

Master Transportation Plan



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Section 1 – Introduction

The Village of Romeoville is a rapidly growing community in northern Will County. The population has grown over 70% since the year 2000 to approximately 37,000 residents making this Village one of the fastest growing Chicago Suburbs. With over 17 square miles within the Village boundary, Romeoville has many access points to Chicago and other suburbs via Interstate 55, Interstate 355 extension, and numerous arterials. Located adjacent to the Chicago Sanitary and Ship Canal, Romeoville has a link to Chicago harbors, the Great Lakes, and the Illinois-Mississippi waterways. Already close to O'Hare International and Midway Airport, Romeoville has its own Lewis Airport which serves commercial, industrial, and personal flight needs of Will County. Romeoville's neighboring communities include Bolingbrook, Lemont, Lockport, Crest Hill, and Plainfield. The recent growth in residential, commercial, and industrial development has contributed to an increase in traffic volumes throughout the community.

The primary goal of the Village of Romeoville Master Transportation Plan is to provide long term plans for accommodating the existing and future needs within the Village. Additionally, this Master Transportation Plan will address other aspects of the Village including transportation corridor beautification, bicycle/pedestrian facilities, traffic calming possibilities, and public transportation.

The following objectives illustrate how the Village of Romeoville can properly establish an efficient and effective transportation network:

1. Inventory of existing transportation facilities throughout the Village including streets, traffic signals, bicycle/pedestrian trails, and public transportation.
2. Define and identify the existing and conceptual transportation network classifications including interstate expressways, major arterials, secondary arterials, major collectors, and minor collectors.
3. Identify opportunities for improvements and future growth based on traffic needs and goals of the Village.
4. Compatibility and plan coordination with the Village of Romeoville Comprehensive Plan, Will County 2030 Transportation Plan, Illinois Department of Transportation (IDOT) Multi-Year Program (2009-2014), Chicago Metropolitan Agency for Planning (CMAP) 2030 Regional Transportation Plan for Northeastern Illinois, and previous traffic studies and master plans.
5. Improve transportation operations and/or safety in the Village by evaluating existing and potential traffic signals and traffic calming devices.
6. Evaluate public transportation throughout the Village as well as the Bicycle Trail Master Plan.
7. Explore opportunities for Village beautification by addressing existing streetscape plans.

Section 2 – Existing Transportation Network

A. Jurisdiction

As depicted on the Master Transportation Plan Exhibit (Attached in Appendix A), the Village of Romeoville consists of state, county, and locally maintained routes. The interstate highways system is under jurisdiction of the Illinois Department of Transportation (IDOT). Interstate 55 runs north-south adjacent to the Village and connects travelers to Chicago to the north, St. Louis to the south and beyond. The newly constructed Interstate 355 Tollway (under the jurisdiction of the Illinois State Toll Highway Authority) runs north-south several miles to the east of the Romeoville and provides a link to suburbs north and south of the Village. Both of the above mentioned interstates connect to east-west Interstate 80.

A main north-south road through the Village is Illinois Route 53 (Joliet Road) which is under the jurisdiction of the Illinois Department of Transportation. In addition, near the eastern border of Romeoville, New Avenue is an unmarked, state-maintained route. Several other state routes are located just outside the Romeoville borders including Illinois Route 126 (Plainfield Road), Illinois Route 7 (9th Street), and Illinois Route 171 (State Street). State roads follow the Illinois Department of Transportation (IDOT) standards.

The Will County Department of Highways currently has jurisdiction over three major roads in the Village of Romeoville including north-south Weber Road (County Route 88), east-west Renwick Road (County Route 36), and the generally north-south Veterans Parkway (County Route 11). Upon completion of the reconstruction of Veterans Parkway in 2009, the roadway will be jurisdictionally transferred to the Village of Romeoville.

All roads not listed as state, county, or federal routes are under the jurisdiction of the Village of Romeoville. Please refer to Table 2-1 and 2-2 (see page 4) for the full list of significant roads in the Village. Please note that minor collectors are not listed but are called out on the exhibit.

B. Functional Classification

Before the Village of Romeoville streets can be addressed, the functional classification of streets must be defined. Note that traffic volumes and street width do not determine the classification of the road; rather, the continuity, the land-use the street serves, and the way the street functions in the community are the determining factors. Please refer to Table 2-1 and 2-2 (see page 4) for the list of the main Romeoville roadway classifications. The Master Transportation Plan exhibit depicts the locations of all the classified streets. The following hierarchy of streets is based on the American Association of State Highway and Transportation Officials (AASHTO) functional highway system in urban areas:

1. *Interstate Expressway*

Typical uses are for regional and national trips. These routes are divided highways with no direct access to fronting properties. Direct access is limited to periodic interchanges.

2. *Major Arterial*

Many of the trips on a major arterial are trips that span an entire community and beyond to neighboring communities. However, they are meant to serve all types of trips. In many cases, properties fronting major arterials have limited access so as to not impede the traffic flow. Major arterials typically connect to other regional arterials and expressways to link cities and counties. Often under the jurisdiction of the State or County, these streets typically require a minimum of two lanes in each direction plus turn lanes. Traffic volumes greater than 15,000 vehicles per day can be expected.

3. *Secondary Arterial*

Also serving all types of trips, the primary use for secondary arterials are trips within the community. This street type is not meant to carry a significant amount of regional trips, however they do often connect to major arterials. The main purpose of the secondary arterial is to provide efficient traffic flow and increase the traffic capacity of the community. These roads also service adjacent land-uses with more access points than a major arterial. Secondary arterials do not normally penetrate residential neighborhoods. The majority of these streets are under the jurisdiction of the County or Village and typically carry under 15,000 vehicles per day.

4. *Major Collector*

The primary use for major collectors are trips within the community similar to the secondary arterial, but do not provide the connectivity to neighboring communities. The major collector provides connections between arterials but should not carry many regional trips. Access points to residential, commercial, and industrial areas are found on these streets. Traffic volumes can vary depending on the community and continuity of the street. In the Village of Romeoville, these streets are under jurisdiction of the Village and carry between 5,000 and 10,000 vehicles per day.

5. *Minor Collector*

Also known as a neighborhood collector, these streets typically are meant to serve only vehicle-trips generated to and from residential subdivisions, business developments, or industrial parks in the community. Minor collectors fuse traffic to the major collectors and eventually arterials. They are not meant as through streets and normally are no longer than one mile. Minor collectors are under Village jurisdiction and typically carry less than 5,000 vehicles per day.

6. *Residential*

Streets in the Village are considered as residential unless designated as arterials or collectors. These streets are only meant to connect residences within a neighborhood to collector roadways.

Table 2-1 Main East-West Roadways in the Romeoville Planning Boundary		
Road	Jurisdiction	Classification
Renwick Road / County Route 36	Will County	Major Arterial Route
135th Street / Romeo Road	Village of Romeoville	Secondary Arterial Route
Airport Road	Village of Romeoville	Secondary Arterial Route
Taylor Road	Village of Romeoville	Secondary Arterial Route and Major Collector Route
Normantown Road	Will County and Village of Romeoville	Secondary Arterial Route and Major Collector Route
Remington Boulevard	Village of Romeoville	Major Collector Route
Crossroads Parkway	Village of Romeoville	Major Collector Route
Bluff Road	Village of Romeoville	Major Collector Route

Table 2-2 Main North-South Roadways in the Romeoville Planning Boundary		
Road	Jurisdiction	Classification
Interstate 55 / Stevenson Expressway	State of Illinois	Interstate Freeway and Expressway Route
Weber Road / County Route 88	Will County	Major Arterial Route
IL Route 53 / Joliet Road / Independence Boulevard / Bolingbrook Drive	State of Illinois	Major Arterial Route
New Avenue	State of Illinois	Secondary Arterial Route
Veterans Parkway / Luther Drive	Village of Romeoville	Secondary Arterial Route
South Creek Parkway	Village of Romeoville	Secondary Arterial Route
Budler Road	Village of Romeoville	Major Collector Route

C. Federal Aid Routes

There are a number of Federal Aid Routes designated in the Village of Romeoville. Roads with this designation are eligible to receive funding from the Federal Highway Administration (FHWA). FAU Routes may be eligible for funding for widening/resurfacing or street lighting. Typically these routes are arterials or collectors and have connections to other Federal Aid Routes. The following is a list of the existing Federal Aid Interstate (FAI), Federal Aid Primary (FAP), and Federal Aid Urban (FAU) routes in the Village of Romeoville (refer to the Master Transportation Plan Exhibit for locations):

- Interstate 55 – FAI 0055
- Illinois Route 53 – FAP 0112
- Weber Road – FAP 0856
- Renwick Road – FAP 0351
- Veterans Parkway – FAU 0351
- 135th Street – FAU 0282
- New Avenue – FAU 0361
- Airport Road – FAU 3769
- Taylor Road – FAU 0286 (partial)
- Normantown Road – FAU 0281 and FAU 0351
- Belmont Drive – FAU 0345
- Montrose Drive – FAU 0348
- Murphy Drive – FAU 0283
- Troxel Avenue – FAU 0284

D. Truck Routes

Designated truck routes are intended to direct trucks to suitable roads which are always expressways, arterials, or collectors. They are also meant to keep trucks off local residential streets. Within the State of Illinois, sizes and weights of vehicles permitted to travel along all roadways within the State are governed by Chapter 625 of the Illinois Compiled Statutes, Section 5 (Illinois Vehicle Code), Chapter 15. Unless otherwise designated, all roadways within the State fall under the following two, general weight limit criteria:

1. Maximum single-axle load = 18,000 lbs. (9 tons)
2. Maximum multi-axle vehicle gross weight = 73,280 lbs. (36.34 tons)*

**Note that the Illinois Vehicle Code also includes specific details regarding distribution of the weight for vehicles with multiple axles, multiple spacing between axles, and criteria for widths and lengths of vehicles.*

The Illinois Vehicle Code has also established weight criteria for roadways that are specifically designated as Class I, Class II or Class III Truck Routes, summarized as follows:

- Class I Truck Routes include interstate highways, expressways, tollways, and other highways deemed appropriate by the Illinois Department of Transportation (IDOT), or the Local Agency responsible for roadway.

- Class II Truck Routes include major arterial routes that have at least 11-foot wide travel lanes and have been so designated by IDOT or the Local Agency.
- Class III Truck Routes include roadways that have lane widths of less than 11 feet, and have been so designated by IDOT or the Local Agency.

Those roadways that have been designated as Class I, II or III Truck Routes fall under the following general weight limit criteria:

1. Maximum single-axle loading = 20,000 lbs. (10 tons)
2. Maximum multi-axle vehicle gross weight = 80,000 lbs. (40 tons)

Two designated truck routes under State jurisdiction are present in the Village of Romeoville:

- Class I Truck Route – Interstate 55
- Class II Truck Route – Illinois Route 53

All other state, county, and local routes that have not been designated with specific weight restrictions follow the vehicle weight limit criteria under the Illinois Vehicle Code: Chapter 15 as previously described.

E. Bicycle and Pedestrian Trail System

The Village developed a comprehensive Bicycle Trail Master Plan in 2006. This Plan (Located in Appendix B), identifies the type and location of all existing, regional/other, future (by others), and plans for bicycle paths from 2006 to 2013. The bicycle path system follows the American Association of State Highway and Transportation Officials (AASHTO) design standards as follows:

- *Shared-Use Path*
These facilities are designed for pedestrians and bicycles only and do not connect to any motor vehicles traffic lanes. A sidewalk is not considered a shared-use path because they are typically not as wide and not meant for bicycle use.
- *Bicycle Lanes*
These are lanes usually designated with a line specifically for bicycles that are normally adjacent to motorist traffic lanes.
- *Signed Bicycle Routes*
These types of routes are typically shared with roadways and only specify bicycle use by signs (not separate lanes). They often connect to other bicycle facilities and offer a safer route than a regular road.

The existing and future bicycle paths depicted on the Bicycle Trail Master Plan traverse through neighborhoods, right-of-ways, and potential downtown areas in the Village. The bicycle trail key provides information about each path including: name, location, jurisdiction, owner, type of path, length, and estimated construction cost. This map also

shows key areas in the Village that would be of interest to bicyclist like schools, parks, and forest preserves. Future connections are shown to Romeoville's neighboring communities (Plainfield, Bolingbrook, Lemont, and Lockport).

F. Public Transportation

Metra Commuter Rail

The Metra Heritage Corridor line currently runs through the Village of Romeoville. This line runs from Joliet to Chicago Union Station with the nearest stops for Romeoville residents being 13th Street & State Street in Lockport and 101 Main Street in Lemont. Conceptual plans and discussions are currently underway to construct a new Metra Station located at the southwest quadrant of 135th Street and New Avenue in the Village of Romeoville.

Pace Suburban Bus

Pace Route 834 (Joliet to Lombard) runs along Illinois Route 53 (shown on Master Transportation Plan Exhibit) through the Village of Romeoville with several "Park-n-Ride" stops and shelters along the way. The main stop in Romeoville is at the Lewis University Administration Building which operates Monday through Friday from approximately 5:30am to 6:10pm northbound, and 8:00am to 9:00pm southbound. Saturday service is also available from 8:30am to 4:00pm northbound and 11:00am to 6:00pm southbound. Pace Route 834 connects to Route 855 (I-55 Flyer) which travels from Romeoville to downtown Chicago serving residents that work in the city. This bus line only operates in the morning and afternoons Monday through Friday and does not offer weekend service.

G. Transportation Corridor Beautification

Hitchcock Design Group prepared a Transportation Corridor Beautification study in February 2009 (Included in Appendix C). This study takes an inventory of the existing street and intersection matrix and offers improvement suggestions to make the Village of Romeoville more aesthetically pleasing. The study suggests items such as lighting, landscaping, banners, medians, paths, and ornamental fencing. The following are the descriptions of the streetscape improvements suggested in the report:

- *Proposed Streets Matrix*

The proposed street matrix is broken down into street prototypes, based on the level of proposed improvements. 135th Street, Weber Road, and Illinois Route 53 are the more visible and highly used streets into Romeoville and include a higher level of street improvements. 135th Street includes pedestrian level lighting due to its adjacent residential housing [plus] public and education amenities such as the Romeoville Recreation Center, Joliet Junior College, and future Romeoville Village Hall. In order to provide ornamental street lighting along 135th Street, the Village should consider relocating the current cobra head fixtures to Taylor Road and other needed locations since these fixtures are relatively new.

The proposed improvements include unifying the fencing and planting styles when along residential transportation corridors and providing additional pedestrian circulation through the addition of public sidewalks and multi-use paths as identified in Romeoville's Bike Trail Plan, as well as provide enhanced plantings at trail entries. Restrictions due to existing utility locations and easements will need to be studied on a case by case basis as each individual project moves forward. Specific site conditions [will] also be evaluated at that time to determine the opportunity for additional decorative wall treatments as part of the overall corridor enhancements.*

- *Proposed Intersections Matrix*

The proposed intersection matrix is broken down into three prototypes: primary intersection, secondary intersection, and tertiary intersection. The level of improvements is highest at the primary intersections and is scaled back at the secondary and tertiary intersections.

Gateways – Provides enhanced landscaping with larger Village identification signage. Modular block planting walls may be used to tie in with the existing improvements at Normantown Road and Illinois Route 53.

Boundary Markers – Identify the Village's limits and are smaller Village identification signs similar in size to the sign at North Weber Road.

Landscape Enhancements – Terraced walls with bold plant massing of color and textures to capture the attention from Interstate 55 at Weber Road and Airport Road.*

**Taken directly from the Transportation Corridor Beautification Study prepared by Hitchcock Design Group*

For the full description of the improvements proposed on all streets and intersections, see Appendix C for the Transportation Corridor Beautification Study.

Section 3 – Recommendations

Many of these recommendations are in conjunction with other established plans from the Village of Romeoville, State of Illinois, and Will County. The Romeoville Ultimate Improvement Plan Exhibit (Attached in Appendix D) illustrates all of the future transportation improvements in the Village.

