funding to design/construct the shared use path. The time is unknown as to when this funding will be secured. This path will touch the future boundary of Homer Glen, but its presence near the

western border of the Village will provide a connection to the Village bicycle system. Therefore, the I-355 path is presented as part of this Plan.

9.1.2 Spring Creek

The Will County Forest Preserve maintains the Spring Creek Greenway. This portion of the forest preserve system includes an existing trail for use as a horse, hiking, and cross-country skiing route. It is a natural surface trail on the eastern border of Homer Glen and moves westerly along Spring Creek. Portions of the trail are located in the Messenger Woods Nature Preserve. Plans to expand this trail along Spring Creek are shown on **Figure 9-1, Proposed Shared-Use Paths**.

9.1.3 Commonwealth Edison Right-of-Way

The Commonwealth Edison Right-of-Way (ROW) provides the land and backbone of the proposed trail system within the Village. This system is divided into two sections for discussion purposes – the East-West Path and North-South Path.

East West Path: This path would start at the I-355 Tollway and continue east. It would take a jog at the North-South Path and then continue to the Village's eastern border. From this jog to the Eastern border, construction is planned for 2009.

North South Path: This path would start at the northern limits of the Village and extend south to the Village limits. CMAQ funds have been secured to construct the northern part of this path. Construction will begin in 2007 for the portion beginning at 131st Street extending south past 143rd Street and then west to Martingale Lane.

A second portion of the North South Path connects to the East West Path south of 143rd Street. At this junction, the path moves south to 159th Street and will connect with an existing natural surface trail that is part of the Spring Creek system. In 2006, construction began on a portion of this path north of 151st Street along the Kingston Hills Subdivision. This portion of the path is being constructed by a developer as a result of a development agreement negotiated by the Village.

At the North South path's juncture with 167th Street, one route is recommended. To continue the path further south in the Commonwealth Edison ROW would require a costly bridge over Spring Creek. Therefore, a recommendation is that the shared path be constructed east along 167th Street to the Spring Creek Trail. The shared use path in the Commonwealth Edison ROW would begin again at Chicago Bloomington Road and continue south to the Village limits.

9.1.4 151st Street

This path would provide a connection to the Village of Orland Park shared use path system. The recommendation is that this shared path be extended from the Commonwealth Edison ROW past Will Cook Road.

9.1.5 159th Street

A shared use path is proposed along one side of 159th Street. This path will provide a non-motorized connection to the commercial land use that has been proposed along 159th Street. The Illinois Department of Transportation (IDOT) is responsible for the 159th Street project. IDOT will grade the area for the shared use path, but the Village would be responsible to fund the construction of the shared use path.

9.1.6 School Path

A shared use path is proposed between the Commonwealth Edison East West Path and 159th Street. The path will be located to serve a potential high school located southeast of Cedar Road and 151st Street. The corridor for this path is not yet determined. It will be located between Parker and Cedar Roads. Part of this path is expected to be on-street.

9.2 On-Street Bicycle Lanes and Routes

The Illinois Department of Transportation (IDOT) has developed a map to help cyclists in planning bicycle transportation.[1] The street ratings within the IDOT map were determined based on the ability to comfortably ride a bike given the amount and speed of vehicle traffic. Many of these routes are neither signed, nor are they considered "official" bikeways. The Village of Homer Glen may want to consider signing some of these routes.

The 2030 Regional Transportation Plan 2006 Update also provides information regarding existing, committed, and planned bicycle plans and routes. Local, sub-regional, county, and Northeastern Illinois Greenways and Trails are shown within the map.

No specific attention to bicycle lanes or routes is needed in residential areas. Expectations are that bicycles will be compatible with vehicular traffic. Bicycle lanes should be provided with new collector streets or collector streets that are rebuilt, if room is available.

9.3 Surrounding Community Connections

An objective of the Village is to ensure that connections are made to the bicycle and pedestrian paths of the surrounding communities. Following is a discussion about these connections.

The Village of Lemont plans to build a shared use path in the Commonwealth Edison ROW that parallels Bell Road.[2] This path would start at Main Street in Lemont and go south to connect to the Homer Glen North-South Path. The time is not known when the Village will have funding to undertake this project.

The City of Lockport developed a Bicycle/Pedestrian System Master Plan in June 2003. The plan includes a 22 mile loop providing access to the Illinois and Michigan Canal, Will County Forest Preserve District lands, and a variety of parks and destinations within the City. Three

[1] Illinois Official Bicycle Map – Illinois Department of Transportation, 2003.
[2] Lemont Bicycle and Pedestrian Plan, July 2003.

planned connections to Homer Glen are included for Bruce Road, Illinois Route 7, and the East-West Commonwealth Edison Right of Way. Homer Glen should add connections along Bruce Road that will consist of a ten foot wide asphalt off-road trail. The path will cross into Homer Glen at a proposed park. Illinois Route 7 improvements will consist of including crossing details and parking re-alignments. A set schedule for these improvements is not included within the Bicycle/Pedestrian System Plan.

The Village of New Lenox plans to construct a shared use path in the Commonwealth Edison right-of-way that extends into the North-South Path. The Village of New Lenox also has proposed a connection to the Spring Creek Trail. No schedule for the completion of these connections exists.

The East-West Path could be extended from the Village's easterly limits to the northeast and then east to Wolf Road. At the Commonwealth Edison/Wolf Road intersection the trail would connect to other trails proposed by the Cook County Forest Preserve and Village of Orland. This area is presently in unincorporated Orland Park Township. No apparent plans are underway at this time to secure funding for design/construction of the trail.

The Village of Orland Park has constructed a five-foot wide sidewalk along 143rd from Will-Cook Road to LaGrange Road. When 143rd Street is reconstructed by Will County, it would provide a good opportunity to construct sidepaths and to connect to the Orland Park sidewalk system.

The Village of Orland Park also has constructed an eight-foot wide shared use path along 151st Street from Will-Cook Road to Wolf Road. Orland Park has plans to connect this path to the Metra Southwest Service Line 153rd Street Station. The path also would be extended south along Will Cook Road to the Spring Creek Trail.

9.4 Major Generators

Certain land uses are major generators of pedestrian and bicycle traffic. They include schools, parks and public facilities and are shown on **Figure 9-1, Proposed Shared Use Paths**. Of particular importance, connections should be made to these generators. The design effort for the shared use path should include connections to the major generators. **Figure 9-1** only includes existing major generators and one potential school location. Other schools, park and public facilities are being planned. They also should be included in the design effort. Likewise, when the plans for the schools, park and public facilities are being developed, they should include designs to show how the generator will be connected to the shared use path.

Connections also should be made to the commercial land use. Most of the commercial land use will be along 159th Street and Bell Road. The 159th Street and North-South Paths will provide connectivity to these commercial areas. The design effort for these paths should address connections to the adjoining commercial land use. Likewise, when plans for the commercial areas are being developed, they should include details showing how the land use will be connected to the nearby shared use path. Special attention to the design of the bicycle and

pedestrian facilities will be necessary in order to ensure safe passage across the major arterials located at these commercial areas.

The Village of Homer Glen also may want to consider the addition of trails and path systems that are safe for horseback riders. Although specific locations are not included within this plan, the Village may consider connections to existing horse-friendly trails through agreements with developers. Connections can be made between residential areas in which property owners have horses and the Will County Forest Preserve system of trails.

9.5 Sidewalks

The Village of Homer Glen requires developers to install sidewalks. Current conditions show that sidewalks are located within numerous developments.

Homer Glen's Conservation Design Ordinance requires that sidewalks/trails should be constructed on only one side of all interior secondary streets, unless the Village Board requires walks on both sides. This Ordinance applies to single family residence districts, R-1, R-2, R-2A, R-3, and R-3A, and multi-family residential district R-6A.

The Zoning Ordinance, within Section 9, Planned Development, does not require the installation of sidewalks, but does require that a traffic study be completed. The traffic study must be prepared by a qualified expert and illustrate a circulation diagram indicating the proposed movement of vehicles, goods, and pedestrians within and adjacent to the Planned Development. The Planned Development must facilitate safe and continuous pedestrian, bicycle, and vehicular movement. Open space also must be linked by sidewalks, bike trails, or pedestrian trails within the Planned Development.

9.6 Major Arterial Crossings

Some of the proposed paths will require additional improvements in order to allow pedestrians and bicyclists safe passage major arterial crossings (see **Figure 9-1, Proposed Shared Use Paths**). This could involve the installation of tunnels, signage, signal improvements, or bridges in order to create safe passageways for shared path users. Detailed analyses are required at each of the individual crossings in order to determine the most feasible option.

Tunnels are not expected to be a feasible option for the Village of Homer Glen.

Signal improvements, on the other hand, could be located along the shared use path; or the path could be directed to a nearby intersection. Flashing beacons also can be placed at crosswalks to warn traffic to the presence of pedestrians and bicyclists. This type of signal will cost approximately $20,000. A second option is to install a traffic signal to control the flow of vehicular traffic. The cost for this improvement is approximately $150,000-170,000.

Pedestrian and bicyclist bridges can be installed over roadways at a height of 17.5 feet from the roadway surface. Pedestrian and bicyclist bridges can have a maximum cross slope of 5% and side slope of no more than a 2:1 ratio for the earthen embankment. The estimated cost for this

type of bridge is approximately $1.3-1.6 million. **Figure 9-2, Shared Use Path Bridge Footprint** depicts a typical footprint for a pedestrian bridge. A detailed design analysis is necessary to determine the appropriate facility needs for a pedestrian/bicyclist bridge.

FIGURE 9-1 PROPOSED SHARED-USE PATHS

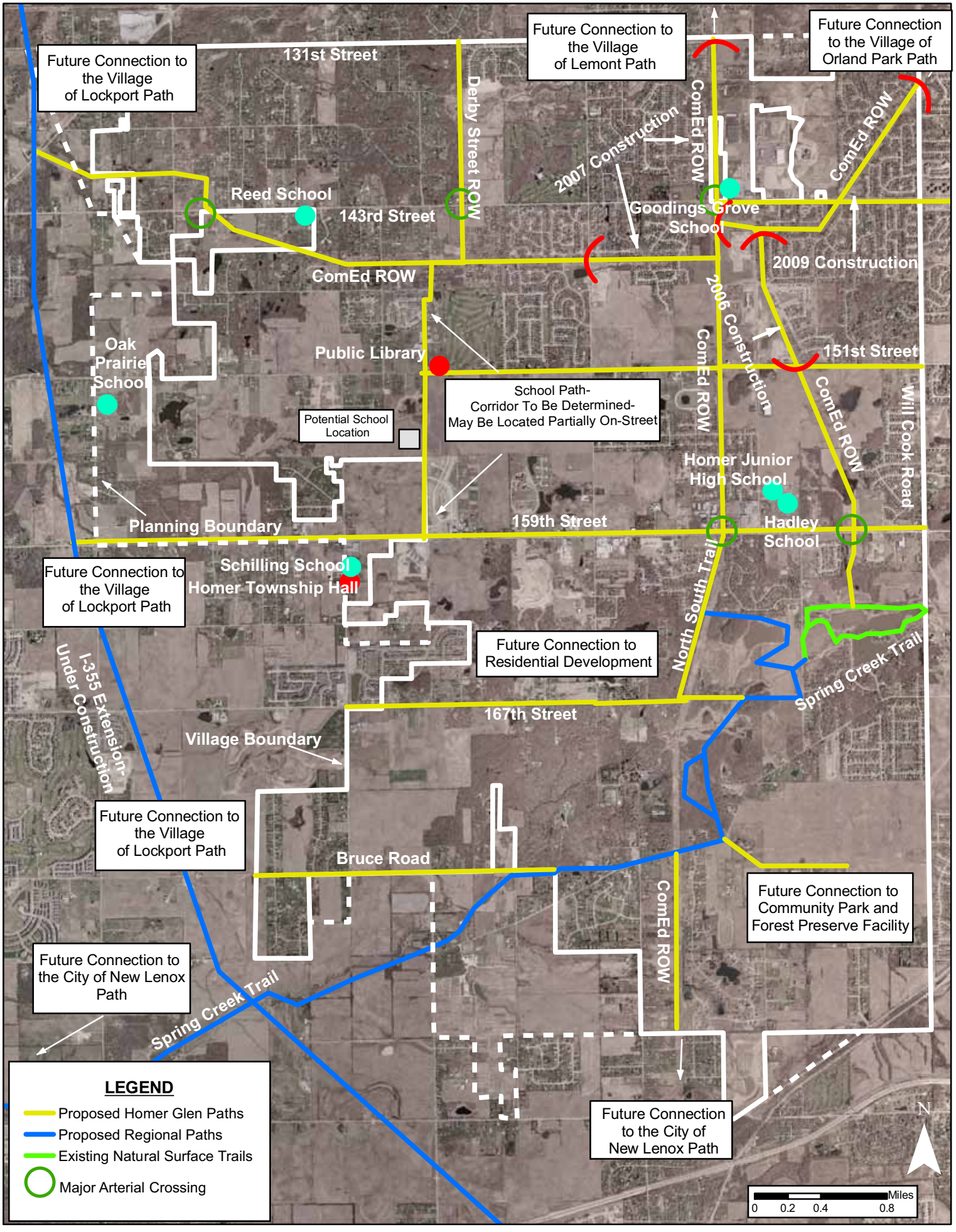
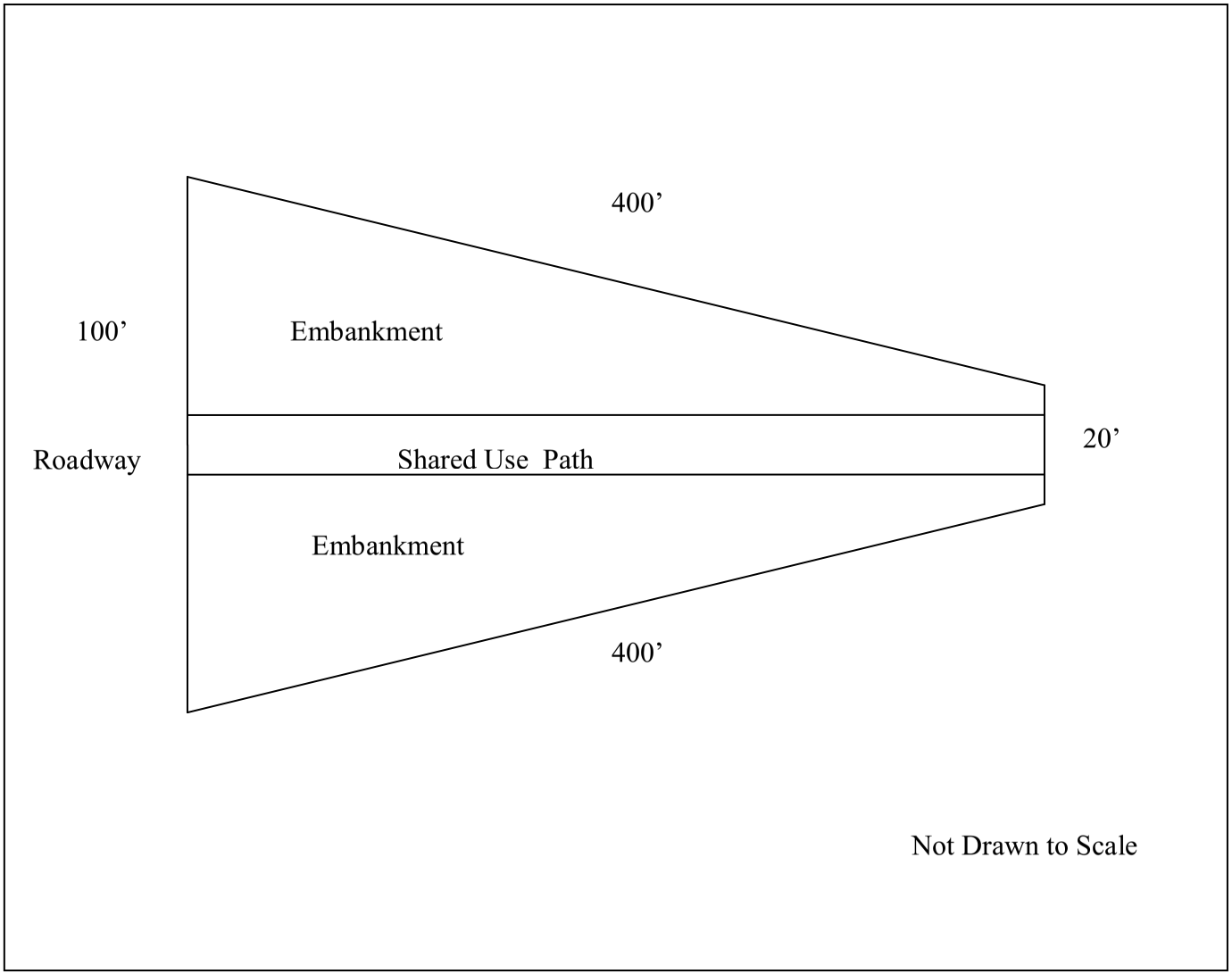


FIGURE 9-2 SHARED USE PATH BRIDGE FOOTPRINT



Section 10
Environment

Protection of the natural environment and ecologically sensitive areas is an important element of planning for future development within the Village of Homer Glen. The purpose of this section is to provide consideration to environmental issues and features that should be considered in conjunction with transportation improvements. Furthermore, the Village of Homer Glen should conduct environmental reviews, including the elements discussed within this section, for all new development and proposed expansions.

10.1 Natural Resources, Habitat, and Wildlife

Will County Forest Preserve land traverses the southern part of Homer Glen. The Spring Creek Greenway contains 1,765 acres. One of the preserves, Homer Trails, contains a 3.2 mile equestrian trail. It is located on south Bell Road, approximately one quarter mile south of 159th Street, in Homer Glen.

The Commonwealth Edison Right-of-Way provides possible land for the future trail system within the Village of Homer Glen. This path should be used to connect areas of Homer Glen with designated wildlife and environmental corridors (See **Section 9.1 Shared Paths**).

Appropriate and effective signage should be provided throughout the community to identify natural areas and their functions and benefits. The signs should contain directional content and identification information to allow users to locate themselves within Homer Glen, as well as to provide useful facts regarding natural and cultural resources within the Village. The signs should be present not only along the shared use paths, but also along local, township, county, state, and federal roads within Homer Glen. The signs should be constructed with modest proportions and design elements, so as to retain the countryside character of the Village and to avoid unsightly displays.

10.2 Water Resources

Homer Glen contains a number of major watersheds, including Spring Creek to the south and Long Run Creek to the north. All roadways should be sensitive to these areas and be built so as to not affect the overall quality of water resources within Homer Glen. Recommendations, in reference to the *Homer Glen Green Vision,* include the following:

- Develop and enforce protection mechanisms along roadways, including ordinances, which support water resource goals and objectives for wetlands, stream corridors, sustainable storm water management, and groundwater recharge and protection.
- Utilize design solutions that reduce impervious surfaces along roadways and encourage drainage systems that bring water and storm water to public attention.
- Increase the use of native plantings along roadways.

- Protect as key "environmental corridors" flood prone areas, wetlands, surface watercourses, and adjacent buffers of native vegetation when considering the location and design of future roadway development.
- Adopt best management practices for roadways to assure that new developments do not contribute runoff that increases off-site flooding or degrade water quality in surface or groundwater systems.
- Design transportation paths which allow for identification and protection of groundwater aquifers and their recharge zones to ensure safe and abundant water supplies for the Village.

Regulations to conserve wetland areas should be followed in accordance with the Will County Water Resource Ordinances (Amended May 1999). Specific attention should be paid to the Stream and Wetland Ordinance for the Creation of a Lowland Conservancy Overlay District, Will County, Illinois Resolution No. 98-25.

Drainage also is an important factor in the physical condition of roadways and roadway pavement. A well drained pavement will move water efficiently from the pavement surface to the drainage system. Stagnant water on pavement has a negative impact on the condition of that pavement and will lead to excessive degradation of the roadway.

Homer Glen also has established regulations controlling development within flood fringe areas. According to the Homer Glen Zoning Ordinance, Section 14 Flood Damage Prevention, Section 14.7, development in and/or filling of the flood fringe will be permitted only if protection is provided against the base flood or 100-year frequency flood. Homer Glen has adopted the Will County Stormwater Management Ordinance (Amended March 18, 2004) and the Water Resource Ordinances (Amended May 20, 1999). The Water Resource Ordinances include Flood Damage Prevention, Soil Erosion and Sedimentation Control, Stormwater Drainage and Detention, and Stream and Wetland Protection Ordinances.

10.3 Historic and Cultural Resources

At the request of the Will County Land Use Department, a cultural survey of Homer Township was performed between December 2001 and June 2002. This intensive survey, *The Rural Historic Structural Survey of Homer Township, Will County, Illinois*, was performed to update the previous survey of the township performed in 1988, which had identified over 100 farmsteads with over 500 individual structures, some of which were located within Homer Glen. Many of the farmsteads in the township actively are engaged in some form of agricultural production, and numerous others are utilized as liveries. Although many of these farmsteads survive today, they are threatened constantly by rapid growth of development.

Two sites, the Messenger-Reiter Farmhouse and the Gorham-Frazer Farmhouse, are significant sites in regard to the National Register for Historic Places (NRHP). Other locally significant properties include the following:

- The Rudd-Welter Farmstead
- The Lucas-Gee Farmstead
- The Davis-Corwin-Jungels-Beaver-De Pra Farmstead
- The Wells-Rodgers-Schroll Farmstead
- The John Lane Farmstead
- The Doig-Lauffer Farmstead
- The Goodings Grove Settlement
- Hadley Settlement

Three cemeteries listed as relevant to local history include the Hadley, Barnett, and Brooks Cemeteries. An historic cemetery, St. Michael, located near the border with Cook County also holds important historic qualities relevant to the local history of Homer Glen.

Adverse effects from transportation improvements should be mitigated whenever possible in order to maintain the integrity of the historic properties. As indicated by the *Homer Glen Comprehensive Plan*, more formal procedures for recognizing and designating historic properties should be formulated. Included within these designations, respect should be given to areas immediately surrounding the properties so as to provide proper attention to the environmental context in which the historic properties exist. The transportation system should accommodate access to these sites in a sensitive manner.

Roadways within Homer Glen also should allow for proper identification and preservation of sites and buildings with local historic and cultural interest and value, while promoting an appreciation of the agricultural roots and the heritage of the Homer Glen area. In this manner, cultural surveys should accompany all new roadway construction to ensure that cultural and historic resources are not damaged. Sites should be identified with respect to local heritage, as well as the county and state. Records maintained with the Illinois State Historic Preservation Office (SHPO) and the Will County Historic Preservation Commission identify important sites relevant to the history of the state and county, respectively.

10.4 Sustainability

Sustainable transportation refers to systems that provide for lasting economic, social, institutional, and environmental advantages beyond the immediate construction phase and inherent transportation benefits related to function. In this manner, sustainability encapsulates more than just ecological and environmental sensibility and protection. Sustainable transportation systems promote interaction between people and their

environments while ensuring the success of the entire community system beyond an individual's lifetime.

Techniques of perma-culture landscape design can be used within roadside designs and right of ways to maintain existing natural and man-made environments surrounding the roadways. Perma-culture landscape designs encourage the use of native plants and other well-adapted plant material. One of the major concepts of perma-culture is to provide minimum impacts on natural landscapes, while providing for aesthetic enjoyment. These types of landscaping often are deemed sustainable, as perennial plants consistently are used, ensuring that given proper conditions, growth will continue for years after initial planting.

The Homer Township Highway Department practices several sustainability measures. During snow removal operations they pre-wet the road salt with calcium chloride. The pre-wetted materials make the road salt more effective, which can result in the use of less product. The pre-wetting also helps to make the road salt stick to the road rather than adhere to the adjacent green area where it is ineffective

Street sweeping is performed twice a year. Street sweeping is needed for roadway maintenance, but it also picks up particulate matter that can get into water bodies. The Village may want to consider additional street sweeping efforts in order to remove these materials.

As part of the street resurfacing program performed by the Township Highway Department, the top layer of asphalt normally is removed. Approximately 15-20% of these grindings are used in the resurfacing. This is the maximum amount allowed by IDOT. The balances of the grindings are removed by the contractor. The contractor should reuse the grindings in some fashion.

In addition, the Township Highway Department is willing to consider alternative fuels for use with its roadway equipment. For example, the trucks could switch to using bio-diesel rather than regular diesel fuel. This switch will not take effect immediately, since the Highway Department is cost conscious and concerned about the changeover in fuel supply and equipment.

10.5 Context Sensitive Solutions (CSS)

According to the Federal Highway Administration (FHWA), Context Sensitive Solutions (CSS) ensure that transportation systems fit in with physical settings of communities, while preserving scenic, aesthetic, historic, and environmental resources. At the same time, these designs incorporate high levels of safety considerations and mobility. Context sensitive approaches consider the entire context within which a transportation project will take place.

While designing or redesigning roadways, designers should pay full attention to the impacts on surrounding areas. The principles of CSS need to be applied to the planning of major roadway projects to help better integrate the entire community in the process. CSS represents a process whereby all stakeholders in the development of a transportation facility work together to ensure the final project preserves aesthetic, historic, natural and scenic resources, while maintaining functionality and safety. The long-term goals of the project plan should be stated clearly, and the agency proposing the transportation project should work with stakeholders and communities to address development concerns.

In 2003, legislation was passed instructing Illinois Department of Transportation (IDOT) to adopt principles of context sensitive solutions. The IDOT plan includes involving stakeholders early and throughout the process of developing transportation. IDOT also has developed a number of measures to work with context sensitive designs within the state's transportation projects. Many of the measures result from principles found in the American Association of State Highway and Transportation Officials (AASHTO) publication, *Policy on Geometric Design of Highways and Streets.* However, the manual is not meant to serve as specifications for designs, but instead a guide to understanding context sensitive approaches.

CSS for the transportation system in Homer Glen can be accomplished through the following manner:

- Homer Glen should encourage use of CSS for state and county roads.
- Homer Glen should encourage use of CSS for future street connections.
- Design criteria should incorporate CSS approaches as described in the AASHTO publication, where deemed appropriate.

Will County presently does not prescribe or utilize the CSS format. Homer Glen should encourage Will County to utilize this type of design in all future projects.

The 159th Street project is in Phase I Design. IDOT still is formulating its CSS policies. Since the design for the 159th Street improvements already has been initiated, it is not a candidate for this approach. However, Homer Glen should encourage a CSS approach with all future IDOT projects. Likewise, Homer Glen may still be able to use a CSS approach on the Phase II Engineering Design for 159th Street project. The Village should consider making a request to the IDOT District 1 Engineer.

Section 11
Public Transportation

As discussed in **Section 3. Demographics and Travel Characteristics**, Homer Glen is an automobile oriented community. Almost everyone travels by automobile. A small percentage of people use the commuter rail services to get to downtown Chicago. This Section will explain the public transportation services that are available and the potential for expansion of these services.

Figure 11-1, Present and Proposed Public Transit, illustrates the Metra and Pace routes in and around the Village of Homer Glen.

11.1 Metra Commuter Rail

Metra commuter rail lines surround the Village as illustrated in **Figure 11-1**. Most residents utilize the Southwest Service line with service originating in Manhattan and ending in Chicago Union Station. The 143rd Street Station in Orland Park is the most accessible Station for Homer Glen residents. Effective January 30, 2006, service on this line expanded. Now, 15 inbound (to Union Station) and 15 outbound (to 179th Street in Orland Park) daily commuter trains operate Monday through Friday. The inbound trains run from 5:10 AM to 9:47 PM, and the outbound trains run from 6:26 AM to 11:40 PM.

The Future Agenda for Suburban Transportation (FAST) addresses the long range plan for Metra. Included amongst these plans is the 55 mile Suburban Transit Access Route (STAR), as identified within the CATS 2030 Regional Transportation Plan, as well. The line initially would connect nearly 100 communities and enhance Metra's hub and spoke system of rail passenger service by linking the spokes. The STAR line would extend beyond single corridor service, and thus, connect the entire suburban community.

11.2 Pace Suburban Bus

Pace Route 831 (see **Figure 11-1**) Joliet-Midway provides fixed route bus service between downtown Joliet (Union Station) and Midway Airport (CTA rapid transit station) with access to Lewis University in Lockport, Statesville Prison in Joliet, and Orland Square Shopping Mall in Orland Park.

Route 831 operates Monday through Friday along 143rd Street between State Street and Will-Cook Road in the Village of Homer Glen, with 3 northbound trips and 4 southbound trips accessing Orland Square. Service is provided through the Village at roughly 3-hour intervals between 9:30AM and 4:30 PM northbound, and 8:30AM and 7:00 PM southbound.

Express service is provided on Saturday along Interstate Highway 55 between Joliet and Midway Airport, with access to the Statesville Prison facility along Route 53. No Sunday or holiday service is offered along this route.

Pace currently is engaged in the South Cook County-Will County Initiative (SCCWCI), which is a comprehensive planning study to restructure its existing public transportation system in southern Cook and Will Counties to meet current and future needs and demographic changes. At the conclusion of the study, Pace bus service is expected to be consistent with the Pace Vision 2020 comprehensive operating plan. This plan includes a variety of community-based, local service options to link residential areas with line-haul[1] corridors and high-density developments.

The SCCWCI encompasses 81 suburban communities, 48 existing fixed bus routes, and 40 percent of Pace ridership. Part of the Will County sector of the initiative, the Village of Homer Glen and Route 831 are included in the study area and likely are to be candidates for service restructuring. Route 831 operates through the Village to link with Orland Square, but ridership generally is attracted from surrounding areas. Statesville Prison no longer is a major generator, and Route 831 primarily serves a line-haul function between Joliet and Midway Airport. Changes from this plan likely will be implemented in early to mid 2007.

FAST also addresses future improvements for bus service in northeastern Illinois. Pace plans include restructuring initiatives to extend service to suburbs located on the fringes of the Chicago area.

Future population and changes in land use may create the potential for expanding public transportation service in Homer Glen. The development of commercial land use along 159th Street may provide an opportunity for Pace to extend bus service along that roadway.

