VILLAGE OF MATTESON, IL

STREETSCAPE IMPROVEMENT PLAN

June 8, 2020
## Table of Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Introduction</td>
<td>5</td>
</tr>
<tr>
<td>02</td>
<td>Key Findings</td>
<td>13</td>
</tr>
<tr>
<td>03</td>
<td>Key Goals &amp; Recommendations</td>
<td>19</td>
</tr>
<tr>
<td>04</td>
<td>Land Use</td>
<td>27</td>
</tr>
<tr>
<td>05</td>
<td>Urban Design Concept</td>
<td>35</td>
</tr>
<tr>
<td>A</td>
<td>Appendices</td>
<td>133</td>
</tr>
</tbody>
</table>
Acknowledgments

**Village Staff**
Sheila Y. Chalmers-Currin, Village President
Anthony Burton, Village Administrator
Gordon Hardin, Superintendent of Public Works
LaVern Murphy, Deputy Director of Economic Development & Marketing
Rama Raman, Planner, Economic Development

**Steering Committee Members**
Ron McCullough
Marilyn Stewart
Cecile Orr
Ella Howard-Davis
Percy Scott
Ricky Marks
Loralie Swan

**Funding Acknowledgment**
This project was supported through the Chicago Metropolitan Agency for Planning’s (CMAP) Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), the Chicago Community Trust, Cook County Community Development Block Grant Disaster Recovery Program (CDBG-DR), and the Illinois Environmental Protection Agency (IEPA). The Village of Matteson and CMAP would like to thank these funders for their support for this project.
INTRODUCTION
The Purpose of the Streetscape Improvement Plan

The Streetscape Improvement Plan for Matteson will provide guidance on key recommendations and strategies to create a functional and beautiful multi-modal environment. The consultant team has conducted research and analysis to understand the issues and opportunities of the US-30 and Cicero Avenue Corridors. This analysis informs future policy recommendations for land use, transportation, economic, streetscape improvements, and urban design strategies.

The Planning Process

The planning process for the Matteson Streetscape Improvement Plan consists of four tasks.

• **Phase 1 Evaluate** - The “kick-off” for the project involved an initial meeting with the Village Mayor and Staff to frame the direction of the Streetscape Improvement Plan. During this phase, the consultant team reviewed past plans and began collecting study area data from a variety of data sources to evaluate each Corridor’s characteristics.

• **Phase 2 Investigate** - In the second phase of the project, the consultant team will conduct public outreach activities to solicit input from Village residents, business owners, Steering Committee members, and Village leadership. Public engagement will include key person interviews and a public workshop. The Existing Conditions Report and the input received will guide the consultant team to draft a set of vision and goals for the Village to review and public to validate.

• **Phase 3 Enrich** - In this phase, the Vision and Goals Statement provided the consultant team a framework to develop Key Recommendations for the Draft Streetscape Improvement Plan. The consultant team hosted a second public workshop to gain public input on the Key Recommendations. The input received informed the draft Streetscape Improvement Plan for the Village and Steering Committee members’ review.

• **Phase 4 Envision** - The consultant team incorporated input received from the Village and Steering Committee members to finalize the Streetscape Improvement Plan. The final plan includes an implementation and phasing plan. The final draft plan will be presented to the Village for formal adoption.
Key Objectives of the Plan

The Streetscape Improvement Plan for the Village of Matteson satisfies a variety of the Village’s goals for transportation and quality of life. The planning objectives to develop the US Route 30 and Cicero Avenue Streetscape Improvement Plan for the Village of Matteson are grounded in innovative thinking about how to achieve the community’s vision and goals for its future. Matteson is at an advantage to other south suburban communities because of its robust transportation infrastructure. A coordinated bus system and major roadways service the Village, however, safety improvements and multi-modal enhancements can enhance quality of life for residents, increase connectivity between Matteson’s neighborhoods and commercial areas, adjacent communities, bike trails and open space resources to create streetscape improvements that provide vehicle users, pedestrians and bicyclists a safe and pleasant environment.

1. Reinforce the sense of place through a coordinated and intuitive environment

The planning process will identify the extent and location of various improvements necessary to improve the appearance and function of the entry-points (gateways) along US Route 30 and Cicero Avenue corridors.

2. Ensure cohesiveness and connection through streetscape and wayfinding improvements

While Matteson is a complex Village made up of distinct land use patterns, we will focus on improving connectivity between the residential neighborhoods and commercial areas, adjacent communities, bike trails and open space resources to create streetscape improvements that provide vehicle users, pedestrians and bicyclists a safe and pleasant environment.

3. Celebrate Matteson’s residents through collaboration and engagement

Streetscape design along US Route 30 and Cicero Avenue corridors can reinforce the identity of the community by including programming opportunities that engages residents through public art and educational activities. Working with stakeholders throughout the planning process fosters creation of a community vision that is expressed through sensitive public realm improvements.

4. Reinforce environmental sustainability of the Village through proposed improvements

Matteson has prioritized policies that reinforce a holistic sustainable philosophy. Sustainable strategies including stormwater management, energy and natural resource conservation and integration of multi-modal amenities to create value in the environment and promote a high quality of life for residents.
The Village of Matteson is located approximately 30 miles south of downtown Chicago in Cook County, Illinois. Matteson is well positioned in the region with convenient access to the City of Chicago, connections to the Chicagoland region and the State of Indiana. I-57 passes through the Village and the Lincoln Highway (US-30) provides a critical east-west connection to the Village. The Metra Electric District commuter train serves the Village with other nearby stations located along the Village’s eastern border.
The Village of Matteson began with German settlers who created a town at the juncture between the Illinois Central and Michigan Central Railroads in the 1850s. The Village was named after the Illinois Governor Joel Matteson, and it was formally incorporated in 1889 with a population of about 500 people.