A. Conceptual Roadway Network

As illustrated on the Master Transportation Plan and Ultimate Improvement Plan Exhibits, the following are new or extensions of existing collector roadways that would potentially improve the roadway network:

- Budler Road extending south from Helen Drive to Renwick Road connecting to Old Renwick Trail – This new alignment would link Renwick Road and Airport Road a half mile from the potential new Interstate 55 interchange. While a preliminary roadway alignment was previously evaluated by the Village, a firm alignment has not been selected. The final alignment would be determined by a future developer (as part of the development plan review process) or by a separate corridor or environmental study prepared by the Village. Note that land acquisition or dedication for roadway purposes would most likely be necessary to complete this major collector roadway link. In addition, the selection of the preferred alignment will need to be coordinated with ComEd, who owns property adjacent to the corridor.
- Highpoint Drive extending south/southwest from Serenity South to Airport Road and align with a future traffic signal at Airport Road – The former Local 150 Property entrance road would also be extended to serve the redevelopment of the site.
- Pinnacle Drive extending south to Renwick Road – This extension would make Pinnacle Drive a two-mile minor collector from Taylor Road to Renwick Road. An east-west road would also stem from Pinnacle Drive connecting to the Weber Road/Wal-Mart entrance intersection.
- Claire Avenue extending south through the Ward Property (fronting the east side of Weber Road from 135th Street to Taylor Road) to Taylor Road – Additionally, two east-west roads would stem from Claire Avenue to Weber Road at the Carillon Drive (S) and Lakewood Falls Drive intersections.
- Murphy Drive extending west of Malibu Drive and around the perimeter of Volunteer Park and connecting to the conceptual portion of Claire Avenue described above.
- Arlington Drive extending west to Superior Drive
- Enterprise Drive turning and extending northeast from Illinois Route 53 to Bolingbrook Drive – Chambers Drive will also be extended southeast to Illinois Route 53 to connect to the “loop”.
- Chicago Tube Drive extending west to Pinnacle Drive

B. Future Improvements

In addition to the above mentioned new alignments, several other roadway improvements are planned in the Village of Romeoville. The following improvements are part of the Will County 2030 Transportation Plan (Copy of Figure 9-1b, "Roadway Unconstrained Plan Projects by Type" is included in Appendix E):

- Widen Interstate 55 to six lanes from approximately Wilmington-Peotone Road to Weber Road – State of Illinois project
- New full interchange at Interstate 55 and Airport Road – Joint State of Illinois, Village of Romeoville project
- Upgrade the partial interchange at Interstate 55 and Illinois Route 126 – Illinois Route 126 is also planned to be widened to four lanes. This project is also part of the Illinois Department of Transportation's (IDOT) Multi-Year Program as a 2010-2014 proposed highway improvement and would likely be a joint State of Illinois, Village of Romeoville, and Bolingbrook project.
- Widen Weber Road to six lanes from approximately U.S. Route 30 to Royce Road – Although not part of the Will County 2030 Transportation Plan, a study has been done to improve the Interstate 55/Weber Road interchange in conjunction with this project. The Weber Road Feasibility Study completed by McDonough Associates Inc. (January 2009) specifies project limits on Weber Road from 119th Street to 135th Street and covers different alternatives for the interchange improvement. This would be a State of Illinois and Will County project.
- Widen Renwick Road to four lanes from approximately Illinois Route 59 to Illinois Route 53 – Likely Will County project

In addition to the above mentioned Illinois Route 126 interchange improvement, the following roads are also part of the Illinois Department of Transportation's (IDOT) Multi-Year Program (2009-2014) to be improved:

- Illinois Route 53 from Joliet Road to 75th Street
- New Avenue from Illinois Route 171 to the Village of Lemont
- Joliet Road from Illinois Route 53 to St. James Gate Drive
- Also included but not within the Romeoville Village limits are 9th Street and Illinois Route 171.

The traffic on all Romeoville streets will be monitored for capacity needs. The Village will prepare for future roadway improvements by preserving sufficient right-of-way when new developments come in to allow for roadway expansion and compliance with the already instituted Village typical section standard details (Attached in Appendix F). Secondary arterials in the Village like Airport Road, 135th Street, and Taylor Road should begin to preserve the 100 foot right-of-way for future expansion with the recent

development in these areas. The Village of Romeoville will likely widen Airport Road to five lanes due to the future Interstate 55 interchange. All new roads and improvements should follow the Romeoville Standards with respect to right-of-way width, pavement width, pavement sections, curb & gutter types, and possible medians. Refer to Table 3-1 below for the right-of-way and pavement widths of the different street classifications which is consistent with the Village of Romeoville Code of Ordinances.

Table 3-1 Romeoville Street Design Guidelines		
Street Classification	Right-of-Way Width	Pavement Width
Major Arterial	120-150 feet	State Standards
Secondary Arterial	100 feet	(2) 24 feet E-E plus median
Major Collector	100 feet	40 feet E-E
Minor Collector	80 feet	36 feet E-E
Local Residential	66 feet	29 feet E-E

C. Village Ordinance

In Title XV: Land Usage of the Village of Romeoville Code of Ordinances, Sections 158 and 159 have definitions for Arterial Streets, Collector Streets, and some overlapping definitions of Major and Minor Streets (Attached in Appendix G). The definitions in the Romeoville Ordinance are similar to the definitions based on American Association of State Highway and Transportation Officials (AASHTO) in Section 1, Part B of this report; however, some of the wording in the Ordinance is not consistent. For example, the Street Collector definition refers to itself as a principal arterial. There are many similar definitions as well. These functional classifications in this report are more detailed and offer more Village specific descriptions of the roadways with approximate traffic volumes and probable jurisdictions. Table 3-2 identifies the street classifications in this report (based on AASHTO) with a cross-reference to the terminology found in the Village of Romeoville Code of Ordinances, Title XV: Land Usage, Sections 158.004 and 159.003.

Table 3-2 Street Classifications	
Master Transportation Plan (Definitions on Pages 2-3)	Romeoville Code of Ordinances (Definitions in Appendix G)
Interstate Expressway	"Street, Expressways"
Major Arterial	"Street, Arterial"
Secondary Arterial	"Street, Major"
Major Collector	"Street, Collector"
Minor Collector	"Street, Residential - Collectors" & "Street, Minor"
Local Residential	"Street, Residential Access" & "Street, Interior"

The street design and section guidelines and typical section standard details in the Ordinance are consistent with the roadway designations in this Master Transportation Plan. As mentioned above, the typical section standard details can be found in Appendix F of this report.

D. Traffic Signals

Existing and conceptual/future traffic signals in the Village of Romeoville are depicted on the Master Transportation Plan Exhibit. Intersections will continually be monitored for capacity needs and crash occurrences. Pedestrian/bicyclist push button signals and crosswalks should be installed if existing or future sidewalks or multi-use paths are expected (Refer to the Bicycle Trail Master Plan). New signals shall be installed at intersections when signal warrants are met. The following is a list of proposed traffic signals in the Village:

1. Normantown Road just west of Weber Road – Two signals to service the existing warehouse and proposed Weber Town Center development which includes Rasmussen College.
2. 135th Street and Grand Boulevard/Sunset Pointe – This signal will provide safe access to the new Romeoville Village Hall.
3. Illinois Route 53 and Material Services access drive/Romeoville High School proposed drive.
4. Highpoint Drive proposed extension and Airport Road – This proposed signal would serve as the main access point to the former Local 150 Property and redevelopment of the site.
5. Renwick Road and the proposed Meijer entrance (approximately 1,000 feet east of Weber Road)
6. Renwick Road and Gayload Road/Mistwood Golf Club entrance
7. Chambers Drive and Illinois Route 53
8. Budler Road and Renwick Road
9. Illinois Route 53 and Greenwood Avenue – This future signal will provide direct access to the future downtown redevelopment.

All new or improved traffic signals and intersection control projects should follow standards and practices identified in the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), the Illinois Department of Transportation's (IDOT) Illinois Manual on Uniform Traffic Control Devices (IMUTCD), Institute of Transportation Engineers (ITE) publications, and the Transportation Research Board's (TRB) Highway Capacity Manual (HCM).

E. Traffic Calming

Traffic calming is the practice of managing traffic speeds/volumes and mitigating the impacts of air pollution, noise, crashes, and making the neighborhood safer for motorists,

bicyclists, and pedestrians. Many forms of traffic calming often increase the opportunities for green space in public right-of-ways as well.

The primary goal of traffic calming is reducing the speed of motor vehicles, especially in areas that attract pedestrians and bicyclists. The Village of Romeoville has developed a Traffic Calming Policy (Attached in Appendix H) that uses three approaches which can be used alone or in concurrence and are described below:

1. *Enforcement*

Increased police enforcement is effective at targeting high speeds during specific times. However, the police department does not have sufficient resources to provide continuous enforcement over a sustained period in all neighborhoods. Therefore, while speeds are rapidly reduced with an officer present, they also return to their previous level when the targeted enforcement moves to other areas. The police department does select specific streets to enforce each month.*

2. *Education*

Education is the process of making drivers aware of their speeds in relation to the neighborhoods they are traveling in. Several programs exist to notify drivers of their responsibility to obey traffic laws. One example is the "Share the Road" sign to identify that both bicycles and automobiles have rights and responsibilities while using the roadway.*

3. *Physical Changes*

To help control excessive speeds or unwanted cut-through traffic, physical modifications can be made to a roadway to force cars to slow down, or to deter unnecessary traffic. These physical changes can be as simple as on-street parking and planting trees between the sidewalk and curb, to constructing speed tables to slow traffic.*

** Taken directly from the Village of Romeoville Traffic Calming Policy*

Romeoville has also developed a Traffic Calming Assessment Form (Attached in Appendix H) which determines which types of traffic calming are necessary for a specific road, if any. Some of the input factors on the form are traffic volume, speed, accidents, schools, pedestrian areas, funding sources, and driveway density. This form should be used as a tool to assist in determining traffic calming needs of existing facilities throughout the Village along with Village Staff and citizen input. Many opportunities for traffic calming may arise with the potential Romeoville Town Center and Spartan Plaza Area Redevelopment illustrated in the Village of Romeoville Comprehensive Plan. Traffic calming measures such as traffic circles, landscape medians, speed humps, paver bricks, and on-street parking are some of the few options available. Many of these types of traffic calming devices can be done in conjunction with streetscapes plans and improvements proposed in the Transportation Corridor Beautification study referenced in part G. of the Existing Transportation Network section.

F. Potential Federal Aid Routes

The existing Federal Aid Routes are listed above in part C. of the Existing Transportation Network section. These routes are eligible to receive funding from the Federal Highway Administration (FHWA) for certain transportation and/or enhancement improvements. The Village of Romeoville is currently in the process of adding streets to the Federal Aid System, and should continue to monitor the need to include additional roadways. A street recommended for Federal Aid Urban (FAU) function re-classification needs to meet the following criteria:

1. Beginning and ending termini must be existing FAU Routes
2. Existing roadway classification is either an arterial or a collector (connects to the arterial system, connects commercial and industrial areas to arterials, and spacing minimum of a half mile apart).
3. Logical addition to the Federal Roadway Network System

The following are the streets that the Village of Romeoville is currently recommending be added as Federal Aid Routes:

- Taylor Road (FAU 0286) – Extend west from Troxel Avenue to Interstate 55 Frontage Road (Taylor Road is currently only an FAU Route from Illinois Route 53 to Troxel Avenue).
- South Creek Parkway – Airport Road (FAU 3769) currently is an FAU Route from the west (beyond Village limits) to Illinois Route 53. Airport Road is currently not a through road from South Creek Parkway to Illinois Route 53. The Village is requesting to move the FAU classification from this vacant portion of Airport Road to South Creek Parkway which connects to Taylor Road to the north.
- Belmont Drive (FAU 0345) – Extend designation for this new segment of road south to Taylor Road.
- Normantown Road / Budler Road – Normantown Road east of Weber is currently designated as FAU 0281. FAU classification of Normantown Road / Budler Road is being requested from Weber Road to Airport Road.
- Crossroads Parkway – The Village is requesting FAU classification of Crossroads Parkway from Normantown Road to the Romeoville Village limits (just west of Veteran's Parkway). The Village of Bolingbrook is currently requesting FAU designation for the eastern portion of Crossroads Parkway which lies in their Village limits (from Veteran's Parkway to Joliet Road).
- Remington Boulevard – The Village is requesting FAU classification of Remington Boulevard from Weber Road to the Village limits (115th Street). The Village of Bolingbrook is currently requesting FAU designation of Remington Boulevard which lies within their corporate limits (from 115th Street to Illinois Route 53).

G. Public Transportation

Metra Commuter Rail

The Village of Romeoville needs to continue to pursue the funding and construction of the new Metra Station at the southwest quadrant of 135th Street and New Avenue. This future station/stop along the Metra Heritage Corridor line would provide a vital link to future development in the Village. Additionally, it would bring commuters to Romeoville, particularly major employment hubs such as the Citgo Oil Refinery. This future station/stop would provide weekday service and be a great connection for residents and commuters to downtown Chicago.

Pace Suburban Bus

An expanded Pace Suburban Bus service in the Village would be necessary to fully achieve the benefits of a new Metra Station. A future Pace service could link the western part of the Village to the train station allowing more residents and businesses to take advantage of the rail system. A May 10, 2007 Pace online article titled "Moving into the Future" stated that Will County residents could expect new regional routes serving more of Will County via Weber Road amongst others when additional transit funding is available. It is recommended that the Village of Romeoville explore opportunities to expand the bus service.

Paratransit Service

Pace ADA (Americans with Disabilities Act) Paratransit Service is a program for individuals with disabilities that cannot use conventional fixed-route bus and rail services. It is a shared-ride program that operates on a similar schedule to the fixed-route services. The Paratransit lift-equipped vans and buses provide curb-to-curb service for people in the program. Customers must apply with the Regional Transportation Authority (RTA) to determine if they are eligible. Once eligible, passengers make arrangements to be picked up in areas extending three quarters of a mile to either side of the regular fixed Pace Bus routes.

The Village of Romeoville should investigate opportunities to increase the availability and expand the Paratransit Service to more areas of the Village in conjunction with expanding the Pace Bus service mentioned above. A fully operational Paratransit Service like this would also benefit the future Metra Station. These three major public transportation enhancements would potentially decrease the traffic congestion and pollution in the Village.

Section 4 – Conclusion

This Village of Romeoville Master Transportation Plan is an essential building block that took an inventory of the existing network and identified opportunities and goals for future growth in the Village. This Plan, in conjunction with the other referenced plans and studies, will serve as tools for Village Officials and Staff to evaluate the transportation needs and wants of Romeoville. This dynamic plan should be continually reviewed and updated to comply with the ever-changing requirements of a Village on the rise.