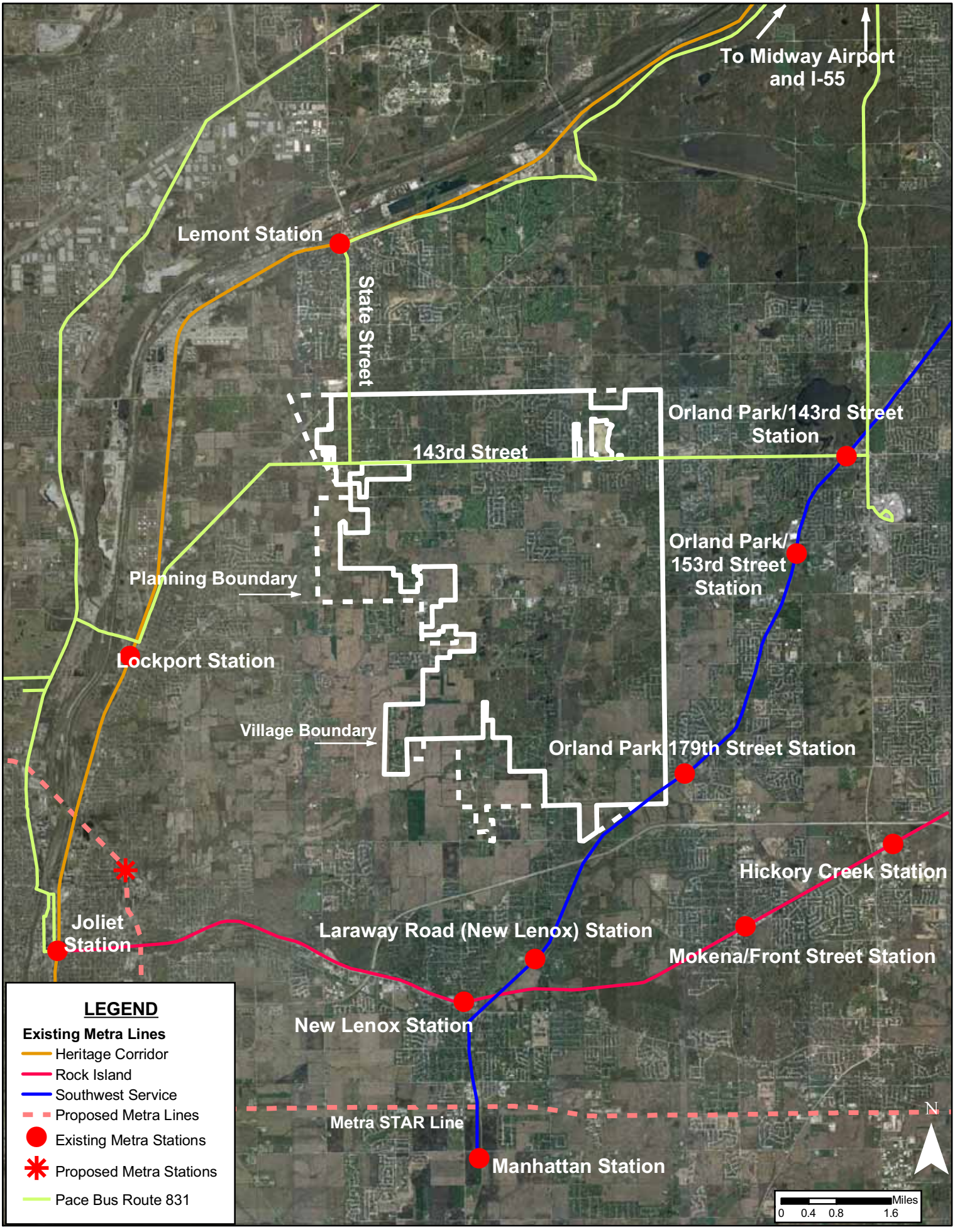
11.3 Paratransit Service

Paratransit service is an alternative that the Village may want to consider in the future. These types of services use vans and small buses to provide arranged trips to and from specific locations within the service areas. Generally these service are operated by townships or local municipalities under contract with Pace. Only partial funding is provided for these services; local governments are required to support a portion of the net service costs. Service is provided to individuals determined to be eligible based on local requirements; local sponsors set the fares. Because the service originally was established to extend public transportation to areas without traditional service, it is not always exclusive to persons with disabilities or to people who are at least 65 years old.

The Village does not see an immediate need to fund a paratransit service. However, it is a service that the Village may want to consider in the future as the population increases and more commercial development takes place.

[1] Line-haul routes provide a "backbone" of high-speed transit service that connects transportation centers.

FIGURE 11-1 PRESENT AND PROPOSED PUBLIC TRANSIT



Section 12
Public Finance

This section provides an overview of funding sources available to the Village of Homer Glen. Forecasts are made of the funds that will be available over the next ten years and recommendations and priorities for transportation projects are provided. This section also includes suggestions for alternative funding sources for additional transportation needs.

Currently, the Village uses three direct and two indirect funding sources for transportation improvements. These funding sources are described below.

12.1 Direct Funding Sources

Motor Fuel Tax

The Village annually receives an allocation of Motor Fuel Tax (MFT) funds from the State of Illinois. This is the main source of revenue for transportation improvements. MFT is imposed by the State of Illinois for the privilege of operating motor vehicles on public highways and recreational watercraft on waterways. The tax is paid by distributors and suppliers, who collect the tax from their customers. For instance, gas purchased at a service station is imposed with a motor fuel tax. In 2006, the motor fuel tax rates were 19 cents per gallon for gasoline and liquefied petroleum gas and 21.5 cents per gallon for diesel fuel. This tax provides funding to build and maintain roads and highways.

At the beginning of the 2006 fiscal year, the Village of Homer Glen had a balance of $1,524,000 in MFT funds. The Village receives approximately $700,000 a year in MFT funds. Typically, 33% of these funds go to the Homer Township Highway Department for roadway maintenance and operations. **Table 12-1, MFT Funds 2006-2015** illustrates the MFT funds that will be available over the next ten years after 33% is subtracted for Homer Township.

Table 12-1
MFT Funds 2006-2015

Year	Anticipated Net MFT Funds*
Start of Fiscal Year 2006	1,524,000
2006	321,637
2007	470,000
2008	520,000
2009	520,000
2010	520,000
2011	520,000
2012	600,000
2013	600,000
2014	600,000
2015	600,000
Total	**6,795,637**

*Approximately 33% of the MFT funds are transferred to Homer Township for roadway resurfacing and maintenance. The figures shown in the table represent the amount available after funds are distributed to Homer Township.

Surface Transportation Program

Surface Transportation Program (STP) funds are allocated by the federal government to the State of Illinois for use on state marked or unmarked routes or other qualified projects at the state's discretion. The Village of Homer Glen works through the Will County Government League (WGCL) to apply for these funds. STP funds are awarded on a project-by-project basis. For example, the Village was awarded $1 million in STP funds for intersection improvements at 143rd Street and Lemont Road. The total project cost is estimated at $3.0 million. The Village of Homer Glen and Will County each will contribute $1 million to the project.

Forecasts suggest that the Village will receive $2,000,000 in STP funds over the next ten years. A specific project as well as funding needs has not been determined. The Village will need to work with WCGL to identify a specific project and to determine its eligibility.

Congestion Mitigation Air Quality

In 1990, the federal government sought to bolster efforts to attain National Ambient Air Quality Standards (NAAQS) through amendments to the 1990 Clean Air Act (CAA). One of these amendments included the Congestion Mitigation Air Quality (CMAQ) program.

The CMAQ program is administered jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). CMAQ is a federal program that allows for agencies to apply for funding for projects that decrease congestion and improve air quality in designated regions. The Village works with the WCGL in securing these funds. Application for funding is submitted to the Chicago Metropolitan Agency for Planning (CMAP).

The Village's first CMAQ grant has been approved for a shared use path in the amount of $328,730. The project consists of a 2.63 mile shared use path along the north-south Commonwealth Edison (Com Ed) power line right-of-way that will begin at 131st Street and extend south past 143rd Street and then west to Martingale Lane (see **Figure 9-1, Proposed Shared Use Paths**). The total project cost is $410,920. The Village will be responsible for the 20% ($82,184) matching requirement. Construction is planned for 2007, but may be delayed to 2008. Agreements with Com Ed need to be secured, which could delay the project.

A second shared use path CMAQ grant has had favorable review and was recommended by the WCGL; however, final approval has not been received as of yet. Homer Glen would build 1.7 miles of bike path along the Com Ed easement running east and northeast from Bell Road to Will-Cook Road. The CMAQ grant would be for $352,000 with a total project cost of $440,000. The Village would be responsible for the 20% ($88,000) matching requirement. If final approval is given, construction will begin in 2009.

The Village of Homer Glen will continue to pursue additional CMAQ funds. Forecasts suggest that the Village will receive an additional grant for $370,000 over the next ten years.

12.2 Indirect Funding Sources

The Village also receives transportation improvement funds from several indirect sources. These sources include the following:

Homer Township

The Homer Township Highway Department maintains the Village roadways under an intergovernmental agreement with the Village of Homer Glen. The Village provides funding to the Homer Township for these services. Homer Township also receives a property tax. Part of the Village's roadway costs are offset by this property tax.

Development Related

All new development in the Village is subject to zoning and subdivision approval. These regulations are used to require developers to fund and construct transportation improvements associated with new development. The Village negotiates with developers to ensure that traffic improvements are installed with the development. This Plan provides a guide that can be used for negotiating needed transportation capital improvements. Negotiations with developers may provide financing for many additional transportation projects as discussed below.

12.3 10-Year Transportation Capital Improvement Plan

The primary source of funding for transportation improvements within the next ten years is MFT funds. **Table 12-2, Estimated Available MFT Funds for Proposed Transportation Expenditures 2006-2016** illustrates how these funds are projected to be used. As noted in the table, the Village already has committed much of the funding. The lower half of the table suggests how the balance of the funds should be committed. These intersection improvements are expected to have the highest priority, since they are needed to relieve traffic congestion.

Additional transportation improvements are proposed in this Plan. These projects and their estimated costs are shown in **Table 12-3, Additional Transportation Capital Improvements**. The projects listed within **Tables 12–2** and **12-3** will require additional analysis to fine-tune project details and costs. While planning estimates have been provided, this additional analysis could affect the cost estimates. In some cases, cost estimates have not been provided due to the variable nature of the project and the need for additional study. In addition, the projects listed in **Table 12-3** will need to be prioritized by the Village. The assumption is made that the intersection projects will be most important. However, priorities can change as development occurs and traffic conditions change.

The projects listed with **Table 12-3** that cannot be implemented during the next ten years could remain as viable projects beyond the Year 2015. That is, additional funding will become available and thus, implementation will have to wait for post Year 2015.

As previously discussed, the Village may be able to secure $2 million in STP funds over the next 10 years. The STP funds could provide a funding source for one or more of the proposed projects listed in **Tables 12-2** and **12-3**. To reiterate, the Village should work with the WCGL to identify projects that could be considered for the STP funds.

Table 12-2
Estimated Available MFT Funds for Proposed Transportation Expenditures
2006-2016

Estimated MFT Funds*		**$6,795,637**
Committed Funds		
143rd Street and Lemont Intersection	$370,357	
151st Street Turning Lanes	283,300	
Amberfield Turning Lane	66,950	
Traffic Calming at Various Locations	0	
Transportation Plan	105,000	
I-355 Tollway Extension Contribution	800,000	
Drainage/flooding Projects at Various Locations	1,950,000	
Committed Funds – Subtotal		**($3,575, 607)**
Intersection Improvements by Priority (see Table 6-1)		
Chicago-Bloomington Trail & Parker Road	$639,342	
151st St. & Parker Road	600,000	
151st St. & Will-Cook Road	227,070	
167th Street & Parker Road	908, 279	
151st & Crème Road	477,331	
143rd Street & Crème Road	110, 482	
Edgewood Drive & Will Cook Road	227.070	
Intersection Improvements – Subtotal		**($3,189,574)**
Remaining MFT Funds		**$30, 456**

*Amount listed is the total shown in Table 12-1.

Table 12-3
Additional Transportation Capital Improvements

Project	Cost Estimate	Potential Funding Sources
Main Roadway Connections		
• Cedar Road/King Road between 143rd Street and 151st Street (1 mile)	3,533,000	DR, IF, MFT, SA, STP
• Bell Road at 159th Street (0.5 mile)	1,766,000	DR, IF, MFT, SA, STP
• Bell Road to Marti /Bruce Roads connection (0.8 mile)	2,826,000	DR, IF, MFT, SA, STP
Traffic Signal Interconnections		
• Bell Road (Glen Garry To South Bell Road/159th Street)	1,148,000	DR, IF, MFT, STP, W/I
• 143rd Street (Gougar Road to Will-Cook Road)	1,569,000	DR, IF, MFT, STP, W/I
• 159th Street (Cedar Road to Bell Road)	829,000	DR, IF, MFT, STP, W/I
Sidepath/Sidewalk/Landscaping Improvements Along Principal Arterials		
• Bell Road (1.8 - 3.0 miles)	1,460,000 – 2,434,000	CMAQ, DR, IF, ITEP
• 159th Street (2.1 - 3.5 miles)	1,704,000 – 2,840,000	CMAQ, DR, IF, ITEP
• 143rd Street (3.4 – 5.7 miles)	2,759,000 – 4,625,000	CMAQ, DR, IF, ITEP
Shared Use Paths	5,729,000	CMAQ, DR, IF, ITEP, SRTS
Other		
Update the Transportation Plan	90,000	GF, HGC, MFT
STP 20% matching funds	400,000	GF, MFT
CMAQ 20% matching funds	60,000	GF, MFT
Develop a Traffic Model and Impact Fee Program	50,000	GF, MFT, TCSP
Total Cost Estimate for Additional Projects	**$23,923,000-$27,899,000**	

Other Transportation Projects Without Cost Estimates	
Safety improvements along 167th/Parker Road/Chicago-Bloomington Trail/Hadley Road – requires further study to determine improvements and costs	GF, IF, MFT, STP
Proposed Street Connections	DR
Traffic calming on residential collectors – locations have not been determined	GF, MFT
Bike path crossings at major arterials – requires further analysis to determine how to best make crossing at each specific location	CMAQ, ITEP
Widen Major Collector Roadways to include bike lanes – no specific roadways have been determined	TBD
I-355 Bike Path Contribution – ISTHA is grading an area for a shared use path. Other agencies and municipalities may be expected to fund the path improvements.	TBD

CMAQ=Congestion Mitigation and Air Quality
DR=Development Related
GF=General Funds
HGC=High Growth Cities
IF=Impact Fees
ITEP=Illinois Transportation Enhancement Program
MFT=Motor Fuel Taxes, Post 2016
SA=Special Assessments
SRTS=Safe Routes to School
STP=Surface Transportation Program
TBD=To Be Determined
TCSP= Transportation, Community, and System Preservation Program
W/I=Completed by a Will County or State of Illinois Project

As shown in this Plan, 15.5 miles of additional shared use paths are suggested to be built in the Village. This mileage does not include the three sidepaths along Bell Road, 143rd Street, and 159th Street. At a cost of $369,600 per mile, $5,728,800 in additional funds would be needed to complete the shared-use path system. As suggested earlier, the Village is expected to secure one more CMAQ grant for $370,000 over the next ten years. This additional grant would allow for the construction of one mile of shared use path.

12.4 Alternative Funding Sources

Homer Glen is a non home-rule municipality governed by a Village President and Board of Trustees. Of note, Homer Glen's population growth is such that it should be large enough for home rule status after the next U.S. census. Home rule status will give the Village some flexibility in developing alternative funding sources.

The following section identifies additional funding sources. Some of these sources provide viable options to help pay for transportation capital improvements within the next ten years. However, the Village will need to dedicate a significant amount of time and commitment in order to secure these funding sources.

Impact fees

Impact fees are payments required by local government for new development for the purpose of providing new or expanded public capital facilities required to serve that development. New development places a burden on the roadway network. Impact fees provide a means of providing additional funds to finance the roadway expansion and to put the cost burden on new development.

The Illinois General Assembly has adopted enabling legislation that establishes standards for the adoption and use of transportation impact fees.[1] Although, this legislation only applies to home rule municipalities, the Village of Homer Glen, is expected to reach the population level in the near future that would allow home rule status.

Illinois regulations state that an impact fee payable by a developer shall not exceed a *proportionate share* of costs incurred by a unit of local government which are *specifically and uniquely attributable* to the new development paying the fee in providing *road improvements*. A development is s*pecifically and uniquely attributable* if it creates the need, or an identifiable portion of the need, for additional capacity on a roadway. *Road improvements* mean the improvement; expansion; enlargement; or construction of roads, streets, or highways under the jurisdiction of the local government, including but not limited to bridges, sidepaths, sidewalks, right-of-way, and traffic control improvements owned and operated by the Village.

While simple in concept, determining the impact fees requires time and resources to calculate the impact fees associated with a new development. Transportation computer model programs typically are used for this task. These programs determine the amount of traffic that will be

[1] See Illinois Complied Statues, Roads and Bridges (605 ILCS 5/), Illinois Highway Code.

generated from new development and the marginal roadway capacity that is created by the development. These calculations then are used to derive the roadway costs associated with the new development. The impact fees are based on the roadway costs.

The traffic impacts from new development often extend beyond a municipality's border. Will County could provide a regional approach to determine traffic impacts and fees. The state enabling legislation would allow Will County to impose an impact fee. The County recently began an effort to consider transportation impact fees. However, the County will need 1-2 years to study this type of funding source before the impact fees can be adopted and to ensure a guarantee that Will County will adopt the impact fee. In addition, the impact fees may only apply to County roads and not municipal roads.

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancement Program (ITEP) provides for community based projects that expand travel choices and enhance the transportation experience through cultural, historic, aesthetic, and environmental aspects of the transportation infrastructure. In order to qualify for the program, the project must fall under one of the following types of activities:

- Pedestrian and bicycle facilities
- Historic preservation
- Rehabilitation of historic transportation facilities
- Landscaping and scenic beautification
- Scenic and historic highways scenic easements
- Transportation museums
- Outdoor advertising control
- Safety education for pedestrians and bicyclists
- Rails-to-trails corridor preservation
- Archeological planning and research
- Mitigation for roadway runoff and wildlife connectivity
- Scenic or historic highway programs

The ITEP program is funded under current federal legislation, Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Any unit of local government is eligible to apply for and sponsor an ITEP project. ITEP could be a source of revenue for sidepath and landscaping improvements along 159th Street, 143rd Street, or Bell Road. The Village could apply for ITEP funds to complete the additional landscaping and sidepath improvements that the Village has proposed for these corridors.

Other Grants

Two other potential grant sources could be applicable to Homer Glen. The grants are High Growth Cities and Transportation, Community, and System Preservation Program. However, limited information was available on these grants. The Village may want to secure additional information about these sources, available funding amounts, and potential eligibility.

High Growth Cities is a program that helps relieve congestion for municipalities with a population over 5,000 that have an increase in population greater than five percent, either from 1990 to April 1, 1999, or from 2000 to June 30th of each year, as reported by the U.S. Census Bureau. The program is not project specific, thus enabling municipalities the discretion to utilize the funds as they deem appropriate. The Illinois Department of Transportation (IDOT) should be contacted for more information regarding this program.

The Transportation, Community, and System Preservation Program (TCSP) grant provides opportunities to implement and to evaluate the relationship between transportation and community and system preservation. Examples of eligible projects include improving the efficiency of transportation systems; reducing the impacts of transportation on the environment; reducing the need for costly future public infrastructure; ensuring access to jobs, services, and centers of trade; and encouraging private sector development patterns. Funding from this program is sought through IDOT.

Other Taxes

The Village currently does not impose a property tax or other forms of taxations. Some municipalities gain additional revenue from the taxation of gasoline sales, real estate transfer, retail sales telecommunications (phone) use, or utility (water, gas or electric) use. However, as discussed in **Section 13. Community Engagement**, the Village does not have a desire for new sources of taxation. As additional community and transportation needs are identified, new revenue sources may need to be identified.

Safe Routes to School

The Safe Routes to Schools program provides a potential source of funding for connections to schools. The federal government via SAFETEA-LU has developed this program.[2] This program is intended to enable and to encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The funding consists of infrastructure and non-infrastructure needs. The first refers to physical improvements, such as sidewalks or crosswalks. Non-infrastructure needs refer to education or encouragement programs to get children to walk or bike to schools. Safe Routes to Schools is funded through IDOT. Future efforts in this regard should be coordinated with the WCGL; the Village of Homer Glen currently is not undertaking efforts to secure this type of funding source.

Special Assessments

Special assessments are fees levied to provide a service or improvement for a particular area. These types of assessments require the creation of a board of local improvements comprised of some or all of the Village Trustees. The special assessment may be initiated by petition of the people or by the board itself.

[2] See SAFETEA-LU Section(s): 1101(a)(17), 1404

Special assessments can provide funding for transportation improvements that include streets with curbs and gutters, water mains, sanitary and storm sewers, sidewalks, walkways, bicycle paths, landscaping, lighting improvements, signage improvements, vehicular parking improvements, additional facilities necessary to provide access to the public right-of-way, and all necessary appurtenances.

The board of local improvement spreads the total cost against the individual properties in an amount not to exceed the benefit to the property. The amount of benefit is determined by the difference in the fair cash market value of the property before the construction of the project and the fair cash market value of the property after the project is completed.

A special assessment could be considered as a means to fund right-of-way improvements (sidepaths and landscaping) along the commercial corridors of 143rd Street, 159th Street, and Bell Road.

Vehicle Stickers

Many municipalities impose a fee for vehicles that are registered to homes and businesses in the community. This funding source was not given extensive consideration for funding in the years 2006-2016. The administrative cost associated with vehicle stickers was considered too high in relation to the potential revenue. At this time, enforcement would be problematic since most vehicles are left in garages as opposed to on-street. The Village may want to consider re-visiting this source of funding at a later time.

Section 13
Community Engagement

Community Engagement is an important part of the planning process. For the Homer Glen Transportation Plan, public input on the concepts presented in the Plan was obtained through meetings with the Homer Glen Transportation Committee, followed by a half-day public workshop.

13.1 Transportation Committee

Three meetings with the Transportation Committee were conducted. The Transportation Committee is chaired by a Village Board Trustee. Six additional citizen members are appointed by the Village. The Committee provided input on various concepts during the development of the Plan.

13.2 Public Workshop

The public workshop was held in October 2006 at the Homer Junior High School to present concepts from the comprehensive Transportation Plan. The Village of Homer Glen was responsible for advertising the workshops through the local paper and posting flyers. A three-hour Saturday morning workshop was conducted.

The public workshop was designed to include a PowerPoint presentation and interactive questioning through a survey assembled with input from the Homer Glen Transportation Committee. Participants at the workshop were asked to use keypad polling in order to select their answers to each question presented. The keypad polling was run by a representative of the Chicago Metropolitan Agency for Planning (CMAP). Each participant received a keypad, which contained a wireless connection to a computer and software that generated an interactive survey in which participants could see immediate survey results. Results appeared in graphic form depicting the percentage of participants who selected each answer for each question. In addition, the software enabled the addition of questions to the survey as a result of participant comments.

The public workshop was attended by over thirty Homer Glen residents. 31 participants used the keypad polling. Sixty percent of the attendees lived north of 159th Street and west of Parker Road. A majority of the attendees had lived in Homer Glen for over one year, with 72% residing in the Village for over eleven years. One participant lived outside Homer Glen, but within the planning boundaries; and one lived outside both Homer Glen and the planning area. Over 94% of the attendees were over the age of 41.

The results primarily are discussed with regard to the percentage of respondents answering a particular selection, the average, and the standard deviation. The percentage is based on the total number of people who respond for each question. The average is calculated by adding each value associated with the scale and dividing by the total number of responses for each particular question. The scale used for all questions is the

following: One equals strongly disagree, three equals neutral, and five equals strongly agree. The standard deviation is a measure of dispersion; it measures the spread of the values within each question. If the values of the selections were all close to the average, then the standard deviation would be close to zero. If the selection values were far from the mean, then the standard deviation would be far from zero. If all of the values were equal, then the standard deviation would be zero.

13.2.1 Demographics

Demographic information regarding the characteristics of workshop participants is presented in **Table 13-1 Public Workshop Demographics**.

Table 13-1
Public Workshop Demographics

	Total Number of Respondents	Percentage of Total Respondents
Location of Residence		
North of 159th/East of Parker	3	12.0
North of 159th/West of Parker	15	60.0
South of 159th/East of Parker	2	8.0
South of 159th/West of Parker	3	12.0
Outside of Village in Planning Area	1	4.0
Outside of Village and Planning Area	1	4.0
Age		
Under 21	0	0.0
21-30	1	3.6
31-40	0	0.0
41-50	12	42.9
51-65	9	32.1
65+	6	21.4
Gender		
Female	11	42.3
Male	15	57.7
Years of Residence		
Less than one year	0	0.0
1-5	7	25.0
6-10	1	3.6
11-20	10	35.7
20+	10	35.7
Household income		
Under $25, 000	1	3.7
$25,000-$50,000	5	18.5
$50,000-$100, 000	11	40.7
Over $100,000	10	37.0

Participants were asked to provide comment on a variety of topics including Roadway Standards and Traffic Flow, Connectivity, Safety and Traffic Calming, Pedestrian and Bicycle Facilities, the Environment, Public Transit, Transportation Plan Objectives, and Funding.

13.2.2 Roadway Standards and Traffic Flow

The discussion regarding roadway standards and traffic flow generated a significant amount of discussion. Residents voiced varying opinions on how traffic flows and improvements should be handled within the Village of Homer Glen. A handful of residents expressed dissatisfaction with State and County agencies and in particular questions over widening main routes through the Village. Despite these comments, most residents were in support of widening State and County Routes (see **Table 13-2 State and County Improvements**).

Participants within the workshop chose to add a question. They added "Should the Village encourage the widening of Bell Road from County Line to Archer to a 4 Lane Road?" This question was meant to address concerns over coordination with Cook County for improvements to Bell Road. Since preliminary engineering is underway for the widening of Bell Road within Homer Glen, participants felt that an attempt should be made on behalf of Cook County to widen Bell Road from the County Line to Archer, so as to avoid bottlenecks or congestion when leaving Will County.

Table 13-2
State and County Improvements

Question	Average*	Standard Deviation
Should the Village encourage the widening of 159th Street to a 4 Lane Road?	4.1	1.4
Should the Village encourage the widening of 143rd Street to a 4 Lane Road?	3.7	1.5
Should the Village encourage the widening of Bell Road between 143rd and 159th Streets to a 4 Lane Road?	4.1	1.3
Should the Village encourage the widening of Bell Road from County Line to Archer to a 4 Lane Road?**	4.7	0.7

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.
** This question was added by the workshop participants.

Roadway Improvements for 159th Street, 143rd Street, and Bell Road

Residents also expressed an interest in landscaping and adding aesthetic improvements to three main roadways, 159th Street, 143rd Street, and Bell Road, in order to maintain a country quality throughout the Village of Homer Glen. Unlike the majority of residents who supported the widening of these three roadways, resident opinion on funding these improvements was distributed more evenly on a scale of agreement and disagreement (see **Table 13-3 Specific Roadway Improvements**).

Table 13-3
Specific Roadway Improvements

Question	Average*	Standard Deviation
The Village should fund sidewalk improvements along 159th Street, 143rd Street, and Bell Road when these roadways are widened?	2.6	1.3
The Village should fund sidepath improvements along 159th Street, 143rd Street, and Bell Road when these roadways are widened?	3.2	1.4
The Village should fund landscaping along 159th Street, 143rd Street, and Bell Road when these roadways are widened?	3.3	1.4
Sidepaths should be put on both sides of the road.	2.3	1.5

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

As shown within **Table 13-3 Specific Roadway Improvements**, respondents were more supportive of certain improvements versus others. Participants preferred minimal improvements that would cut down the overall costs. They were willing to support construction of one sidepath and landscaping. Discussion within the workshop emphasized the high cost of maintaining sidewalks once they were installed and the relative lack of use that the participants witness on these main streets. When the participants were asked why a difference was present between the support of sidewalks versus sidepaths, some of the participants suggested that more people would like a place to ride bicycles and that the sidepaths looked "more natural" than sidewalks. In addition, the sidepaths were explained to be cheaper to construct than sidewalks and could be used for pedestrians. However, most participants (67%) did not support the use of sidepaths on both sides of the street. Sidewalks and sidepaths will require further discussion within the Village. During the environmental discussion the residents showed a desire to maintain existing vegetation rather than replanting new vegetation.

Village Main Roadway Improvements

With reference to all main roadways within Homer Glen, 88% of the respondents preferred maintaining drainage swales along main roads within the Village. Most of the participants felt that curb and gutter improvements would detract from the country

character within Homer Glen (see **Table 13-4, Main Roadway Improvements**). Likewise, drainage swales were explained so as to exhibit their environmentally sensitive qualities. The workshop presentation explained that future traffic could be addressed with intersection and traffic signal improvements rather than widening the roadways. Also, keeping the drainage swales would promote the country nature that the village would like to promote.

Table 13-4
Main Roadway Improvements

	Average	Standard Deviation
The Village should keep the 2-lane county roads with drainage swales as is.	4.6	1.1
The Village should improve the main village roads with the use of curb and gutter and storm drain improvements?	1.6	1.0

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Workshop participants were satisfied with current roadway maintenance. Over 70% preferred to maintain the outsourcing of maintenance activities to the Homer Township. Residents cited that the Village, if it were to develop their own Public Works Department, would be responsible for the purchase and maintenance of equipment, a cost that residents were not willing to fund.

13.2.3 Connectivity

Connectivity also raised a significant amount of resident discussion. Residents had mixed opinions and perceptions about the way in which connectivity issues should be handled within the Village of Homer Glen. The strongest area of disagreement was felt by residents who lived north of 159th Street and west of Parker Road. Of respondents from this area, over 46% expressed strong disagreement with the connection of residential streets. Many of the residents from this area complained about current traffic on streets in their area. Connectivity is an issue that will require further discussion within the Village.

Some of the residents suggested that connectivity would encourage cut-through traffic. Therefore, connectivity was re-addressed after the discussion of traffic calming (**Section 13.2.4 Traffic Calming**). It was suggested that traffic calming could be used to reduce cut-through traffic. However, participants' opinion regarding this issue did not show change, as the average remained the same.

On the other hand, meeting attendees expressed a strong interest in pursuing the reverse frontage road. 67% of the respondents agreed or strongly agreed that the Village should

plan for a reverse frontage road along 159th Street. Several of the participants expressed a desire for more information regarding the reverse frontage road and development plans for 159th Street (see **Table 13-5 Connectivity**).