After World War II, the Village of Matteson steadily grew, reaching a population of around 3,200 in 1960. In the 1970s, its population grew to around 4,700 and more than doubled to about 10,200 by 1980. During this time, Lincoln Mall opened its doors in Matteson and became one of the largest shopping malls in the United States. In 2000, there were about 13,000 people residing in Matteson. African-American population has grown significantly since 1970 and now the Village boasts having a diverse, stable, and middle-class community.

The Village of Matteson has grown substantially over the past fifty years. It began as a 40-acre parcel by the two major rail lines, and it currently occupies 9.3 square miles (~5,120 acres) of land. By 2000, there were about 4,700 housing units within the Village, and nearly two/thirds of them were constructed within the last thirty years. New commercial developments have moved into Matteson over the years and provided residents convenient access to services. Manheim Chicago and the Matteson Auto Mall are one of those significant developments and destinations in the region. The Village’s original center by the Matteson Metra Station is referred to as, “Old Matteson.” Most commercial activities are now concentrated along the US-30 and Cicero Avenue. The Village’s location just 30 miles southwest of Chicago has positioned it as a major retail hub as well as strong market for commercial, office, and hotel development. Matteson’s strong economic development focus and supportive organizations have resulted in a thriving community focused on positive growth. New developments including the redevelopment of the former Lincoln Mall are with a mixed-use development, new senior housing and expansion of existing businesses, demonstrate the Village’s commitment to leveraging opportunities while building on the community’s legacy of forward thinking and innovation.
CHARACTER OF THE CORRIDORS

US-30 is the Village’s primary east-west thoroughfare. The land uses along this corridor are predominately residential between Harlem and Central Avenue. Large single-family detached homes in residential subdivisions front the Corridor in this stretch of roadway. The exception is Manheim Chicago, a prominent auto-auction business, that is planning to expand its operations south to include an additional 50 acres. Industrial development is planned for the northern portion of the Manheim Business Park as well as the southwest portion of the Greater Chicago Auto Auction. There are plans for some of the existing agricultural parcels along the US-30 to accommodate residential and senior-living development.

The Village’s commercial activities are concentrated on US-30 between Central Avenue and Governors Highway. One of the major nodes, located southwest of US-30 and I-57, is a 110-acre cluster of automobile dealerships, known as the Matteson Auto Mall. Its landmark signage, acts as a gateway, and informs travelers on I-57 that they have arrived in Matteson. Another important commercial node is the Lincoln Mall site. Due to the changing economic climate, the Village of Matteson Board authorized the demolition of Lincoln Mall. This site is a significant redevelopment opportunity for the Village.

East of Governors Highway, US-30 transitions back to residential land uses. The Corridor also shares a border with Olympia Fields. Old Matteson, a traditional residential neighborhood, is located by US-30 and the 211th Street Metra Station. The houses there are generally smaller than those west of I-57 and the neighborhood resemble more of a traditional compact neighborhood.

Both Cicero Avenue and US-30 accommodate high volumes of traffic and commercial activities. The main difference is that Cicero Avenue has a concentration of civic institutions. The Village Commons is the civic center for Matteson and includes the Village Hall and the Police Station. Adjacent tracts of land are currently undeveloped but it is anticipated these will be developed as residential. Gateway signages on Cicero Avenue at the north and south side of Matteson’s borders are important elements in creating a sense of arrival and formal entry into the Village, and they should be enhanced.
The consultant team engaged in many in-depth conversations with Matteson stakeholders to create a plan that addresses the challenges and opportunities of the US-30 and Cicero Avenue Corridors. The diverse body of stakeholders represented a broad range of perspectives including:

- Residents and neighborhood organizations
- Faith-based organizations
- Business owners and major employers
- Local school districts and private schools
- Local economic development and community organizations
- Local realtors
- County- and state-level transportation agencies
- Village boards and commission
- Village administration and staff
- Utility companies

Steering Committee

A Steering Committee was formed to directly provide input to the consultant team. This committee consists of residents, business owners, and a Village Staff. The consultant team has met with the Steering Committee throughout the planning process to review the deliverables and project’s logistics and next steps.

Kick-Off Meeting

The planning process kicked off on March 27, 2019 with a meeting between the consultant team and Village President, Administrator, and Staff. The meeting included an overview of the project’s schedule, logistics, and a discussion regarding the formation and role of a Steering Committee. There was a discussion about the Village’s past plans and studies and how these documents have informed the Village’s decision-making.

The meeting also involved a visioning exercise where meeting participants shared their perceptions about their favorite and least favorite elements of the Corridors, in addition to what the Corridors should be and should not be. Additionally, the consultant team facilitated a mapping exercise with meeting participants where they identified the Corridors’ issues and opportunities. After the meeting, the consultant team toured the Corridors to document existing conditions, assets, constraints, and opportunities.