Appendix A

Romeoville Master Transportation Plan Exhibit

Appendix B

Romeoville Bicycle Trail Master Plan

Village of
Romeoville
Community with Pride



Bicycle Trail Legend

-  Schools
-  Parks
-  Forest Preserve
-  Existing Trail
-  Regional / Other
-  Future Trails (By Others)
-  2006 Improvements
-  2007 Improvements
-  2008 Improvements
-  2009 Improvements
-  2010 Improvements
-  2011 Improvements
-  2012 Improvements
-  2013 Improvements



**Hitchcock
Design Group**
Crowd Pleasing Places®

January 10, 2006

Appendix C

Transportation Corridor Beautification Study

Village of Romeoville

Transportation Corridor Beautification

Prepared by
Hitchcock Design Group
February 18, 2009

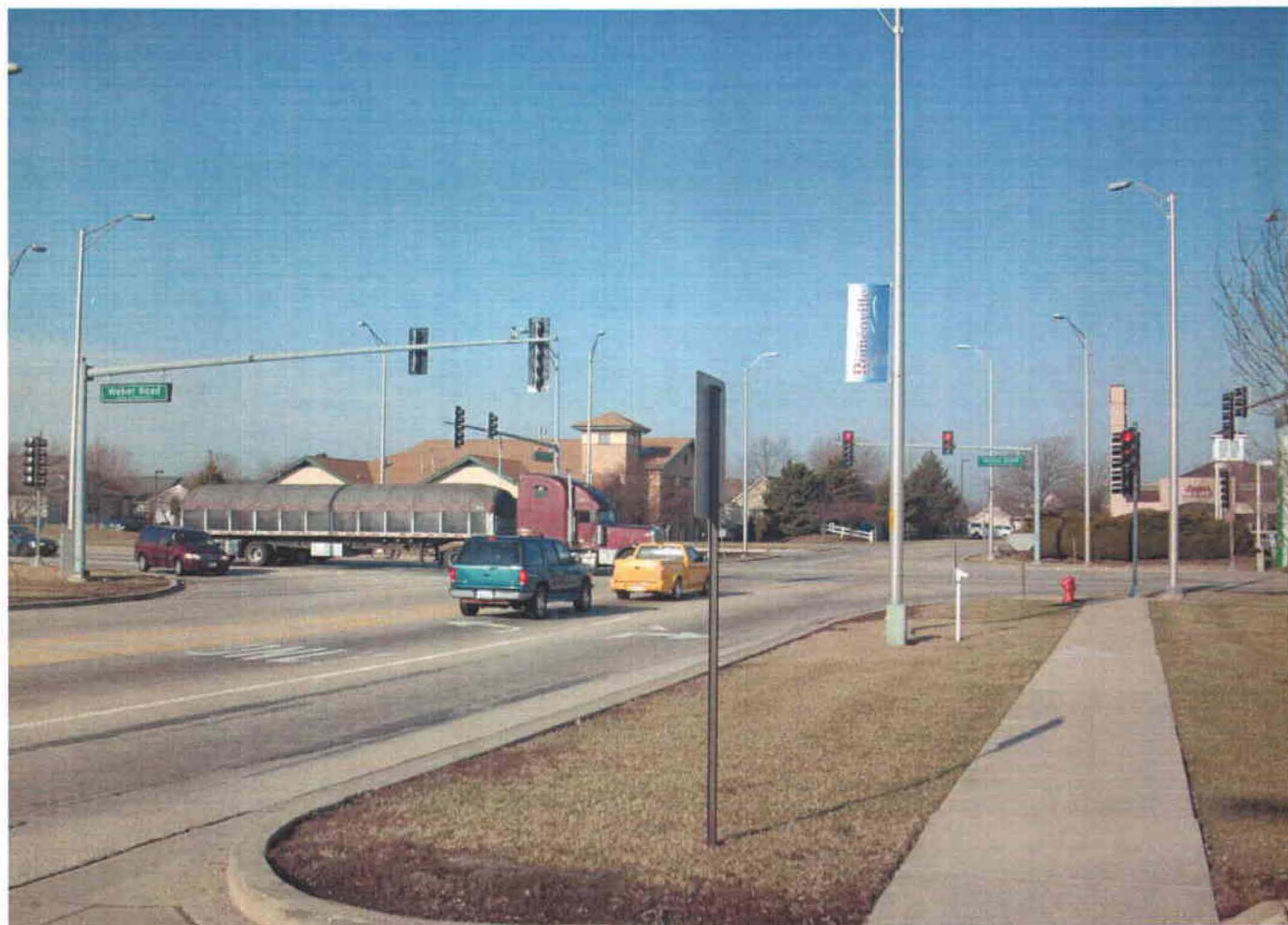
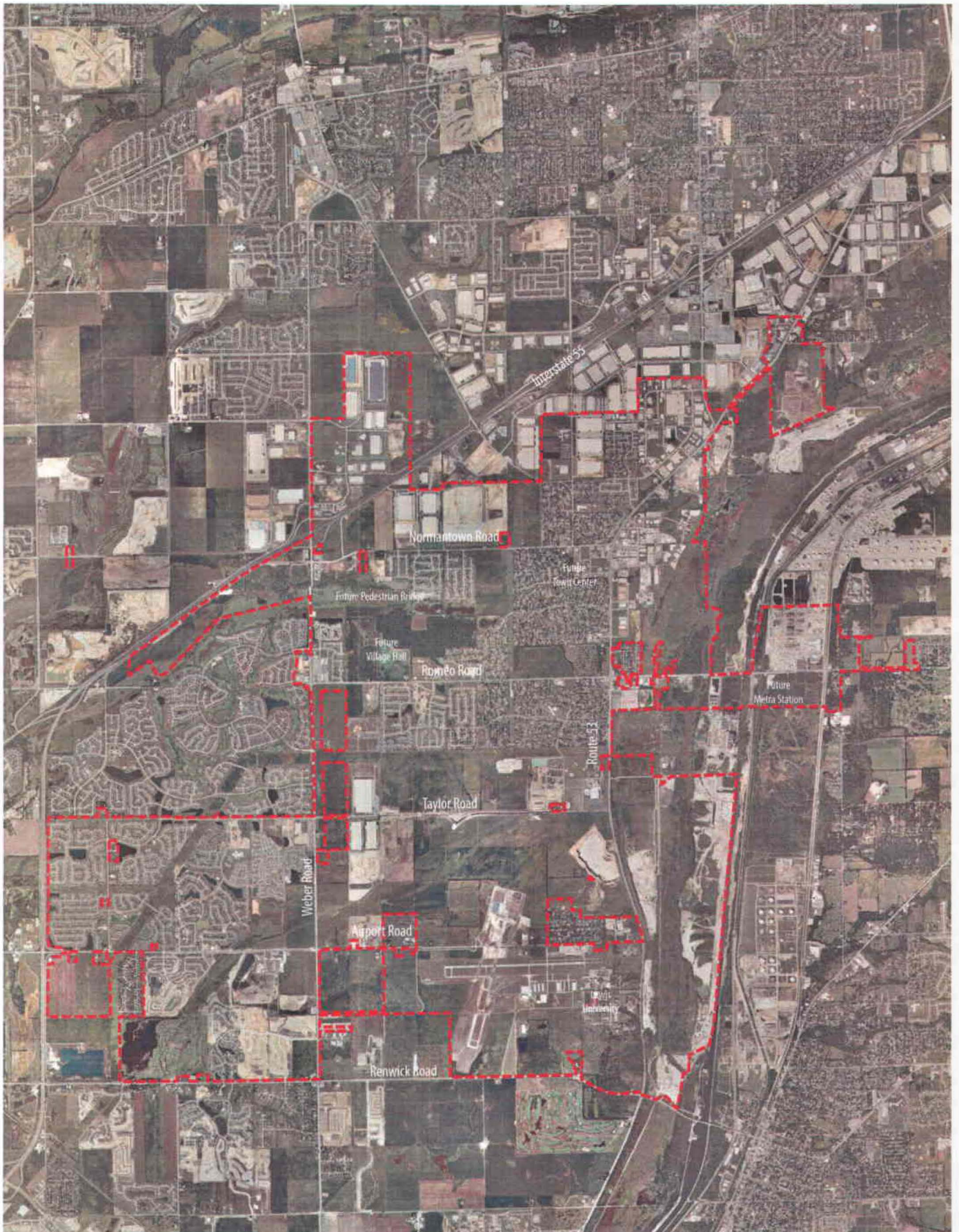


Table of Contents

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Referenced Documents.....	4
Design Organization Summary.....	5
Street Enhancements.....	6
Intersection Enhancements.....	14



Study Area

Referenced Documents

Existing Planning Documents

1. Comprehensive Plan - Romeoville Recreation Department – June 1998
2. Bicycle Transportation Plan
3. Open Space and Park Land Acquisition Master Plan (5 year plan) – February 2005
4. Romeoville Downtown Master Plan – October 2003
5. Zoning Map
6. Land Use Map

Other Documents

1. Route 53 Beautification Construction Documents – February 2007
2. Route 53 Island Beautification – Phasing Plan – February 2007
3. Normantown Road Islands – Schematic and Construction Documents
 - a. Islands 2 and 3 installed
 - b. Island 1 not installed
4. Citgo - Landscape Improvements
5. Bike Trail Signage and Nodes

Existing Transportation / Village Identity Improvements

1. Route 53 and Normantown Road
 - a. Modular retaining wall with Village signage
 - b. Planting buffer
 - c. Solid PVC fence style
2. Normantown Road Medians
 - a. Modular retaining wall
 - b. Street trees
 - c. Ornamental plantings
 - d. Electric source for holiday lighting
 - e. Drip irrigation
3. Romeo Road
 - a. Modular retaining wall
 - b. Ornamental plantings
 - c. Park signage
 - d. Banners on Cobra head lighting

Design Organization Summary

1. West Romeo Road

- a. existing amenities
 - i. cobra head lights, banners, O.H. and buried utilities, on-street parking, public sidewalk, planned multi-use path
- b. primary land uses
 - i. residential, parks and rec center, future civic center, educational facilities
- c. road cross section
 - i. speed limit 25-35
 - ii. 4 to 2 lanes with 66' R.O.W.
 - iii. parkway trees and plantings
- d. corridor character and conditions
 - i. slower vehicular traffic
 - ii. pedestrian oriented
 - iii. local destinations
- e. recommended street prototype A

2. Normantown, East Romeo Road

- a. existing amenities
 - i. cobra head lights, O.H. and buried utilities, parkway trees and plantings, public sidewalk, multi-use path
- b. primary land uses
 - i. residential, industrial
- c. road cross section
 - i. speed limit 30-35
 - ii. two lanes with 54'-66' R.O.W.
 - iii. paved medians and proposed landscaped medians
 - iv. parkway trees
- d. corridor character and conditions
 - i. mixed character
 - ii. bridge crossing
 - iii. slower vehicular traffic
 - iv. some pedestrian oriented areas
 - v. primary route to planned downtown district, primary intersections, and gateways
- e. recommended street prototype B

3. North Route 53, Weber

- a. existing amenities
 - i. cobra head lights, O.H. and buried utilities, chain link fence and vinyl fence
- b. primary land uses
 - i. business with some residential and some industrial
- c. road cross section
 - i. speed limit 45
 - ii. 4 lanes with 90'-100' R.O.W.
 - iii. paved and landscaped medians
 - iv. parkway trees and plantings
- d. corridor character and conditions
 - i. primarily vehicular oriented with local and regional destinations
 - ii. commuter, pass through, and truck traffic to I-55 and distribution centers
 - iii. passes through primary intersections
 - iv. heavily signed for vehicular visibility
- e. recommended street prototype C

4. South Route 53

- a. existing amenities
 - i. cobra head lights, O.H. and buried utilities, chain link fence
- b. primary land uses
 - i. industrial and educational
- c. road cross section
 - i. speed limit 45
 - ii. 4 lanes with 90' ROW
 - iii. paved medians with proposed landscaped medians
 - iv. some parkway trees and plantings
- d. corridor character and conditions
 - i. primarily vehicular oriented with regional destinations
 - ii. commuter, pass through, and truck traffic to I-55 and distribution centers
 - iii. unsightly industrial property and scrub growth
- e. recommended street prototype C1

5. Veterans, Taylor, Airport

- a. existing amenities
 - i. cobra and ornamental lights, O.H. and buried utilities, chain link fence
- b. primary land uses
 - i. industrial, airport
- c. road cross section
 - i. speed limit 40
 - ii. 4 to 2 lanes with 60' R.O.W.
 - iii. planted medians at Veterans Parkway
- d. corridor character and conditions
 - i. primarily vehicular oriented with regional destinations
 - ii. pass through and truck traffic to I-55, airport, and distribution centers
- e. recommended street prototype D

6. Renwick, Miscellaneous Secondary Roads

- a. existing amenities
 - i. cobra head lights, mixed utilities, mixed fencing, subdivision entry monuments and landscaping, some public walks
- b. primary land uses
 - i. residential with some industrial
- c. road cross section
 - i. primarily 2 lanes with 60' R.O.W.
 - ii. some paved medians
- d. corridor character and conditions
 - i. primarily newer subdivisions, but vehicular oriented
- e. recommended street prototype D

1

Streets

Existing Streets Matrix

Hitchcock Design Group conducted a site inventory for each street within the Village of Romeoville limits that the Village identified as a higher visibility area. The existing streets matrix below identifies a list of existing improvements for each street based on our field observations. The existing utilities were not inventoried as part of this study and will need to be researched when specific improvement locations are identified to move forward.

The right of ways for each street differs in width and also varies along the same street according to our conversations with the Village of Romeoville Public works.

The majority of the street lighting is cobra head street lighting with the exception of Taylor Road which has a more shoe box style fixture. Overhead electric lines exist along most streets with the exception of buried lines where newer development has occurred. Banners are located along Romeo Road and Taylor Road. A variety of fence types exist along the streets. A vinyl privacy fence was recently installed along Route 53 with plantings to achieve a more unified appearance.

Existing Condition	Roadway								
	Route 53	Weber Road	Veterans Parkway	Normantown Road	Romeo Road	Taylor Road	Airport Road & South Creek Parkway	Renwick Road	Budler Road
Cobra head street lighting									
Shoe box street lighting									
Banner arms with Village banners (some)									
Overhead electric lines									
On-street parking									
Parkway - shade trees									
Parkway - ornamental plantings									
Median - paved									
Median - shade trees									
Median - ornamental plantings									
Median - modular wall & unit paver edge									
Median - GFI outlets for lighting									
Irrigation in medians / parkways									
Vinyl privacy fence									
Wood privacy fence									
Chain link fence									
IDOT metal guardrail (portions)									
Public sidewalk (portions)									
Multi-use Path (portions)									
PACE bus route stops									