Table 13-5
Connectivity

Question	Average	Standard Deviation
The Village should encourage residential collector streets that connect with other subdivisions and commercial/service areas.	3.1	1.5
The Village should plan for reverse frontage roads along 159th Street.	3.8	1.3
**The Village should encourage streets that connect with other subdivisions and commercial areas, as long as traffic calming measures are included on residential collector streets.	3.1	1.4

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

** This question was repeated with an amendment, so as to gather participants' opinions after discussion of traffic calming as it pertained to residential streets.

13.2.4 Traffic Calming

Throughout the discussion of roadway standards and traffic flows, participants suggested a number of ways in which to improve traffic conditions within Homer Glen that primarily referred to traffic calming techniques. Their concerns were addressed within the second half of the public workshop, which focused more on techniques to be used on existing roads and current and potential policies within the Village of Homer Glen.

Participants were asked to provide comment on main street and residential street traffic calming. The results from these questions are presented in **Table 13-6 Main Roadway Traffic Calming** and **Table 13-7 Residential Roadway Traffic Calming**.

Table 13-6
Main Roadway Traffic Calming

Question	Average	Standard Deviation
The Village should pursue photographic enforcement of intersections along main roadways.	3.0	1.7
The Village should pursue additional lighting along main roadways.	2.9	1.6
The Village should pursue speed display along main roadways.	3.3	1.4
The Village should time the interrelated traffic signals for desired speed.	4.3	1.0
The Village should pursue increased police enforcement of traffic regulations.	3.8	1.2

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Table 13-7 Residential Roadway Traffic Calming		
Question	**Average**	**Standard Deviation**
The Village should install speed humps as a traffic calming measure for residential streets.	3.9	1.3
The Village should install curb bulb-outs as a traffic calming measure for residential streets.	2.7	1.2
The Village should install medians as a traffic calming measure for residential streets.	3.0	1.5
The Village should install striping as a traffic calming measure for residential streets.	3.6	1.3

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Traffic calming will require further discussion within the Village. Certain measures seem to be more accepted than others. Opinions on traffic calming may vary from subdivision to subdivision.

13.2.5 Bicycle and Pedestrian Facilities

Residents of Homer Glen appeared to support measures to improve bicycling conditions within the Village. Over 80% of the respondents agreed that new off-street bicycle paths should be built throughout the Village. 61% agreed or strongly agreed that bicycle lanes should be put onto roadways when they are rebuilt.

Sidewalk construction received varied support depending on the location of the sidewalk construction (see **Table 13-8 Bicycle and Pedestrian Facilities**).

Table 13-8 Bicycle and Pedestrian Facilities		
Question	**Average**	**Standard Deviation**
Bicycle Facilities		
The Village should continue to build new off-street bicycle paths.	4.4	0.9
If the main roads under the Village's jurisdiction are rebuilt, on-road bicycle lanes should be provided.	3.4	1.5
Pedestrian Facilities		
Sidewalks should be provided on both sides of the street in all new residential developments.	3.1	1.4
Sidewalks should be provided on one side of the street in all new residential developments.	3.2	1.3
Sidewalks should be provided in low density residential areas.	2.2	1.3
Sidewalks should be provided within all new commercial developments.	4.1	1.2

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Responses within this survey suggest that a universal designation for sidewalks within all types of developments will not fit resident preferences.

13.2.6 Environment

With regard to the environment, approximately 70% of the respondents agreed or strongly agreed that native plantings should be used. This suggestion was requested as an additional question to be asked within the survey by one of the workshop participants. He also requested that an additional question be asked to gather opinion on whether or not existing vegetation should be maintained rather than replaced with new plantings. Participants supported this measure with strong agreement responses (82%).

Remaining questions concerning the environment are shown in **Table 13-9 Environment**.

Table 13-9
Environment

Questions	Average	Standard Deviation
Landscaping along main roadways should be native plantings.	4.1	1.2
When (roadways are) rebuilt, maintain as much (of the existing landscape) as possible.	4.3	1.0
Storm water control should be required with all new and expanded roadways.	4.6	0.9
The Village should consider requiring porous pavements to be provided in certain parking lots and driveways.	4.4	0.8
The drainage ditches along the main roads under the Village jurisdiction should be left in place for environmental reasons.	4.5	0.6
The Village should limit the lighting along the main roads under its jurisdiction.	3.5	1.5
The Homer Glen gateway treatments are adequate.	3.7	1.1
The Village should replace the current gateway sign with gateway treatments that are larger, more unique, and have more landscaping.	2.6	1.5

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

13.2.7 Public Transit

Many residents supported the addition of a future bus route along 159th Street (64% agreed or strongly agreed) and over half of the participants expressed an interest for the Village to seek funding for a para-transit program (55%). On the other hand, participants within the workshop did not express the same interest in seeking an acquisition of land to provide share-a-ride parking; they were equally divided. Only 39% agreed or strongly agreed to this suggestion, while the same percentage disagreed or strongly disagreed.

13.2.8 Transportation Plan Objectives

The workshop participants also were asked to rate the Green Vision Transportation goals. These goals, along with objectives listed within the Homer Glen Comprehensive Plan, formed the basis of this Transportation Plan. As shown in **Table 13-10 Green Vision Goals**, participants recognized that working with state and county agencies was vital to the development of Homer Glen. These responses yielded little dispersion within the answers.

Table 13-10
Green Vision Goals

Vision Goal	Average*	Standard Deviation
The Village should promote wide, naturally landscaped corridors for major roadways and consider these features integral to the transportation plan.	3.8	1.4
The Village should develop a comprehensive network of multi-use trails and greenways to link residential subdivisions with schools, parks, shopping areas, pubic facilities, open spaces, forest preserves and other multi-use trails in the area.	4.1	1.3
The Village should develop an integrated transportation and land-use plan for the Village that identifies an efficient pattern of land-use and a transportation-system design that minimizes congestion and through-traffic on roads under Village jurisdiction.	4.1	1.2
The Village should incorporate an assessment of the impact of regional transportation plans (State and County roads) into the integrated transportation and land-use plan.	4.4	0.8
The Village should improve transportation safety on existing roadways by evaluating the need for guardrails, street lighting, roadway profiles, and other approaches.	3.8	1.4
The Village should work with state and county transportation agencies to achieve the Village's objectives along state and county routes.	4.7	0.7
The Village should work with regional agencies and neighboring municipalities to expand opportunities for public transportation within Homer Glen.	3.5	1.5

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

13.2.9 Funding

The primary concerns of the residents of Homer Glen are taxes and transportation. In 2002, the Village of Homer Glen conducted a community survey asking residents numerous questions about living within the Village of Homer Glen. The survey showed that residents felt that high property taxes were the number one disadvantage to living in Homer Glen, while the second ranked disadvantage was traffic congestion.

Within the presentation, participants were informed that the Village has adequate funds for nine proposed intersection/signal improvements suggested within the context of this Plan. However, funding for additional transportation improvements discussed within the workshop presentation is questionable.

Thus, in order to improve the existing roadway system with features, such as landscaping or sidepaths, Homer Glen may need to provide funding. Participants were asked within the workshop setting to express their comments and opinions regarding possible sources of funding for transportation improvements. The results of this section of questioning are shown in **Table 13-11 Funding**.

Table 13-11
Funding

Question	Average*	Standard Deviation
I would be willing to support additional tax funding that specifically is for transportation improvements.	1.9	1.2
The Village should impose development impact fees for the additional cost to the transportation network that result from new development.	4.6	0.9
The Village should consider a utility tax as a means of funding for additional transportation improvements.	1.9	1.3
The Village should consider an additional sales tax as a means of funding for additional transportation improvements.	2.2	1.4
The Village should consider a real estate transfer tax as a means of funding for additional transportation improvements.	1.9	1.4
The Village should consider a gasoline tax as a means of funding additional transportation improvements.	2.3	1.6
The Village should consider the use of special assessment districts as a means of funding for additional transportation improvements.	2.9	1.7

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strongly agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Overall, participants were unwilling to support new taxes for transportation improvements. As shown in **Table 13-11**, participants expressed strong disagreement, an average rating of 1.9, for additional tax funding that specifically is for transportation improvements; 72% of the respondents either disagreed or strongly disagreed. Instead, they preferred that developers absorbed the cost of funding improvements for the Village. This measure was supported with approximately 92% of the respondents either agreeing or strongly agreeing with imposing development impact fees within Homer Glen. The participants' responses suggest that the Village of Homer Glen will need to evaluate possible funding sources that do not add to residents' tax payments.

13.2.10 Workshop Evaluation

The workshop was well received based on comment gathered from the keypad polling as shown in **Table 13-12Workshop Evaluation**.

Table 13-12
Workshop Evaluation

Question	Average*	Standard Deviation
The information presented at today's workshop was useful.	3.9	1.0
The use of the keypad polling technology was useful.	4.7	0.8
Overall, the workshop was well run.	3.9	1.0
The Village should undertake more public involvement sessions like this one.	4.7	0.6

*All questions were rated on a scale of 1 to 5 with 1=strongly disagree and 5=strong agree. The average was determined by adding each of the ratings and dividing by the total number of responses.

Additional information regarding the public workshop survey is included in **Addendum L, Public Workshop Survey Results**.

Addendum M, Public Workshop Additional Comments provides a record of participant responses to a worksheet given to each participant upon the start of the workshop. The participants were provided an opportunity to give additional comment on traffic calming, pedestrian and bicycle facilities, and general transportation issues. They also had the opportunity to remark further on the workshop organization and presentation.

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List of Addenda

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2004 ADT vs. 2006 ADT						
Road	**Segment**	**2004 ADT**	**2006 ADT**	**% difference**	**Notes**	
135th St.	West of Archer	6180	6551	6.00%		
143rd St.	Archer to Lemont	3980	6306	58.44%		
143rd St.	Lemont to Creme	8790	13335	51.71%		
143rd St.	Creme to Parker	12670	12267	-3.18%		
143rd St.	Parker to Bell	19110	16143	-15.53%		
143rd St.	Bell to Will-Cook	17620	14939	-15.22%		
147th St.	Gougar to Lemont	8440	6317	-25.15%		
147th St.	Lemont to Creme	1470	2077	41.29%		
151st St.	Gougar to Cedar	3910	3950	1.02%		
151st St.	Cedar to Creme	6570	12828	95.25%		
151st St.	Creme to Parker	5760	8188	42.15%		
151st St.	Parker to Bell	6120	9577	56.49%		
151st St.	Bell to Will-Cook	5160	8305	60.95%		
159th St.	Gougar to Cedar	14370	16338	13.70%		
159th St.	Cedar to Parker	16860	18441	9.38%		
159th St.	Parker to N. Bell	15530	21640	39.34%		
159th St.	N. Bell to S. Bell	18360	26535	44.53%		
159th St.	S. Bell to Will-Cook	21540	24900	15.60%		
167th St.	Cedar to Parker	3340	3441	3.02%		
167th St.	Parker to Bell	2420	2442	0.91%		
Bruce Rd.	N. Cedar to S. Cedar	0	0	0.00%	2004 ADT N/A	
Bruce Rd.	S. Cedar to Chi.-Bloom.	0	0	0.00%	2004 ADT N/A	
Chi.-Bloom. Tr.	Cedar to Bruce	1210	967	-20.08%		
Chi.-Bloom. Tr.	Bruce to Parker	2720	3218	18.31%		
Chi.-Bloom. Tr.	Parker to Hadley	3060	3437	12.32%		
Hadley Rd.	Lauffer to Bell	0	0	0.00%	2004 ADT N/A	
Hadley Rd.	Bell to Will-Cook	6100	6314	3.51%		
U.S. 6	Cedar to Parker	9920	10516	6.01%		
U.S. 6	Parker to 187th	11120	11788	6.01%		
U.S. 6	187th to Will-Cook	9210	12134	31.75%		
Archer Ave.	143rd to 135th	14700	15582	6.00%		
Gougar Rd.	151st to 159th	8780	5069	-42.27%		
Lemont Rd.	139th to 143rd	12730	14820	16.42%		
Lemont Rd.	143rd to 147th	8690	9032	3.94%		
Cedar Rd.	151st to 159th	6270	9270	47.85%		
Cedar Rd.	159th to 167th	10720	13631	27.15%		
Cedar Rd.	167th to Bruce	8260	7930	-4.00%		
Cedar Rd.	Bruce to Chi.-Bloom.	7600	7135	-6.12%		
Cedar Rd.	Chi.-Bloom. To U.S. 6	8370	7262	-13.24%		
Parker Rd.	131st to 143rd	7620	5746	-24.59%		
Parker Rd.	143rd to 151st	6730	8930	32.69%		
Parker Rd.	151st to 159th	7810	9038	15.72%		
Parker Rd.	159th to 167th	4780	6260	30.96%		
Parker Rd.	167th to Chi.-Bloom.	3820	4905	28.40%		
Parker Rd.	Chi.-Bloom. To U.S. 6	4000	5558	38.95%		
Bell Rd.	131st to 143rd	19600	22802	16.34%		
Bell Rd.	143rd to 151st	18130	19573	7.96%		
Bell Rd.	151st to 159th	14030	16833	19.98%		
Bell Rd.	159th to 167th	0	0	0.00%	2004 ADT N/A	
Bell Rd.	167th to Hadley	0	0	0.00%	2004 ADT N/A	
Will-Cook Rd.	131st to 143rd	9630	16571	72.08%		
Will-Cook Rd.	143rd to 151st	9700	13208	36.16%		
Will-Cook Rd.	151st to 159th	15020	12331	-17.90%		
Will-Cook Rd.	159th to 167th	10910	11015	0.96%		
Will-Cook Rd.	167th to U.S. 6	4870	6268	28.71%		
	TOTAL	**464310**	**531663**	**14.51%**		

Accident Analysis - Road Segments

The EPDO index is a weighted sum of all crashes in a road segment.
The weights used were provided by the U.S. DOT and are as follows:

EPDO Index = 9.5*F + 9.5*A + 3.5*B + 3.5*C + 1*P

F=	Number of accidents involving fatalities
A=	Number of accidents involving Type A injuries (incapacitating injury)
B=	Number of accidents involving Type B injuries (evident, but non-incapacitating injury)
C=	Number of accidents involving Type C injuries (non-evident injury, but complaint of pain)
P=	Number of accidents involving property damage only

Note: No differentiation has been provided for injury types.
All injury accidents will be considered type B accidents

EPDO Rate = (EPDO Index *1000000)/(ADT *365*length of segment)

Road	Segment	EPDO Rate
Bell Rd.	County Line - 143rd St.	9.88
167th St.	Parker - Bell Rd.	8.98
Parker Rd.	167th St. - Chi.-Bloom. Tr.	6.70
151st St.	Cedar - Creme Rd	5.67
Hadley Rd.	Chi.-Bloom. Tr. - Bell Rd.	5.63
159th St.	Bell - Will-Cook Rd.	5.39
143rd St.	Parker - Bell Rd.	5.26
Bell Rd.	143rd - 151st St.	4.16
143rd St.	Bell - Will-Cook Rd.	4.13
159th St.	Parker - Bell Rd.	3.99
Parker Rd.	159th - 167th St.	3.62
167th St.	Cedar - Parker Rd	3.43
143rd St.	Archer - Lemont Rd.	3.07
151st St.	Creme - Parker Rd.	2.90
Chi.-Bloom. Tr.	Cedar - Bruce Rd.	2.76
151st St.	Bell - Will-Cook Rd.	2.58
Bell Rd.	151st - 159th St.	2.46
151st St.	Gougar - Cedar Rd.	2.40
Parker Rd.	143rd - 151st St.	2.32
143rd St.	Lemont - Creme Rd	2.26
143rd St.	Creme - Parker Rd.	2.04

Road	Segment	EPDO Rate	
Cedar Rd.	Bruce Rd. - Chi.-Bloom. Tr.	1.82	
Cedar Rd.	159th - 163rd St.	1.72	
Hadley Rd.	Bell Rd. - 167th St.	1.67	
Creme Rd.	147th - 151st St.	1.64	
Creme Rd.	143rd - 147th St.	1.63	
Parker Rd.	151st - 159th St.	1.63	
151st St.	Parker - Bell Rd.	1.48	
Lemont Rd.	143rd - 147th St.	1.45	
159th St.	Cedar - Parker Rd	1.36	
Cedar Rd.	167th St. - Bruce Rd.	1.16	
Parker Rd.	County Line - 143rd St.	1.04	
167th St.	Hadley - Will-Cook Rd.	1.03	
Chi.-Bloom. Tr.	Parker - Hadley Rd.	1.02	
Cedar Rd.	Chi.-Bloom. Tr. - U.S. 6	1.00	
Cedar Rd.	151st - 159th St.	0.82	
147th St.	Lemont - Creme Rd.	0.79	
Lemont Rd.	139th - 143rd St.	0.78	
Lemont Rd.	Archer Rd. - 139th St.	0.64	
Gougar Rd.	151st - 159th St.	0.61	
Will-Cook Rd.	143rd - 151st St.	0.57	
Gougar Rd.	147th - 151st St.	0.52	
Gougar Rd.	159th - 163rd St.	0.50	
159th St.	Gougar - Cedar Rd.	0.33	
Will-Cook Rd.	159th - 167th St.	0.28	
Archer Rd.	135th - 139th St.	0.27	
Parker Rd.	Chi.-Bloom. Tr. - U.S. 6	0.26	
Will-Cook Rd.	County Line - 143rd St.	0.23	
167th St.	Gougar - Cedar Rd.	0.19	
Will-Cook Rd.	151st - 159th St.	0.18	
Archer Rd.	139th - 143rd St.	0.16	
U.S. 6	187th St. - Will-Cook Rd.	0.13	
Gougar Rd.	163rd - 167th St.	0.12	
147th St.	Creme Rd. - Dixon Ln.	0.00	
Cedar Rd.	163rd -167th St.	0.00	
U.S. 6	Gougar - Cedar Rd.	0.00	
U.S. 6	Cedar - Parker Rd	0.00	
U.S. 6	Parker Rd. - 187th St.	0.00	
Will-Cook Rd.	167th St. - U.S. 6	0.00	
139th St.	Archer - Lemont Rd.	N/A	
139th St.	Lemont Rd. - Walnut Ave.	N/A	
147th St.	Gougar - Lemont Rd.	N/A	
163rd St.	Gougar - Cedar Rd.	N/A	
Bell Rd.	159th - 167th St.	N/A	
Bell Rd.	167th St. - Hadley Rd.	N/A	
Bruce Rd.	Gougar - Cedar Rd.	N/A	
Bruce Rd.	Cedar Rd. - Chi.-Bloom. Tr.	N/A	
Gougar Rd.	167th St. - Bruce Rd.	N/A	
Gougar Rd.	Bruce Rd. - U.S. 6	N/A	

Will County Department of Highways

SHELDON C. LATZ, PE PLS
COUNTY ENGINEER

16841 W. LARAWAY ROAD
JOLIET, ILLINOIS 60433
(815) 727-8476
FAX (815) 727-9806

BRUCE D. GOULD, PE
ASSISTANT COUNTY ENGINEER

January 24, 2006

Mr. James M. Considine
TYLIN International
5960 North Milwaukee Avenue
Chicago, Illinois 60646

Dear Mr. Considine:

Please refer to your letter of January 16, 2006 relative to bridges located within the Village of Homer Glen.

Based upon the information provided, the structures noted in the location map (099-4201, 099-4202, 099-4204 and 099-4205) appear to be within the Village limits. Therefore, the Village of Homer Glen is responsible for the inspection, maintenance and ownership of these structures.

We will advise the Illinois Department of Transportation of these items.

Bell Road (C.H. 16) over Long Run Creek (099-3064) is within the Village limits and is the responsibility of Will County.

If you have any comments or questions, please feel free to call.

Sincerely,

Sheldon C. Latz, PE PLS

By: Edward F. Kramarz

Edward F. Kramarz, PE
Civil Engineer

T·Y·LIN INTERNATIONAL
engineers | planners | scientists

January 16, 2006

Mr. Edward Kraemer
Will County Department of Highways
16841 W. Laraway Road
Joliet IL 60433

Dear Mr. Kraemer:

Thank you for providing the Illinois Department of Transportation structure number for the four bridges in the Village of Homer Glen. As requested, enclosed are the most recent inspection reports and a location map. It would be appreciated if you could confirm that the Village will need to conduct future inspections on these bridges. Also, can you advise if there are any bridges in the Village of Homer Glen that Will County maintains responsibility for inspection?

Sincerely,

James M Considine

James M. Considine
Chief Planner

Cc: G. Spachman, Village of Homer Glen

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 1/30/2006

Structure Number: 099-3064

District: 1 **Maintenance County:** WILL **Municipality:**
Maint Township: HOMER
Maint Resp: COUNTY **Reporting Agency:** COUNTY
Bridge Status: OPEN - NO RESTRICT **StatusDate:** 04/1988
Sufficiency Rating: 94.0 **HBRRP Eligibility:** No
Key Route On: FEDERAL-AID PRIMARY 0356 **Sta:** 000.290 **Spur/Alt:** Main Route **Seg:**
Key Rt Under: **Sta:** **Spur/Alt:** **Seg:**
Inventory Rating: HS 20.0 **Operating Rating:** HS 27.3
Required Posting (Tons) - **Single Unit Vehicles:** **Combination Type 3S-1:** **Combination Type 3S-2:**

Inspection Intervals (Mo.) - **Routine:** 48 **Fr. Crit.:** N/A **Underwater:** N/A **Special:**

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	7 BETTER THAN PRESENT MINIMUM CRITERIA
(68)	Deck Geometry:	5 BETTER THAN ADEQUATE TO BE LEFT IN PLACE
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	10/20/2004	/ /
(90C)	Inspection Temperature (Fahrenheit):	37	
(90A)	Inspection by Name:	E.KRAMARZ 2	
(108A-C)	Wearing Surface and Protective System:	G F J	
(108D)	Total Deck Thickness (In.):	07.0	
(58)	Deck Condition:	7	
(36)	Railing Appraisal:	2 2 3 3	
(59C)	Utilities Attached To Structure:	N N N	
(59A)	Last Paint Date (MM/YYYY):		/
(59B)	Last Paint Type:		
(59)	Superstructure Condition:	7	
(60)	Substructure Condition:	7	
(61)	Channel and Channel Protection Condition:	6	
(111)	Pier Navigation Protection Condition:	N	
(62)	Culvert Condition:	N	
(71)	Waterway Adequacy Appraisal:	8	
(72)	Approach Roadway Alignment Appraisal:	8	

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:	
(70A2)	Single Unit Vehicle Weight Limit (Tons):	
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):	
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):	

(90B) **Remarks (Last Inspection):**

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 1/30/2006

Structure Number: 099-3064

District: 1 **Maintenance County:** WILL **Municipality:** **Bridge Status:** OPEN - NO RESTRICT
Maintenance Township: HOMER **Status Date:** 04/1988
Key Route On: FEDERAL-AID PRIMARY 0356 **Sta:** 000.290 **Seg:** **Spur/Alt:** Main Route **Sufficiency Rating:** 94
Key Rt Under: **Sta:** **Seg:** **Spur/Alt:** **HBRRP Eligible:** No

**********Screen 1**********

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	BELL RD	
(6) Feature Crossed:	LONG RUN CREEK	
(9) Location:	0.3 MI S COOK CO LIN	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	03	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:	2N	
(8A1) Bridge Remarks (Existing):		

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	000-0000	
(49) Structure Length (Ft.):	42.0	
(112) AASHTO Bridge Length (Ft.):	39.8	
(51) Bridge Roadway Width (Ft.):	38.1	
(32) Approach Roadway Width (Ft.):	34.5	
(52) Deck Width (Ft.):	40.3	
(107/A) Deck Type/Thickness (In.):	A 7.0	
(48) Length of Longest Span (Ft.):	41.0	
(45/6) Nbr Spans Main/Approach:	1 0	
(43A/B) Main Span Material/Type:	1 04	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

Bridge Remarks (Revised):

**********Screen 2**********

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	N / 00 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	0.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:	0	
(36E) Guardrails On - Right:	0	
(36F) Guardrails On - Left:	0	
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	0	
(62B) Culvert Cell Width (Ft.):	0.00	
(62C) Culvert Cell Height (Ft.):	0.00	
(62D) Culvert Opening Area (Sq. Ft.):	0.0	
(62E) Culvert Fill Depth (Ft.):	0.0	
(16) Latitude:	41 D 38 M 21.65 S	
(17) Longitude:	87 D 55 M 52.85 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 12/19/2005

Structure Number: 099-4201

District: 1 **Maintenance County:** WILL **Municipality:** HOMER GLEN
Maint Township: HOMER
Maint Resp: TOWNSHIP OR ROAD DI **Reporting Agency:** COUNTY
Bridge Status: OPEN - NO RESTRICT **StatusDate:** 04/1988
Sufficiency Rating: 99.9 **HBRRP Eligibility:** No
Key Route On: MUNICIPAL STREET 0415 **Sta:** 000.100 **Spur/Alt:** Main Route **Seg:**
Key Rt Under: **Sta:** **Spur/Alt:** **Seg:**
Inventory Rating: HS 20.0 **Operating Rating:** HS 27.2
Required Posting (Tons) - **Single Unit Vehicles:** **Combination Type 3S-1:** **Combination Type 3S-2:**

Inspection Intervals (Mo.) - **Routine:** 48 **Fr. Crit.:** N/A **Underwater:** N/A **Special:**

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	8 EQUAL TO PRESENT DESIRABLE CRITERIA
(68)	Deck Geometry:	6 EQUAL TO PRESENT MINIMUM CRITERIA
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	11/21/2003	/ /
(90C)	Inspection Temperature (Fahrenheit):	45	
(90A)	Inspection by Name:	E.KRAMARZ 2	
(108A-C)	Wearing Surface and Protective System:	A F J	
(108D)	Total Deck Thickness (In.):	13.0	
(58)	Deck Condition:	8	
(36)	Railing Appraisal:	3 3 3 3	
(59C)	Utilities Attached To Structure:	N N N	
(59A)	Last Paint Date (MM/YYYY):		/
(59B)	Last Paint Type:		
(59)	Superstructure Condition:	8	
(60)	Substructure Condition:	8	
(61)	Channel and Channel Protection Condition:	8	
(111)	Pier Navigation Protection Condition:	N	
(62)	Culvert Condition:	N	
(71)	Waterway Adequacy Appraisal:	7	
(72)	Approach Roadway Alignment Appraisal:	6	

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:
(70A2)	Single Unit Vehicle Weight Limit (Tons):
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):

(90B) Remarks (Last Inspection):

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 12/19/2005

Structure Number: 099-4201

District:	1	**Maintenance County:**	WILL	**Municipality:**	HOMER GLEN	**Bridge Status:**	OPEN - NO RESTRICT
		Maintenance Township:	HOMER			**Status Date:**	04/1988
Key Route On:	MUNICIPAL STREET 0415	**Sta:**	000.100	**Seg:**	**Spur/Alt:** Main Route	**Sufficiency Rating:**	99.9
Key Rt Under:		**Sta:**		**Seg:**	**Spur/Alt:**	**HBRRP Eligible:**	No

Screen 1

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	CEDAR RD	
(6) Feature Crossed:	LONG RUN CR	
(9) Location:	0.5 MI N OF 143RD ST	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	09	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:	2N	
(8A1) Bridge Remarks (Existing):		

Bridge Remarks (Revised):

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	099-4200	
(49) Structure Length (Ft.):	32.0	
(112) AASHTO Bridge Length (Ft.):	30.0	
(51) Bridge Roadway Width (Ft.):	30.0	
(32) Approach Roadway Width (Ft.):	24.0	
(52) Deck Width (Ft.):	32.5	
(107/A) Deck Type/Thickness (In.):	A 13.0	
(48) Length of Longest Span (Ft.):	32.0	
(45/6) Nbr Spans Main/Approach:	1 0	
(43A/B) Main Span Material/Type:	1 01	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

Screen 2

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	N / 00 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	0.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:	0	
(36E) Guardrails On - Right:	0	
(36F) Guardrails On - Left:	0	
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	0	
(62B) Culvert Cell Width (Ft.):	0.00	
(62C) Culvert Cell Height (Ft.):	0.00	
(62D) Culvert Opening Area (Sq. Ft.):	0.0	
(62E) Culvert Fill Depth (Ft.):	0.0	
(16) Latitude:	41 D 38 M 12.61 S	
(17) Longitude:	87 D 58 M 12.62 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 12/19/2005

Structure Number: 099-4202

District: 1 **Maintenance County:** WILL **Municipality:** HOMER GLEN
Maint Township: HOMER
Maint Resp: TOWNSHIP OR ROAD DI **Reporting Agency:** COUNTY
Bridge Status: OPEN - NO RESTRICT **StatusDate:** 10/1988
Sufficiency Rating: 86.8 **HBRRP Eligibility:** No
Key Route On: MUNICIPAL STREET 0201 **Sta:** 000.410 **Spur/Alt:** Main Route **Seg:**
Key Rt Under: **Sta:** **Spur/Alt:** **Seg:**
Inventory Rating: HS 20.0 **Operating Rating:** HS 27.2
Required Posting (Tons) - **Single Unit Vehicles:** **Combination Type 3S-1:** **Combination Type 3S-2:**

Inspection Intervals (Mo.) - **Routine:** 48 **Fr. Crit.:** N/A **Underwater:** N/A **Special:**

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	8 EQUAL TO PRESENT DESIRABLE CRITERIA
(68)	Deck Geometry:	4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	11/21/2003	___/___/_____
(90C)	Inspection Temperature (Fahrenheit):	45	_____
(90A)	Inspection by Name:	E.KRAMARZ 2	_____
(108A-C)	Wearing Surface and Protective System:	G A J	___ ___ ___
(108D)	Total Deck Thickness (In.):	22.0	_____
(58)	Deck Condition:	7	_____
(36)	Railing Appraisal:	3 3 3 3	___ ___ ___ ___
(59C)	Utilities Attached To Structure:	N N N	___ ___ ___
(59A)	Last Paint Date (MM/YYYY):		___/_____
(59B)	Last Paint Type:		___ ___ ___ ___
(59)	Superstructure Condition:	8	_____
(60)	Substructure Condition:	8	_____
(61)	Channel and Channel Protection Condition:	8	_____
(111)	Pier Navigation Protection Condition:	N	_____
(62)	Culvert Condition:	N	_____
(71)	Waterway Adequacy Appraisal:	7	_____
(72)	Approach Roadway Alignment Appraisal:	8	_____

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:	_____
(70A2)	Single Unit Vehicle Weight Limit (Tons):	_____
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):	_____
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):	_____

(90B) Remarks (Last Inspection):

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 12/19/2005

Structure Number: 099-4202

District:	1	**Maintenance County:**	WILL	**Municipality:**	HOMER GLEN	**Bridge Status:**	OPEN - NO RESTRICT
		Maintenance Township:	HOMER			**Status Date:**	10/1988
Key Route On:	MUNICIPAL STREET 0201	**Sta:**	000.410	**Seg:**	**Spur/Alt:** Main Route	**Sufficiency Rating:**	86.8
Key Rt Under:		**Sta:**		**Seg:**	**Spur/Alt:**	**HBRRP Eligible:**	No

********** *** Screen 1 **********

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	PARKER RD.	
(6) Feature Crossed:	LONG RUN CREEK	
(9) Location:	0.5M.S. OF COOK CO.	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	09	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:		

(8A1) Bridge Remarks (Existing):
REPLACES #3221 7-25-89.