Refer to the appendices for the meeting’s summary.
Focus Group Interviews
The consultant team conducted a series of focus group interviews to better understand the specific issues and opportunities in the Corridors. The groups of stakeholders who participated in these listening sessions included:

- Economic development organizations
- Local realtors, developers, and business owners
- Local community organizations and civic institutions
- Transportation agencies
- Village administration and staff

Public Workshop 1
On September 19, 2019, the consultant team hosted a public workshop to gather input on the corridor planning process and concept alternatives. The workshop was held at the Matteson Community Center. There were approximately 15 participants, including residents, business owners, stakeholders, and steering committee members. The workshop was organized into four stations in which participants could share their vision, issues, and opportunities for the Corridors. The workshop also included streetscape recommendations that illustrated proposed improvements to each Corridor.

Refer to the appendices for the meeting’s summary.
Public Workshop #2
On January 30, 2020, the consultant team facilitated the second Public Workshop of the Matteson Streetscape Improvement Plan. The meeting took place in the Matteson Community Center. Approximately 20 participants, consisting of residents, stakeholders, business leaders, and Steering Committee members signed-in to the workshop. The workshop included four stations that included a review of streetscape design improvements, proposed I-57 interchange, visual preference survey, and priority investment opportunities.

Refer to the appendices for the meeting’s summary.

On-Line Survey
Throughout the course of the study, residents of Matteson were encouraged to comment on the process and share their opinions and thoughts with the consultant team. The survey ran from 10/4-10/18. Most residents thought that attributes that made Matteson a great place included:

▪ A mixed-use environment
▪ Retail District
▪ Feeling of safety
▪ Vibrant community
▪ Diverse community

Participants were enthusiastic about potential improvements to the corridors and felt that improvement to safety and landscaping were the most important considerations.
Steering Committee Meeting #2

On January 9, 2020, the consultant team facilitated a second meeting with the project’s Steering Committee. In this meeting, the topics were: preliminary concepts for key road sections along US-30 and Cicero Avenue, design options for the I-57 interchange, and gateways and wayfinding. The Steering Committee provided potential revisions for the illustrations and design concepts shown. In addition, a summary of public engagement completed to date was discussed. The key input included:

- Consideration for safety at the I-57 interchange
- An additional road section at Cicero Ave at 203rd
- Coordination of planted medians with public works
- Verification of low maintenance plantings at medians
- Integration of public art into the streetscape design
- Consideration for ability of drivers to see business signage

The Steering Committee prioritized the following themes and recommendations to be developed in the document.

**Key Themes**
- Signage
- Retail/Commercial Land Use
- Residential Land Use
- Office Market Land Use
- Industrial and Manufacturing Sector
- Transportation
- Streetscape Improvements
- Tourism and Business Attraction
- Sustainability
- Character and Identity

**Key Recommendations**
- Prioritize improvement of the public realm throughout the entire study area
- Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue
- Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment of underutilized parcels.
- Encourage a multi-modal environment that encourages connection with regional trail systems.
- Enhance the Old Matteson area and leverage the connection to Metra
- Integrate Green Infrastructure along Cicero Avenue and US-30
KEY FINDINGS
CHARACTER ZONES

The Matteson Streetscape Improvement Plan has diverse land uses that can be categorized into four character zones. The following is a description of existing land use patterns for each character zone.

Zone 1 is predominately residential. Existing agricultural land along US-30 is zoned to accommodate additional residential and senior living development. The agricultural parcel at the intersection of US-30 and Cox Avenue will accommodate an expansion of Manheim Chicago, a large auto-dealer and auction to the north.

Zone 2 is the Village’s commercial core. A mix of local- and regional-serving commercial developments are clustered within this zone. The former Lincoln Mall redevelopment site is currently being considered for a transformative mixed-use development.

Zone 3 transitions from commercial to residential and civic uses, including the Village Hall, police station, community center, and the Colin Powell Middle School. A residential subdivision is currently being developed adjacent to the Village’s civic campus. Greenfield development exist adjacent to the civic campus.

Zone 4 is predominately residential. The boundary of this zone is the 211th Street Metra Electric District Station on US-30 and the Matteson Metra Station in Old Matteson. The area surrounding the Matteson Metra Station is older than other residential neighborhoods in the Village and features a more compact physical framework and smaller lot sizes.
Legend
- Matteson Municipal Boundary
- Metra Station
- Existing Trail
- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Mixed-Use
- Industrial
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Vacant

Data Source: CMAP 2013 Land Use Inventory
Zone 1 Key Findings

Strengths
- Traffic flows smoothly in Zone 1.
- US-30 provides convenient vehicular access to many residential subdivisions.

Weaknesses
- The sidewalk system is discontinuous and is challenging to navigate for pedestrians. There are few sidewalks in the subdivisions adjacent to US-30.
- Streetscape and landscape design is minimal in this zone.

Opportunities
- Existing agricultural land along US-30 is anticipated to become additional residential development, including a senior living facility.
- Industrial land uses are anticipated for Zone 1.
- There is a gateway opportunity at the intersection of Harlem Avenue and US-30.
- Greater Chicago Auto Auction, a prominent auto dealer/auction in the Village, is anticipated to expand south to US-30 from its current location. This area will transition to a majority of industrial use.

Threats
- Most residential subdivisions in Zone 1 feature large lots that are significantly setback from the US-30, requiring efforts to enhance the parkways.
- The loss of agricultural and natural land.