Existing Street Images



Route 53



Weber Road



Veterans Parkway



Normantown Road



Romeo Road



Taylor Road



Airport Road



Renwick Road



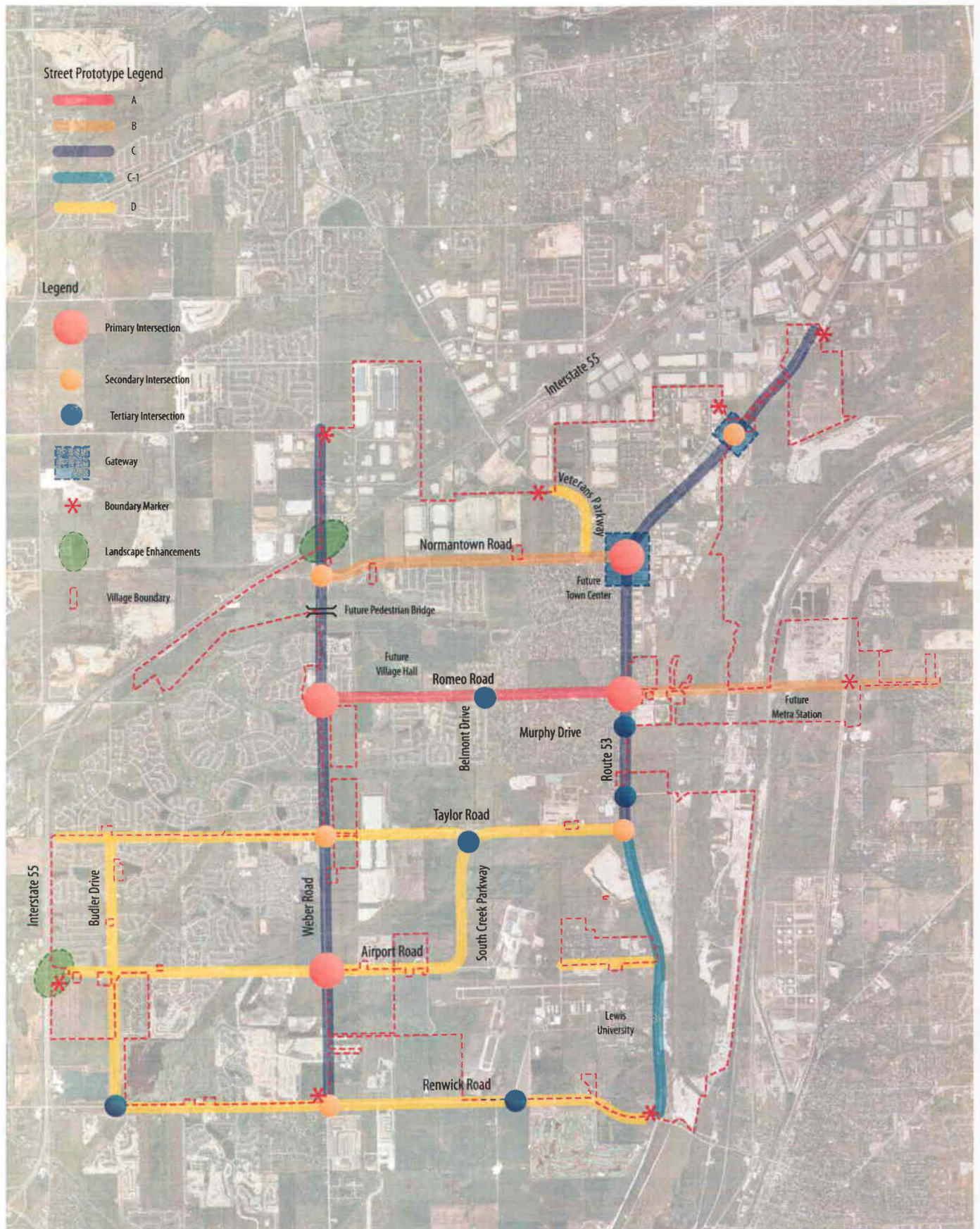
Budler Road

Proposed Streets Matrix

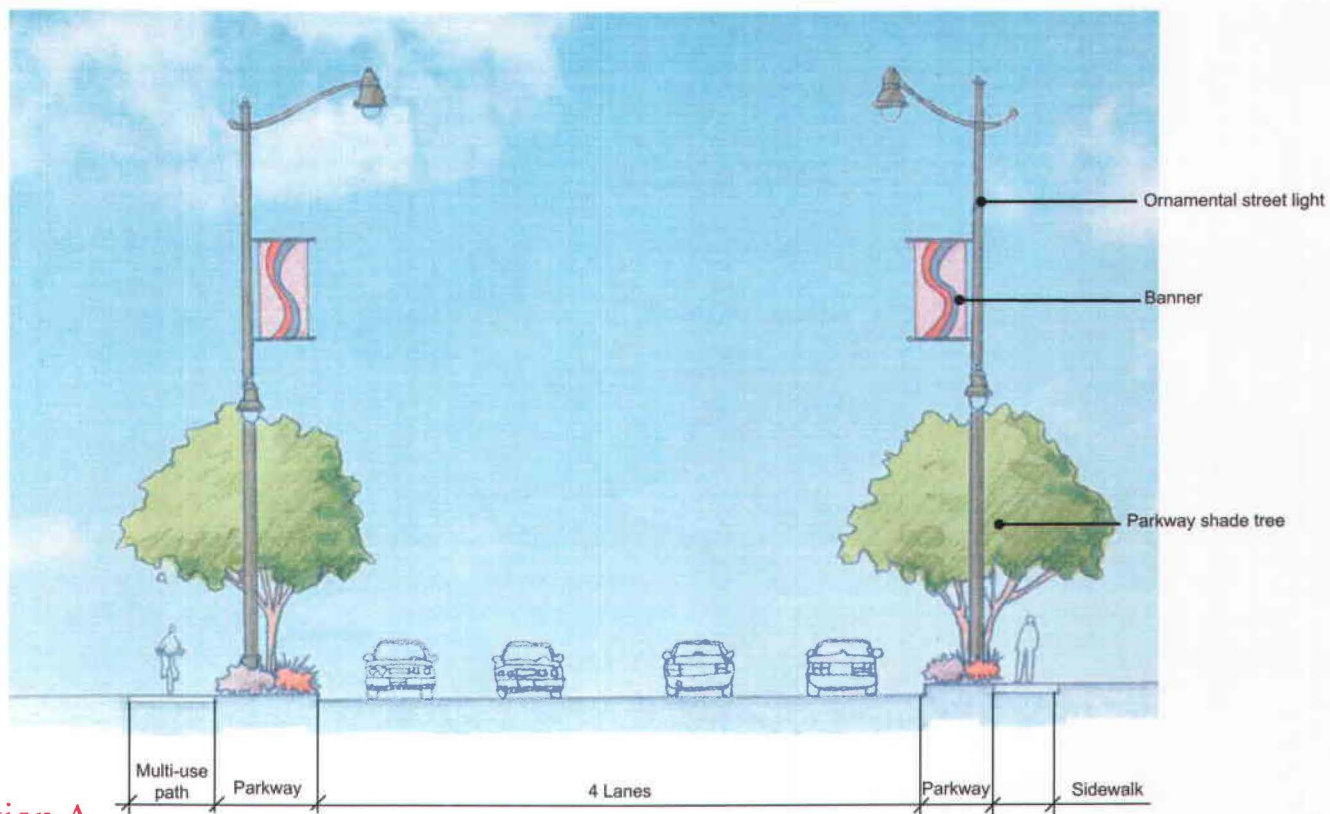
The proposed street matrix is broken down into street prototypes, based on the level of proposed improvements. Prototypes A and B, which include Romeo Road, Weber Road, and Route 53 are the more visible and highly used streets into Romeoville and include a higher level of street improvements. Romeo Road includes pedestrian level lighting due to its adjacent residential housing and public and educational amenities such as the Romeoville Recreation Center, Joliet Junior College, and future Romeoville Village Hall. In order to provide ornamental streeting lighting along Romeo Road, the Village should consider relocating the current cobra head fixtures to Taylor Road and other needed locations since these fixtures are relatively new.

The proposed improvements include unifying the fencing and planting styles when along residential transportation corridors and providing additional pedestrian circulation through the addition of public sidewalks and multi-use paths as identified in Romeoville's Bike Trail Plan, as well as provide enhanced plantings at trail entries. Restrictions due to existing utility locations and easements will need to be studied on a case by case basis as each individual project moves forward. Specific site conditions should also be evaluated at that time to determine the opportunity for additional decorative wall treatments as part of the overall corridor enhancements.

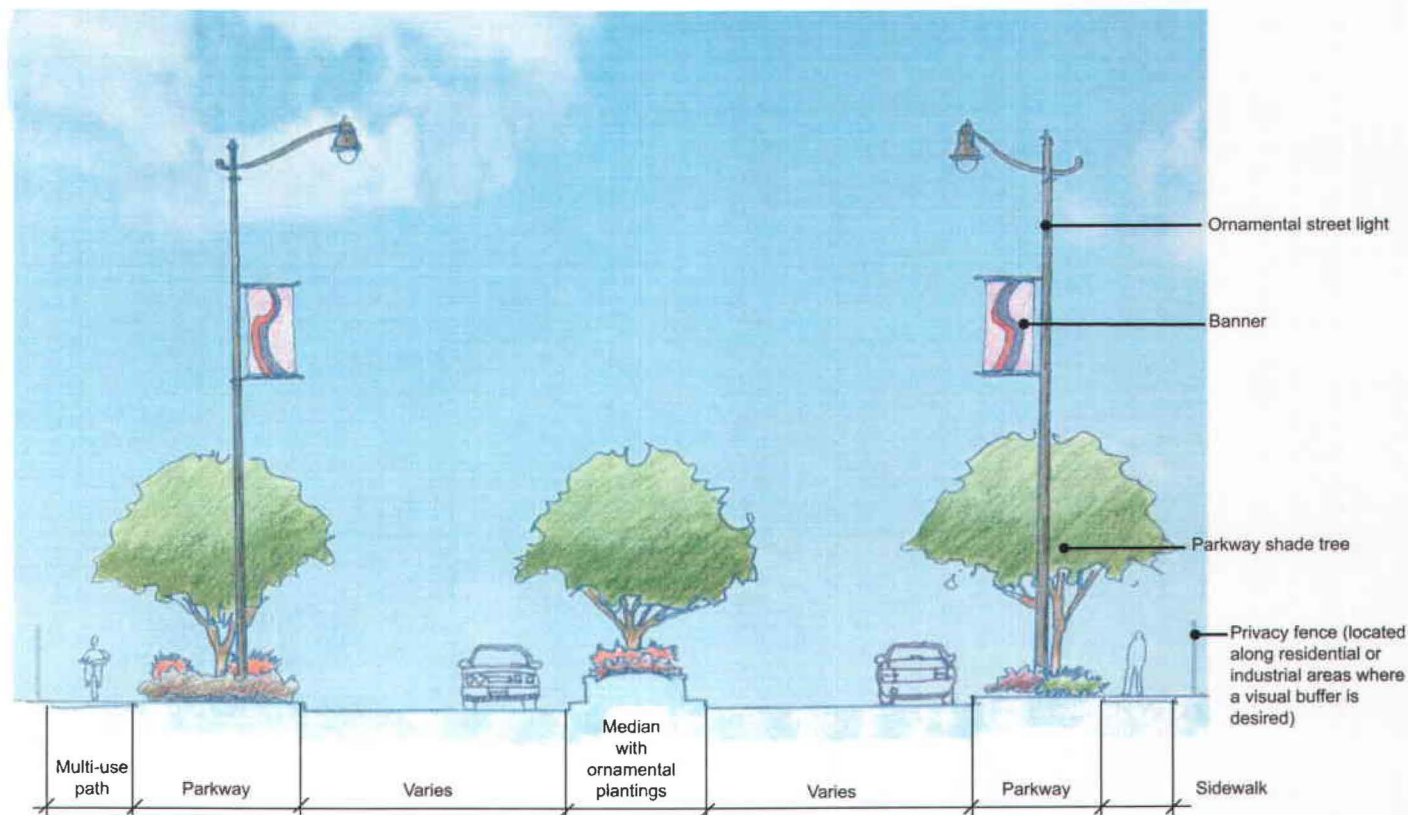
Improvements	Prototype Treatments				
	A	B	C	C-1	D
	Romeo Road	Normantown Road	Weber Road	Route 53 MSC Corridor	Taylor Road
		Romeo Road (East of 53)	Route 53 (North)		Veterans Parkway
					Renwick Road
					Budler Road
					Airport Road
Lighting					
Cobra head street lighting					
Ornamental street lighting					
Pedestrian street lighting					
Banners					
Electric					
Bury overhead electric lines					
Plantings / Fencing					
Parkway - shade trees					
Parkway/Trail Entry - ornamental plantings					
Median - shade trees					
Median - ornamental plantings					
Median - modular wall & unit paver edge					
Median - GFI outlets for lighting					
Irrigation					
Ornamental/Privacy fence					
Pedestrian circulation					
Public sidewalk					
Multi-use Path					



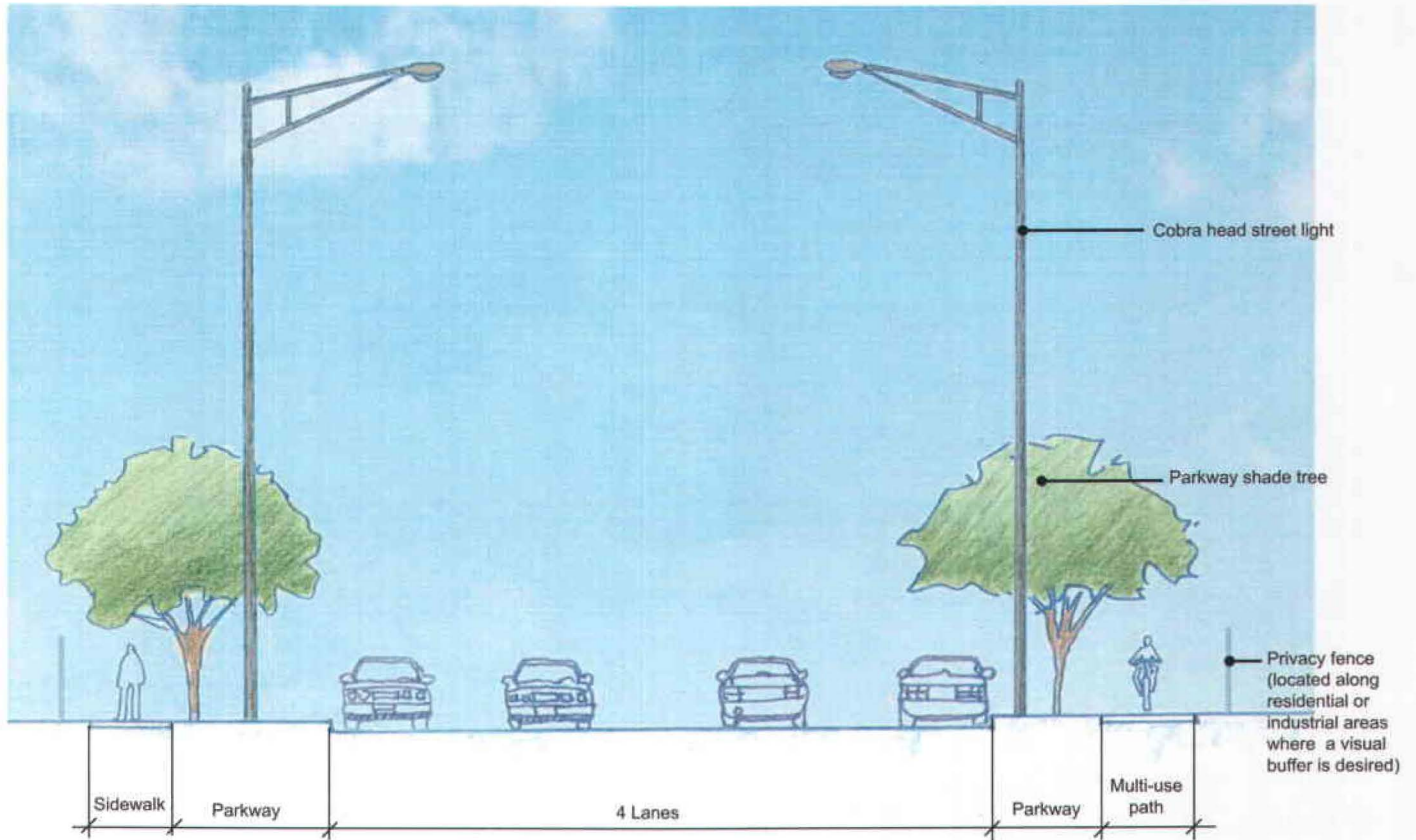
Street Prototypes



Section A



Section B/C



Section D

2

Intersections

Existing Intersections Matrix

Hitchcock Design Group conducted a site inventory for each street intersection within the Village of Romeoville limits that the Village identified as a higher visibility area. The existing street intersection matrix below categorizes the intersections into the three categories: primary intersections, secondary intersections, and tertiary intersections.

The primary intersections are more highly visible and serve as the entrances into the Village's public core areas and would receive a higher level of improvements. Secondary intersections are highly traveled but are not major gateways into the Village's core areas. Tertiary intersections are entrances into key areas of the Village such as the airport entrance, the Village Hall, and also serve as junction points where collector streets meet the major arterial streets.

The existing utilities were not inventoried as part of this study and will need to be researched when specific improvement locations are identified to move forward.

The right of ways for each intersection differs and will need to be confirmed with a survey to determine the level of improvements that can be achieved.

The street lighting for all intersections is cobra head street lighting. Overhead electric lines exist at all intersection locations. The internally illuminated street signs are not consistent at the primary and secondary intersections.