Bridge Remarks (Revised):

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	099-3221	
(49) Structure Length (Ft.):	52.0	
(112) AASHTO Bridge Length (Ft.):	46.8	
(51) Bridge Roadway Width (Ft.):	30.6	
(32) Approach Roadway Width (Ft.):	30.0	
(52) Deck Width (Ft.):	38.0	
(107/A) Deck Type/Thickness (In.):	E 21.0	
(48) Length of Longest Span (Ft.):	50.5	
(45/6) Nbr Spans Main/Approach:	1 0	
(43A/B) Main Span Material/Type:	5 05	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

********** *** Screen 2 **********

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	N / 00 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	5.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:	0	
(36E) Guardrails On - Right:	1	
(36F) Guardrails On - Left:	1	
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	0	
(62B) Culvert Cell Width (Ft.):	0.00	
(62C) Culvert Cell Height (Ft.):	0.00	
(62D) Culvert Opening Area (Sq. Ft.):	0.0	
(62E) Culvert Fill Depth (Ft.):	0.0	
(16) Latitude:	41 D 38 M 14.52 S	
(17) Longitude:	87 D 57 M 2.51 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 12/19/2005

Structure Number: 099-4204

District: 1 **Maintenance County:** WILL **Municipality:** HOMER GLEN
Maint Township: HOMER
Maint Resp: TOWNSHIP OR ROAD DI **Reporting Agency:** COUNTY
Bridge Status: OPEN - NO RESTRICT **StatusDate:** 06/1995
Sufficiency Rating: 89.8 **HBRRP Eligibility:** No
Key Route On: MUNICIPAL STREET 0201 **Sta:** 004.440 **Spur/Alt:** Main Route **Seg:**
Key Rt Under: **Sta:** **Spur/Alt:** **Seg:**
Inventory Rating: HS 20.0 **Operating Rating:** HS 27.2
Required Posting (Tons) - **Single Unit Vehicles:** **Combination Type 3S-1:** **Combination Type 3S-2:**

Inspection Intervals (Mo.) - **Routine:** 48 **Fr. Crit.:** N/A **Underwater:** N/A **Special:**

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	8 EQUAL TO PRESENT DESIRABLE CRITERIA
(68)	Deck Geometry:	4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	11/17/2003	___/___/_____
(90C)	Inspection Temperature (Fahrenheit):	45	_____
(90A)	Inspection by Name:	E.KRAMARZ 2	_____
(108A-C)	Wearing Surface and Protective System:	G A F	___ ___ ___
(108D)	Total Deck Thickness (In.):	23.5	_____.___
(58)	Deck Condition:	7	_____
(36)	Railing Appraisal:	3 3 3 3	___ ___ ___ ___
(59C)	Utilities Attached To Structure:	N N N	___ ___ ___
(59A)	Last Paint Date (MM/YYYY):		___/_____
(59B)	Last Paint Type:		___ ___ ___ ___
(59)	Superstructure Condition:	8	_____
(60)	Substructure Condition:	8	_____
(61)	Channel and Channel Protection Condition:	7	_____
(111)	Pier Navigation Protection Condition:	N	_____
(62)	Culvert Condition:	N	_____
(71)	Waterway Adequacy Appraisal:	7	_____
(72)	Approach Roadway Alignment Appraisal:	6	_____

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:	_____
(70A2)	Single Unit Vehicle Weight Limit (Tons):	_____
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):	_____
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):	_____

(90B) **Remarks (Last Inspection):**

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 12/19/2005

Structure Number: 099-4204

District: 1	**Maintenance County:**	WILL	**Municipality:**	HOMER GLEN	**Bridge Status:**	OPEN - NO RESTRICT
	Maintenance Township:	HOMER			**Status Date:**	06/1995
Key Route On:	MUNICIPAL STREET 0201	**Sta:** 004.440	**Seg:**	**Spur/Alt:** Main Route	**Sufficiency Rating:**	89.8
Key Rt Under:		**Sta:**	**Seg:**	**Spur/Alt:**	**HBRRP Eligible:**	No

Screen 1

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	PARKER RD	
(6) Feature Crossed:	SPRING CREEK	
(9) Location:	0.4 M S 167TH ST	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	09	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:		
(8A1) Bridge Remarks (Existing):		

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	099-3222	
(49) Structure Length (Ft.):	51.8	
(112) AASHTO Bridge Length (Ft.):	46.8	
(51) Bridge Roadway Width (Ft.):	28.0	
(32) Approach Roadway Width (Ft.):	28.0	
(52) Deck Width (Ft.):	30.0	
(107/A) Deck Type/Thickness (In.):	E 21.0	
(48) Length of Longest Span (Ft.):	49.3	
(45/6) Nbr Spans Main/Approach:	1 0	
(43A/B) Main Span Material/Type:	5 05	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

Bridge Remarks (Revised):

Screen 2

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	R / 10 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	0.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:		
(36E) Guardrails On - Right:		
(36F) Guardrails On - Left:		
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	0	
(62B) Culvert Cell Width (Ft.):	0.00	
(62C) Culvert Cell Height (Ft.):	0.00	
(62D) Culvert Opening Area (Sq. Ft.):	0.0	
(62E) Culvert Fill Depth (Ft.):	0.0	
(16) Latitude:	41 D 34 M 43.85 S	
(17) Longitude:	87 D 56 M 54.91 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 12/19/2005

Structure Number: 099-4205

District: 1 Maintenance County: WILL Municipality: HOMER GLEN
Maint Township: HOMER
Maint Resp: TOWNSHIP OR ROAD DI Reporting Agency: COUNTY
Bridge Status: OPEN - NO RESTRICT StatusDate: 06/1995
Sufficiency Rating: 95.3 HBRRP Eligibility: No
Key Route On: MUNICIPAL STREET 3406 Sta: 000.600 Spur/Alt: Main Route Seg:
Key Rt Under: Sta: Spur/Alt: Seg:
Inventory Rating: HS 20.0 Operating Rating: HS 27.2
Required Posting (Tons) - Single Unit Vehicles: Combination Type 3S-1: Combination Type 3S-2:

Inspection Intervals (Mo.) - Routine: 48 Fr. Crit.: N/A Underwater: N/A Special:

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	8 EQUAL TO PRESENT DESIRABLE CRITERIA
(68)	Deck Geometry:	5 BETTER THAN ADEQUATE TO BE LEFT IN PLACE
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	04/18/2002	___/___/_____
(90C)	Inspection Temperature (Fahrenheit):	70	_____
(90A)	Inspection by Name:	E. KRAMARZ	_____
(108A-C)	Wearing Surface and Protective System:	G A F	___ ___ ___
(108D)	Total Deck Thickness (In.):	29.0	_____.___
(58)	Deck Condition:	8	_____
(36)	Railing Appraisal:	3 3 3 3	___ ___ ___ ___
(59C)	Utilities Attached To Structure:	N N N	___ ___ ___
(59A)	Last Paint Date (MM/YYYY):		___/_____
(59B)	Last Paint Type:		___ ___ ___ ___
(59)	Superstructure Condition:	8	_____
(60)	Substructure Condition:	8	_____
(61)	Channel and Channel Protection Condition:	5	_____
(111)	Pier Navigation Protection Condition:	N	_____
(62)	Culvert Condition:	N	_____
(71)	Waterway Adequacy Appraisal:	8	_____
(72)	Approach Roadway Alignment Appraisal:	8	_____

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:	_____
(70A2)	Single Unit Vehicle Weight Limit (Tons):	_____
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):	_____
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):	_____

(90B) Remarks (Last Inspection):

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 12/19/2005

Structure Number: 099-4205

District:	1	**Maintenance County:**	WILL	**Municipality:**	HOMER GLEN	**Bridge Status:**	OPEN - NO RESTRICT
		Maintenance Township:	HOMER			**Status Date:**	06/1995
Key Route On:	MUNICIPAL STREET 3406	**Sta:**	000.600	**Seg:**	**Spur/Alt:** Main Route	**Sufficiency Rating:**	95.3
Key Rt Under:		**Sta:**		**Seg:**	**Spur/Alt:**	**HBRRP Eligible:**	No

********** *** Screen 1 **********

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	BRUCE ROAD	
(6) Feature Crossed:	SPRING CREEK TRIB	
(9) Location:	5MI N NEW LENOX	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	09	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:		
(8A1) Bridge Remarks (Existing):		

Bridge Remarks (Revised):

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	000-0000	
(49) Structure Length (Ft.):	59.1	
(112) AASHTO Bridge Length (Ft.):	53.3	
(51) Bridge Roadway Width (Ft.):	30.0	
(32) Approach Roadway Width (Ft.):	30.0	
(52) Deck Width (Ft.):	30.0	
(107/A) Deck Type/Thickness (In.):	E 27.0	
(48) Length of Longest Span (Ft.):	56.3	
(45/6) Nbr Spans Main/Approach:	1 0	
(43A/B) Main Span Material/Type:	5 05	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

********** *** Screen 2 **********

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	L / 30 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	0.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:		
(36E) Guardrails On - Right:		
(36F) Guardrails On - Left:		
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	0	
(62B) Culvert Cell Width (Ft.):	0.00	
(62C) Culvert Cell Height (Ft.):	0.00	
(62D) Culvert Opening Area (Sq. Ft.):	0.0	
(62E) Culvert Fill Depth (Ft.):	0.0	
(16) Latitude:	41 D 34 M 12.87 S	
(17) Longitude:	87 D 57 M 30.28 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Illinois Department of Transportation
Structures Information Management System
Inspection/Appraisal Report (S-104)

Date: 12/19/2005

Structure Number: 099-4203

District: 1 Maintenance County: WILL Municipality:
Maint Township: HOMER
Maint Resp: TOWNSHIP OR ROAD DI Reporting Agency: COUNTY
Bridge Status: OPEN - NO RESTRICT StatusDate: 10/1991
Sufficiency Rating: 99.8 HBRRP Eligibility: No
Key Route On: TOWNSHIP OR ROAD DISTRICT 0 Sta: 000.250 Spur/Alt: Main Route Seg:
Key Rt Under: Sta: Spur/Alt: Seg:
Inventory Rating: HS 20.0 Operating Rating: HS 27.3
Required Posting (Tons) - Single Unit Vehicles: Combination Type 3S-1: Combination Type 3S-2:

Inspection Intervals (Mo.) - Routine: 48 Fr. Crit.: N/A Underwater: N/A Special:

COMPUTER GENERATED APPRAISAL ITEMS

Item #	Item Name	Appraisal
(67)	Structural Evaluation:	8 EQUAL TO PRESENT DESIRABLE CRITERIA
(68)	Deck Geometry:	N NOT APPLICABLE
(69)	Underclearance:	N NOT APPLICABLE

Item #	Item Name	Last Inspection	Current Inspection
(90)	Inspection Date:	11/21/2003	/ /
(90C)	Inspection Temperature (Fahrenheit):	48	
(90A)	Inspection by Name:	E.KRAMARZ 2	
(108A-C)	Wearing Surface and Protective System:	N N N	
(108D)	Total Deck Thickness (In.):	00.0	
(58)	Deck Condition:	N	
(36)	Railing Appraisal:	3 3 3 3	
(59C)	Utilities Attached To Structure:	N N N	
(59A)	Last Paint Date (MM/YYYY):		/
(59B)	Last Paint Type:		
(59)	Superstructure Condition:	N	
(60)	Substructure Condition:	N	
(61)	Channel and Channel Protection Condition:	7	
(111)	Pier Navigation Protection Condition:	N	
(62)	Culvert Condition:	8	
(71)	Waterway Adequacy Appraisal:	8	
(72)	Approach Roadway Alignment Appraisal:	8	

Actual Posted Vehicle Restrictions

(70D2)	Posted One Truck At A Time:
(70A2)	Single Unit Vehicle Weight Limit (Tons):
(70B2)	Combination Vehicle Type 3S-1 Wt. Limit (Tons):
(70C2)	Combination Vehicle Type 3S-2 Wt. Limit (Tons):

(90B) Remarks (Last Inspection):

Remarks (Current Inspection):

Illinois Department of Transportation
Structures Information Management System
Inventory Turnaround Report (S-105)

Date: 12/19/2005

Structure Number: 099-4203

District: 1 | Maintenance County: WILL | Municipality: | Bridge Status: OPEN - NO RESTRICT
Maintenance Township: HOMER | Status Date: 10/1991
Key Route On: TOWNSHIP OR ROAD DISTRICT 0246 Sta: 000.250 Seg: Spur/Alt: Main Route | Sufficiency Rating: 99.8
Key Rt Under: Sta: Seg: Spur/Alt: | HBRRP Eligible: No

Screen 1

Item No. / Name	Existing Values	Revisions
(7) Facility Carried:	FARREL RD.	
(6) Feature Crossed:	FRACTION RUN	
(9) Location:	0.3M.S OF BRUCE ROAD	
(7A) Bridge Name:		
(3B) Maintenance County:	099	
(3B1) Maintenance Township:	08	
(21) Maintenance Resp:	09	
(42) Service On/Under:	1 5	
(22A) Reporting Agency:	3	
(20) Toll Facility:	0	
(35) Structure Flared:	0	
(31) Design Load:	02	
(31A) Struct Steel Weight (Lbs.):	0	
(60A/B) Substr Matrl:		
(8A1) Bridge Remarks (Existing):		

Bridge Remarks (Revised):

Item No. / Name	Existing Values	Revisions
(101) Parallel Designation:	N	
(8E) Replaced By Struct Number:	000-0000	
(8D) Replaces Structure Number:	000-0000	
(49) Structure Length (Ft.):	27.8	
(112) AASHTO Bridge Length (Ft.):	26.6	
(51) Bridge Roadway Width (Ft.):	0.0	
(32) Approach Roadway Width (Ft.):	22.0	
(52) Deck Width (Ft.):	0.0	
(107/A) Deck Type/Thickness (In.):	N 0.0	
(48) Length of Longest Span (Ft.):	13.6	
(45/6) Nbr Spans Main/Approach:	2 0	
(43A/B) Main Span Material/Type:	2 19	
(44AN/BN) Near Appr Span Matrl/Type #1:		
(44AN/BN) Near Appr Span Matrl/Type #2:		
(44AF/BF) Far Appr Span Matrl/Type #1:		
(44AF/BF) Far Appr Span Matrl/Type #2:		

Screen 2

Item No. / Name	Existing Values	Revisions
(34A) Skew Dir/Angle (DG-MN-SEC):	N / 00 00 00	
(33) Bridge Median Type:	0	
(33A) Bridge Median Width (Ft):	0	
(38) Navigation Control:	0	
(39) Navigation Vert Clear (Ft):	0	
(40) Navigation Horiz Clea (Ft):	0	
(50A) Sidewalk Width On - Right (Ft):	0.0	
(50B) Sidewalk Width On - Left (Ft):	0.0	
(50C) Sidewalks Under Structure:	0	
(36E) Guardrails On - Right:	0	
(36F) Guardrails On - Left:	0	
(8C) RR Crossing Numbers:		
(55B1) RR Lateral Underclearance (Ft.):	00.0	
(54B3) RR Vert Underclearance (Ft. - In.):	00 - 00	

Item No. / Name	Existing Values	Revisions
(202) Traffic Permits Rte Sec Nbr:		
(8B) Multi-Level Structure Number:		
(62A) Culvert Cells (Count):	2	
(62B) Culvert Cell Width (Ft.):	13.00	
(62C) Culvert Cell Height (Ft.):	7.00	
(62D) Culvert Opening Area (Sq. Ft.):	182.0	
(62E) Culvert Fill Depth (Ft.):	2.5	
(16) Latitude:	41 D 33 M 54.19 S	
(17) Longitude:	88 D 01 M 30.90 S	
(98A) Border Bridge State Number:		
(98B) BorderBridge Adj State (% Resp):	0	
(99) Border Bridge Number Existing:		

Streetscape Cost Estimate

Purpose

New and reconstructed 4 lane roads constructed by IDOT or Will County will not include aesthetic features or pedestrian facilities that may be desirable to the Village of Homer Glen. Homer Glen may have the responsibility to provide funding for these features. The following is an estimate of the cost to provide landscaping, sidewalks, and side paths to the reconstructed roadway. The estimates are provided for planning purposes only. Actual project costs may vary based upon design and field considerations.

Roads

State and county roads that are scheduled for construction within the next ten years include:

- Bell Road, from the north village limit south to 159th Street.
- 143rd Street, from Archer Avenue east to Will-Cook Road.
- 159th Street, from the west village limit east to Will-Cook Road.

Generally, when complete, these roads will have two lanes of traffic in both directions, with a median wide enough to accommodate left turn lanes.

Proposed Improvements for Estimating Purposes

The following features are included within the roadway:

- Trees planted in the median and in the parkway on each side of the road. These trees would be large enough when planted to assure their survival (2-3 inches in diameter). These trees would be planted every 50' along the length of the road.
- One Shrub planted in the median every 3' along the length of the road. Given the presence of left turn lanes in the median, the shrub plantings would not span the entire length of the road. For estimating purposes, the linear length of shrub plantings would be one half the length of the road.
- Two flower gardens would be planted in the parkway near major intersections. Each flower garden would have 100 flowers.
- A 10' wide asphalt side path would be constructed along one side of the road.
- A 5'wide, 5" deep sidewalk would be constructed along the side of the road opposite the asphalt side path.
- Conduit in the median for electricity access and signal interconnect
- Topsoil at 4" depth placed in the median for plantings.

Unit Costs

The following unit costs for pay items were calculated using bid tabs from recent IDOT projects. The unit cost factors in inflation, engineering costs, and includes a 30%

contingency. Grading would be performed by IDOT or Will County, and is not included in this cost estimate.

Landscaping Items	**Cost**	**Unit**
Planting Trees	$335.00	Each
Planting Shrubs	$45.00	Each
Planting Perennial Plants	$20.00	Each
Topsoil	$7.00	Square Yard

Additional Items	**Cost**	**Unit**
Conduit in Trench	$16.00	Lineal Foot
Asphalt Side Path, 10' width	$90.00	Lineal Foot
Sidewalk, 5" depth, 5' width	$6.00	Square Foot

Quantities

The following are quantities calculated per mile for each item:

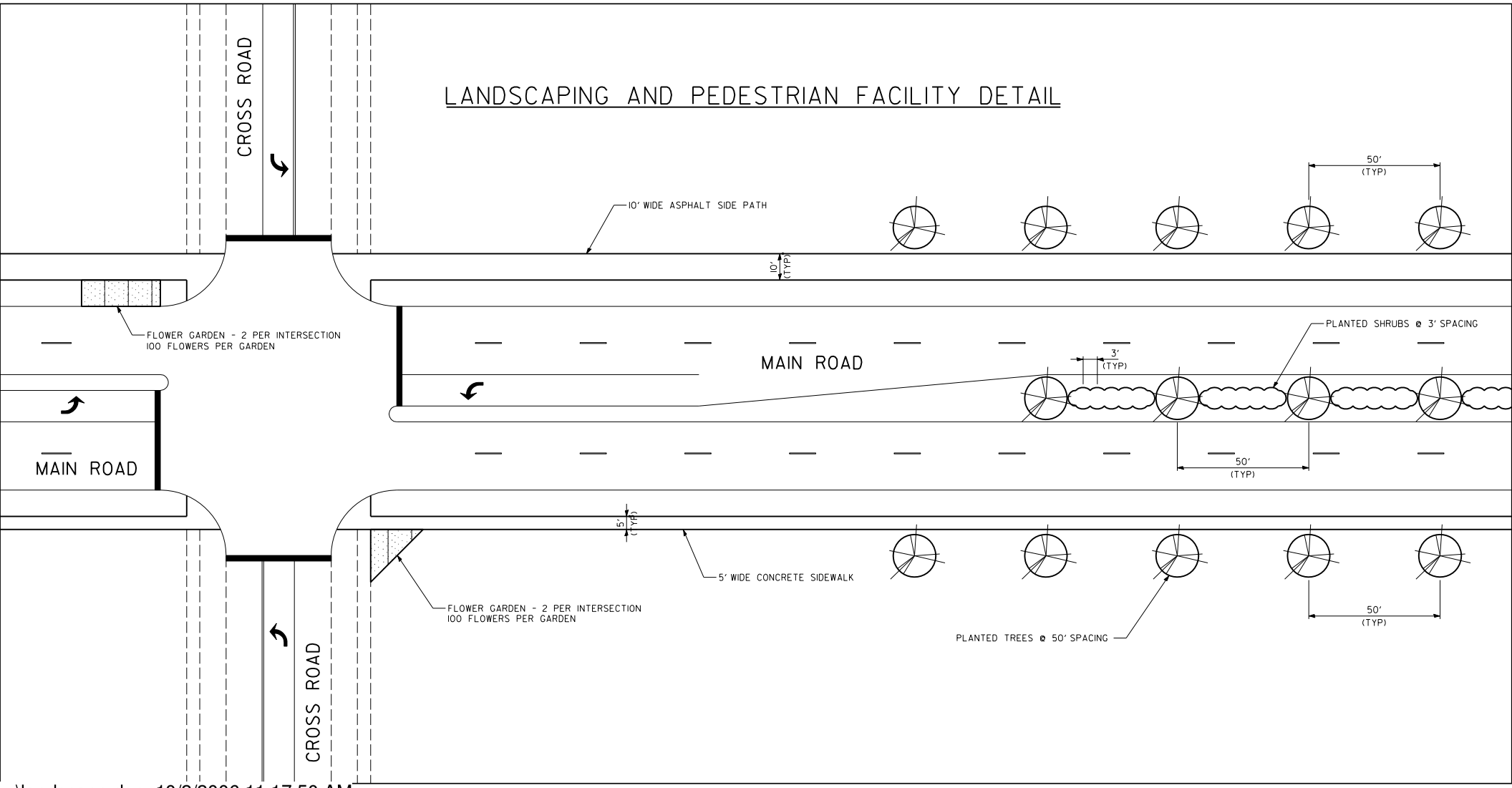
1. Trees are planted in the median and in the parkway on each side of the road at a spacing of 50'. Therefore, 3 trees are planted every 50'.
   - (5280' per mile / 50' spacing) * 3 trees = **318 trees per mile**
2. Shrubs are planted at 3' spacing along half of the length of road.
   - 5280' per mile * ½ length of road) / 3' shrub spacing = **880 shrubs per mile**
3. Two flower gardens are planted near each major intersection. Major intersections occur every ¼ mile, so there will be 8 gardens in one mile of road. 100 flowers will be planted in each flower garden.
   - (8 gardens per mile of road)*(100 flowers per garden) = **800 flowers per mile**
4. A 10' wide asphalt side path is built along one side of the road.
   - **5280 linear feet of asphalt side path per mile**
5. A 5' wide concrete sidewalk is built along one side of the road.
   - (5280' per mile * 5' sidewalk width) = **26400 sq ft of sidewalk per mile**
6. One conduit will be placed in the median.
   - **5280 linear feet of conduit per mile**
7. Topsoil with a depth of 4" will be placed in the 18' wide median. The length of median constructed will be ½ of the total length.
   - ((5280' per mile * 18' median width) * ½) / 9 sq ft per sq yd = **5280 sq yd of 4"topsoil per mile**

Cost Estimate per Mile

The following are the per mile cost estimates for all items:

Landscaping Items	Unit Cost	Quantity	Cost Per Mile
Planting Trees	$335.00	318	$106,530
Planting Shrubs	$45.00	880	$39,600
Planting Perennial Plants	$20.00	800	$16,000.00
Topsoil, 4”	$7.00	5280	$36,960
		Total	**$199,090**

Additional Items	Unit Cost	Quantity	Cost Per Mile
Conduit in Trench	$16.00	5280	$84,480
Asphalt Side Path, 10’ width	$90.00	5280	$475,200
Sidewalk, 5” depth, 5’ width	$6.00	26400	$158,400



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ADT Comparison

Will County Projected 2030 ADT vs. CATS Projected 2030 ADT

2004 ADT values were calculated from traffic counts provided by Will County
2006 ADT values were provided by Fish Transportation Inc.

Highlighted cells are future ADT values that seem incorrect when compared to existing ADT.

Route 171		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
135th St.	143rd St.	14700	N/A	2300	16000	-13700	-596%	16000	15757
143rd St.	S. of 143rd	16290	N/A	30700	16000	14700	48%	30700	22865

Gougar Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
147th St.	151st St.	8440	6317	N/A	N/A	N/A	N/A	3159	5001
151st St.	159th St.	8780	5069	400	N/A	N/A	N/A	2535	4013
159th St.	167th St.	N/A	N/A	11400	12000	-600	-5%	12000	10529
167th St.	Bruce Rd.	N/A	N/A	10600	N/A	N/A	N/A	N/A	N/A
Chi.-Bloom. Tr.	U.S. 6	N/A	N/A	12800	N/A	N/A	N/A	N/A	N/A

State St. / Lemont Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Route 171	143rd St.	12730	14820	N/A	17000	N/A	N/A	17000	15729
143rd St.	147th St.	8690	9032	N/A	13000	N/A	N/A	13000	10686

Cedar Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
151st St.	159th St.	6270	9270	2300	N/A	N/A	N/A	13905	11202
159th St.	167th St.	10720	13631	9400	N/A	N/A	N/A	20447	16471
167th St.	Bruce Rd.	8260	7930	6400	17000	-10600	-166%	17000	11710
Bruce Rd.	Chi.-Bloom. Tr.	7600	7135	9700	12000	-2300	-24%	12000	9163
Chi.-Bloom. Tr.	U.S. 6	8370	7262	26900	N/A	N/A	N/A	26900	15445

Creme Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
143rd St.	147th St.	3430	6790	N/A	N/A	N/A	N/A	9287	7831
147th St.	151st St.	4260	10335	N/A	N/A	N/A	N/A	11207	10699

Parker Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
County Line	143rd St.	7620	5746	N/A	N/A	N/A	N/A	10800	7852
143rd St.	151st St.	6730	8930	N/A	N/A	N/A	N/A	10800	9710
151st St.	159th St.	7810	9038	12600	N/A	N/A	N/A	12600	10523
159th St.	167th St.	4780	6260	10800	N/A	N/A	N/A	10800	8152
167th St.	Chi.-Bloom. Tr.	3820	4905	8400	N/A	N/A	N/A	8400	6362
Chi.-Bloom. Tr.	U.S. 6	4000	5558	11300	8000	3300	29%	11300	7951

Bell Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
County Line	143rd St.	19600	22802	28500	25000	3500	12%	28500	25177
143rd St.	151st St.	18130	19573	28500	25000	3500	12%	28500	23293
151st St.	159th St.	14030	16833	28500	25000	3500	12%	28500	21695
159th St.	167th St.	N/A	4339	4000	N/A	N/A	N/A	5641	4882
167th St.	Hadley Rd.	N/A	4454	4000	N/A	N/A	N/A	5790	5010

Will-Cook Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
County Line	143rd St.	9630	16571	N/A	N/A	N/A	N/A	19885	17952
143rd St.	151st St.	9700	13208	N/A	N/A	N/A	N/A	15850	14309
151st St.	159th St.	15020	12331	1700	N/A	N/A	N/A	14797	13359
159th St.	167th St.	10910	11015	3100	N/A	N/A	N/A	14320	12392
167th St.	U.S. 6	4870	6268	N/A	N/A	N/A	N/A	8148	7052

135th St,		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
East of 171	Route 171	9270	N/A	1600	N/A	N/A	N/A	9270	7684

143rd St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Rte. 171	Lemont Rd.	3980	6306	8500	19000	-10500	-124%	19000	11596
Lemont Rd.	Creme Rd.	8790	13335	18000	19000	-1000	-6%	19000	15696
Creme Rd.	Parker Rd.	12670	12267	15600	19000	-3400	-22%	19000	15073
Parker Rd.	Bell Rd.	19110	16143	12300	24000	-11700	-95%	24000	19417
Bell Rd.	Will-Cook Rd.	17610	14939	14600	24000	-9400	-64%	24000	18715

147th St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Lemont Rd.	N/A	6317	N/A	N/A	N/A	N/A	9476	7634
Lemont Rd.	Creme Rd.	1470	2077	N/A	N/A	N/A	N/A	3116	2510

151st St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Cedar Rd.	3910	3950	5900	6000	-100	-2%	6000	4805
Cedar Rd.	Creme Rd.	N/A	12828	N/A	N/A	N/A	N/A	17471	14763
Creme Rd.	Parker Rd.	5760	8188	6700	7000	-300	-4%	13920	10577
Parker Rd.	Bell Rd.	6120	9577	11000	7000	4000	36%	11000	10170
Bell Rd.	Will-Cook Rd.	5160	8305	2800	N/A	N/A	N/A	8305	8305

159th St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Cedar Rd.	14370	16020	22400	21000	1400	6%	22400	18864
Cedar Rd.	Parker Rd.	16860	18441	20200	23000	-2800	-14%	23000	20341
Parker Rd.	N. Bell Rd.	15530	21640	19500	26000	-6500	-33%	26000	23457
N. Bell Rd.	S. Bell Rd.	18360	26535	N/A	N/A	N/A	N/A	33000	29229
Bell Rd.	Will-Cook Rd.	21540	24900	24100	33000	-8900	-37%	33000	28275

167th St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Cedar Rd.	5650	7582	19100	12000	7100	37%	19100	12382
Cedar Rd.	Parker Rd.	3340	3441	13600	N/A	N/A	N/A	13600	7674
Parker Rd.	Bell Rd.	2420	2442	3900	4000	-100	-3%	4000	3092
Hadley Rd.	Will-Cook Rd.	8100	6314	17300	11000	6300	36%	17300	12818

Bruce Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Cedar Rd.	N/A	3692	9900	N/A	N/A	N/A	9900	10179
N. Cedar Rd.	S. Cedar Rd.	N/A	8877	8400	N/A	N/A	N/A	9900	19802
S. Cedar Rd.	Chi.-Bloom. Tr.	N/A	2223	7900	N/A	N/A	N/A	8700	6279

Chicago-Bloomington Tr.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Cedar Rd.	Bruce Rd	1210	967	8700	3000	5700	66%	8200	3981
Bruce Rd	Parker Rd.	2720	3218	N/A	9000	N/A	N/A	9000	5628
Parker Rd.	Lauffer Rd.	3060	3437	14500	9000	5500	38%	14500	8047

Hadley Rd.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Lauffer Rd.	Bell Rd.	3060	4026	14500	9000	5500	38%	13500	7974
Bell Rd.	167th St.	8100	6314	17300	11000	6300	36%	17300	10892

U.S. 6		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
Gougar Rd.	Cedar Rd.	6260	N/A	17700	11000	6700	38%	17700	11246
Cedar Rd.	Parker Rd.	9920	N/A	19300	14000	5300	27%	19300	14176
Parker Rd.	187th St.	11120	N/A	17500	14000	3500	20%	17500	14168
187th St.	Will-Cook Rd.	9210	12134	2000	N/A	N/A	N/A	17500	14370

187th St.		ADT						Model ADT Values	
From	To	2004	2006	2030 Will Co.	2030 CATS	Difference	% Difference	2030	2016
U.S. 6	-	3210	N/A	16000	14000	2000	13%	16000	8652

Improvement	Cost	Unit	
Signal Installation	$170,000	per intersection	
Adding lanes	$100	per square yard	
Earth Excavation	$35	per cu yd	
ROW Acquisition	$3,458	intersection leg	see below

Assumptions

1. Unit prices for signal installation, pavement, and earth excavation are based on recent construction prices from IDOT.