Zone 2 Key Findings

Strengths
- Local and regional-serving commercial businesses are concentrated around the intersection of US-30 and Cicero Avenue, making this area a destination.
- Most existing street lights have banners featuring branded welcome signage.
- US-30 and Cicero Avenue have, limited planted parkway buffers.

Weaknesses
- The sidewalk network along the Corridors is discontinuous and unsafe for pedestrians including the intersection of US-30 and Cicero Avenue.
- Metal railings along the corridors are unsightly.

Opportunities
- The former Lincoln Mall site is a redevelopment opportunity for a mixed-use town center concept. Adjacent undeveloped land creates opportunities for development and additional Village amenities.
- There are opportunities to install gateway signage at I-57 and the US-30 interchange.

Threats
- Access to the west and east sides of I-57 on US-30 is only possible by vehicle. Opportunities should be explored to utilize alternative routes to support pedestrian and bicycle access, such as the Old Plank Trail.
- Public transit routes are needed on the west side of the Village to provide better access to Old Plank Trail.
Zone 3 Key Findings

Strengths
• Civic uses, such as Village Hall, the police station, Colin Powell Middle School, and the Matteson Community Center, provide important services to residents in this zone.
• Gateway signage is installed south of the intersection between Cicero Avenue and Vollmer Road, welcoming residents and visitors into Matteson.

Weaknesses
• The sidewalk network along the Cicero Avenue is discontinuous.

Opportunities
• Vacant land should be assessed for development opportunities.
• There are opportunities to install landscape planting to enhance the experience of traveling along Cicero Avenue.

Threats
• Improvements within the public right-of-way partially depends when new developments occur along Cicero Avenue.

Zone 4 Key Findings

Strengths
• O. W. Huth Middle School and Matteson Elementary School are anchors in this zone with students routinely walking to the schools.
• Sidewalks and parkway buffers with street trees are visible throughout the zone, improving the US-30's visual appeal.
• Old Matteson features a compact neighborhood and closely spaced homes that have access to rear alleys. This reduce potential traffic conflicts.

Weaknesses
• Access to the 211th and Matteson Metra stations by car or bus is safer than by foot or bike.
• This section of US-30 doesn’t have a cohesive identity since it’s dividing line between Matteson and Olympia Fields.

Opportunities
• There are plans to explore and promote transit-oriented development (TOD) around the 211th Metra Station.

Threats
• Coordination between Matteson and Olympia Fields is needed to provide a cohesive identity for US-30.
• Promoting TOD around the 211th Metra Station will require coordination between multiple stakeholders including: Matteson, IDOT, Metra, and adjacent communities.
This page is intentionally left blank.
KEY GOALS AND RECOMMENDATIONS
The goals established for the Matteson Streetscape Improvement Plan express the priorities of the community gathered from public input and Steering Committee feedback. Input from stakeholders was critical to creating a vision statement for the project as well as identifying the Matteson’s priorities for the future of US-30 and Cicero Avenue. Through the public engagement process, opportunities for improvement of the corridors were defined. There was consensus that additional programming, activities, and businesses and safety strategies in the corridors would improve their overall accessibility and appearance. This section provides the overall vision statement and summarizes the key recommendations for the corridors.

**Vision Statement**

The US-30 and Cicero Avenue corridors represent the character and identity of Matteson. These safe and beautiful commercial corridors facilitate access to Matteson’s vibrant and family-friendly retail and entertainment district. The corridors complement the Village’s offerings to facilitate a higher quality-of-life for Matteson’s residents. With a connected network of sidewalks and trails, the Corridors are walkable and residents have a variety of mobility options to reach their destinations. Community facilities and nature-based destinations enhance the Corridor’s appeal and have a positive impact on the overall desirability of the community. Attractive gateway signs communicate arrival in Matteson to visitors and residents. Planted streetscapes and maintained parkways reinforce the Village’s values of being a Home for Business and a Heart for Family.
KEY RECOMMENDATIONS

Prioritize improvement of the public realm throughout the entire study area

Improvement of the public realm increases the overall desirability of the study area and has an impact on the Village’s ability to increase economic development activity. Streetscape design and maintenance are critical to encouraging a multi-modal environment that prioritizes pedestrians and incorporates amenities that allow visitors and residents to navigate the corridors safely to their destinations.

Goal 1
Create a hierarchy of streets and associated street cross sections that reflect their function and use while supporting multi-modal navigation of the corridors.

- Identify a palette of elements for each roadway type that can be coordinated with proposed improvements.
- Utilize the functional classification analysis to determine best fit improvements for each roadway type.

Goal 2
Make US-30 more walkable by considering a ‘park once’ strategy to encourage walking between businesses.

- Emphasize and encourage outdoor cafes and public gathering spaces along the corridors, where appropriate, to add vibrancy to the streetscape.
- Prioritize pedestrian-oriented developments to include incorporation of seasonal outdoor seating or other streetscape furnishings within the developments.
- Evaluate existing regulations, including the Zoning Ordinance, and propose recommendations that provide flexibility for businesses to create connections and safe passages between businesses.
- Communicate to developers the Village’s desire to reduce car traffic and create a more connected pedestrian environment in along US-30 and Cicero Avenue.
- Encourage business owners to improve their properties with landscaping that enhances pedestrian safety with planted buffers.

Goal 3
Improve intersection design at key locations to prevent vehicular conflicts and prioritize pedestrian safety.