Existing Condition	Primary Intersections					Secondary Intersections				Tertiary Intersections			
	Route 53 / Normantown Road	Route 53/ Romeo Road	Weber Road / Romeo Road	Weber Road/Airport Road	Weber Road / Normantown Road	Weber Road / Taylor Road	Weber Road / Renwick Road	Rt 53/ South Bolingbrook Road	Route 53 / Taylor Road	Romeo Road / Belmont Drive	Taylor Road South Creek Parkway	Renwick Road/ Hanger Road	Route 53 / Murphy Drive
Cobra head street lighting													
Cobra head street lighting (charcoal)													
Shoe box street lighting													
Banner arms with Village banners													
Overhead lighted street signs													
Overhead electric lines													
Shade or ornamental trees													
Ornamental plantings													
Modular retaining wall													
Village identification signage													
Privacy fence													
Signalized crossing													
Public sidewalk (portions)													
Crosswalk (painted)													
Multi-use Path (portions)													
PACE bus stop													
IDOT Guardrail													
Chain link fencing													



Secondary Intersection
Weber Road and Renwick Road



Secondary Intersection
Route 53 and Taylor Road



Tertiary Intersection
Romeo Road and Belmont Drive



Tertiary Intersection
Taylor Road and South Creek Parkway



Tertiary Intersection
Renwick Road and Airport Entrance



Tertiary Intersection
Route 53 and Murphy Drive

Proposed Intersections Matrix

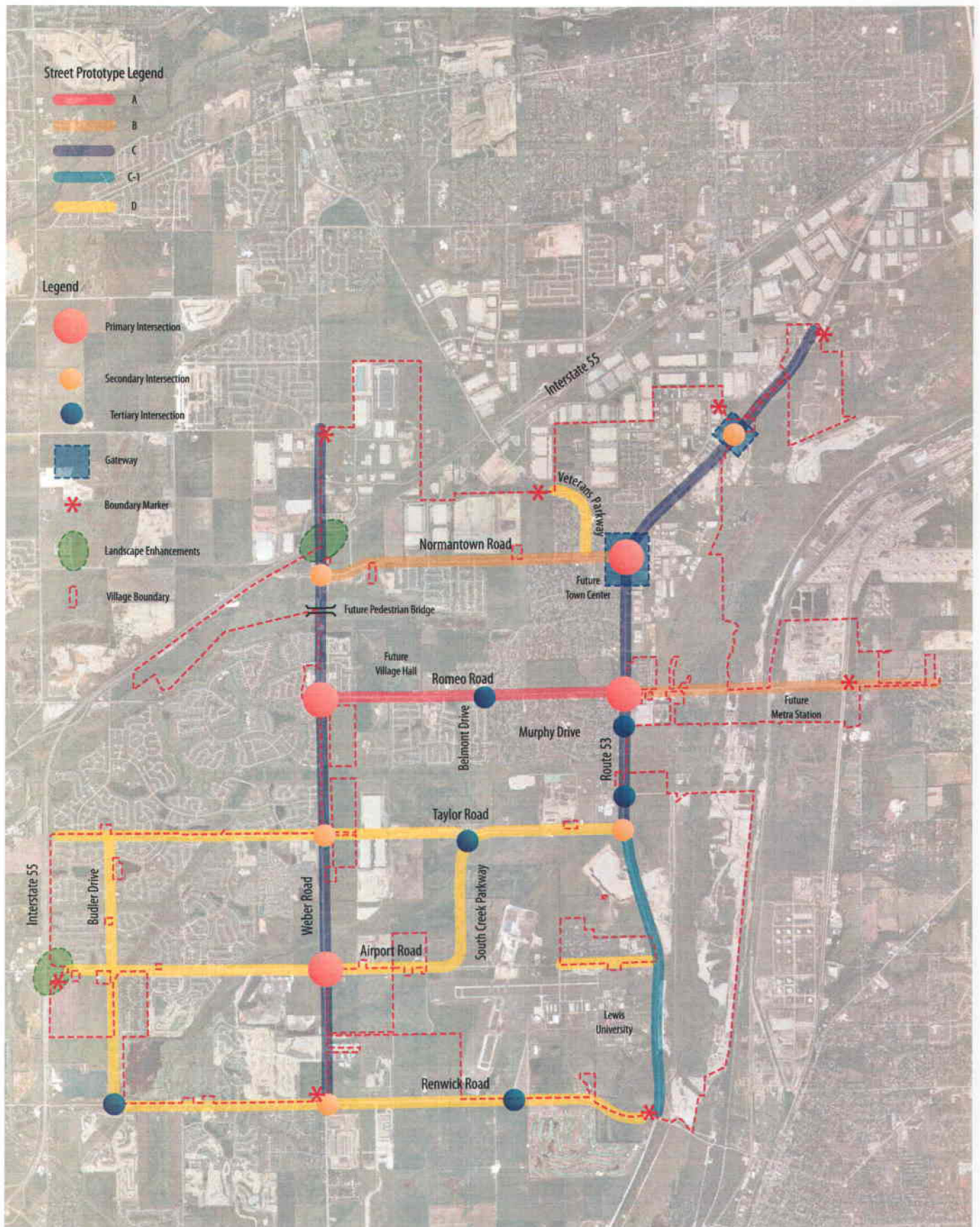
The proposed intersection matrix is broken down into three prototypes: primary intersection, secondary intersection, and tertiary intersection. The level of improvements is highest at the primary intersections and is scaled back at the secondary and tertiary intersections.

Gateways – provides enhanced landscaping with larger Village identification signage. Modular block planting walls may be used to tie in with the existing improvements at Normantown Road and Route 53.

Boundary markers – identifies the Village's limits and is a smaller Village identification sign similar in size to the sign at North Weber Road.

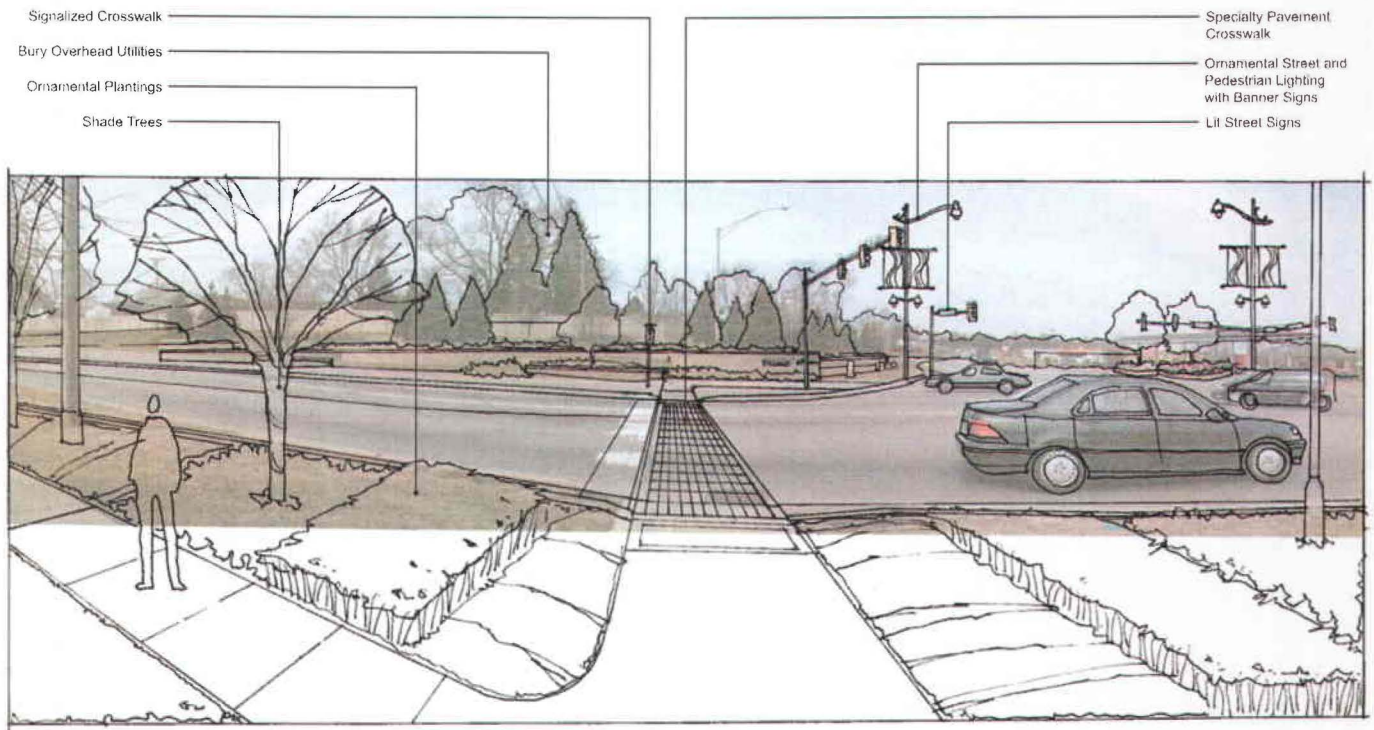
Landscape Enhancements – terraced walls with bold plant massing of color and textures to capture the attention from I-55 at Weber Road and Airport Road.

	Primary Intersection	Secondary Intersection	Tertiary Intersections
	Route 53 / Normantown Road	Weber Road / Normantown Road	Bulder Drive / Renwick Road
	Route 53 / Romeo Road	Weber Road / Taylor Road	Romeo Road / Belmont Drive
	Weber Road / Romeo Road	Weber Road / Renwick Road	Taylor Road / South Creek Parkway
	Weber Road / Airport Road	Route 53/ South Bolingbrook Drive	Route 53 / Murphy Drive
		Route 53 / Taylor Road	Renwick Road / Airport Entrance
			Route 53 / High School Entrance
Lighting			
Cobra head street lighting			
Ornamental street lighting			
Pedestrian lighting			
Banner arms with Village banners			
Lighted street signs			
Electric			
Bury overhead electric lines			
Plantings / Fencing			
Shade or ornamental trees			
Ornamental plantings			
Large modular retaining wall			
Village identification signage			
Small modular retaining wall		Weber Road / Taylor Road only	
Outcropping stone			
Pedestrian circulation			
Signalized crossing			
Public sidewalk			
Crosswalk (painted)			
Crosswalk (specialty paving)			

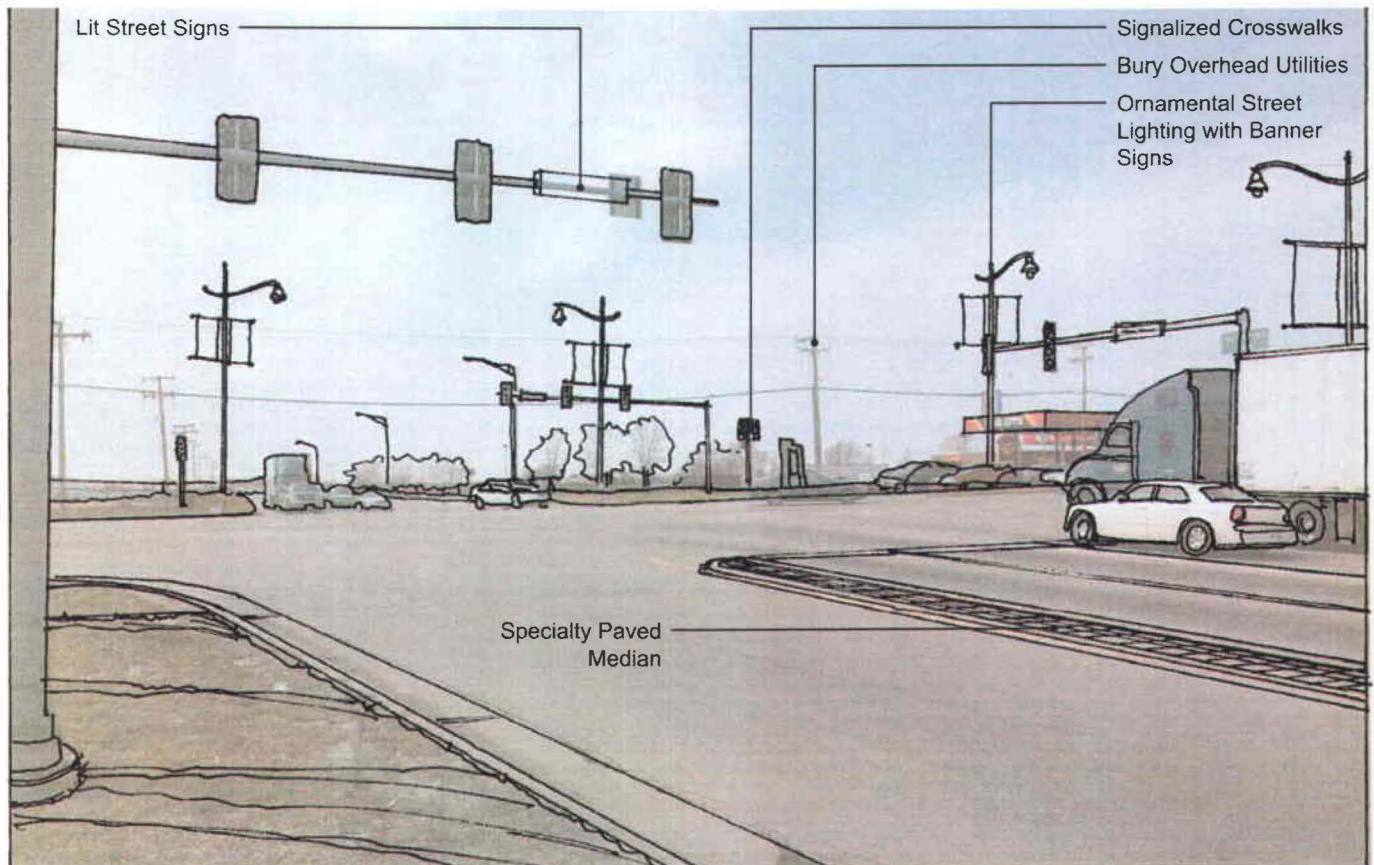


Intersections Prototype Plan

Primary Intersection



Secondary Intersection



Gateway



Boundary Marker



Tertiary Intersection

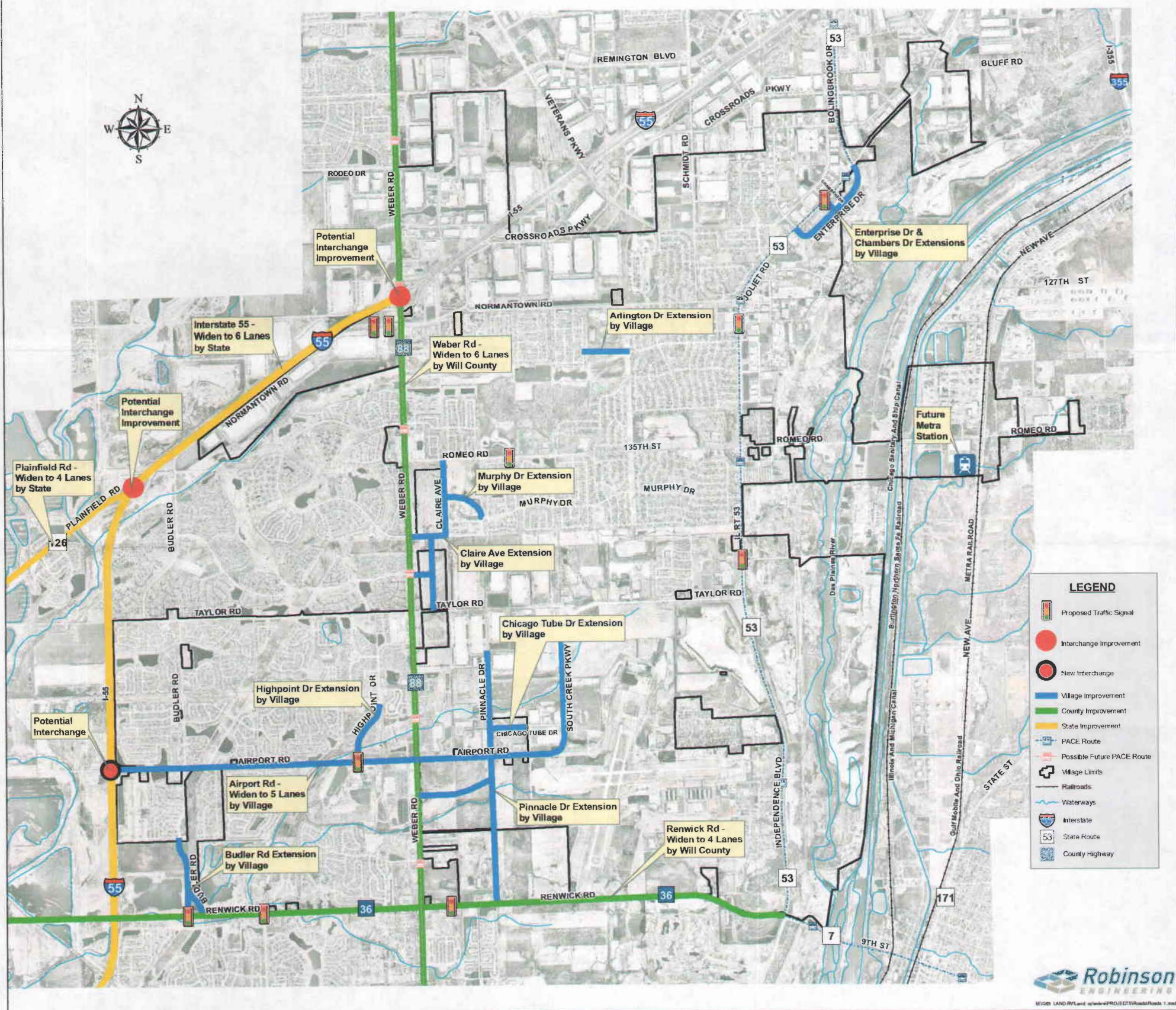


Appendix D

Romeoville Ultimate Improvement Plan Exhibit

Village of Romeoville

Ultimate Improvement Plan



Appendix E

Will County 2030 Transportation Plan, Figure 9-1b

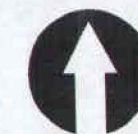
Figure 9-1b
Roadway Unconstrained Plan
Projects By Type