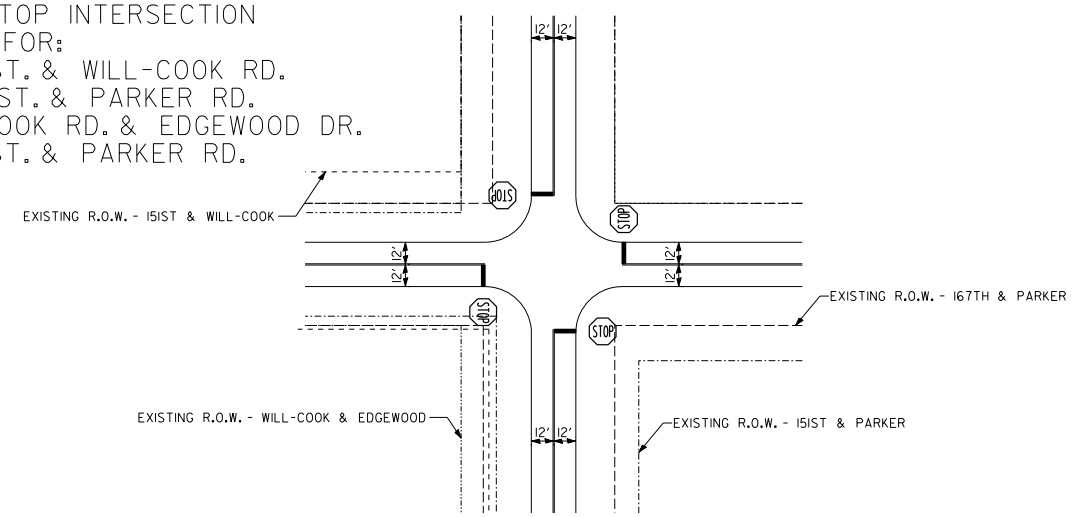
ROW Assumptions

1. All turning bays will be 115' long. With an 11:1 approach taper, the total length of ROW acquisition is 247' on each leg of the intersection (using 12 foot lanes)
2. A typical intersection will have an existing ROW width of 66', and require a ROW width of 80'. Therefore, 14' of ROW width will need to be acquired on all legs of the intersection.
3. A total of 4648 sq ft of ROW (14' * 247' = 3458 sq ft) will be required for each leg.
4. ROW can be acquired for $4 per sq ft
5. The total cost of acquisition will be $18,592 per intersection leg (3458 sq ft * $4 = $13,832)
6. Developers will contribute 3/4 of the cost of ROW acquisition. The cost to the village will be $3458 per intersection leg. ($13,832 * 1/4 = $3458)

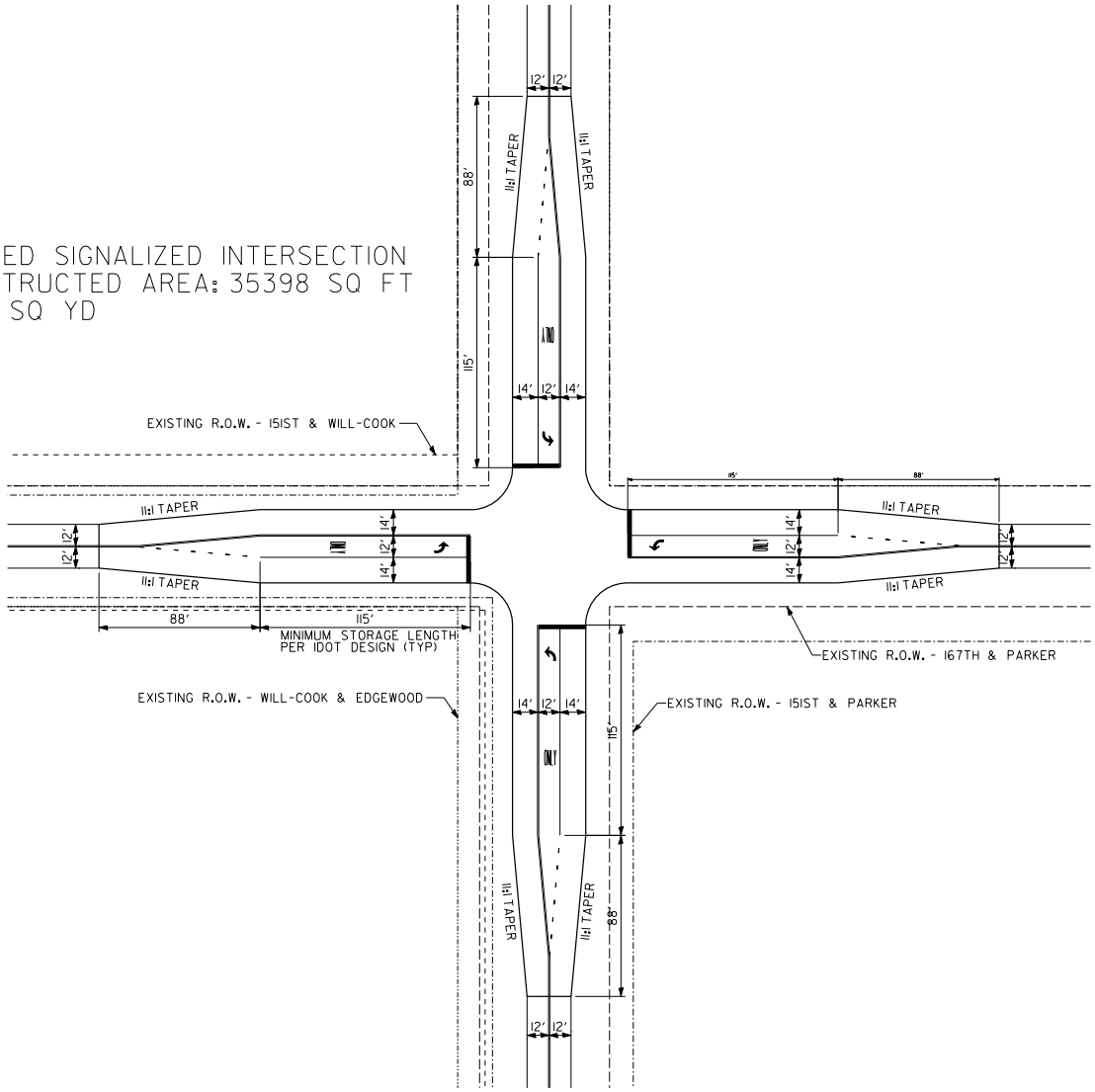
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

4-WAY STOP INTERSECTION
TYPICAL FOR:
- 151ST ST. & WILL-COOK RD.
- 167TH ST. & PARKER RD.
- WILL-COOK RD. & EDGEWOOD DR.
- 151ST ST. & PARKER RD.



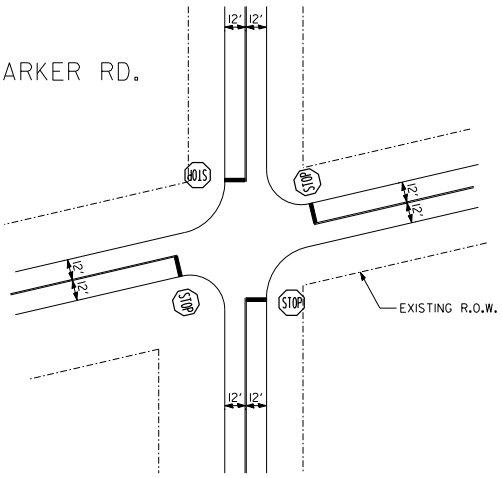
PROPOSED SIGNALIZED INTERSECTION
RECONSTRUCTED AREA: 35398 SQ FT
= 3933 SQ YD



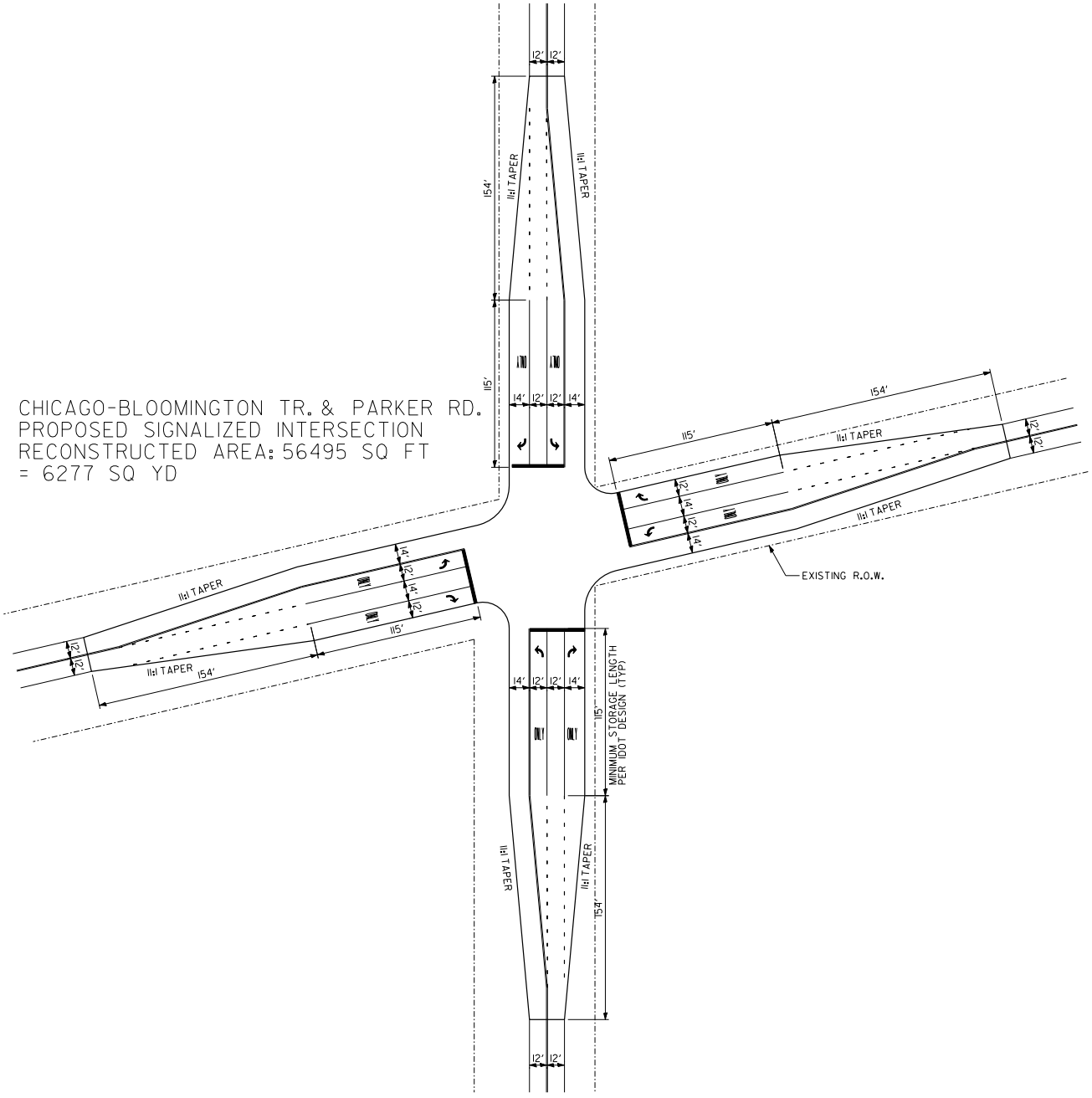
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

CHICAGO-BLOOMINGTON TR. & PARKER RD.
4-WAY STOP INTERSECTION



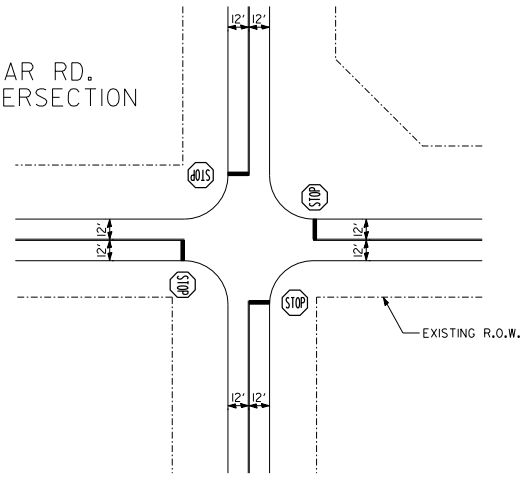
CHICAGO-BLOOMINGTON TR. & PARKER RD.
PROPOSED SIGNALIZED INTERSECTION
RECONSTRUCTED AREA: 56495 SQ FT
= 6277 SQ YD



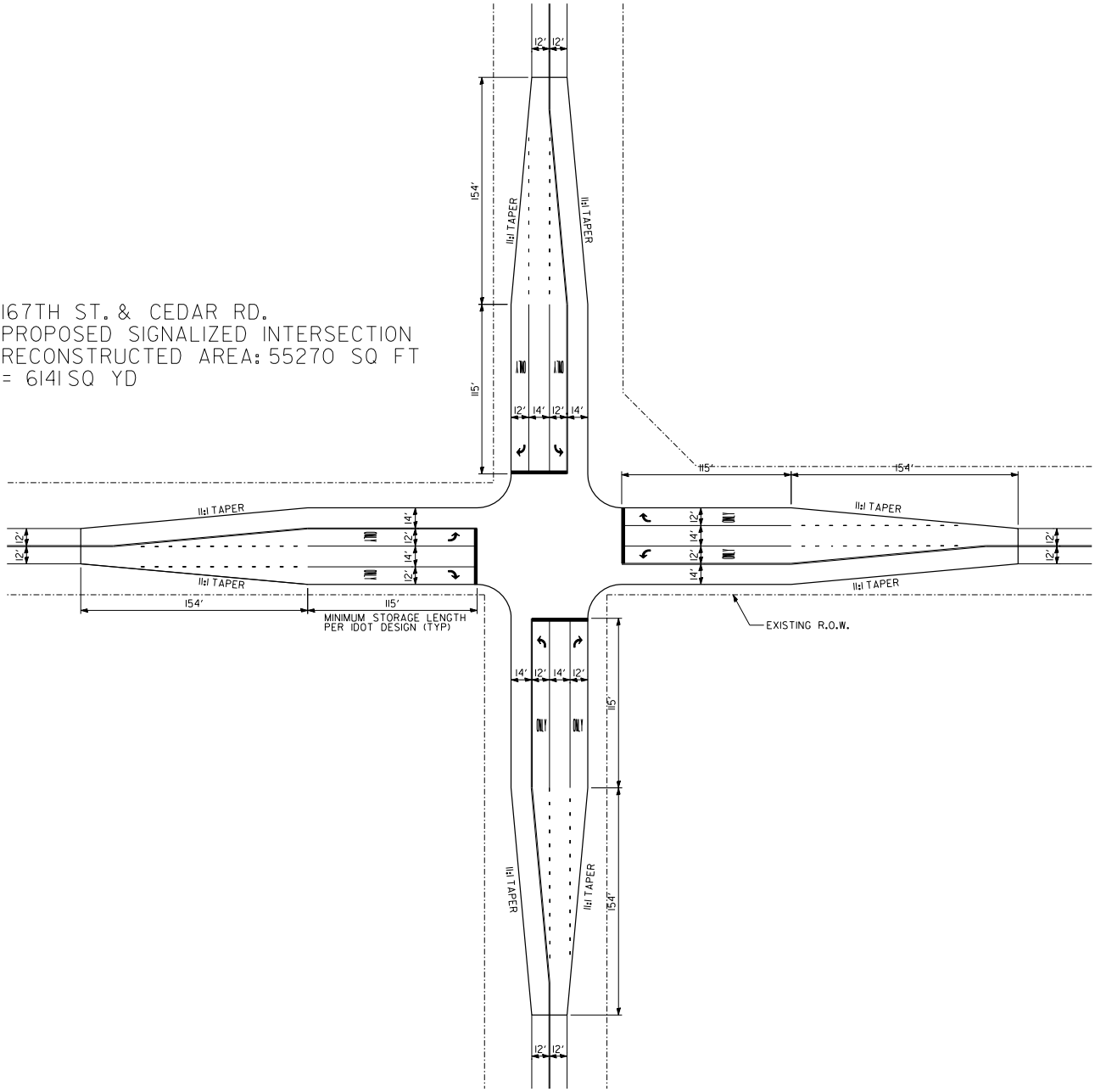
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

167TH ST. & CEDAR RD.
4-WAY STOP INTERSECTION



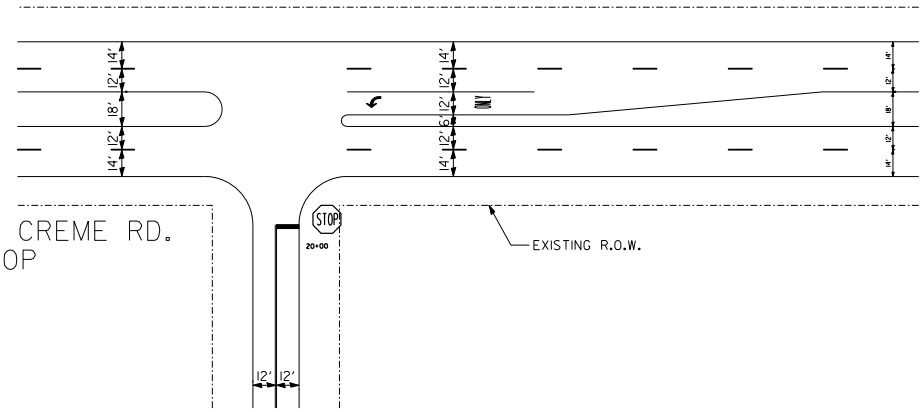
167TH ST. & CEDAR RD.
PROPOSED SIGNALIZED INTERSECTION
RECONSTRUCTED AREA: 55270 SQ FT
= 6141 SQ YD



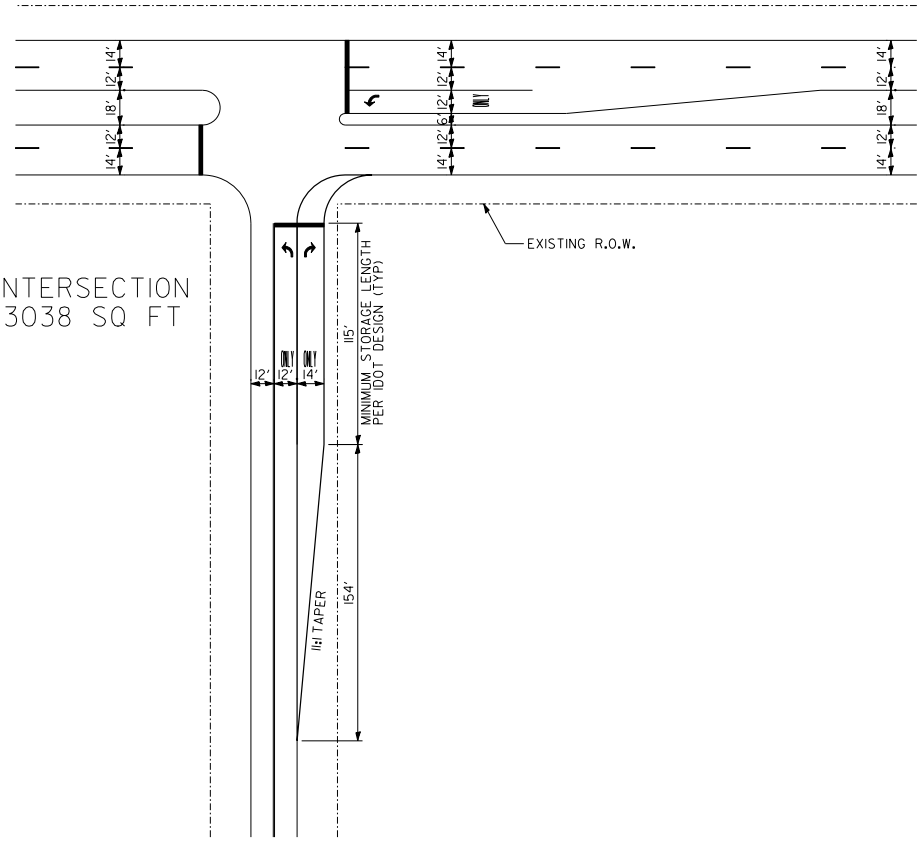
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

143RD ST. & CREME RD.
EXISTING STOP



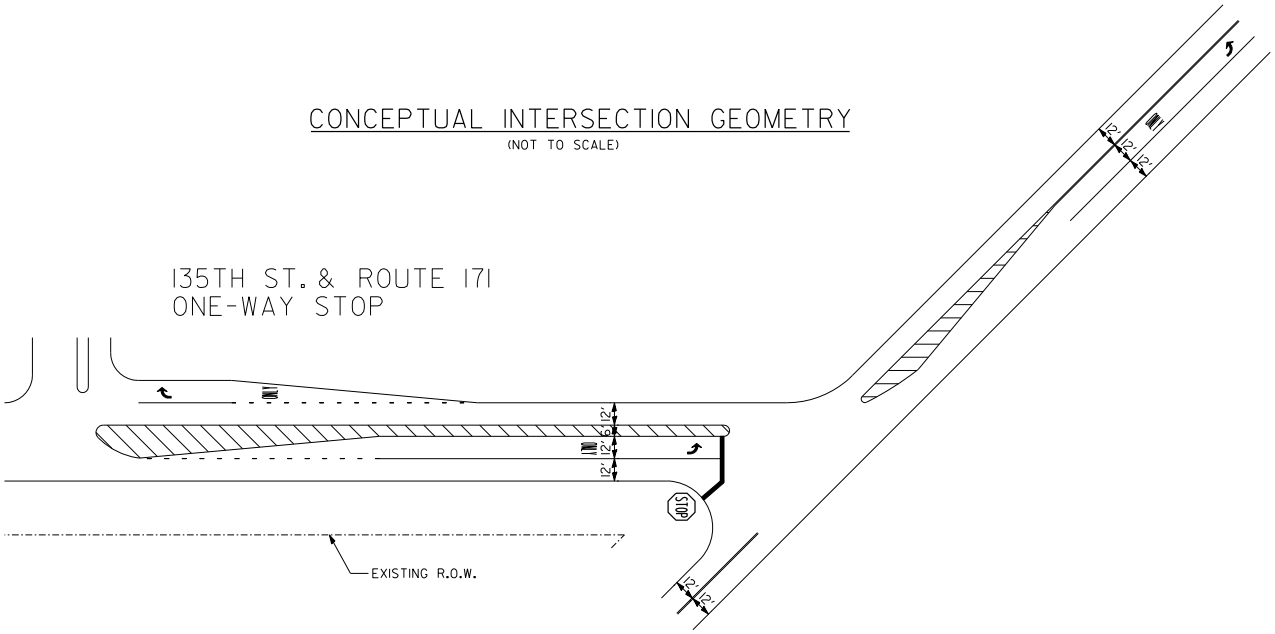
143RD ST. & CREME RD.
PROPOSED SIGNALIZED INTERSECTION
RECONSTRUCTED AREA: 3038 SQ FT
= 338 SQ YD



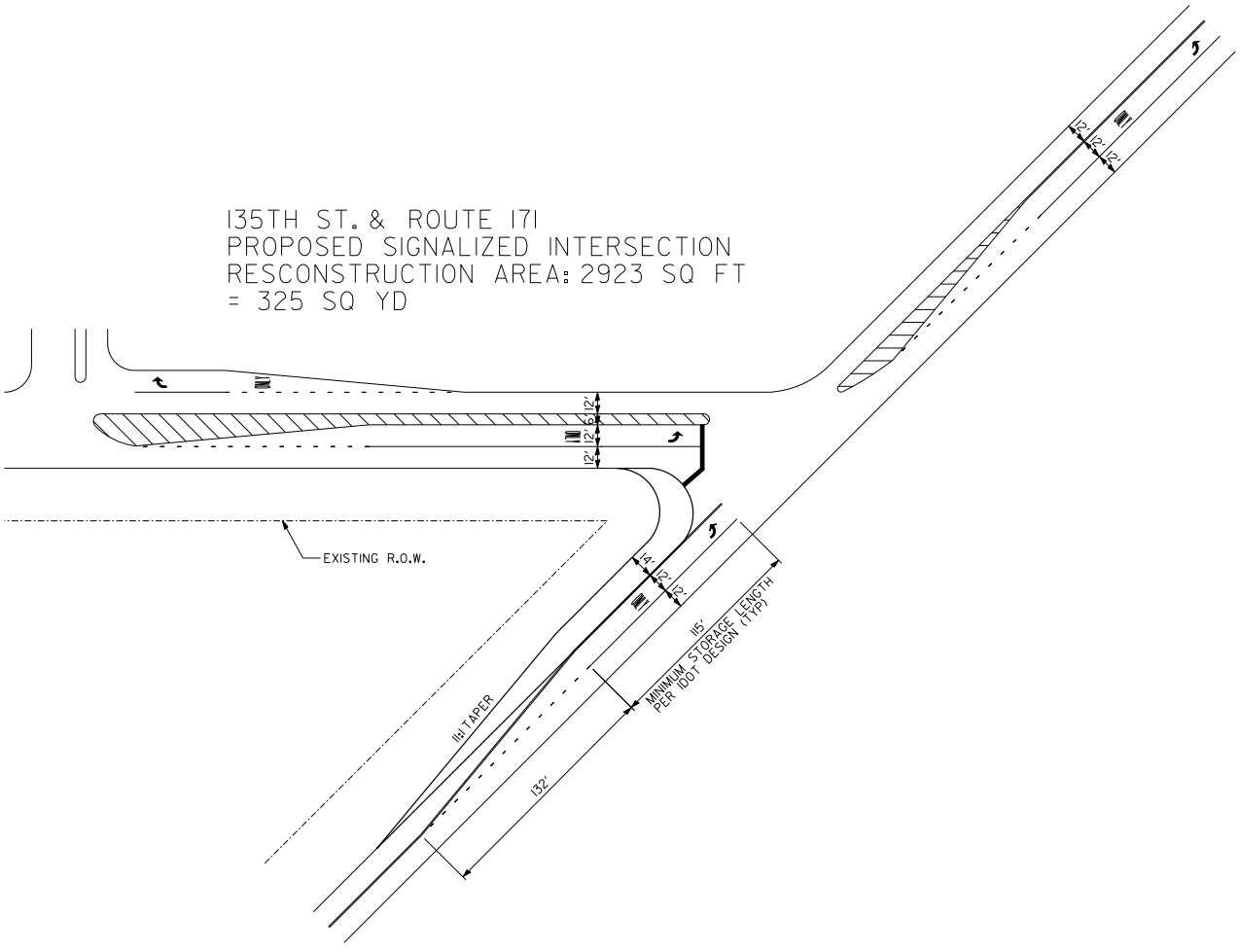
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

135TH ST. & ROUTE 171
ONE-WAY STOP



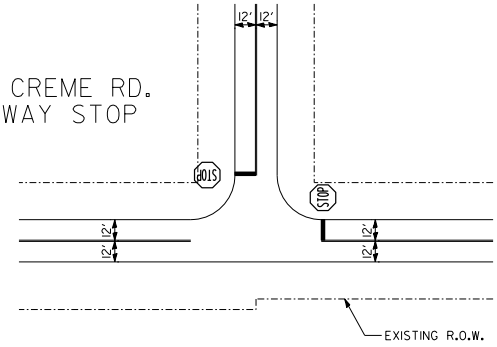
135TH ST. & ROUTE 171
PROPOSED SIGNALIZED INTERSECTION
RESCONSTRUCTION AREA: 2923 SQ FT
= 325 SQ YD