- Key intersections connect destinations and enhance pedestrian safety along each corridor.
- Identify intersections that have high impact to facilitate connection to schools, trailheads and businesses.

Goal 4
Identify high impact areas along the corridors to receive special treatment including paving, furnishings, and plantings.

- Planted medians are encouraged along both Cicero Ave and US-30 to communicate gateways into the community as well as enhance the overall business environment.
- Landscape medians east of Governor’s Hwy along US-30 with street trees between Maple St and Main St including a streetscape tree buffer at Metra Station Lot 1 at Main and Front St. Final landscape design to be coordinated with Metra.
- Intersection improvements including context sensitive street design in the study area communicate to drivers that the area prioritizes pedestrians and contributes to their perception of safety.
- Streetscape furnishings and pedestrian amenities should be focused on enhancement of areas of high impact and connection between areas of high activity.

Goal 5
Consider burial of overhead power lines along US-30.

- Conduct a cost estimate to determine financial implication to burying power lines.
Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue

The western gateway into Matteson introduces travelers to the community along a fast moving arterial with residential subdivisions set back from the roadway. Similarly, the Village Commons along Cicero is an important landmark and destination. The unique physical landscape of primarily native prairie contributes to the definition of the community’s identity. Enhancement of gateways celebrating arrival into the Village are important elements in navigating US-30 and Cicero Avenue and communicating the Village’s offerings to travelers.

Goal 1
Reinforce the western gateway to the Village at Harlem Ave with signage and landscaping
- Planted medians are encouraged to mitigate rain events, to reduce flooding, and communicate a unique identity in the Village.
- Gateway signs can be designed to reinforce the Village’s identity and differentiate it from adjacent communities.

Goal 2
Leverage the existing land use patterns in the US-30 corridor that are inwardly focused and set back from the corridor to integrate housing typologies that respond to the Village's existing demographic and may include active living through internal walking trails and a nature-based approach to development.
- Coordinate new land uses west of I-57 that consider housing typologies for seniors.
- Annexation of land west of the I-57 interchange at Central Ave should include land use recommendations to ensure consistency with adjacent development.

Goal 3
Buffer residential land uses from US-30.
- Street trees and native landscaping can buffer existing land uses from US-30 while enhancing its overall appearance.
- Programs and initiatives that prioritize native landscaping including pollinator plantings at the I-57 interchange should be included in any infrastructure improvement plans.

Goal 4
Improve existing medians with new low-maintenance, landscape treatments.
- Existing raised concrete medians can be landscaped to improve the roadway’s appearance and slow traffic.

Goal 5
Improve the intersection at Ridgeland and US-30 including replacement of the existing metal barriers with modern bollards, additional pedestrian amenities, and informational signage.
- Replacement of aging infrastructure with modern materials creates a cohesive and well-designed urban fabric that expresses the character and identity of the Village.
- Bollards at intersections are encouraged to provide a sense of safety for pedestrians.

Goal 6
Add informational signage at Governor’s Hwy for Village Hall campus and improve the intersection at Governor’s Hwy with differentiated pavement and new crosswalks to create a unique gateway environment and entry into the Village Hall campus.
- Coordinate Village Campus master plan with the streetscape plan with the extension of bike lanes into the Village Hall Commons.
- Improve intersections at Village Commons Drive and Cicero Ave with decorative pavers.
- Utilize similar lighting and signal posts throughout the Cicero Ave corridor.
**Goal 7**
Encourage public arts within the public realm, including the public infrastructure elements. This can complement with the Village’s gateway and wayfinding system by generating additional sense of identity for Matteson residents. The combination of infrastructure, landscaping, and public art improvement can comprehensively contribute to placemaking along the US-30 and Cicero Avenue Corridor.

- Inventory public infrastructure, such as utility boxes, light posts’ banners, and benches, that are candidates for public art projects.
- The Village should collaborate with local artists and school districts to conduct public art projects on public infrastructure elements.

**Goal 2**
Develop design guidelines to inform the desired quality of development and materiality of architecture.

- Review existing design guidelines for new developments.
- Create a consistent architectural vocabulary for all new developments.
- Review the existing sign ordinance, with particular attention to temporary signs, to ensure a high-quality and consistent public realm.

**Goal 3**
ON TO 2050’s Coordinated planning areas recommend a number of strategies municipal and county governments can use to minimize impacts of new development on agricultural and natural resources, including:

- Updating development ordinances.
- Agricultural and natural resource overlay zoning districts.
- Modernized definitions and standards relating to agriculture and natural resources.
- Updated protection measures within subdivision ordinances.
- Provisions for long-term stewardship of protected open space.

**Goal 1**
Coordinate Lincoln Mall site with adjacent land uses to ensure connectivity and continuity in the urban fabric

- Identify land use and zoning for existing undeveloped parcels along Cicero Ave east of the Butterfield Creek
- Create a master plan for infill development west of Butterfield Creek including the outlot site on east side of Cicero Ave at Village Commons Rd.
- Create a business attraction strategy for existing infill and outlot commercial parcels on the west side of Cicero south of Village Commons

**Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment of underutilized parcels.**
Parcels currently identified as retail/commercial make up a majority of the land within the core of the community. These parcels should be prioritized for redevelopment as they contribute to the tax base of Matteson and have high visibility. Development opportunities and creation of a consistent and coherent streetwall along the corridors communicate a healthy economic development environment. The ability of travelers to navigate the environment can be enhanced with adherence to uniform design criteria for architecture and landscape.
Encourage a multi-modal environment that encourages connection with regional trail systems.