WILL COUNTY
2030 TRANSPORTATION PLAN

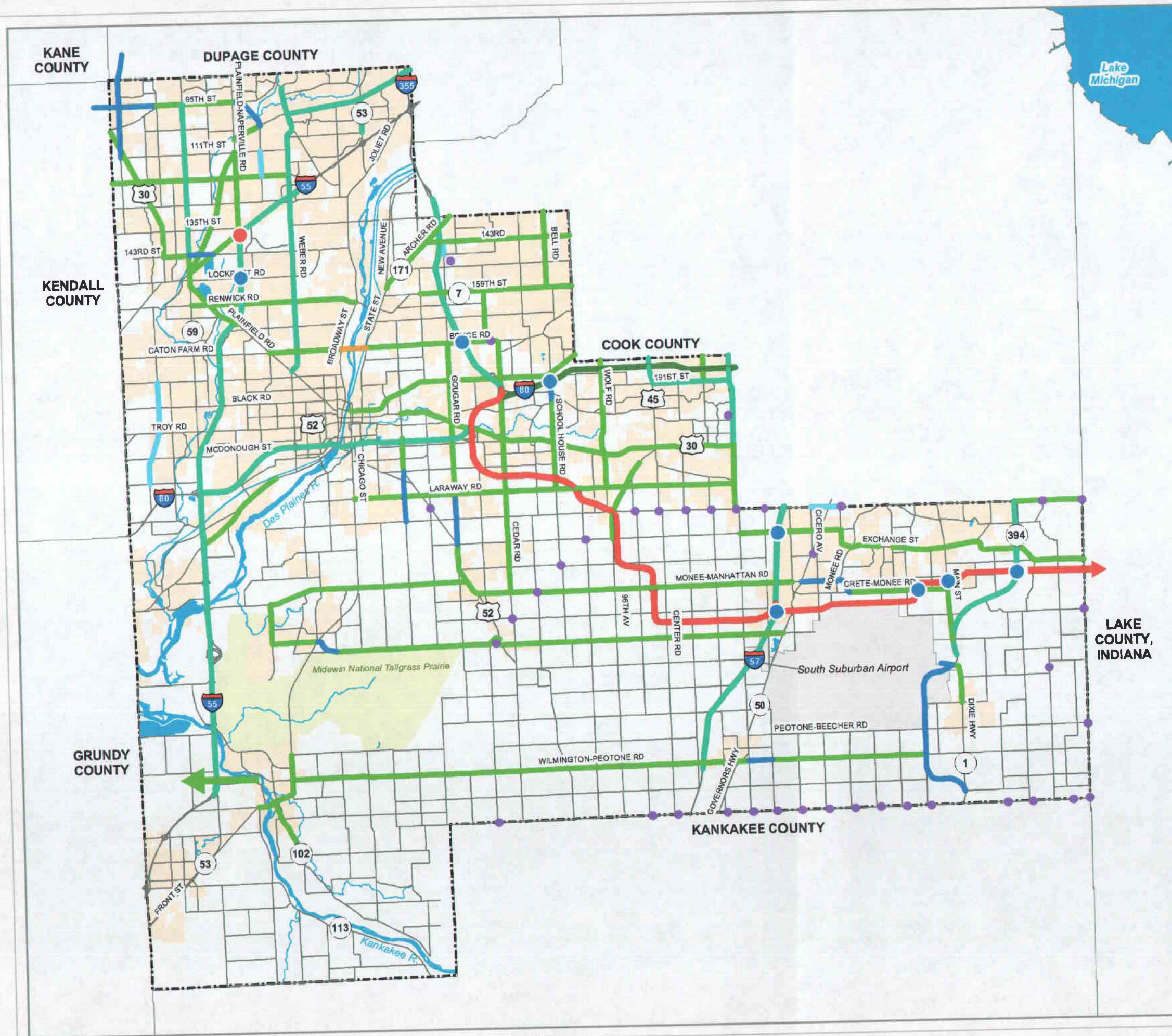
Legend

-  New 4-lane bridge
-  New 2-lane roadway
-  New 4-lane roadway
-  New 4-lane freeway
-  Widen to 4-lanes
-  Widen to 6-lanes
-  Widen to 8-lanes
-  Realigned Intersection
-  New Full Interchange
-  Upgrade Partial Interchange

0 4 8 Miles



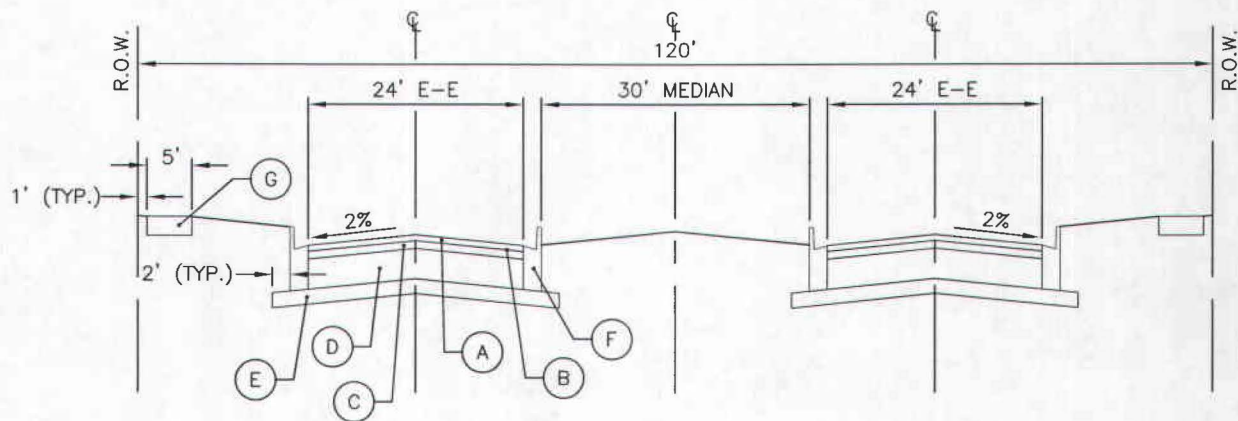
CH2MHILL **Hutchison Engineering, Inc.**
VLECIDES SCHROEDER
 ASSOCIATES, INC.



Appendix F

Existing Romeoville Typical Section Standard Details

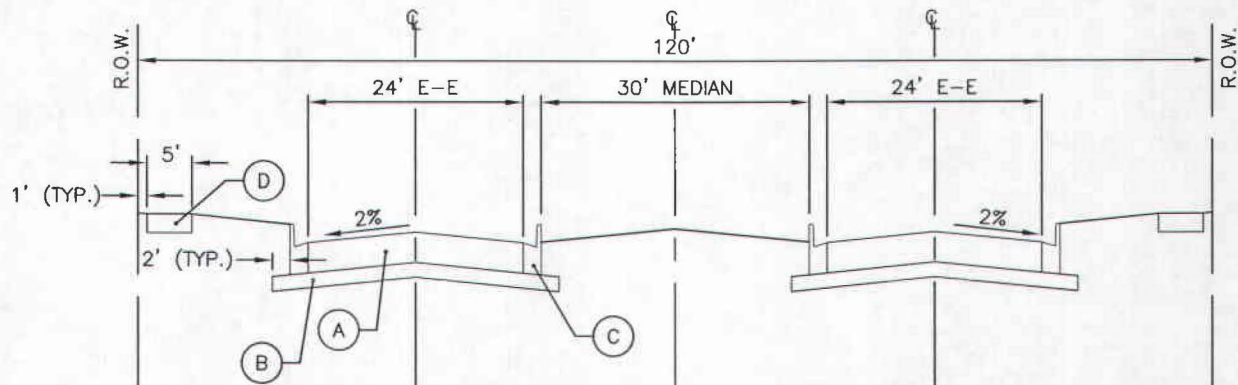
TYPICAL SECTION SECONDARY ARTERIAL



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"</p> <p>(D) HOT-MIX ASPHALT BASE COURSE, 8"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.24 (FLAG DEPTH @ E.P.=12")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

TYPICAL SECTION SECONDARY ARTERIAL (ALTERNATE)



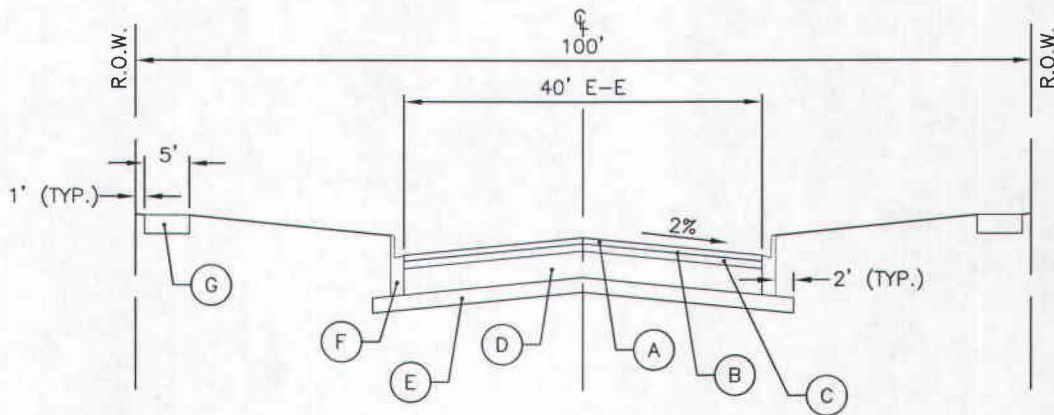
LEGEND

- | | |
|---|---|
| <p>(A) PC CONCRETE W/WIRE FABRIC, 8"</p> <p>(B) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> | <p>(C) BARRIER CURB & GUTTER, TYPE B-6.24 (FLAG DEPTH @ E.P.=8")</p> <p>(D) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

**VILLAGE OF ROMEOVILLE
STANDARD DETAIL**

DATE ADOPTED:		
No.	Date	Remarks

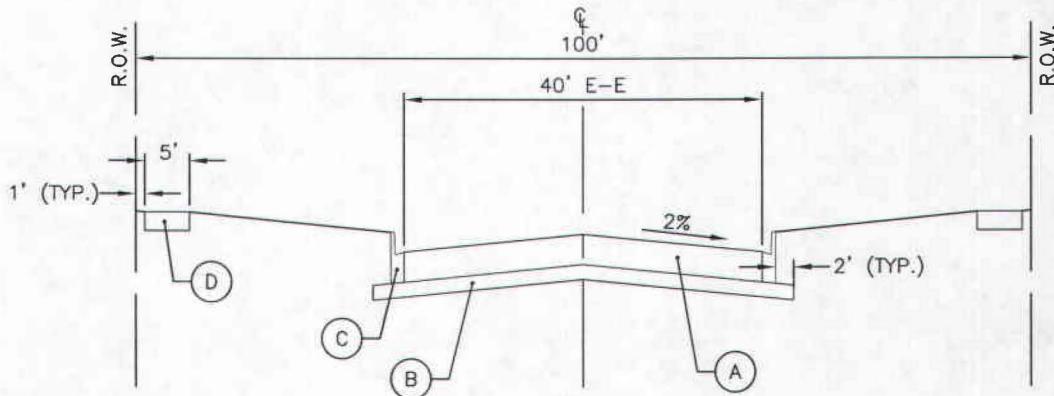
TYPICAL SECTION MAJOR COLLECTOR



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"</p> <p>(D) HOT-MIX ASPHALT BASE COURSE, 7"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=11")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

TYPICAL SECTION MAJOR COLLECTOR (ALTERNATE)



LEGEND

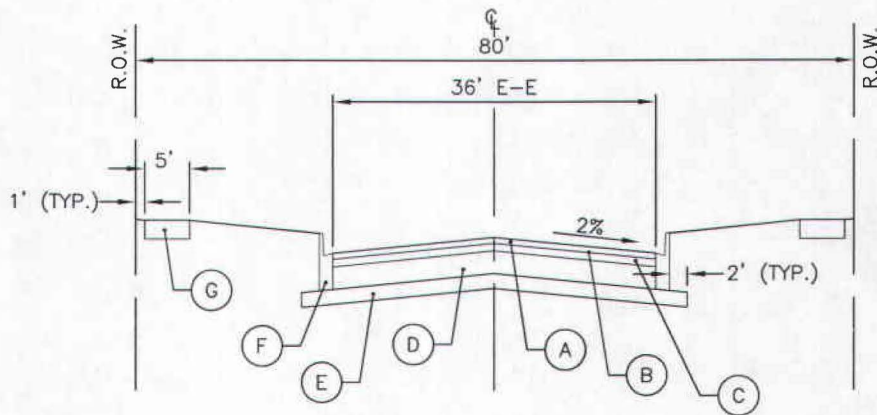
- | | |
|---|---|
| <p>(A) PC CONCRETE W/WIRE FABRIC, 7"</p> <p>(B) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> | <p>(C) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=7")</p> <p>(D) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

**VILLAGE OF ROMEOVILLE
STANDARD DETAIL**

DATE ADOPTED:

No.	Date	Remarks

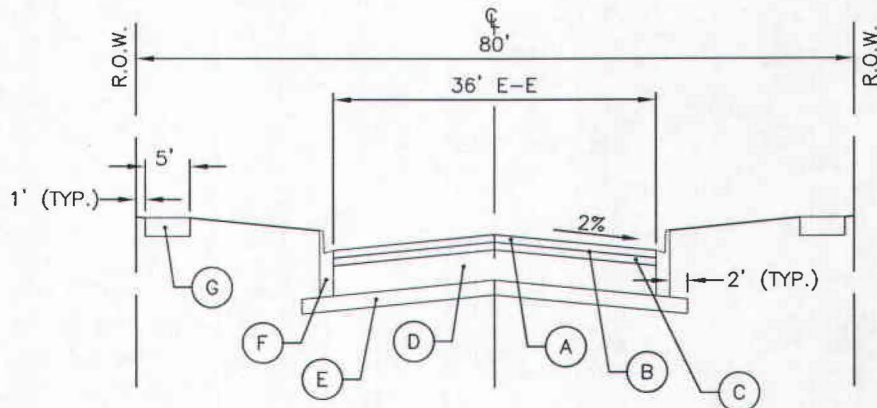
TYPICAL SECTION MINOR COLLECTOR



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"</p> <p>(D) HOT-MIX ASPHALT BASE COURSE, 6"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

TYPICAL SECTION MINOR COLLECTOR (ALTERNATE)



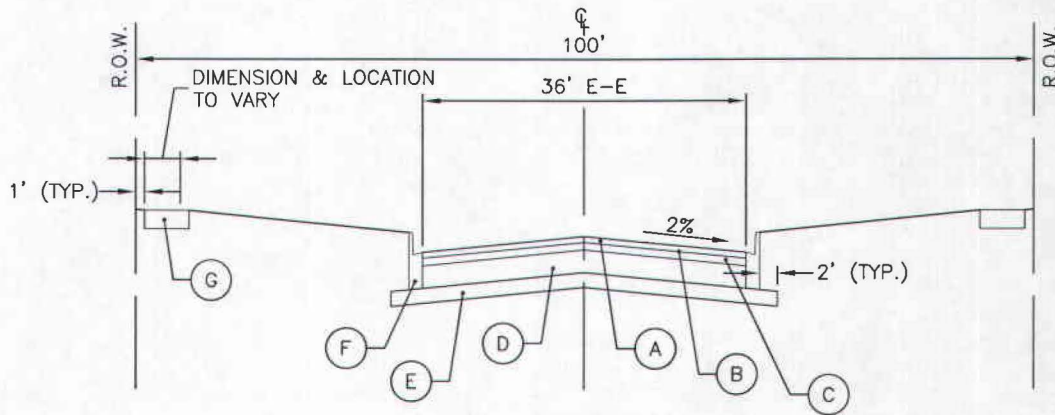
LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"</p> <p>(D) AGGREGATE BASE, TYPE CA-6, 8"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=12 1/2")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

**VILLAGE OF ROMEOVILLE
STANDARD DETAIL**

DATE ADOPTED:		
No.	Date	Remarks

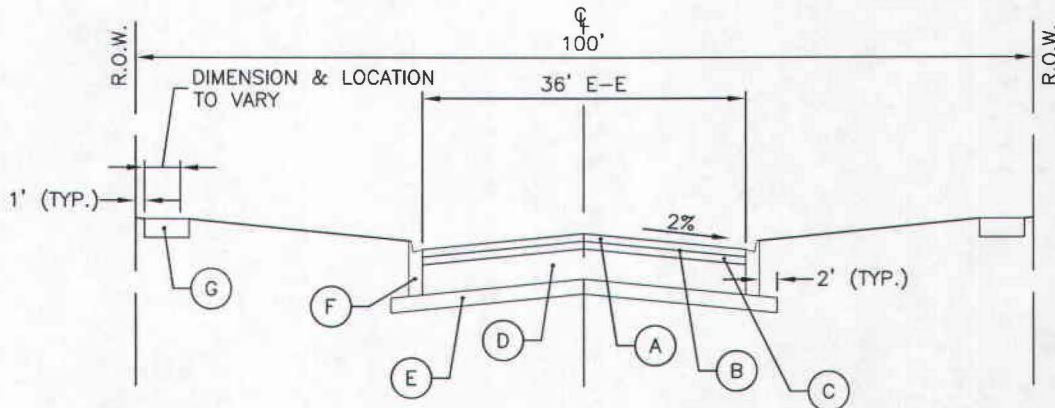
TYPICAL SECTION COMMERCIAL DISTRICT



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"</p> <p>(D) HOT-MIX ASPHALT BASE COURSE, 6"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

TYPICAL SECTION COMMERCIAL DISTRICT (ALTERNATE)



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"</p> <p>(D) AGGREGATE BASE, TYPE CA-6, 8"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=12 1/2")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

**VILLAGE OF ROMEOVILLE
STANDARD DETAIL**

DATE ADOPTED:		
No.	Date	Remarks

Plan view of a bridge deck. The deck width is 36' E-E. The overall width is 80'. The right-of-way (R.O.W.) is indicated on both sides. The deck has a 2% cross-slope. A 2' (TYP.) dimension is shown for the curb. The deck is labeled with letters A through F.