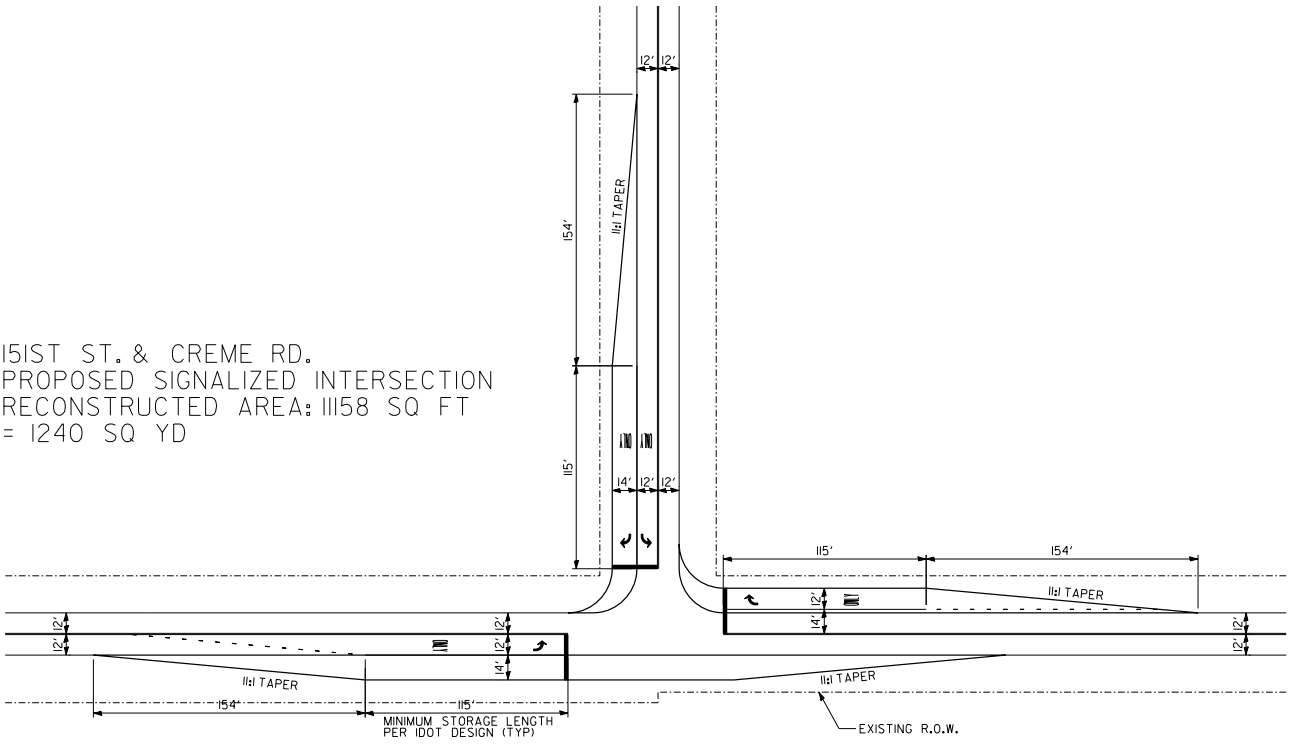
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)

151ST ST. & CREME RD.
EXISTING 2-WAY STOP



151ST ST. & CREME RD.
PROPOSED SIGNALIZED INTERSECTION
RECONSTRUCTED AREA: 1158 SQ FT
= 1240 SQ YD



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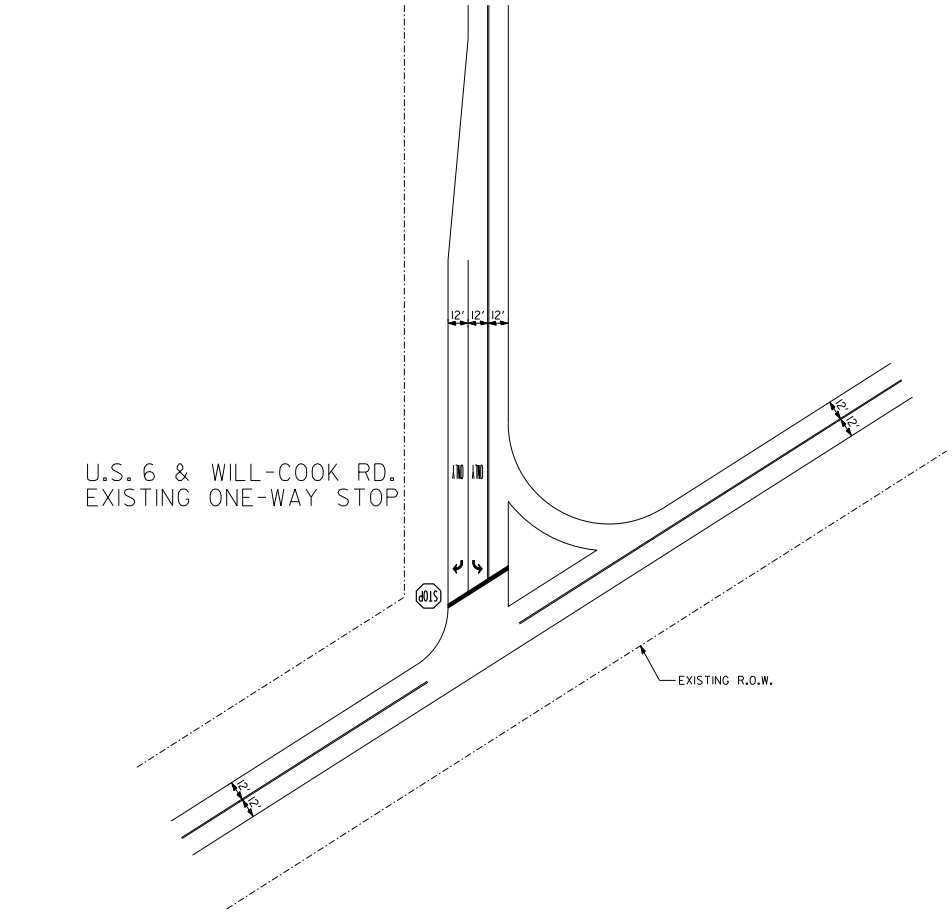
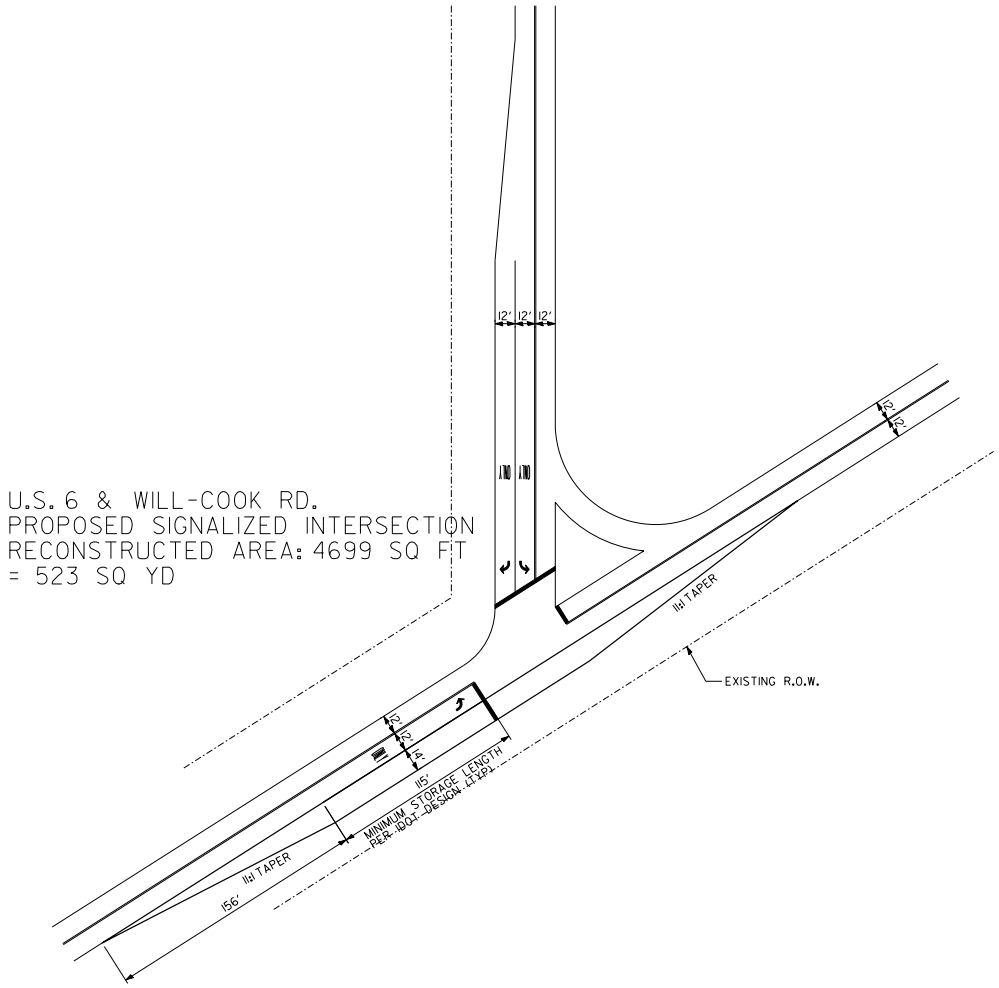
CONCEPTUAL INTERSECTION GEOMETRY

(NOT TO SCALE)





Main Roadway Cost Estimate

Item	Unit Cost	Quantity per mile	Cost per mile
Asphalt Roadway	$210.00	5280	$1,108,800
Curb & Gutter	$20.00	10560	$211,200
Storm Sewer	$70.00	6764	$473,480
Catch Basins	$2,300.00	106	$243,800
Manholes	$2,130.00	14	$29,820
Topsoil	$3.00	22880	$68,640
Seeding	$4,300.00	4.73	$20,339
Tree plantings	$250.00	212	$53,000
Earth Excavation	$20.00	15644	$312,880
ROW Acquisition	$4.00	105600	$422,400
Engineering	20%	-	$588,872
		TOTAL	**$3,533,231**

per mile

Note: Quantities are based on typical section for minor arterials and collectors, with the addition of ROW to provide an 80' cross section. Unit Costs are based on recent IDOT bid prices.

Assumptions:

1. Asphalt pavement will be 28' in width and 5" in depth. The pavement will be underlain with 12" of porous granular backfill. The quantity is measured as a typical cross section.
2. Curb & Gutter will be along the roadway on both sides of the road. The total quantity will be **10560' per mile**. (5280' per mile * 2 sides of the road) = 10560' per mile
3. Catch Basins will be located every 100' along the road on each side of the road. The total quantity will be **106 catch basins per mile**.
   (5280' per mile / 100' structure spacing) * 2 sides of the road = 106 catch basins per mile
4. Manholes will be located every 400' along the sewer main beneath the road. The total quantity will be **14 manholes per mile**. (5280' per mile / 400' manhole spacing) = 14 manholes per mile
5. One storm sewer will run beneath the road, and there will be one connection to each of the catch basins along the road. Each connection will be 1/2 of the road width, or 14'. The total quantity will be **6764' per mile**. (5280' per mile + (106 catch basin connections * 14' per connection)) = 6764' per mile
6. Areas to be covered with topsoil are two 6' parkways, and two areas of 13.5' width between the sidewalk and ROW lines. The total width is 39'. The total quantity is **22,880 square yards per mile**. (39' width * 5280' length) / 9 sq ft per sq yd = 22,880 sq yd
7. Areas to be seeded are equal to the area to be covered with topsoil. The total quantity is **4.73 acres per mile**. (22,880 sq yd * 9 sq ft per sq yd) / 43560 sq ft per acre = 4.73 acres per mile
8. Trees will be planted on both sides of the road and spaced 50' apart. The total quantity will be **212 trees per mile**. (5280' per mile / 50' spacing) * 2 sides of the road = 212 trees per mile
9. Grading of the site will require 1' of excavation for the entire site area. With a right of way width of 80', there will be **15,644 cu yd earth excavation per mile.** (80' width * 1' depth * 5280' length = 422,400 cu ft = 15,644 cu yd)
10. It is recommended that the Village acquire 80' of ROW and 25% of this acquisition will be paid for by the village. The total amount of ROW to be acquired is 422,400 sq ft. The total ROW acquired by the village will be **105600 sq ft per mile.** (5280' per mile * 80' width) * 25% = 105,600 sq ft
11. Engineering will incur a cost of 20% of the final cost of improvements.
12. A contingency of 30% was used for all quantity costs.

Existing Rights of Way within Homer Glen									
Bell Road									
	West ROW	East ROW	Total ROW	(ROW measured from the centerline of the road)					
	32'	45'	77'	Homer Glen North Village Boundary to 244' N. of Anand Brook Dr.					
	32'	55'	87'	244' N. of Anand Brook Dr. to 139' N. of Beaver Lake Dr.					
	50'	55'	105'	139' N. of Beaver Lake Dr. to 180' S of Beaver Lake Dr.					
	32'	45'	77'	180' S of Beaver Lake Dr. to 405' S. of Beaver Lake Dr.					
	75'	70'	145'	405' S. of Beaver Lake Dr. to 617' N. of Glengary Dr.					
	60'	70'	130'	617' N. of Glengary Dr. to 1235' S. of Glengary Dr.					
	60'	70'	130'	1235' S. of Glengary Dr. to 730' N. of 143rd St.					
	50'	40'	90'	730' N. of 143rd St. to 513' N. of 143rd St.					
	50'	50'	100'	513' N. of 143rd St. to 313' N. of 143rd St.					
	50'	33'	83'	313' N. of 143rd St. to 190' S. of 143rd St.					
	40'	33'	73'	190' S. of 143rd St. to 298' S. of 143rd St.					
	50'	33'	83'	298' S. of 143rd St. to 438' S. of 143rd St.					
	50'	50'	100'	438' S. of 143rd St. to Martingale Ln.					
	75'	75'	150'	Martingale Ln. to Founder's Crossing					
	64'	75'	139'	Founder's Crossing to 540' N. of 151st St.					
	64'	40'	104'	540' N. of 151st St. to 165' N. of 151st St.					
	50'	40'	90'	165' N. of 151st St. to 151st St.					
	40'	65'	105'	151st St. to 1148' S. of 151st St.					
	40'	60'	100'	1148' S. of 151st St. to 1615' S. of 151st St.					
	40'	40'	80'	1615' S. of 151st St. to 495' N. of Woodland Dr.					
	50'	40'	90'	495' N. of Woodland Dr. to Meadowview Ln.					
	55'	40'	95'	Meadowview Ln. to 788' N. of 159th St.					
	50'	60'	110'	788' N. of 159th St. to 600' N. of 159th St.					
	43'	60'	103'	600' N. of 159th St. to 450' N. of 159th St.					
	43'	50'	93'	450' N. of 159th St. to 159th St.					
			68'	159th St. to Country View Ln.					
			73'	Country View Ln. to 593' N. of Oak Valley Tr.					
			68'	593' N. of Oak Valley Tr. to 167th St.					
			60'	167th St. to Hadley Rd.					

147th Street									
	Total ROW								
	60'			Gougar Road to Lemont Road					
	60'			Lemont Road to 1310’ East of King Road					
	90'			1310’ East of King Road to Creme Road					
	60'			Creme Road to Dixon Road					
Dixon Road									
	Total ROW								
	60'			143rd Street to 147th Street					
Will-Cook Road									
	Total ROW								
	50' (1/2 of ROW)			Homer Glen village line to 143rd Street					
	50' (1/2 of ROW)			143rd Street to 151st Street					
	50' (1/2 of ROW)			151st Street to 159th Street					
	50' (1/2 of ROW)			159th Street to roadway jog to the east					
	20' from center line (1/2 of ROW)			South of Hadley Road to 179th Street					
	80'			179th Street to U.S. Highway 6					
151st Street									
	Total ROW								
	70'			Gougar Road to Hillary Lane					
	70'			Hillary lane to Mallard Lake Drive					
	90'			Mallard Lake Drive to 2630’ East of Mallard Lake Drive					
	60'			2630’ East of Mallard Lake Drive to Cedar Road					
	70'			Cedar Road to Creme Road					
	60'			Creme Road to Eagle Ridge Drive					
	70'			Eagle Ridge Drive to Parker Road					
	80'			Parker Road to 1270’ East of Parker Road					
	60'			1270’ East of Parker Road to Bell Road					
	80'			Bell Road to Wingate Drive					
	80'			Wingate Drive to Will Cook Road					

Parker Road									
	Total ROW								
	100'			Homer Glen North Village Boundary to Navajo Trail					
	80'			Navajo Trail to 143rd Street					
	100'			143rd Street to 2080’ North of 151st Street					
	80'			2080’ North of 151st Street 151st Street					
	80'			151st Street to Maverick Trail					
	65'			Maverick Trail to 159th Street					
	60'			159th Street to Dokter Place					
	80'			Dokter Place to 163rd Street					
	60'			163rd Street to 167th Street					
	70'			167th Street to East-West Bend					
	80'			East-West Bend to North-South Bend					
	80'			North – South bend to Chicago-Bloomington Trail					
	80'			Chicago-Bloomington Trail to Glen Entrance Drive					
	65'			From Glen Entrance Drive to 470’ North of 184th Place					
139th Street									
	Total ROW								
	80'			Lemont Road to Homer Glen Village Boundary					
	90'			335' East of Elm Street to Lemont Road					
	100'			450' East of Chickory Trail to 335' East of Elm Street					
	90'			Christina Lane to 450' East of Chickory Trail					
	75'			Mormann Lane to Christina Lane					
	70'			King Road to Mormann Lane					
Cedar Road									
	Total ROW								
	100'			Hickory Avenue to 143rd Street					
	90'			151st Street to Cinnamon Creek Lane					
	70'			Cinnamon Creek Lane to Glenwood Lane					
	80'			Glenwood Lane to 770’ North of 159th Street					
	70'			770’ North of 159th to 159th Street					
	70'			159th Street to 163rd Street					
	70'			163rd Street to Victoria Crossing Way					
	90'			Victoria Crossing Way to 167th Street					
	80'			167th Street to Reiter Drive					
	90'			Reiter Drive to Cedar Road					

Walnut Avenue									
	Total ROW								
	80'			139th Street to Cedar Road					
143rd Street									
	North ROW	South ROW	Total ROW	(ROW measured from the centerline of the road)					
	50'	45'	95'	Homer Glen West Village Boundary to 1327' W. of Lemont Road					
	50'	50'	100'	1327' W. of Lemont Road to 1100' W. of Lemont Rd.					
	50'	60'	110'	1100' W. of Lemont Rd. to Lemont Rd.					
	50'	75'	125'	Lemont Rd. to 350' E. of Lemont Rd.					
	50'	50'	100'	350' E. of Lemont Rd. to 1705' W. of Twin Creek Ln.					
	68'	50'	118'	1705' W. of Twin Creek Ln. to 1213' W. of Twin Creek Ln.					
	50'	50'	100'	1213' W. of Twin Creek Ln. to 1064' E. of Dixon Ln.					
	50'	35'	85'	1064' E. of Dixon Ln. to 159' W. of Saddle Brook Ln.					
	50'	50'	100'	159' W. of Saddle Brook Ln. to 680' W. of Heatherwood Dr.					
	50'	60'	110'	680' W. of Heatherwood Dr. to Parker Rd.					
	50'	50'	100'	Parker Rd. to Bell Rd.					
	33'	33'	66'	Bell Rd. to 83' E. of Bell Rd.					
	33'	50'	83'	83' E. of Bell Rd. to 348' E. of Bell Rd.					
	60'	50'	110'	348' E. of Bell Rd. to 651' E. of Bell Rd.					
	50'	50'	100'	651' E. of Bell Rd. to 214' W. of Graystone Dr.					
	60'	50'	110'	214' W. of Graystone Dr. to 283' E. of Graystone Dr.					
	50'	50'	100'	283' E. of Graystone Dr. to 863' W. of Pheasant Ln.					
	50'	60'	110'	863' W. of Pheasant Ln. to 115' W. of Pheasant Ln.					
	50'	50'	100'	115' W. of Pheasant Ln. to 115' W. of Mallard Dr.					
	50'	54'	104'	115' W. of Mallard Dr. to Mallard Dr.					
	50'	50'	100'	Mallard Dr. to 217' E. of Mallard Dr.					
	50'	33'	83'	217' E. of Mallard Dr. to 337' E. of Mallard Dr.					
	50'	54'	104'	337' E. of Mallard Dr. to Will-Cook Rd.					
Lemont Road / State Street									
	Total ROW								
	90'			Homer Glen North Village Boundary to 139th Street					
	80'			139th Street to 141st Street					
	90'			141st Street to 143rd Street					
	90'			143rd Street to 350’ South of 143rd Street					
	70'			350’ South of 143rd to 147th Street					

135th Street									
	Total ROW								
	50' (1/2 of ROW)			Homer Glen West Planning Boundary to Archer Road					
Gougar Road									
	Total ROW								
	60'			147th Street to 151st Street					
	50'			151st Street to 890’ North of Shady Lane					
	70'			890’ North of Shady Lane to 350’ North of Shady Lane					
	80'			350’ North of Shady Lane to 1330’ North of 159th Street					
	60'			1330’ North of 159th Street to 159th Street					
	110'			159th Street to 163rd Street					
	Minimum of 85' on either			163rd Street to 167th Street					
	side of the road centerline								
	100'			167th Street to 1240’ South of 167th Street					
	80'			1240’ South of 167th Street to Bruce Road					
159th Street									
	North ROW	South ROW	Total ROW	(ROW measured from the centerline of the road)					
	85'	75'	160'	Gougar Rd. to 590' E. of Gougar Rd.					
	85'	85'	170'	590' E. of Gougar Rd. to 973' E. of Gougar Rd.					
	35'	50'	85'	973' E. of Gougar Rd. to 1310' E. of Gougar Rd.					
	35'	60'	95'	1310' E. of Gougar Rd. to 4004' W. of Messenger Blvd.					
	35'	93'	128'	4004' W. of Messenger Blvd. to 2960' W. of Messenger Blvd.					
	35'	60'	95'	2960' W. of Messenger Blvd. to 384' W. of Messenger Blvd.					
	60'	60'	120'	384' W. of Messenger Blvd. to 879' E. of Messenger Blvd.					
	40'	60'	100'	879' E of Messenger Blvd. to 490' W. of Annico Dr.					
	60'	54'	114'	490' W. of Annico Dr. to 250' E. of Annico Dr.					
	35'	54'	89'	250' E. of Annico Dr. to 1060' W of N. Bell Rd.					
	75'	54'	129'	1060' W. of N. Bell Rd. to 657' W. of N. Bell Rd.					
	42'	54'	96'	657' W. of N. Bell Rd. to N. Bell Rd.					
	50'	45'	95'	N. Bell Rd. to S. Bell Rd.					
	50'	89'	139'	S. Bell Rd. to 250' E. of S. Bell Rd.					
	50'	63'	113'	250' E. of S. Bell Rd. to 300' E. of S. Bell Rd.					
	30'	65'	95'	300' E. of S. Bell Rd. to 564' W. of Twin Lakes Dr.					
	30'	89'	119'	564' W. of Twin Lakes Dr. to 159' W. of Twin Lakes Dr.					
	30'	65'	95'	159' W. of Twin Lakes Dr. to Will-Cook Rd.					
163rd Street									
	Total ROW								
	70'			Gougar Road to Leach Drive					
	70'			Leach Drive to Cedar Road					
167th Street									
	Total ROW								
	60'			Gougar Road to 680’ West of Cedar Ridge Drive					
	80'			680’ West of Cedar Ridge Drive to Cedar Road					
	80'			Cedar Road to 1330’ West of Parker Road					
	60'			1330’ West of Parker Road to Parker Road					
	70'			Parker Road to Bell Road					
	90'			Catawba Road to Homer Glen East Village Boundary					
Hadley Road									
	Total ROW								

	70'			From Bell Road to Chicago-Bloomington Trail					
	90'			From Catawba to Wedgewood Drive					
Lauffer Road									
	Total ROW								
	65'			Hadley Road to Bruce Road					
Bruce Road									
	Total ROW								
	70'			Gougar Road to Future SB I-355					
	80'			Future SB I-355 to North Cedar Road					
	60'			North Cedar Road to South Cedar Road					
	70'			South Cedar Road to Chicago-Bloomington Trail					
	70'			Haas Road to Marti Road					
Chicago-Bloomington Trail									
	Total ROW								
	60'			Meader Road to Bruce Road					
	90'			Bruce Road to Parker Road					
	60'			Parker Road to Hadley Road					
Haas Road									
	Total ROW								
	65'			Bruce Road to Timber Lane					
	80'			Timber Lane to Homer Glen South Village Boundary					
	65'			Homer Glen South Village Boundary to U.S. Highway 6					
Marti Road									
	Total ROW								
	65'			Bruce Road to 179th Street					
U.S. Highway 6									
	Total ROW								
	100'			Timothy Lane to 187th Street					
	100'			187th Street to Haas Road					
	80'			Haas Road to Spring Meadows Drive					
	100'			Spring Meadows Drive to Will Cook Road					
Spring Meadow Drive									
	Total ROW								
	65'			179th Street to U.S. Highway 6					

Proposed Road Inventory			
Road Segment	**Type**	**Purpose**	**Notes**
1	Local Road	Connects Cokes Road to 143rd Street.	
2	Local Road	Connects 138th Street to Prairie Hill Drive	
3	Local Road	Connects Foster Drive to 143rd Street	
4	Local Road	Connects two separate segments of Wood Duck Lane	
5	Local Road	Connects Wood Duck Lane to King Road	
6	Local Road	Connects Parker Road to Cedar Road	
7	Local Road	Connects Cinnamon Creek Lane to 151st Street	
8	Local Road	Connects Marilynn Lane to Proposed Arterial 38	
9	Residential Collector	Links Cedar Road to Parker Road and is aligned with Maverick Trail and Cedar Glen Drive	
10	Residential Collector	Links 151st Street to 159th Street and is aligned with proposed reverse frontage road 44	
11	Residential Collector	Connects Pinto Street with 159th Street and is aligned with proposed reverse frontage road 47	
12	Local Road	Connects Meadowview Lane with proposed residential collector 11	
13	Local Road	Connects Stonegate Drive to proposed residential collector 15	
14	Residential Collector	Connects Golden Oak Drive to 151st Street	
15	Residential Collector	Connects Founder's Crossing to Parker Road and is aligned with Cricketwood Drive	
16	Local Road	Connects Trailside Drive to 151st Street	
17	Residential Collector	Connects proposed residential collector 18 to Bell Road and is aligned with Woodland Drive	Preliminary subdivision plans for the area adjoining these roads had been approved by Will County. These plans will need to be changed to address traffic and other concerns of the Village.
18	Local Road	Connects Lakeview Trail to 151st Street and is aligned with Wingate Drive	
19	Local Road	Connects Black Forest Trail to Black Pine Trail	May Need to Cross a Creek
20	Local Road	Connects Dogwood Drive to 151st Street and is aligned with Wilco Drive	

Proposed Road Inventory			
Road Segment	**Type**	**Purpose**	**Notes**
21	Local Road	Connects two separate segments of Carroll Drive	
22	Local Road	Links proposed residential collector 23 with 159th Street and is aligned with Twin Lakes Drive	
23	Local Road	Connects Silver Maple Drive with Will-Cook Road	
24	Local Road	Connects Mackinac Road with Bates Court	
27	Local Road	Realignment of the intersection of Chicago-Bloomington Trail with Bruce Road	
28	Local Road	Connects 179th Street with Parker Road	
29	Local Road	Connects Rycon Drive to Chicago-Bloomington Trail	
30	Local Road	Connects 185th Street to Haas Road	
31	Local Road	Connects Windsor Court with proposed arterial 40	
32	Residential Collector	Connects Deerpath Drive with proposed residential collector 33	
33	Residential Collector	Connects Bruce Road/175th Street with Will-Cook Road and is aligned with Brookshire Drive	
34	Residential Collector	Connects Meadowcrest Drive with proposed residential collector 33	
35	Local Road	Connects Tamarack Lane with Will-Cook Road	
36	Arterial	Extension of Cedar Road from 151st Street to 143rd Street and aligned with King Road	Homer Glen Jurisdiction
37	Arterial	Realignment of Gougar Road to provide more space for future I-355 interchange at 159th Street	IDOT Jurisdiction
38	Arterial	Realignment of Bell Road to avoid jog along 159th Street	Homer Glen Jurisdiction
39	Arterial	Realignment of Cedar Road to avoid running concurrently with Bruce Road	Will County Jurisdiction
40	Arterial	Extension of Bell Road to connect to Marti Road	Homer Glen Jurisdiction
41	Arterial	Extension of Haas Road to a possible interchange with I-80	IDOT Jurisdiction
42	Reverse Frontage Road	Entrance to proposed reverse frontage road 43 that is aligned with Leach Drive	

Proposed Road Inventory			
Road Segment	**Type**	**Purpose**	**Notes**
43	Reverse Frontage Road	Reverse frontage road along 159th Street from Gougar Road to Hiller Drive	
44	Reverse Frontage Road	Connects proposed reverse frontage road 45 with existing road	
45	Reverse Frontage Road	Reverse frontage road for access to proposed village center.	
46	Reverse Frontage Road	Reverse frontage road along 159th Street from Hiller Drive to Marian Drive	
47	Reverse Frontage Road	Reverse frontage road along 159th Street from Marian Drive to Annico Drive	
48	Reverse Frontage Road	Reverse frontage road along 159th Street from Stonebridge Drive to Hidden Valley Trail	
49	Reverse Frontage Road	Reverse frontage road along 159th Street from Twin Lakes Drive to Will-Cook Road	

Resolution No. 05-016 Dated: June 21, 2005

A RESOLUTION A NON-MOTORIZED TRANSPORTATION INITIATIVE FOR THE VILLAGE OF HOMER GLEN

WHEREAS, the Village is experiencing rapid residential and commercial growth; and

WHEREAS, the Village will experience increases of vehicular traffic resulting in more congestion on Village roads, increased travel times, and increases in the pollution associated with the increased use of motorized vehicles; and

WHEREAS, the Village wishes not only to accommodate, but to encourage a transportation system which allows residents the opportunity of choosing to use a non-motorized means of transportation; and

WHEREAS, the use of non-motorized transportation will reduce traffic congestion, reduce pollution associated with traffic congestion, provide a less costly means of transportation, promote a more active and healthier life style, promote the use of local businesses, and provide Village residents, including the youth and elderly with an alternative source of transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF HOMER GLEN, WILL COUNTY, ILLINOIS, THAT:

Section 1: Recitals – The foregoing recitals are hereby incorporated into this Resolution as if fully set forth herein.