Goal 1
Create a pedestrian/bike pathway through the I-57 interchange.
- Add informational, directional, and gateway signage at the I-57 overpass to provide access to Notre Dame Park via Matteson Ave and Lake Superior Dr.
- Improve intersections along Cicero Avenue with differentiated pavement and new crosswalks in high traffic areas that connect retail, commercial and hospitality land uses.
- Coordinate the trailhead to Old Plank Trail south of US-30 to create continuity from the I-57 interchange.
- Promote connections to destinations and parks/open space.
- Ensure transportation infrastructure complies, including sidewalk ramps, with ADA standards.

Goal 2
Add pedestrian amenities to the streetscape design in high traffic areas near retail/commercial nodes and Village Commons including: benches, trash receptacles, and bus shelters.
- The Village Commons is the ‘front door’ to the Village and can accommodate additional seasonal activity as well as access to existing walking trails and Community Center. This civic health and wellness node should provide access to surrounding businesses as well as act as a destination.

Goal 3
Provide continuous sidewalks along Cicero Ave and US-30 where there currently are gaps in the system.
- On Cicero Ave, sidewalk gaps near Village Commons on the west side of the road should be prioritized.

Enhance the Old Matteson area and leverage the connection to Metra
Old Matteson is the historic heart of the community. The physical neighborhood is more dense and includes a small neighborhood shopping district that attracts residents throughout the Village. This area also provides ready access to the Matteson Metra Station, creating an ability to capture more of the transient public to enjoy the area’s offerings. The assets in this area include its location and unique character in the Village.

Goal 1
Designate a Neighborhood Commercial District at Main and US-30
- Coordinate land uses to encourage additional commercial development that is consistent with best practices for transit-oriented development that increase density in the area and provide a variety of housing types.
- Identify locations for mixed-use development on infill sites within the Old Matteson District.
- Provide informational signage for area businesses in the Old Matteson District including directional and educational signage for the Railfan Viewing Platform at rail and US-30.
Goal 2
Improve the Olympian Way/US-30 signalized intersection at the 211th Metra station with enhanced crosswalks and gateway signage.
  • Provide signage for Matteson Public Works and Old Matteson Commercial District along US-30.

Goal 3
Consider raised crosswalk at Governor’s Hwy at the Old Plank Trail crossing at Main St and coordinate improvements of the intersection with decorative crosswalks to enhance the identity of the Old Matteson District.
  • Create a trail system and bike path along Old Plank Rd Trail to connect Memorial and Governors Trail Parks and Matteson Elementary School.
  • Create a trailhead at Main and Maple Streets along Old Plank Trail with supporting bike paths and/or sharrows along Main St to connect to Old Plank Trail.

Goal 4
Create sidewalk connectivity between Huth Middle school and Matteson Elementary schools from Governor’s Hwy between Main St. and 216th to provide safe access to the adjacent residential neighborhoods.
  • Existing sidewalks should provide continuity from the Old Plank Trail across Governors Hwy.
  • The intersection at Main St. should be improved to accommodate crossing from neighborhoods north of Lincoln Hwy.

Integrate Green Infrastructure along Cicero Avenue and US-30
Landscaped parkways and medians improve the Village’s ability to manage major and minor rain and storm events. Increasing permeable area allows for more absorption during rain events, in addition to providing water quality benefits. These strategies also reduce runoff to vulnerable areas and to existing storm sewer systems and creates a sustainable framework for future development in the area.

Goal 1
Coordinate infrastructure improvements with streetscape improvements in study area.
  • Review opportunities to encourage implementation of best management practices in all types of development, such as providing stormwater credits or integrating landscape design strategies.
  • Target areas and applicable strategies for the implementation of green infrastructure.

Goal 2
Create Stormwater/rainwater mitigation recommendations.
  • Develop local single residential lot and subdivision stormwater detention/retention policies to ensure development and redevelopment don’t create a new burden on the existing stormwater system and major waterways within the community.
  • Coordinate green infrastructure strategies with new and planned road and trail projects.

Goal 3
Identify areas of concern and create strategies to encourage detention as an amenity.
  • Review the Village’s Zoning Ordinance and development regulations to include opportunities for native plantings in new developments.
  • The Village should be proactive in investing in public assets, including updating stormwater management facilities, and aging infrastructure, and planning improvement into road and complete streets policies.
This page is intentionally left blank.
LAND USE
The US-30 and Cicero Avenue Corridors’ future land use patterns include opportunities to respond to the changing retail and commercial climate in the Village. Per ON TO 2050, including farmland and natural resources in plans encourages communities to reflect upon the lands’ contributions to local and regional economies, ecosystems, and character.

While generally occupied, retail locations distributed throughout the US-30 and Cicero Avenue Corridor and study area remain vacant. The future land use plan designates an appropriate land use for these lots to support development that fits with the context and is the highest and best use for the site. Some of the vacancies include unfinished residential subdivisions. The future land use anticipates these will be fully built out in the future. It is also envisioned that the redevelopment of existing vacant parcels will minimize land use conflicts with adjacent developments and neighborhoods. The land uses are anticipated to be compatible with surrounding businesses in an effort to contribute to a more visually appealing corridor experience.