(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2" (B) BITUMINOUS MATERIALS (PRIME COAT) (C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2" (D) HOT-MIX ASPHALT BASE COURSE, 8"	(E) AGGREGATE SUB-BASE, TYPE CA-6, 6" (F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=12")
---	--

Plan view of the bridge deck. The centerline width is 80'. The deck width at the E-E section is 36'. The deck has a 2% slope. The typical depth of the deck is 2'. Callouts A, B, and C indicate specific areas of interest.

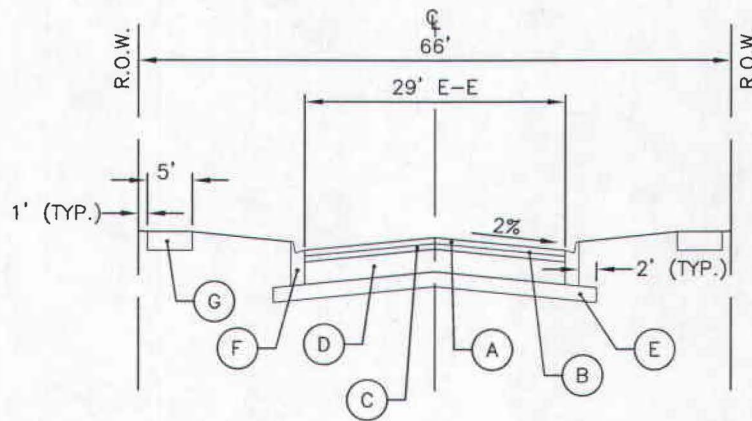
(A) PC CONCRETE W/WIRE FABRIC, 8"

(B) AGGREGATE SUB-BASE, TYPE CA-6, 6"

(C) BARRIER CURB & GUTTER, TYPE B-6.12
(FLAG DEPTH @ E.P.=8")

DATE ADOPTED:		
No.	Date	Remarks

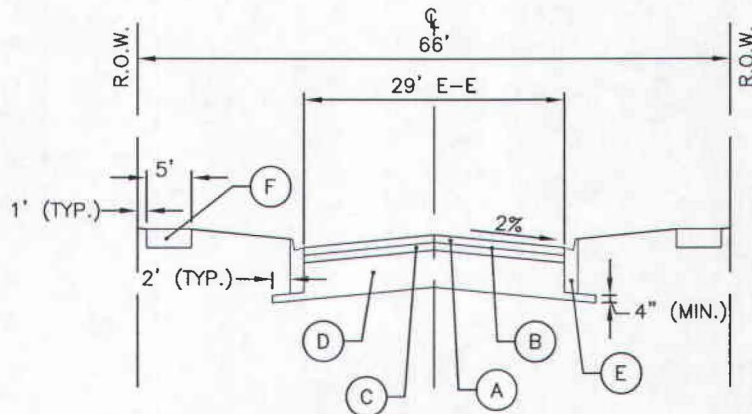
TYPICAL SECTION LOCAL RESIDENTIAL



LEGEND

- | | |
|---|---|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"</p> <p>(D) HOT-MIX ASPHALT BASE COURSE, 6"</p> | <p>(E) AGGREGATE SUB-BASE, TYPE CA-6, 4"</p> <p>(F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10")</p> <p>(G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|---|---|

TYPICAL SECTION LOCAL RESIDENTIAL (ALTERNATE)



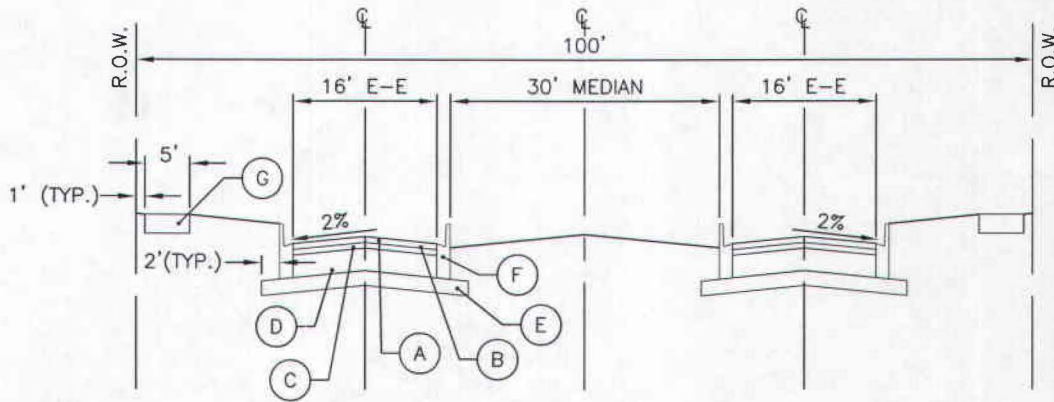
LEGEND

- | | |
|--|--|
| <p>(A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 2"</p> <p>(B) BITUMINOUS MATERIALS (PRIME COAT)</p> <p>(C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"</p> <p>(D) AGGREGATE BASE, TYPE CA-6, 10"</p> | <p>(E) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10 1/2")</p> <p>(F) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE)</p> |
|--|--|

**VILLAGE OF ROMEOVILLE
STANDARD DETAIL**

DATE ADOPTED:		
No.	Date	Remarks

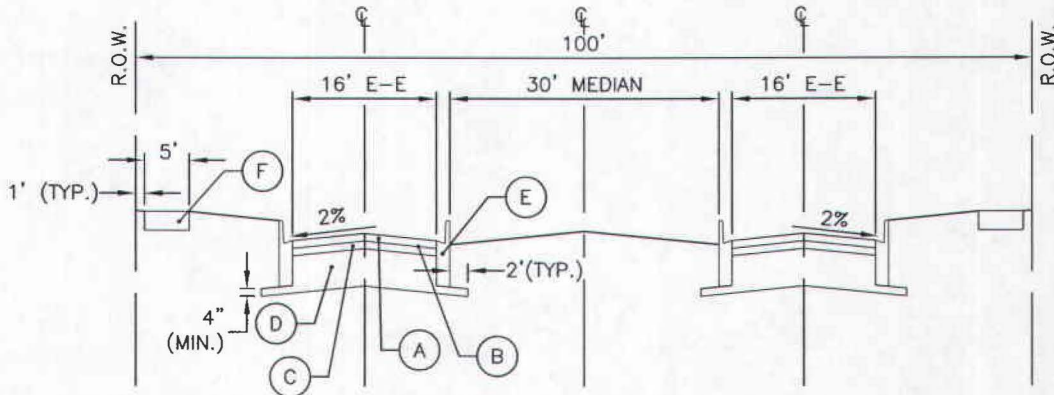
TYPICAL SECTION MINOR COLLECTOR\BOULEVARD



LEGEND

- | | |
|---|--|
| (A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 1 1/2" | (E) AGGREGATE SUB-BASE, TYP A CA-6, 4" |
| (B) BITUMINOUS MATERIALS (PRIME COAT) | (F) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10") |
| (C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2" | (G) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE) |
| (D) HOT-MIX ASPHALT BASE COURSE, 6" | |

TYPICAL SECTION MINOR COLLECTOR\BOULEVARD (ALTERNATE)



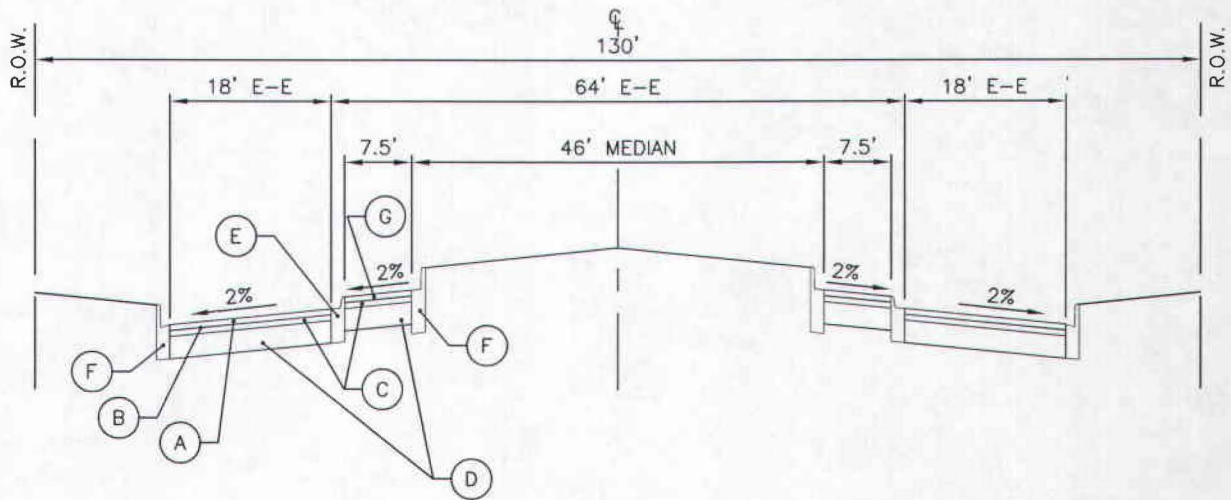
LEGEND

- | | |
|---|--|
| (A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 2" | (E) BARRIER CURB & GUTTER, TYPE B-6.12 (FLAG DEPTH @ E.P.=10 1/2") |
| (B) BITUMINOUS MATERIALS (PRIME COAT) | (F) PC CONCRETE SIDEWALK, 5" (WITH 4" AGGREGATE SUB-BASE) |
| (C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2" | |
| (D) AGGREGATE BASE, TYPE CA-6, 8" | |

VILLAGE OF ROMEOVILLE
STANDARD DETAIL

DATE ADOPTED:		
No.	Date	Remarks

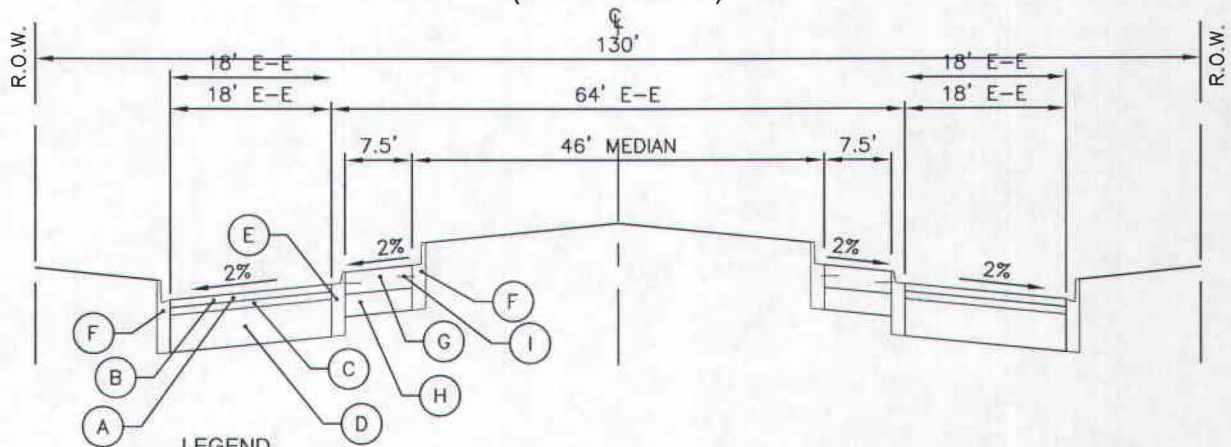
TYPICAL SECTION RESIDENTIAL ROUNDABOUT



LEGEND

- | | |
|--|--|
| (A) BITUMINOUS SURFACE COURSE,
SUPERPAVE, MIX. C, N50, 1 1/2" | (D) AGGREGATE SUB-BASE, TYPE CA-6, 6" |
| (B) BITUMINOUS MATERIALS (PRIME COAT) | (E) MOUNTABLE CURB & GUTTER, TYPE M-3.12 |
| (C) BITUMINOUS BINDER COURSE,
SUPERPAVE, IL-19.0, N50, 2 1/2" | (F) BARRIER CURB & GUTTER, TYPE B-6.12 |
| | (G) BITUMINOUS SURFACE COURSE,
SUPERPAVE, MIX. C, N50, STAMPED
ASPHALT, 1 1/2" |

TYPICAL SECTION RESIDENTIAL ROUNDABOUT (ALTERNATE)



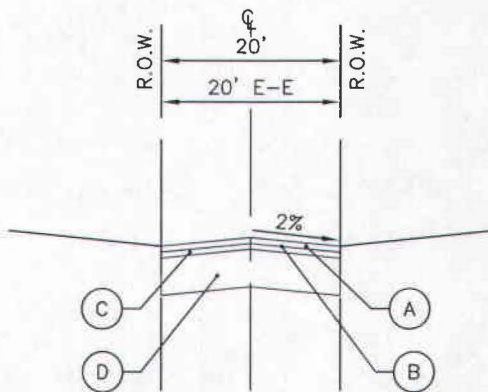
LEGEND

- | | |
|--|--|
| (A) BITUMINOUS SURFACE COURSE,
SUPERPAVE, MIX. C, N50, 2" | (E) MOUNTABLE CURB & GUTTER, TYPE M-3.12 |
| (B) BITUMINOUS MATERIALS (PRIME COAT) | (F) BARRIER CURB & GUTTER, TYPE B-6.12 |
| (C) BITUMINOUS BINDER COURSE,
SUPERPAVE, IL-19.0, N50, 4 1/2" | (G) PC CONCRETE, STAMPED, 6" |
| (D) AGGREGATE SUB-BASE, TYPE CA-6, 8" | (H) AGGREGATE BASE, TYPE CA-6, 6" |
| | (I) #5 REBAR 24" LENGTH @ 4' C-C |

VILLAGE OF ROMEOVILLE
STANDARD DETAIL

DATE ADOPTED:		
No.	Date	Remarks

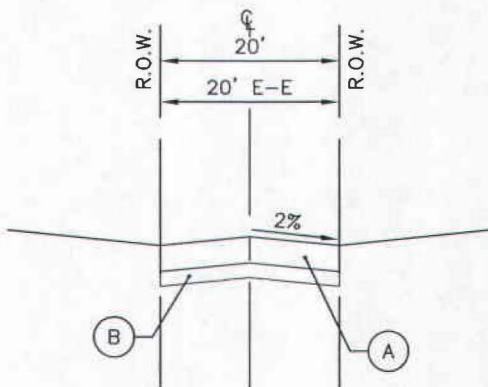
TYPICAL SECTION ALLEYS



LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE,
MIX. C, N50, 1 1/2"
- (B) BITUMINOUS MATERIALS (PRIME COAT)
- (C) HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N50, 2 1/2"
- (D) AGGREGATE BASE, TYPE CA-6, 10"

TYPICAL SECTION ALLEYS (ALTERNATE)



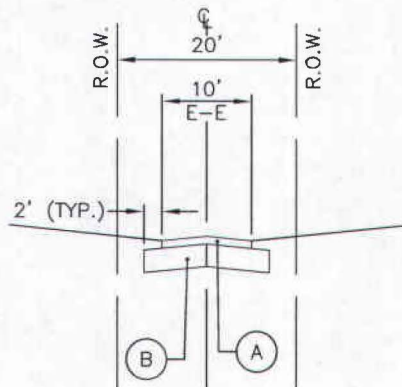
LEGEND

- (A) PC CONCRETE, 7"
- (B) AGGREGATE SUB-BASE, TYPE CA-6, 4"