Section 2: Initiative- The Village Board hereby establishes its non-motorized transportation initiative to encourage the development and use of non-motorized transportation alternatives throughout the Village. It is the policy of the Village that developments and improvement projects which involve arterial or collector roadways within the Village shall, where ever feasible, integrate non-motorized transportation systems, such as off-road trails, on-road bicycle lanes where unique circumstances exist, and similar non-motorized transportation systems into the design of new and/or improved arterial or collector roadways.

Section 3: Severability- The various portions of this resolution are hereby expressly declared to be severable, and the invalidity of any such portion of this resolution shall not affect the validity of any other portions of this resolution, which shall be enforced to the fullest extent possible.

Section 4: Repealer- All ordinances or portions of resolutions previously passed or adopted by the Village of Homer Glen that conflict with or are inconsistent with the provisions of this resolution are hereby repealed.

Section 5: Effective Date- This resolution shall be in full force and effect from and after its passage and approval.

PASSED this 21st day of June, 2005, with 4 members voting aye, 0 members voting nay, the President not voting, with 0 members abstaining or passing, and said vote being:

Mary Niemiec	Absent	Dale Vogelsanger	Aye
Margaret Sabo	Aye	Brian Andrews	Aye
Marcia DeVivo	Aye	Christopher Locacius	Absent

Approved this 21st day of June, 2005

Russ Petrizzo, Village President

Attest: Gale Skrobuton

Gale Skrobuton, Village Clerk

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
1			**Have you ever lied to your mother?**														
	1		Never	2	6.9%	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%		
	2		A few white lies	5	17.2%	1	33.3%	3	20.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Yes, but I never got caught	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	4		More than I'd like to admit	9	31.0%	2	66.7%	4	26.7%	1	50.0%	1	33.3%	0	0.0%		
	5		Too many times to count	2	6.9%	0	0.0%	1	6.7%	1	50.0%	0	0.0%	0	0.0%		
	6		No comment	11	37.9%	0	0.0%	6	40.0%	0	0.0%	2	66.7%	1	100.0%		
			N	29		3		15		2		3		1			
2			**Where do you live?**														
	1		North of 159th / east of Parker	3	12.0%	3	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		North of 159th / west of Parker	15	60.0%	0	0.0%	15	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		South of 159th / east of Parker	2	8.0%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
	4		South of 159th / west of Parker	3	12.0%	0	0.0%	0	0.0%	0	0.0%	3	100.0%	0	0.0%	0	0.0%
	5		Outside of Village but in planning area	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	6		Outside of Village boundary and planning area	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
			N	25		3		15		2		3		1		1	
3			**What is your age?**														
	1		under 21	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		21-30	1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		31-40	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4		41-50	12	42.9%	2	66.7%	5	33.3%	1	50.0%	2	66.7%	1	100.0%	0	0.0%
	5		51-65	9	32.1%	1	33.3%	5	33.3%	1	50.0%	1	33.3%	0	0.0%	1	100.0%
	6		65+	6	21.4%	0	0.0%	5	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
			N	28		3		15		2		3		1		1	
4			**What is your gender?**														
	1		Female	11	42.3%	2	66.7%	6	40.0%	1	50.0%	1	50.0%	0	0.0%		
	2		Male	15	57.7%	1	33.3%	9	60.0%	1	50.0%	1	50.0%	1	100.0%		
			N	26		3		15		2		2		1			
5			**How many years have you lived in or near Homer Glen?**														
	1		Less than one year	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		1-5 years	7	25.0%	0	0.0%	3	20.0%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
	3		6-10 years	1	3.6%	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4		11-20 years	10	35.7%	2	66.7%	4	26.7%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	5		20+ years	10	35.7%	1	33.3%	7	46.7%	0	0.0%	2	66.7%	0	0.0%	0	0.0%

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
			N	28		3		15		2		3		1		1	
6		**What is your primary mode of transportation?**															
	1	Private automobile		26	96.3%	2	100.0%	14	93.3%	2	100.0%	3	100.0%	1	100.0%	1	100.0%
	2	Car-pool / van-pool		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3	Bus		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4	Train		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	5	Bicycle		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	6	Walk		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	7	Work at home		1	3.7%	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	8	Does not apply		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
			N	27		2		15		2		3		1		1	
7		**What is your household income?**															
	1	Under $25,000		1	3.7%	0	0.0%	1	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2	$25,000 - $50,000		5	18.5%	0	0.0%	2	14.3%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	3	$50,000 - $100,000		11	40.7%	3	100.0%	5	35.7%	0	0.0%	2	66.7%	1	100.0%	0	0.0%
	4	Over $100, 000		10	37.0%	0	0.0%	6	42.9%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
			N	27		3		14		2		3		1		1	
8		**The Village should encourage the State of Illinois with the widening of 159th Street to a 4–lane road.**															
	1	Strongly disagree		3	10.7%	0	0.0%	3	21.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2	Disagree		2	7.1%	0	0.0%	2	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3	Neutral		1	3.6%	0	0.0%	1	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4	Agree		6	21.4%	0	0.0%	2	14.3%	2	100.0%	0	0.0%	1	100.0%	0	0.0%
	5	Strongly agree		16	57.1%	3	100.0%	6	42.9%	0	0.0%	3	100.0%	0	0.0%	1	100.0%
			N	28		3		14		2		3		1		1	
9		**The Village should encourage Will County with the widening of 143rd Street to a 4–lane road.**															
	1	Strongly disagree		4	14.8%	0	0.0%	4	30.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2	Disagree		3	11.1%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3	Neutral		1	3.7%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4	Agree		9	33.3%	0	0.0%	2	15.4%	0	0.0%	2	66.7%	1	100.0%	1	100.0%
	5	Strongly agree		10	37.0%	2	66.7%	4	30.8%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
			N	27		3		13		2		3		1		1	
10		**The Village should encourage Will County with the widening of Bell Road between 143rd Street and 159th Street to a 4–lane road.**															
	1	Strongly disagree		2	6.9%	0	0.0%	2	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2	Disagree		3	10.3%	0	0.0%	3	21.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
	3		Neutral	1	3.4%	0	0.0%	1	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	4		Agree	6	20.7%	0	0.0%	3	21.4%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	5		Strongly agree	17	58.6%	3	100.0%	5	35.7%	2	100.0%	2	100.0%	0	0.0%	0	0.0%
			N	29		3		14		2		2		1		1	
11			**The Village should encourage Cook County with the widening of Bell Road from County Line to Archer to a 4–lane road.**														
	1		Strongly disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	1	3.4%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	1	3.4%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	4		Agree	5	17.2%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	5		Strongly agree	22	75.9%	3	100.0%	9	69.2%	2	100.0%	2	66.7%	0	0.0%	0	0.0%
			N	29		3		13		2		3		1		1	
12			**The Village should fund sidewalk improvements along 159th Street, 143rd Street, and Bell Road when those roadways are widened.**														
	1		Strongly disagree	5	18.5%	0	0.0%	4	26.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	11	40.7%	2	66.7%	7	46.7%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	3		Neutral	4	14.8%	0	0.0%	1	6.7%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	4		Agree	4	14.8%	0	0.0%	2	13.3%	1	100.0%	1	33.3%	0	0.0%	0	0.0%
	5		Strongly agree	3	11.1%	1	33.3%	1	6.7%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
			N	27		3		15		1		3		1		1	
13			**The Village should fund sidepath improvements along 159th Street, 143rd Street, and Bell Road when those roadways are widened.**														
	1		Strongly disagree	5	17.2%	0	0.0%	3	20.0%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	4	13.8%	1	33.3%	3	20.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	6	20.7%	0	0.0%	4	26.7%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	7	24.1%	1	33.3%	4	26.7%	1	50.0%	0	0.0%	0	0.0%		
	5		Strongly agree	7	24.1%	1	33.3%	1	6.7%	1	50.0%	2	100.0%	0	0.0%		
			N	29		3		15		2		2		1			
14			**The Village should fund landscaping along 159th Street, 143rd Street, and Bell Road when those roadways are widened.**														
	1		Strongly disagree	4	14.8%	0	0.0%	3	20.0%	0	0.0%	0	0.0%			0	0.0%
	2		Disagree	6	22.2%	2	66.7%	3	20.0%	0	0.0%	0	0.0%			1	100.0%
	3		Neutral	2	7.4%	0	0.0%	1	6.7%	0	0.0%	1	50.0%			0	0.0%
	4		Agree	9	33.3%	0	0.0%	5	33.3%	1	50.0%	1	50.0%			0	0.0%
	5		Strongly agree	6	22.2%	1	33.3%	3	20.0%	1	50.0%	0	0.0%			0	0.0%
			N	27		3		15		2		2				1	
15			**Sidepaths should be put on both sides of road.**														
	1		Strongly disagree	13	48.1%	2	66.7%	8	57.1%	2	100.0%	0	0.0%	0	0.0%		

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and
	2		Disagree	5	18.5%	0	0.0%	3	21.4%	0	0.0%	1	50.0%	0	0.0%	
	3		Neutral	2	7.4%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	100.0%	
	4		Agree	3	11.1%	1	33.3%	1	7.1%	0	0.0%	0	0.0%	0	0.0%	
	5		Strongly agree	4	14.8%	0	0.0%	2	14.3%	0	0.0%	0	0.0%	0	0.0%	
			N	27		3		14		2		2		1		
16			**The Village should keep the 2-lane country roads with drainage swales as is.**													
	1		Strongly disagree	1	3.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
	2		Disagree	2	7.7%	1	33.3%	0	0.0%	0	0.0%	0	0.0%			
	3		Neutral	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
	4		Agree	1	3.8%	0	0.0%	1	7.7%	0	0.0%	0	0.0%			
	5		Strongly agree	22	84.6%	2	66.7%	12	92.3%	2	100.0%	2	100.0%			
			N	26		3		13		2		2				
17			**The Village should improve the main village roads with the use of curb and gutter and storm drain improvements.**													
	1		Strongly disagree	15	65.2%	1	33.3%	9	69.2%	2	100.0%	2	100.0%			
	2		Disagree	6	26.1%	1	33.3%	4	30.8%	0	0.0%	0	0.0%			
	3		Neutral	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
	4		Agree	1	4.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
	5		Strongly agree	1	4.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%			
			N	23		3		13		2		2				
18			**The Village should continue to pursue roundabouts at other intersections as traffic control measures.**													
	1		Strongly disagree	8	30.8%	1	33.3%	3	23.1%	0	0.0%	2	66.7%	1	100.0%	
	2		Disagree	1	3.8%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%	
	3		Neutral	4	15.4%	2	66.7%	1	7.7%	0	0.0%	1	33.3%	0	0.0%	
	4		Agree	7	26.9%	0	0.0%	6	46.2%	0	0.0%	0	0.0%	0	0.0%	
	5		Strongly agree	6	23.1%	0	0.0%	2	15.4%	2	100.0%	0	0.0%	0	0.0%	
			N	26		3		13		2		3		1		
19			**The Village roadways are adequately maintained.**													
	1		Strongly disagree	1	3.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	2		Disagree	6	20.0%	0	0.0%	3	20.0%	0	0.0%	1	33.3%	0	0.0%	
	3		Neutral	1	3.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	
	4		Agree	13	43.3%	0	0.0%	9	60.0%	2	100.0%	1	33.3%	0	0.0%	
	5		Strongly agree	9	30.0%	2	66.7%	3	20.0%	0	0.0%	1	33.3%	0	0.0%	
			N	30		3		15		2		3		1		
20			**The Village should consider starting its own Public Works Department to maintain the roadways.**													

Polling Results

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	1		Strongly disagree	8	34.8%	2	66.7%	4	36.4%	0	0.0%	0	0.0%				
	2		Disagree	9	39.1%	1	33.3%	5	45.5%	0	0.0%	2	100.0%				
	3		Neutral	2	8.7%	0	0.0%	1	9.1%	0	0.0%	0	0.0%				
	4		Agree	1	4.3%	0	0.0%	0	0.0%	1	50.0%	0	0.0%				
	5		Strongly agree	3	13.0%	0	0.0%	1	9.1%	1	50.0%	0	0.0%				
			N	23		3		11		2		2					
21			**The Village should encourage residential collector streets that connect with other subdivisions and commercial/service areas.**														
	1		Strongly disagree	7	25.9%	0	0.0%	6	46.2%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	2	7.4%	0	0.0%	1	7.7%	0	0.0%	1	33.3%	0	0.0%		
	3		Neutral	4	14.8%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	0	0.0%		
	4		Agree	8	29.6%	2	66.7%	2	15.4%	0	0.0%	2	66.7%	1	100.0%		
	5		Strongly agree	6	22.2%	1	33.3%	1	7.7%	2	100.0%	0	0.0%	0	0.0%		
			N	27		3		13		2		3		1			
22			**The Village should plan for reverse frontage roads along 159th Street.**														
	1		Strongly disagree	3	11.1%	0	0.0%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	1	3.7%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	5	18.5%	0	0.0%	3	23.1%	0	0.0%	1	33.3%	1	100.0%		
	4		Agree	8	29.6%	1	33.3%	4	30.8%	0	0.0%	1	33.3%	0	0.0%		
	5		Strongly agree	10	37.0%	2	66.7%	3	23.1%	2	100.0%	1	33.3%	0	0.0%		
			N	27		3		13		2		3		1			
23			**The Village should pursue photographic enforcement of intersections along main roadways.**														
	1		Strongly disagree	9	32.1%	0	0.0%	4	30.8%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	2		Disagree	3	10.7%	1	33.3%	1	7.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	2	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	7	25.0%	1	33.3%	5	38.5%	0	0.0%	1	50.0%	0	0.0%	0	0.0%
	5		Strongly agree	7	25.0%	1	33.3%	3	23.1%	2	100.0%	1	50.0%	0	0.0%	0	0.0%
			N	28		3		13		2		2		1		1	
24			**The Village should pursue additional lighting along main roadways.**														
	1		Strongly disagree	10	35.7%	1	33.3%	6	46.2%	0	0.0%	1	33.3%	0	0.0%		
	2		Disagree	3	10.7%	0	0.0%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	2	7.1%	0	0.0%	1	7.7%	0	0.0%	1	33.3%	0	0.0%		
	4		Agree	7	25.0%	1	33.3%	2	15.4%	1	50.0%	1	33.3%	1	100.0%		
	5		Strongly agree	6	21.4%	1	33.3%	2	15.4%	1	50.0%	0	0.0%	0	0.0%		
			N	28		3		13		2		3		1			
25			**The Village should pursue speed display along main roadways.**														

Polling Results

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	1		Strongly disagree	5	18.5%	0	0.0%	4	30.8%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	3	11.1%	1	33.3%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	3	11.1%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	11	40.7%	2	66.7%	5	38.5%	2	100.0%	1	50.0%	0	0.0%		
	5		Strongly agree	5	18.5%	0	0.0%	1	7.7%	0	0.0%	1	50.0%	0	0.0%		
			N	27		3		13		2		2		1			
26			**The Village should time the interrelated traffic signals for desired speed.**														
	1		Strongly disagree	1	3.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	1	3.4%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	2	6.9%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	8	27.6%	2	66.7%	4	30.8%	0	0.0%	1	50.0%	0	0.0%	0	0.0%
	5		Strongly agree	17	58.6%	1	33.3%	7	53.8%	2	100.0%	1	50.0%	0	0.0%	1	100.0%
			N	29		3		13		2		2		1		1	
27			**The Village should pursue increased police enforcement of traffic regulations.**														
	1		Strongly disagree	2	6.7%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	2	6.7%	0	0.0%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	7	23.3%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	8	26.7%	1	33.3%	3	23.1%	0	0.0%	2	66.7%	0	0.0%		
	5		Strongly agree	11	36.7%	2	66.7%	4	30.8%	2	100.0%	1	33.3%	0	0.0%		
			N	30		3		13		2		3		1			
28			**The Village should install speed humps as a traffic calming measure for residential streets.**														
	1		Strongly disagree	2	7.7%	1	33.3%	1	8.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	3	11.5%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	1	3.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	9	34.6%	1	33.3%	4	33.3%	0	0.0%	2	100.0%	0	0.0%	1	100.0%
	5		Strongly agree	11	42.3%	1	33.3%	5	41.7%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
			N	26		3		12		2		2		1		1	
29			**The Village should install curb bulb-outs as a traffic calming measure for residential streets.**														
	1		Strongly disagree	7	25.0%	1	33.3%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	5	17.9%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	1	100.0%		
	3		Neutral	7	25.0%	0	0.0%	3	23.1%	2	100.0%	1	50.0%	0	0.0%		
	4		Agree	8	28.6%	2	66.7%	5	38.5%	0	0.0%	1	50.0%	0	0.0%		
	5		Strongly agree	1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
			N	28		3		13		2		2		1			

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
30			**The Village should install medians as a traffic calming measure for residential streets.**														
	1		Strongly disagree	5	19.2%	1	33.3%	3	23.1%	0	0.0%	0	0.0%				
	2		Disagree	8	30.8%	2	66.7%	5	38.5%	0	0.0%	0	0.0%				
	3		Neutral	1	3.8%	0	0.0%	1	7.7%	0	0.0%	0	0.0%				
	4		Agree	6	23.1%	0	0.0%	3	23.1%	0	0.0%	1	100.0%				
	5		Strongly agree	6	23.1%	0	0.0%	1	7.7%	2	100.0%	0	0.0%				
			N	26		3		13		2		1					
31			**The Village should install striping as a traffic calming measure for residential streets.**														
	1		Strongly disagree	2	7.1%	0	0.0%	1	8.3%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	5	17.9%	1	33.3%	4	33.3%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	3	10.7%	0	0.0%	1	8.3%	0	0.0%	2	66.7%	0	0.0%		
	4		Agree	11	39.3%	1	33.3%	5	41.7%	0	0.0%	1	33.3%	1	100.0%		
	5		Strongly agree	7	25.0%	1	33.3%	1	8.3%	2	100.0%	0	0.0%	0	0.0%		
			N	28		3		12		2		3		1			
32			**The Village should require narrower streets as a traffic calming measure for residential streets.**														
	1		Strongly disagree	3	75.0%			1	50.0%			1	100.0%	1	100.0%		
	2		Disagree	0	0.0%			0	0.0%			0	0.0%	0	0.0%		
	3		Neutral	0	0.0%			0	0.0%			0	0.0%	0	0.0%		
	4		Agree	0	0.0%			0	0.0%			0	0.0%	0	0.0%		
	5		Strongly agree	1	25.0%			1	50.0%			0	0.0%	0	0.0%		
			N	4				2				1		1			
33			**The Village should encourage streets that connect with other subdivisions and commercial areas, as long as traffic calming measures are included on residential collector streets.**														
	1		Strongly disagree	6	20.7%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	4	13.8%	0	0.0%	4	30.8%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	5	17.2%	0	0.0%	2	15.4%	0	0.0%	2	66.7%	1	100.0%		
	4		Agree	9	31.0%	2	66.7%	4	30.8%	0	0.0%	0	0.0%	0	0.0%		
	5		Strongly agree	5	17.2%	1	33.3%	0	0.0%	2	100.0%	1	33.3%	0	0.0%		
			N	29		3		13		2		3		1			
34			**The Village should continue to build new off-street bicycle paths?**														
	1		Strongly disagree	1	3.4%	0	0.0%	1	8.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	2	6.9%	0	0.0%	1	8.3%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	9	31.0%	1	33.3%	6	50.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	5		Strongly agree	17	58.6%	2	66.7%	4	33.3%	2	100.0%	2	66.7%	0	0.0%	1	100.0%
			N	29		3		12		2		3		1		1	

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
35			**If the main roads under the Village's jurisdiction are rebuilt, on-road bicycle lanes should be provided.**														
	1		Strongly disagree	4	14.3%	1	33.3%	2	16.7%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	6	21.4%	2	66.7%	2	16.7%	0	0.0%	1	33.3%	0	0.0%		
	3		Neutral	1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	9	32.1%	0	0.0%	6	50.0%	0	0.0%	2	66.7%	0	0.0%		
	5		Strongly agree	8	28.6%	0	0.0%	2	16.7%	2	100.0%	0	0.0%	0	0.0%		
			N	28		3		12		2		3		1			
36			**Sidewalks should be provided on both sides of the street in all new residential developments.**														
	1		Strongly disagree	5	17.2%	0	0.0%	4	30.8%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	6	20.7%	0	0.0%	3	23.1%	0	0.0%	1	33.3%	0	0.0%		
	3		Neutral	4	13.8%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	1	100.0%		
	4		Agree	10	34.5%	3	100.0%	4	30.8%	0	0.0%	2	66.7%	0	0.0%		
	5		Strongly agree	4	13.8%	0	0.0%	2	15.4%	0	0.0%	0	0.0%	0	0.0%		
			N	29		3		13		2		3		1			
37			**Sidewalks should be provided on one side of the street in all new residential developments.**														
	1		Strongly disagree	4	14.3%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	2		Disagree	5	17.9%	3	100.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	5	17.9%	0	0.0%	2	16.7%	2	100.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	10	35.7%	0	0.0%	6	50.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%
	5		Strongly agree	4	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
			N	28		3		12		2		2		1		1	
38			**Sidewalks should be provided in low density residential areas.**														
	1		Strongly disagree	11	42.3%	1	50.0%	8	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	5	19.2%	1	50.0%	3	25.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%
	3		Neutral	7	26.9%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	1	100.0%	1	100.0%
	4		Agree	1	3.8%	0	0.0%	1	8.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	5		Strongly agree	2	7.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
			N	26		2		12		2		2		1		1	
39			**Sidewalks should be provided within all new commercial developments.**														
	1		Strongly disagree	2	7.1%	0	0.0%	1	8.3%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	2	7.1%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	9	32.1%	2	66.7%	5	41.7%	0	0.0%	1	33.3%	0	0.0%		
	5		Strongly agree	14	50.0%	1	33.3%	4	33.3%	2	100.0%	2	66.7%	0	0.0%		
			N	28		3		12		2		3		1			

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
40			**Landscaping along main roadways should be native plantings.**														
	1		Strongly disagree	2	7.1%	1	33.3%	1	7.7%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	1	3.6%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	4	14.3%	0	0.0%	1	7.7%	0	0.0%	1	33.3%	1	100.0%		
	4		Agree	5	17.9%	1	33.3%	2	15.4%	0	0.0%	1	33.3%	0	0.0%		
	5		Strongly agree	16	57.1%	0	0.0%	9	69.2%	2	100.0%	1	33.3%	0	0.0%		
			N	28		3		13		2		3		1			
41			**When rebuilt, maintain as much possible.**														
	1		Strongly disagree	1	3.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	4	14.8%	1	33.3%	1	7.7%	0	0.0%	1	50.0%	1	100.0%		
	4		Agree	6	22.2%	1	33.3%	3	23.1%	1	50.0%	0	0.0%	0	0.0%		
	5		Strongly agree	16	59.3%	1	33.3%	9	69.2%	1	50.0%	1	50.0%	0	0.0%		
			N	27		3		13		2		2		1			
42			**Storm water control should be required with all new and expanded roadways.**														
	1		Strongly disagree	1	4.0%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	4		Agree	5	20.0%	0	0.0%	2	18.2%	0	0.0%	1	33.3%	1	100.0%		
	5		Strongly agree	19	76.0%	3	100.0%	8	72.7%	1	100.0%	2	66.7%	0	0.0%		
			N	25		3		11		1		3		1			
43			**The Village should consider requiring porous pavements to be provided in certain parking lots and driveways in the Village of Homer Glen.**														
	1		Strongly disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	5	19.2%	1	33.3%	1	11.1%	0	0.0%	1	33.3%	1	100.0%	0	0.0%
	4		Agree	6	23.1%	1	33.3%	4	44.4%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	5		Strongly agree	15	57.7%	1	33.3%	4	44.4%	2	100.0%	1	33.3%	0	0.0%	1	100.0%
			N	26		3		9		2		3		1		1	
44			**The drainage ditches along the main roads under the Village jurisdiction should be left in place for environmental reasons.**														
	1		Strongly disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	2	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	9	32.1%	1	50.0%	4	33.3%	0	0.0%	2	66.7%	0	0.0%		
	5		Strongly agree	17	60.7%	1	50.0%	8	66.7%	2	100.0%	1	33.3%	0	0.0%		
			N	28		2		12		2		3		1			

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
45			**The Village should limit the lighting along the main roads under its jurisdiction.**														
	1		Strongly disagree	4	13.8%	1	33.3%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	3	10.3%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	3		Neutral	7	24.1%	1	33.3%	1	7.7%	0	0.0%	2	66.7%	1	100.0%	0	0.0%
	4		Agree	4	13.8%	1	33.3%	3	23.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	5		Strongly agree	11	37.9%	0	0.0%	8	61.5%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
			N	29		3		13		2		3		1		1	
46			**The Homer Glen gateway treatments are adequate.**														
	1		Strongly disagree	2	7.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	2	7.7%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	2	7.7%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	4		Agree	16	61.5%	2	100.0%	7	63.6%	1	50.0%	3	100.0%	1	100.0%		
	5		Strongly agree	4	15.4%	0	0.0%	2	18.2%	1	50.0%	0	0.0%	0	0.0%		
			N	26		2		11		2		3		1			
47			**The Village should replace the current gateway signs with gateway treatments that are larger, more unique, and have more landscaping.**														
	1		Strongly disagree	7	25.9%	1	33.3%	3	27.3%	0	0.0%	2	66.7%	0	0.0%		
	2		Disagree	11	40.7%	1	33.3%	7	63.6%	0	0.0%	1	33.3%	0	0.0%		
	3		Neutral	1	3.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	3	11.1%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	5		Strongly agree	5	18.5%	0	0.0%	1	9.1%	2	100.0%	0	0.0%	0	0.0%		
			N	27		3		11		2		3		1			
48			**The Village should support a future bus route along 159th Street.**														
	1		Strongly disagree	5	17.9%	0	0.0%	1	8.3%	2	100.0%	1	33.3%	0	0.0%		
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	5	17.9%	1	33.3%	2	16.7%	0	0.0%	0	0.0%	1	100.0%		
	4		Agree	7	25.0%	1	33.3%	4	33.3%	0	0.0%	1	33.3%	0	0.0%		
	5		Strongly agree	11	39.3%	1	33.3%	5	41.7%	0	0.0%	1	33.3%	0	0.0%		
			N	28		3		12		2		3		1			
49			**The Village should pursue funding to support a para-transit program within the Village of Homer Glen.**														
	1		Strongly disagree	4	13.8%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	3	10.3%	0	0.0%	1	8.3%	0	0.0%	1	33.3%	0	0.0%	1	100.0%
	3		Neutral	6	20.7%	0	0.0%	3	25.0%	0	0.0%	1	33.3%	1	100.0%	0	0.0%
	4		Agree	8	27.6%	2	66.7%	4	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	5		Strongly agree	8	27.6%	1	33.3%	2	16.7%	2	100.0%	0	0.0%	0	0.0%	0	0.0%

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
			N	29		3		12		2		3		1		1	
50			**The Village should fund the acquisition of areas that could function as share-a-ride parking areas.**														
	1		Strongly disagree	8	28.6%	2	66.7%	2	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	3	10.7%	0	0.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	3		Neutral	6	21.4%	0	0.0%	1	10.0%	0	0.0%	2	66.7%	1	100.0%	0	0.0%
	4		Agree	7	25.0%	1	33.3%	4	40.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	5		Strongly agree	4	14.3%	0	0.0%	1	10.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
			N	28		3		10		2		3		1		1	
51			**The Village should promote wide, naturally landscaped corridors for major roadways and consider these features integral to the transportation plan.**														
	1		Strongly disagree	3	11.1%	0	0.0%	1	10.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	3	11.1%	0	0.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	3		Neutral	1	3.7%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	4		Agree	9	33.3%	0	0.0%	6	60.0%	0	0.0%	1	33.3%	1	100.0%	0	0.0%
	5		Strongly agree	11	40.7%	3	100.0%	1	10.0%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
			N	27		3		10		2		3		1		1	
52			**The Village should develop a comprehensive network of multi-use trails and greenways to link residential subdivisions with schools, parks, shopping areas, public facilities, open spaces, forest preserves and other multi-use trails in the area.**														
	1		Strongly disagree	1	3.6%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	2		Disagree	4	14.3%	0	0.0%	2	18.2%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	3	10.7%	0	0.0%	1	9.1%	0	0.0%	1	33.3%	1	100.0%		
	4		Agree	3	10.7%	0	0.0%	3	27.3%	0	0.0%	0	0.0%	0	0.0%		
	5		Strongly agree	17	60.7%	3	100.0%	4	36.4%	2	100.0%	2	66.7%	0	0.0%		
			N	28		3		11		2		3		1			
53			**The Village should develop an integrated transportation and land-use plan for the Village that identifies an efficient pattern of land-use and a transportation-system design that minimizes congestion and through-traffic on roads under Village jurisdiction.**														
	1		Strongly disagree	3	10.3%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%		
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	3		Neutral	2	6.9%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	1	100.0%		
	4		Agree	9	31.0%	0	0.0%	8	66.7%	0	0.0%	1	33.3%	0	0.0%		
	5		Strongly agree	15	51.7%	3	100.0%	4	33.3%	0	0.0%	1	33.3%	0	0.0%		
			N	29		3		12		2		3		1			
54			**The Village should incorporate an assessment of the impact of regional transportation plans (State and County Roads) into the integrated transportation and land-use plan.**														
	1		Strongly disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
	2		Disagree	1	3.6%	0	0.0%	1	7.7%	0	0.0%	0	0.0%				
	3		Neutral	2	7.1%	0	0.0%	0	0.0%	0	0.0%	2	66.7%				
	4		Agree	9	32.1%	1	33.3%	7	53.8%	0	0.0%	0	0.0%				