Redevelopment of vacant properties will need to conform to the parcel’s underlying zoning requirements to establish sufficient screening and buffering against different types of land uses. In addition to the areas of vacancies, the future land use plan identifies additional areas that may experience significant land use change, resulting potential changes in the Corridor’s character. They are described in the following sections.
Legend
- Matteson Municipal Boundary
- Metra Station
- Existing Trail
- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Regional Commercial
- Mixed-Use
- Industrial
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Flex
- Former Lincoln Mall Site
- Manheim Expansion
- Regional Commercial / Industrial
- To Be Annexed into Matteson
- Old Plank Rd Trail
- Old Plank Rd
- Prairie Nature Preserve
- Bartel Grassland Land & Water Reserve
- Potential Casino
- Former Lincoln Mall Site
- Manheim Expansion
- FUTURE LAND USE
- ZONE 4
- ZONE 3
- ZONE 2
- ZONE 1
- OLYMPIA FIELDS
- RICHTON PARK
- BARTEL GRASSLAND
- LAND & WATER RESERVE

Matteson Streetscape Improvement Plan
Urban Design Concept

DRAFT
For Review

31
**Flex Land Use**

There are several large tracts of vacant land that are redevelopment opportunities for the Village of Matteson. They are within the Village’s MXD Mixed Use District, which permits commercial, office, research, service, and residential land use. The flex use designation recognizes and preserves the MXD Mixed Use District’s flexibility for the Village and enable the Village to be able to better respond to any future changes, including its demographics and market position.

**Area to Be Annexed into Matteson**

One of the areas designated as flex is currently unincorporated. The Village is planning to annex this area into the Village in the future. Given that it is between the Matteson Auto Mall and a large residential subdivision, this area has potential to accommodate a mix of land uses. The Village should rezone this area to MXD Mixed Use District or other zoning districts that are deemed more compatible with the area’s surrounding character.
The Lincoln Mall was demolished in 2017, which presents an opportunity to develop a new mixed-use center. Given this site’s proximity to the Village’s civic, office, and commercial amenities, this is a prime redevelopment opportunity site for the Village. The Village has plans to redevelop this area into a dense, walkable, and mixed-use town center environment (see plan in the following page). This program is beneficial to the Village because it diversifies the Village’s housing stock and prices, attracts younger residents into the Village, and provides a unique physical environment that will be a prime destination. Trail connections to the Old Plank Rd Trail to the south is also an opportunity in this area.

Profile: Lincoln Mall

Lincoln Mall opened in 1973 with major anchors, including: Carson Pirie Scott, Montgomery Ward, Wieboldt’s, and JC Penny. This used to be a major economic driver and destination in Matteson. These anchors struggled over the years due to retail’s changing landscape. Despite the mall being renovated in 1993 and featured between 90 and 100 inline stores, tenants and anchors steadily left Lincoln Mall.

A Cook County judge ordered that Lincoln Mall be closed permanently in January 2015. In 2017, Lincoln Mall was demolished. The only remaining anchor in the Lincoln Mall area is JC Penny, who owns and operate a store in an outlot.

Aerial imagery of the Lincoln Mall area in 2002. This is before Target and JC Penny established outlots at the southern side of the area. Target closed in 2017, leaving JC Penny the only anchor in this area. In 2002, the mall has approximately 45 acres of parking area (excluding those of outlots), which can accommodate 34 football fields.
Source: Google Earth Pro
A redevelopment plan for the Former Lincoln Mall Site. Source: Village of Matteson
Manheim Chicago Expansion

Manheim Chicago is a major car dealership and auction. It is a large site on the west side of I-57 in Matteson and has plans to expand southwards to US-30. The area of expansion is currently agricultural. It is important that the expansion is sufficiently buffered against the existing residential subdivision to the east and conforms with the landscaping and streetscaping recommendations of this Plan. This principle should be applied to other future regional commercial and industrial developments in the Village. New development on agricultural and natural lands should be located and designed in such a way to reduce impacts, maintain ecosystem functions and the local agricultural economy, build municipal financial health, and address other community goals.

Regional Commercial / Industrial Land Use

This land use designation is proposed for currently vacant land just west of Menards. This area is currently zoned as I-1 Service, which permits heavy commercial and light industrial uses. It is anticipated that future development in this area will possess a similar character as the existing commercial and industrial uses to the east.
This page is intentionally left blank.
URBAN DESIGN CONCEPTS
Urban Design Concept

The Urban Design Concept illustrates a variety of proposed interventions to improve the mobility, accessibility, safety, and appearance of the US-30 and Cicero Ave Corridors. The intent of these strategies is to create a thriving economic center for the Village of Matteson that is sustainable and flexible to accommodate a variety of uses in the future. While current trends reflect reduced demand for retail, walkable environments with well-designed public realms are thriving. The Corridors can impact the Village's ability to attract new residences and new businesses.

Each concept is illustrated by zone and includes recommendations for transportation, infrastructure, and streetscape enhancements. Specific recommendations for each zone are supported by data analyzed in the Existing Conditions Report and confirmed by Matteson residents during public workshops and focus groups. Transportation recommendations include proposed signalization and intersection improvements. The following pages include illustrative road sections that apply the principles and key recommendations in previous sections. These typical roadway sections are intended to provide guidance on the design of the corridors with similar conditions.