VILLAGE OF ROMEOVILLE
STANDARD DETAIL

DATE ADOPTED:		
No.	Date	Remarks

TYPICAL SECTION BIKE TRAILS

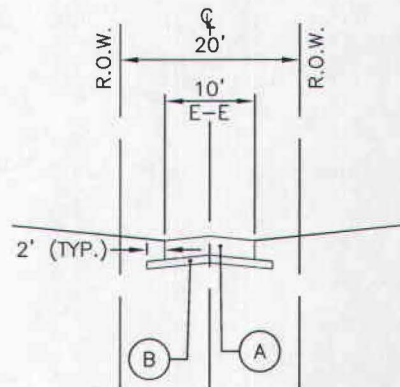


LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, MIX. C, N50, 2"
- (B) AGGREGATE BASE, TYPE CA-6, 6"

NOTE:
DROP GATE AT EVERY INTERSECTION
2' CLEAR ZONE ALONG EACH EDGE

TYPICAL SECTION BIKE TRAILS (ALTERNATE)

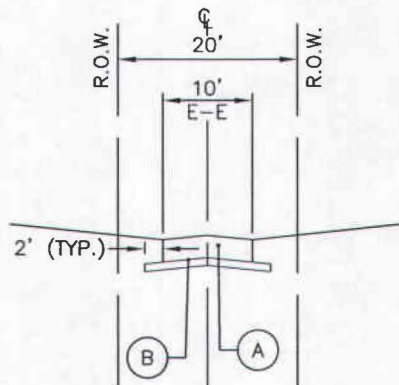


LEGEND

- (A) PC CONCRETE, 5"
- (B) AGGREGATE SUB-BASE, TYPE CA-6, 4"

NOTE:
DROP GATE AT EVERY INTERSECTION
2' CLEAR ZONE ALONG EACH EDGE

TYPICAL SECTION EQUESTRIAN TRAIL



LEGEND

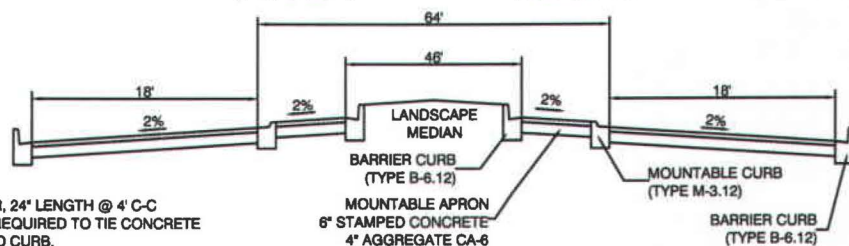
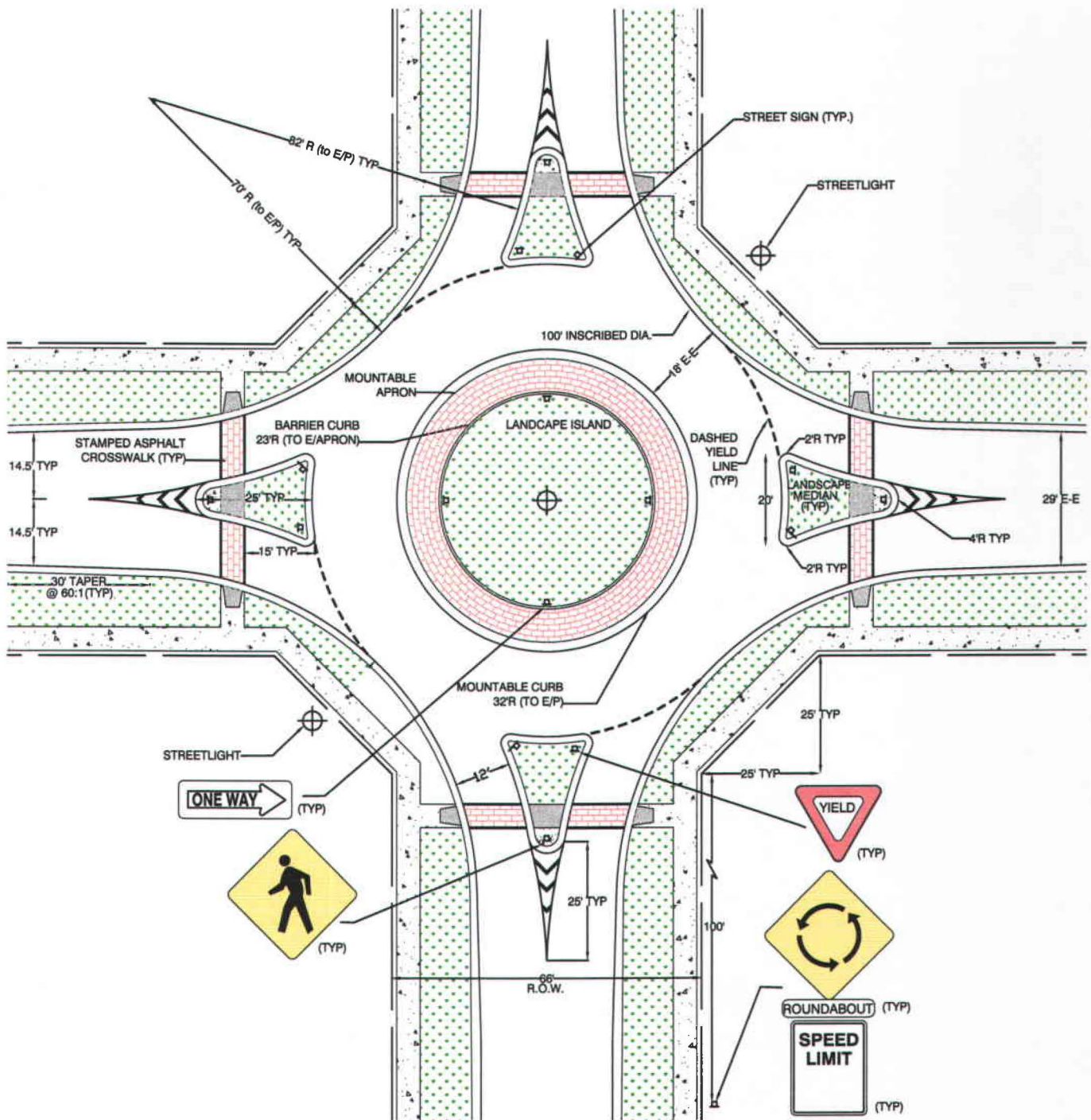
- (A) LIMESTONE SCREENINGS, 6"
- (B) AGGREGATE SUB-BASE, TYPE CA-6, 2"

NOTE:
DROP GATE AT EVERY INTERSECTION
2' CLEAR ZONE ALONG EACH EDGE

VILLAGE OF ROMEOVILLE
STANDARD DETAIL

DATE ADOPTED:		
No.	Date	Remarks

RESIDENTIAL SUBDIVISION ROUNDBOUT DETAIL



NOTE:
#5 REBAR, 24" LENGTH @ 4" C-C
WILL BE REQUIRED TO TIE CONCRETE
APRON TO CURB.

VILLAGE OF ROMEOVILLE STANDARD DETAIL

DATE ADOPTED:		
No.	Date	Remarks

Appendix G

Existing Romeoville Code or Ordinances Street Definitions

Title XV: Land Usage

§ 158.004 DEFINITIONS.

"STREET." That portion of a right-of-way which affords primary means of access by pedestrians and vehicles to abutting properties, whether designated as a street, avenue, roadway, boulevard, easement, or however otherwise designated.

"STREET, COLLECTOR." A collector street to conduct traffic between major streets or activity centers. It is a principal traffic artery within residential areas and carries moderate volumes of traffic. A collector street has potential for sustaining minor retail or other commercial establishments along its route which will influence the traffic flow.

"STREET, EXTERIOR." A street on the perimeter of a subdivision and/or development.

"STREET FRONTAGE." All of the property fronting on one side of a street between two intersecting streets, or, in the case of a dead-end or cul-de-sac street, all of the property along one side of the street between an intersecting street and the end of the dead-end or cul-de-sac street.

"STREET, INTERIOR." Any street within a proposed subdivision and/or development, which is not an exterior street.

"STREET LENGTH." That distance measured from the intersection centerline of two parallel streets that intersect with the street in question, and located at opposite ends of that street.

"STREET LINES." A line separating an abutting lot or parcel from a street.

"STREET, MAJOR." A street with a high degree of continuity and serving as an arterial traffic way between the various districts of the village and its environs, and as shown on the official map and comprehensive plan of the village.

"STREET, MINOR." A street of limited continuity. Its primary purpose is for access to abutting properties and to serve the local needs of a district.

"STREET WIDTH." The shortest distance between the right-of-way lines of a given street.

Title XV: Land Usage

§ 159.003 DEFINITIONS.

“STREET.” A right-of-way which affords primary means of access by pedestrians and motor vehicles to abutting properties; whether designated as a street, avenue, drive, lane, court, boulevard, roadway, highway, easement or however otherwise designated.

“STREET LINE.” A line separating an abutting lot, piece or parcel of land from the street.

“STREET, ARTERIAL.” Interregional roads conveying traffic between towns, boroughs, and other urban center. Efficient movement is the primary function of arterial roads, hence, private access and frontage should be controlled and limited to high-volume generators of vehicle trips (See Appendix A, Figure 13).

“STREET, EXPRESSWAYS.” Limited access interregional arterial routes (superhighways). They are designed exclusively for unrestricted movement, have no private access, and intersect only with selected arterial highways or major streets by means of inter-changes engineered for free-flowing movement.

“STREET, INDUSTRIAL/COMMERCIAL.” A street serving as principal access to a commercial or industrial site.

“STREET, RESIDENTIAL ACCESS.” Its sole purpose is providing frontage for service and access to private lots. These streets carry only traffic having either destination or origin on the street itself. The elimination of through traffic and the geometric design of the street are means to promote safety and to create a desirable residential neighborhood.

“STREET, RESIDENTIAL - COLLECTORS.” Streets that conduct and distribute traffic between other residential streets of lower order in the streets hierarchy and higher order streets or major activity centers. This is the highest order of street appropriate to a residential neighborhood and residential frontage/access along it should be prohibited or severely restricted (See Appendix A, Figure 13).

“STREET, RESIDENTIAL - LOCALS.” Access streets that provide frontage for residential lots and may carry a small amount of residential through traffic collected only from tributary residential access streets (See Appendix A, Figure 13).

“STREETS, RESIDENTIAL - MINORS.” A short street, cul-de-sac, or court, whose primary function is to conduct traffic to and from dwelling units to other streets within the neighborhood (See Appendix A, Figure 13).

Appendix H

Romeoville Traffic Calming Policy and Assessment Form

Village of Romeoville TRAFFIC CALMING POLICY

INTRODUCTION

Traffic calming is the practice of trying to manage speeds and/or volumes of traffic on residential streets using one or more approaches: increased police **enforcement**, **education**, or **physical changes** to the roadway. Each of these approaches has its appropriate application, and combined, they can reduce speeds on neighborhood streets.

Enforcement

Increased police enforcement is effective at targeting high speeds during specific times. However, the police department does not have sufficient resources to provide continuous enforcement over a sustained period in all neighborhoods. Therefore, while speeds are rapidly reduced with an officer present, they also return to their previous level when the targeted enforcement moves to other areas. The police department does select specific streets to enforce each month.

Education

Education is the process of making drivers aware of their speeds in relation to the neighborhoods they are traveling in. Several programs exist to notify drivers of their responsibility to obey traffic laws. One example is the "Share the Road" sign to identify that both bicycles and automobiles have rights and responsibilities while using the roadway.

Physical Changes

To help control excessive speeds or unwanted cut-through traffic, physical modifications can be made to a roadway to force cars to slow down, or to deter unnecessary traffic. These physical changes can be as simple as on-street parking and planting trees between the sidewalk and curb, to constructing speed tables to slow traffic.

PROGRAM

1. To initiate an evaluation of the street proposed for traffic calming, a formal request is required from the neighborhood association (if one exists) that includes the street proposed for traffic calming, or a petition from residents along the street proposed for traffic calming.
2. Evaluation Phase involves the collection of data and applying this information to the *Traffic Calming Assessment Form*
 - a. The street considered for traffic calming measures should be a local street. Major routes or collector streets shall not be considered.
 - b. Traffic volumes on the local street should exceed 300, but be less than 3,000 vehicles per day.
 - c. The measured comfortable speed of drivers (85th percentile) should exceed 5 mph over the posted speed limit.

- d. Special considerations shall be given for locations where accidents have occurred, schools and/or parks are located, and high driveway densities are located.
 - e. Cost sharing avenues between the Village and the residents will be investigated – projects paid for by the residents will be given higher scoring.
 - f. Enforcement and Education options will be reviewed to ascertain whether or not the solution can be attained by not making physical modifications.
 - g. Candidate locations must receive a minimum of 30 points to be further considered.
3. The Police Department, Fire Department, and Public Works Department will be asked to comment on the proposed street modification.
4. If the results from the evaluation phase shows that traffic calming measures can be implemented safely, the Village will prepare a map of all affected parties and the requesting party will be responsible to obtain a supportive signature from at least 60% of the affected parties.
5. Once the above steps have been completed satisfactorily and the proposed project is deemed to satisfy the necessary criteria, the project will be included in the annual cycle and prioritized by the scoring of the *Traffic Calming Assessment Form*. During the budget process, this priority list, along with the cost estimates, will be brought before the Village Board for their decision with respect to inclusion in the next fiscal year's budget.
6. If included in the budget, design and construction will be undertaken in the next construction season.

VILLAGE OF ROMEOVILLE - Traffic Calming Assessment Form

Segment: _____

Engineer: _____ Date: _____

Traffic Volume

Average Daily Traffic (ADT) on the segment of the project street having the highest volume, divided by 100. Thirty (30) points maximum score.

STREET SEGMENT ADT = _____ VEHICLES/DAY ADT

SCORE = 0

Speed

Percentage of vehicles over the speed limit (on the segment of the project street having the highest percentage over the limit), divided by 3. Thirty (30) points maximum score.

POSTED SPEED LIMIT = _____

PERCENTAGE > SPEED LIMIT = _____

SCORE = 0

Accidents

Accident rate over 3 consecutive years (accidents per million vehicle miles traveled). Accidents must be correctable by the physical devices considered for implementation. Ten (10) points maximum score.

NUMBER OF CORRECTABLE ACCIDENTS / 3 YRS = _____ STREET SEGMENT

SEGMENT LENGTH = _____ MILES 0 FEET

STREET SEGMENT ADT = 0 VEHICLES/DAY ADT

NUMBER OF VEHICLE MILES TRAVELED / 3 YRS = 0

SCORE = #DIV/0!

Schools

Five (5) points for each private or public school on the subject street segment or part of a school's marked walking routes. Twenty (20) points maximum score.

NUMBER OF SCHOOLS ON STREET SEGMENT = 0

NUMBER OF SCHOOL WALKING ROUTES ON OR CROSSING SEGMENT = 0

SCORE = 0

Other Pedestrian Areas

Up to five (5) points for each individual pedestrian oriented facility, such as elderly housing or a park on the subject street segment. Ten (10) points maximum score.

NUMBER OF PEDESTRIAN FACILITIES OR PARKS ON STREET = 0

SCORE = 0

Funding Sources

Funding can be provided solely by the residents, partially by the residents, or completely by the Village. Twenty (20) points maximum score for solely resident funding.

COST OF TRAFFIC CALMING MEASURE = \$ -

PERCENTAGE PAID FOR BY RESIDENTS = 0% \$ -

PERCENTAGE PAID FOR BY VILLAGE = 0% \$ -

SCORE = 0

Driveway Density

Density is expressed in terms of number of driveways per mile. Driveways are defined as private accesses to the public roadway, serving up to 8 lots. Public roads and private roads are not considered driveways. One point per 10 driveways per mile rate. (e.g. a density of 50 driveways per mile would score 5 points). Ten (10) points maximum score.

NUMBER OF DRIVEWAYS ON STREET SEGMENT = 0

SEGMENT LENGTH = 0 MILES 0 FEET

NUMBER OF DRIVEWAYS PER MILE = #DIV/0!

SCORE = #DIV/0!

TOTAL SCORE = <u>#DIV/0!</u>