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
	5		Strongly agree	16	57.1%	2	66.7%	5	38.5%	2	100.0%	1	33.3%				
			N	28		3		13		2		3					
55			**The Village should improve transportation safety on existing roadways by evaluating the need for guardrails, street lighting, roadway profiles, and other approaches.**														
	1		Strongly disagree	3	10.0%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	4	13.3%	0	0.0%	3	25.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	3		Neutral	1	3.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
	4		Agree	9	30.0%	0	0.0%	5	41.7%	0	0.0%	1	33.3%	0	0.0%	1	100.0%
	5		Strongly agree	13	43.3%	3	100.0%	2	16.7%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
			N	30		3		12		2		3		1		1	
56			**The Village should work with state and county transportation agencies to achieve the Village's objectives along state and county routes.**														
	1		Strongly disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			0	0.0%
	2		Disagree	1	3.4%	0	0.0%	1	7.7%	0	0.0%	0	0.0%			0	0.0%
	3		Neutral	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			0	0.0%
	4		Agree	7	24.1%	0	0.0%	5	38.5%	0	0.0%	1	50.0%			0	0.0%
	5		Strongly agree	21	72.4%	3	100.0%	7	53.8%	2	100.0%	1	50.0%			1	100.0%
			N	29		3		13		2		2				1	
57			**The Village should work with regional agencies and neighboring municipalities to expand opportunities for public transportation within Homer Glen.**														
	1		Strongly disagree	5	16.1%	0	0.0%	2	15.4%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	5	16.1%	0	0.0%	4	30.8%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
	3		Neutral	4	12.9%	1	33.3%	0	0.0%	0	0.0%	2	66.7%	1	100.0%	0	0.0%
	4		Agree	5	16.1%	1	33.3%	3	23.1%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	5		Strongly agree	12	38.7%	1	33.3%	4	30.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
			N	31		3		13		2		3		1		1	
58			**I would be willing to support additional tax funding that specifically is for transportation improvements.**														
	1		Strongly disagree	17	58.6%	1	50.0%	8	66.7%	2	100.0%	1	33.3%	0	0.0%		
	2		Disagree	4	13.8%	1	50.0%	2	16.7%	0	0.0%	1	33.3%	0	0.0%		
	3		Neutral	5	17.2%	0	0.0%	2	16.7%	0	0.0%	1	33.3%	1	100.0%		
	4		Agree	1	3.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	5		Strongly agree	2	6.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
			N	29		2		12		2		3		1			
59			**The Village should impose development impact fees for the additional cost to the transportation network that result from new development.**														
	1		Strongly disagree	1	4.0%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	2		Disagree	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3		Neutral	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and	
	4	Agree		5	20.0%	0	0.0%	2	18.2%	0	0.0%	2	66.7%	0	0.0%	1	100.0%
	5	Strongly agree		18	72.0%	2	100.0%	8	72.7%	2	100.0%	1	33.3%	0	0.0%	0	0.0%
			N	25		2		11		2		3		1		1	
60		**The Village should consider a utility tax as a means of funding for additional transportation improvements.**															
	1	Strongly disagree		15	55.6%	1	50.0%	7	70.0%	2	100.0%	2	66.7%	0	0.0%		
	2	Disagree		5	18.5%	1	50.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%		
	3	Neutral		4	14.8%	0	0.0%	1	10.0%	0	0.0%	1	33.3%	1	100.0%		
	4	Agree		1	3.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	5	Strongly agree		2	7.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
			N	27		2		10		2		3		1			
61		**The Village should consider an additional sales tax as a means of funding for additional transportation improvements.**															
	1	Strongly disagree		13	48.1%	1	50.0%	6	54.5%	2	100.0%	0	0.0%	0	0.0%		
	2	Disagree		3	11.1%	1	50.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	3	Neutral		7	25.9%	0	0.0%	3	27.3%	0	0.0%	3	100.0%	1	100.0%		
	4	Agree		1	3.7%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	5	Strongly agree		3	11.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
			N	27		2		11		2		3		1			
62		**The Village should consider a real estate transfer tax as a means of funding for additional transportation improvements.**															
	1	Strongly disagree		17	63.0%	1	50.0%	9	81.8%	1	50.0%	3	100.0%	0	0.0%		
	2	Disagree		3	11.1%	1	50.0%	2	18.2%	0	0.0%	0	0.0%	0	0.0%		
	3	Neutral		2	7.4%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	100.0%		
	4	Agree		2	7.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
	5	Strongly agree		3	11.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		
			N	27		2		11		2		3		1			
63		**The Village should consider a gasoline tax as a means of funding for additional transportation improvements.**															
	1	Strongly disagree		15	55.6%	1	50.0%	7	63.6%	2	100.0%	1	33.3%	0	0.0%		
	2	Disagree		1	3.7%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
	3	Neutral		2	7.4%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	1	100.0%		
	4	Agree		5	18.5%	1	50.0%	2	18.2%	0	0.0%	1	33.3%	0	0.0%		
	5	Strongly agree		4	14.8%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%		
			N	27		2		11		2		3		1			
64		**The Village should consider the use of special assessment districts as a means of funding for additional transportation improvements.**															
	1	Strongly disagree		10	37.0%	0	0.0%	6	50.0%	0	0.0%	2	66.7%	0	0.0%		
	2	Disagree		2	7.4%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%		

Polling Results

Question #	Choice #	Correct Answer		All Participants		Where do you live? - North of 159th / east of Parker		Where do you live? - North of 159th / west of Parker		Where do you live? - South of 159th / east of Parker		Where do you live? - South of 159th / west of Parker		Where do you live? - Outside of Village but in planni		Where do you live? - Outside of Village boundary and
	3	Neutral		2	7.4%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	1	100.0%	
	4	Agree		7	25.9%	2	100.0%	4	33.3%	0	0.0%	0	0.0%	0	0.0%	
	5	Strongly agree		6	22.2%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	
			N	27		2		12		2		3		1		
65		**The information presented at today's workshop was useful.**														
	1	Strongly disagree		1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	2	Disagree		2	7.1%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	
	3	Neutral		3	10.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	4	Agree		16	57.1%	2	100.0%	8	66.7%	0	0.0%	3	100.0%	1	100.0%	
	5	Strongly agree		6	21.4%	0	0.0%	2	16.7%	2	100.0%	0	0.0%	0	0.0%	
			N	28		2		12		2		3		1		
66		**The use of the keypad polling technology was useful.**														
	1	Strongly disagree		1	3.8%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	
	2	Disagree		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	3	Neutral		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	4	Agree		4	15.4%	0	0.0%	2	18.2%	0	0.0%	1	33.3%	1	100.0%	
	5	Strongly agree		21	80.8%	2	100.0%	8	72.7%	2	100.0%	2	66.7%	0	0.0%	
			N	26		2		11		2		3		1		
67		**Overall, the workshop was well run.**														
	1	Strongly disagree		2	7.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	2	Disagree		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	3	Neutral		2	7.4%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	0	0.0%	
	4	Agree		17	63.0%	1	50.0%	8	66.7%	0	0.0%	3	100.0%	1	100.0%	
	5	Strongly agree		6	22.2%	1	50.0%	2	16.7%	2	100.0%	0	0.0%	0	0.0%	
			N	27		2		12		2		3		1		
68		**The Village should undertake more public involvement sessions like this one.**														
	1	Strongly disagree		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	2	Disagree		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
	3	Neutral		2	7.7%	0	0.0%	0	0.0%	0	0.0%	2	66.7%	0	0.0%	
	4	Agree		3	11.5%	0	0.0%	2	16.7%	0	0.0%	0	0.0%	1	100.0%	
	5	Strongly agree		21	80.8%	2	100.0%	10	83.3%	2	100.0%	1	33.3%	0	0.0%	
			N	26		2		12		2		3		1		

Who is in the room?

Have you ever lied to your mother?

1. Never 7%
2. A few white lies 17%
3. Yes, but I never got caught 0%
4. More than I'd like to admit 31%
5. Too many times to count 7%
6. No comment 38%

Where do you live?

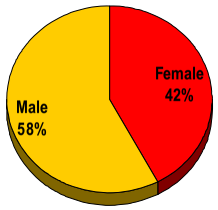
1. North of 159th / east of Parker 12%
2. North of 159th / west of Parker 60%
3. South of 159th / east of Parker 8%
4. South of 159th / west of Parker 12%
5. Outside of Village but in planning area 4%
6. Outside of Village boundary and planning area 4%

What is your age?

1. under 21 0%
2. 21-30 4%
3. 31-40 0%
4. 41-50 43%
5. 51-65 32%
6. 65+ 21%

What is your gender?

1. Female
2. Male



How many years have you lived in or near Homer Glen?

1. Less than one year 0%
2. 1-5 years 25%
3. 6-10 years 4%
4. 11-20 years 36%
5. 20+ years 36%

What is your primary mode of transportation?

1. Private automobile — 96%
2. Car-pool / van-pool — 0%
3. Bus — 0%
4. Train — 0%
5. Bicycle — 0%
6. Walk — 0%
7. Work at home — 4%
8. Does not apply — 0%

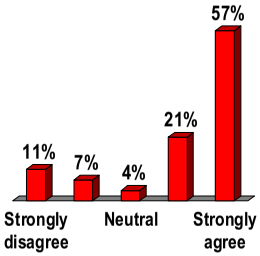
What is your household income?

1. Under $25,000 — 4%
2. $25,000 - $50,000 — 19%
3. $50,000 - $100,000 — 41%
4. Over $100, 000 — 37%

Roadway Standards & Traffic Flow

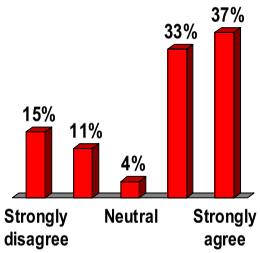
The Village should encourage the State of Illinois with the widening of 159th Street to a 4–lane road.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



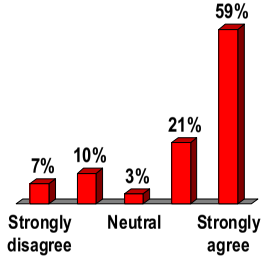
The Village should encourage Will County with the widening of 143rd Street to a 4–lane road.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



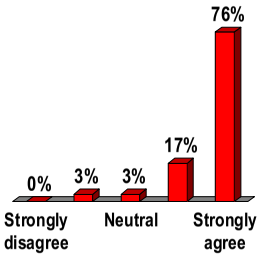
The Village should encourage Will County with the widening of Bell Road between 143rd Street and 159th Street to a 4–lane road.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



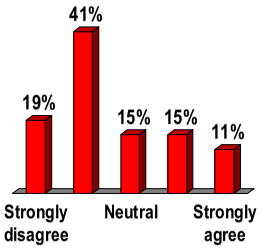
The Village should encourage Cook County with the widening of Bell Road from County Line to Archer to a 4–lane road.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should fund sidewalk improvements along 159th Street, 143rd Street, and Bell Road when those roadways are widened.

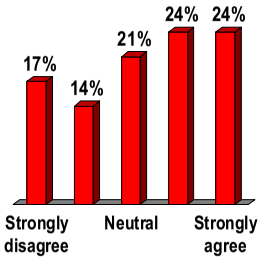
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should fund sidepath improvements along 159th Street, 143rd Street, and Bell Road when those roadways are widened.

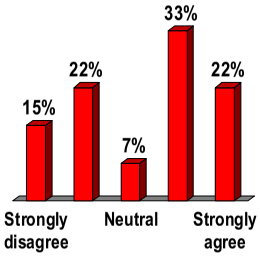
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree

(Note: sidepaths are wide asphalts strips that allow pedestrians and bicycles).



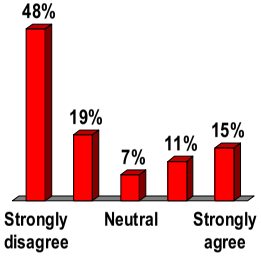
The Village should fund landscaping along 159th Street, 143rd Street, and Bell Road when those roadways are widened.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



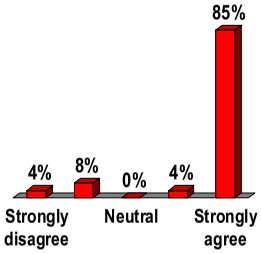
Sidepaths should be put on both sides of road.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



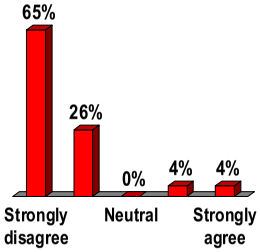
The Village should keep the 2-lane country roads with drainage swales as is.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



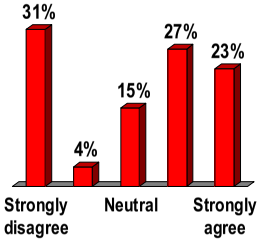
The Village should improve the main village roads with the use of curb and gutter and storm drain improvements.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



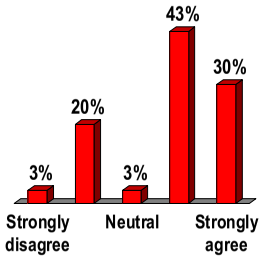
The Village should continue to pursue roundabouts at other intersections as traffic control measures.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



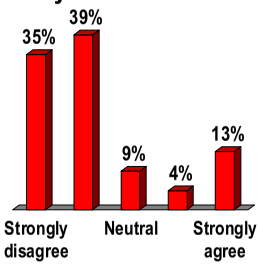
The Village roadways are adequately maintained.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should consider starting its own Public Works Department to maintain the roadways.

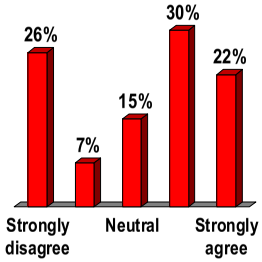
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Connectivity

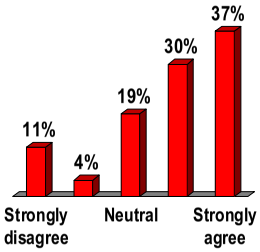
The Village should encourage residential collector streets that connect with other subdivisions and commercial/service areas.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should plan for reverse frontage roads along 159th Street.

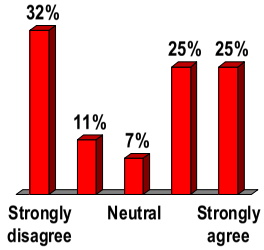
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Safety & Traffic Calming

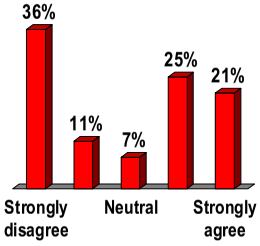
The Village should pursue photographic enforcement of intersections along main roadways.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



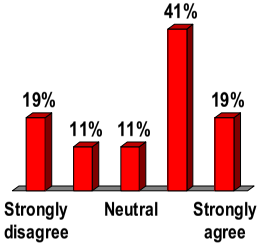
The Village should pursue additional lighting along main roadways.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



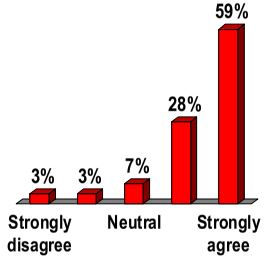
The Village should pursue speed display along main roadways.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



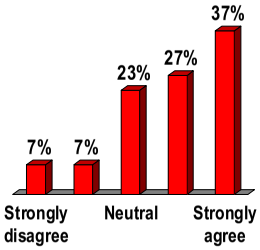
The Village should time the interrelated traffic signals for desired speed.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



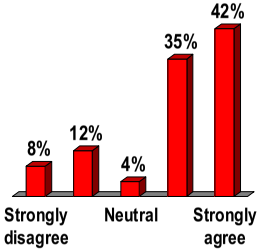
The Village should pursue increased police enforcement of traffic regulations.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



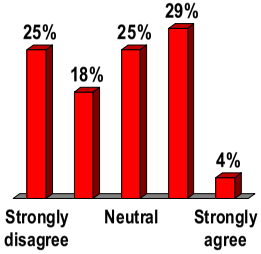
The Village should install speed humps as a traffic calming measure for residential streets.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



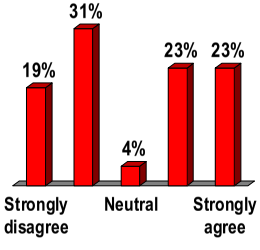
The Village should install curb bulb-outs as a traffic calming measure for residential streets.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



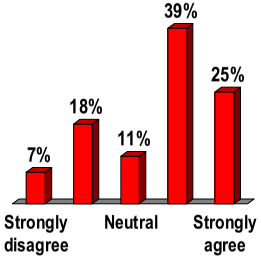
The Village should install medians as a traffic calming measure for residential streets.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



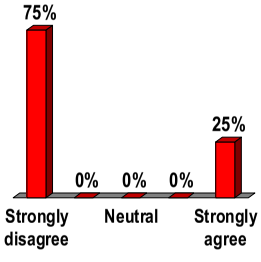
The Village should install striping as a traffic calming measure for residential streets.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



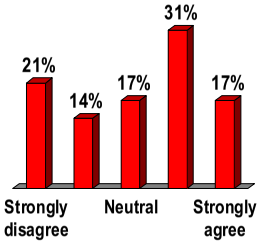
The Village should require narrower streets as a traffic calming measure for residential streets.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should encourage streets that connect with other subdivisions and commercial areas, as long as traffic calming measures are included on residential collector streets.

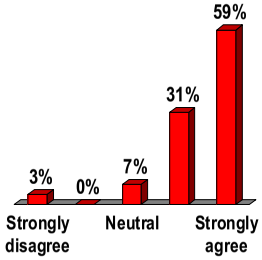
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Pedestrian & Bicycle Facilities

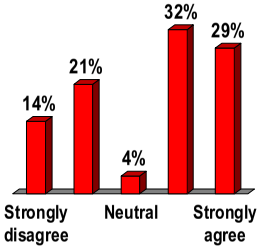
The Village should continue to build new off-street bicycle paths?

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



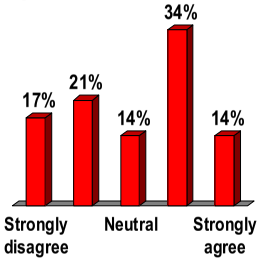
If the main roads under the Village's jurisdiction are rebuilt, on-road bicycle lanes should be provided.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



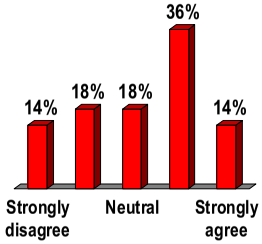
Sidewalks should be provided on both sides of the street in all new residential developments.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



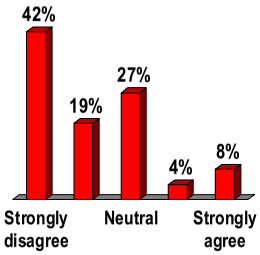
Sidewalks should be provided on one side of the street in all new residential developments.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



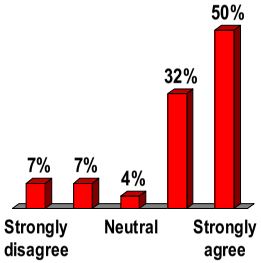
Sidewalks should be provided in low density residential areas.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Sidewalks should be provided within all new commercial developments.

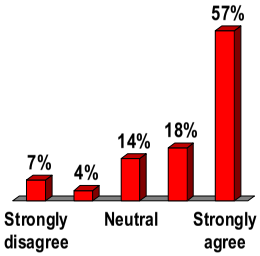
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Environment

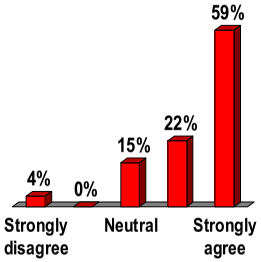
Landscaping along main roadways should be native plantings.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



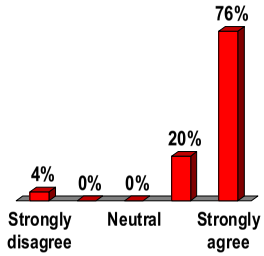
When rebuilt, maintain as much possible.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



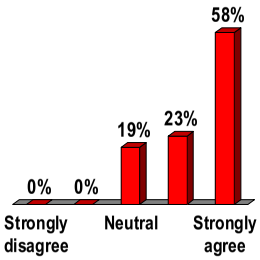
Storm water control should be required with all new and expanded roadways.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



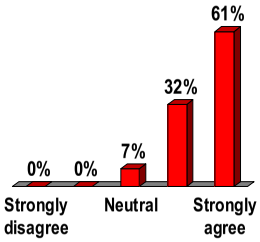
The Village should consider requiring porous pavements to be provided in certain parking lots and driveways in the Village of Homer Glen.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



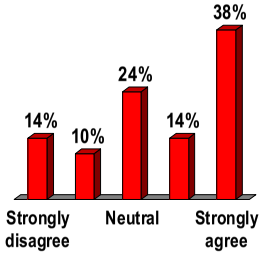
The drainage ditches along the main roads under the Village jurisdiction should be left in place for environmental reasons.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



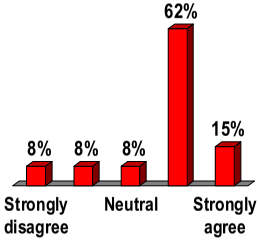
The Village should limit the lighting along the main roads under its jurisdiction.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



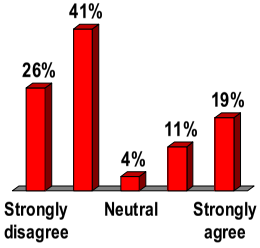
The Homer Glen gateway treatments are adequate.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should replace the current gateway signs with gateway treatments that are larger, more unique, and have more landscaping.

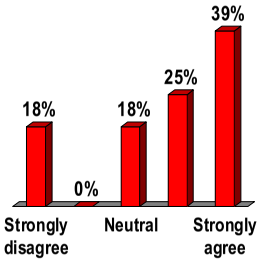
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Public Transit

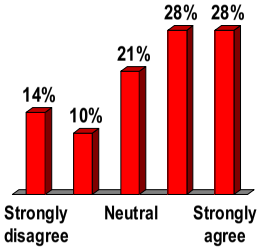
The Village should support a future bus route along 159th Street.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



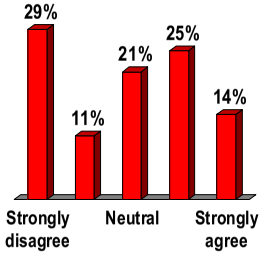
The Village should pursue funding to support a para-transit program within the Village of Homer Glen.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should fund the acquisition of areas that could function as share-a-ride parking areas.

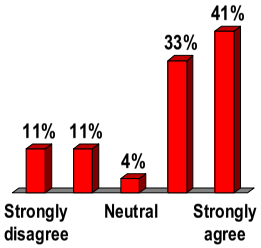
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Transportation Plan Objectives

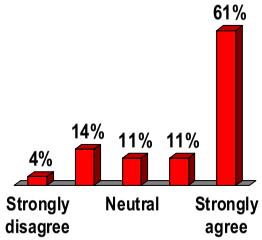
The Village should promote wide, naturally landscaped corridors for major roadways and consider these features integral to the transportation plan.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



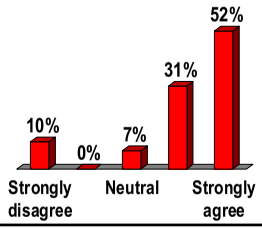
The Village should develop a comprehensive network of multi-use trails and greenways to link residential subdivisions with schools, parks, shopping areas, public facilities, open spaces, forest preserves and other multi-use trails in the area.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



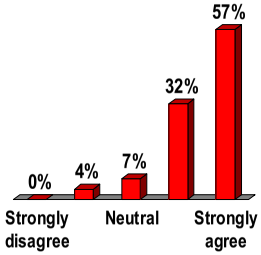
The Village should develop an integrated transportation and land-use plan for the Village that identifies an efficient pattern of land-use and a transportation-system design that minimizes congestion and through-traffic on roads under Village jurisdiction.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



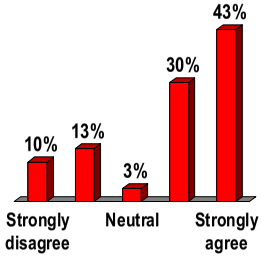
The Village should incorporate an assessment of the impact of regional transportation plans (State and County Roads) into the integrated transportation and land-use plan.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



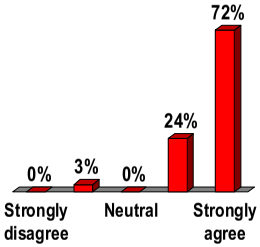
The Village should improve transportation safety on existing roadways by evaluating the need for guardrails, street lighting, roadway profiles, and other approaches.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



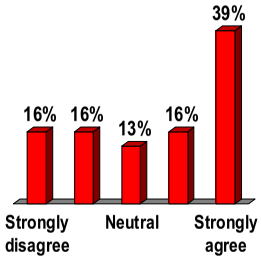
The Village should work with state and county transportation agencies to achieve the Village's objectives along state and county routes.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should work with regional agencies and neighboring municipalities to expand opportunities for public transportation within Homer Glen.

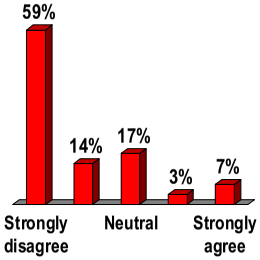
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Funding

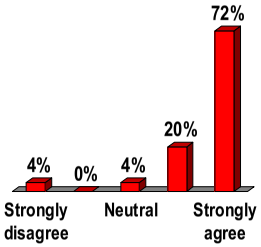
I would be willing to support additional tax funding that specifically is for transportation improvements.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



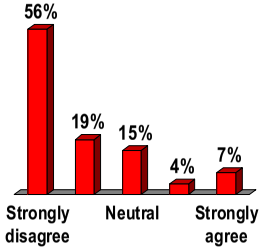
The Village should impose development impact fees for the additional cost to the transportation network that result from new development.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should consider a utility tax as a means of funding for additional transportation improvements.

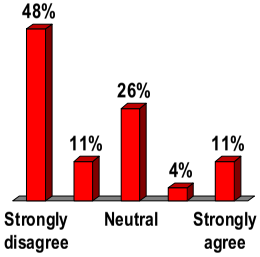
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should consider an additional sales tax as a means of funding for additional transportation improvements.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree

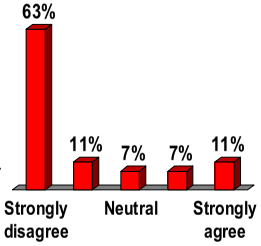
Note: the sales tax would be in addition to the current sales tax



The Village should consider a real estate transfer tax as a means of funding for additional transportation improvements.

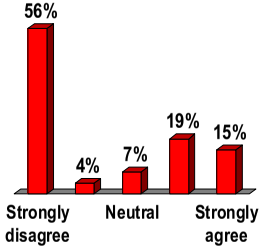
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree

Note: a real estate transfer tax is a fee when people sell their properties and move from the Village



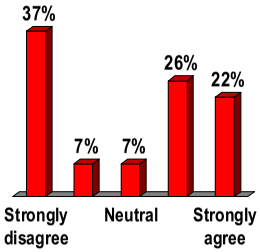
The Village should consider a gasoline tax as a means of funding for additional transportation improvements.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The Village should consider the use of special assessment districts as a means of funding for additional transportation improvements.

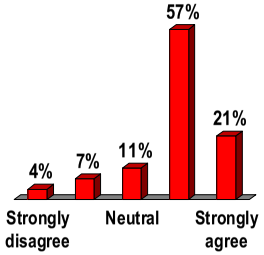
1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Workshop Evaluation

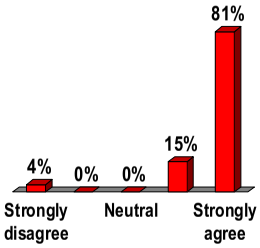
The information presented at today's workshop was useful.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



The use of the keypad polling technology was useful.

1. Strongly disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly agree



Traffic Calming

Please use the space below to list specific roadways where you feel that traffic calming measures should be implemented:

Hickory, Maple, Cedar
Stop signs-Cedar Road; 3 way at Walnut and Cedar Road; 4 way Spring Creek and Cedar;
-Speed limit curr. 30-traffic goes 45-55 mph anyway
South Bell Road and Hadley-blind area east on Hadley
159th & Bell Road, 143rd and Parker
Cedar Road, 143rd to Maple, Maple to 131st-Traffic exceeds 30 mph limit-go 40-50 in residential subdivision
Traffic calming should be used throughout all residential areas. 139th St., Cedar, and Maple should not be OVERUSED!
Lemont Rd!!! 171 to 143rd; Residents do live here and cars treat it as a super highway& are very prone to speeding here.
Cedar Road North of 143rd-Maple Road North of Hickory
East-west section of Parker Road-stop signs at curves-southbound and northbound; may limit passing on this section of road
Cedar-Walnut
Cedar-Walnut-Spring Creek

Pedestrian and Bicycle Facilities

Are there any particular areas, subdivisions, or roadway segments where you wish you could walk/bicycle, but you do not feel safe and wish facilities could be provided?

Oak Valley Subdivision-Bell-167th-Chi-Bloom Trail to Messenger Woods-Would like to see bike paths alongside roads (striped areas)
Oak Valley to 143rd to 131st (159th and Bell)
Yes, 139th St. to Spring Creek Woods
143rd Street to go to Dominicks
Creekwood has no path for bikes or walking

Additional Comments

Please use the space below to write any additional comments that you may have regarding transportation issues within Homer Glen:

Funding Via Vehicle Sticker?
More time on collectors is required!
Enforce noise pollution measures for loud vehicles especially on 159th-Too many wanna be Nascar drivers
Enforce traffic speeds, Enforce laws on loud car and motorcycles, seems that a lot of vehicles are driving without muffler, Drag racing on South Bell Road
143rd and Lemont Road, 143rd and Parker Need lights; too much of a backup of traffic
Vacant easements should be left natural with no landscaping on trails.
No medians in any residential streets-they are dangerous for bicycle riders and pedestrians especially when there are not sidewalks; no roundabouts
Could bus service to trains help reduce traffic?

Workshop Evaluation

Please use the space below to write any additional comments that you may have regarding the workshop:

Good meeting.
Some of this planning must be done on a regional level i.e. Cook & Will Co. Lemont +Homer+Lockport-You cannot just plan within our box of Homer Glen
Enjoyed it-very informative-liked the donuts
Sidewalks & Sidepaths-why both?
159th Widening-decrease speed limit?
Very informative
Need to leave enough time for questions: Answers or don't overload mtg. I felt rushed at end of this mtg and didn't feel like I could ask questions
Very informative and well done.
Well done presentation-am disappointed with the turnout of the residents
Informative
Very good
More needs to be done for our seniors and residents that don't or cannot drive-public transportation-Our Village provides no public transportation. Disregarding the PACE bus that is limited and difficult to use.