Development of any agricultural lands must follow applicable ordinance requirements which will help to preserve ecosystem functions. For instance, any development within the floodway is regulated by IDNR-OWR and there are limitations to development intended to preserve flood storage and prevent flooding. At-grade trails are an appropriate use of the floodway and can be incorporated into any development along the watercourse to promote the connectivity of existing trail systems within the Village. Development within the floodplain will require compensatory storage for all existing storage that is displaced. This storage volume must be adjacent to the watercourse thus limiting the overall developable area and maximizing open space.

Any wetland areas must be identified during the development process. Any potential impacts to wetlands must follow regulations of the MWRD and/or US Army Corps of Engineers. These regulations are enforced to protect wildlife habitat and promote the water quality benefits that wetlands provide.

The Watershed Management Ordinance regulates stormwater management issues stemming from development sites. Construction of stormwater facilities to accommodate both future development of the Mannheim Chicago Expansion can also include storage volume for future impervious areas (greater than 1 acre cumulatively) associated with roadways and sidewalks, if required. Stormwater facilities are a key component to future development and present various opportunities for meeting Ordinance requirements while promoting native vegetation and maintaining the natural drainage patterns, when located in existing low areas, and incorporating any associated wetland mitigation that may be required.
This map illustrates proposed recommendations for the US-30 and IL-50 (Cicero Avenue) Corridors. The Urban Design Concept integrates the Future Land Use Plan to create integrated corridor strategies. The recommendations include urban design interventions, identity elements, and streetscape improvements.
This page is intentionally left blank.
Area 1 Illustrative Plan
US-30 & Ridgeland Ave

Existing conditions / Source: Google Earth Pro

US-30
RIDGELAND

Paved shoulder
Multi-use path

Lincoln Highway (US-30)

Street tree
Earth shoulder & ditch
Sidewalk
Landscaped median

North 0 5 10 20 feet

Draft For Review
Looking East on US 30

Existing conditions / Source: Google Earth Pro

Multi-use path at subdivision for connected circulation
Ornamental grasses
Columnar median tree
Existing storm drain inlet

Earth shoulder & ditch

Area 1 Illustrative Plan
Roadway Perspective

Matteson Streetscape Improvement Plan
Urban Design Concept

Draft For Review
**Traffic Controls**
Potential future traffic signal at US-30/Cox Avenue when warranted.

**Intersection Pedestrian Safety Enhancements**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Crosswalk Type</th>
<th>Intersection Approach</th>
<th>Pedestrian Signals</th>
<th>Countdown Timers</th>
<th>ADA Compliancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-30/Harlem Ave</td>
<td>HV</td>
<td>All</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>US-30/Ridgeland Ave</td>
<td>HV</td>
<td>All</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>US-30/Central Ave</td>
<td>HV</td>
<td>All</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

**IDOT Programmed Roadway Improvements**
*(FY 2020-2025 Highway Improvement Program)*

- **US-30**: Lighting installation, Ridgeland Ave to Central Ave (FY 2021-2025)
- **Central Ave**: Roadway design and reconstruction, US-30 to CN Railroad (FY 2021-2025)

**Public Transit**

- **Pace Route 357 (US-30)**: Consideration of Pace service extension along US-30 west to Manheim Chicago to be studied further in the Transportation Alternatives Study recently launched by the villages of Matteson, Park Forest and Richton Park in partnership with the RTA. Any service extensions should consider new bus shelter locations at Manheim Chicago and on eastbound US-30 at Ridgeland Avenue and Central Avenue, and new bus stop locations on westbound US-30 at Ridgeland Avenue and Central Avenue. There are several upcoming developments along US-30 west to Harlem Ave and along east of Harlem Ave, between US-30 to Vollmer Rd, adding up to 2000 potential jobs in the Village. Consideration of Pace extension along these routes connecting to Metra station will be studied in the Transportation Alternatives Study by RTA.

**Bicycle Paths/Trails**

- **Harlem Avenue**: Extend bicycle path along east side of Harlem Avenue from Vollmer Road to Old Plank Road Trail to service future commercial and residential growth areas. Will ultimately connect with Village of Frankfort’s planned bicycle path that will extend along Harlem Avenue from US-30 south to Bruns Road. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.
- **Ridgeland Avenue**: Extend bicycle path along east side of Ridgeland Avenue from the north Village limits at Vollmer Road to the south Village limits at the CN Railway. Will connect with the Old Plank Road Trail and the existing path that extends east along Butterfield Creek through the Gleneagle Trail subdivision. Will ultimately connect with Village of Frankfort’s planned bicycle path that will continue south along Ridgeland Avenue from the CN Railway to Bruns Road. Replace existing sidewalk segments along Ridgeland Road in front of the Gleneagle Trail and Golf View Estates subdivisions with 10-foot bicycle path. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.
TRANSPORTATION IMPROVEMENTS
ZONE 1

- **Cox Avenue:** Extend bicycle path along east side of Cox Avenue from US-30 to Harlem Avenue providing non-motorized access to the Manheim Business Park. Vollmer Road to Old Plank Road Trail to service future commercial and residential growth areas. Will ultimately connect with Village of Frankfort’s planned bicycle path that will extend along Harlem Avenue from US-30 south to Bruns Road.

- **Central Avenue:** Extend bicycle path along east side of Central Avenue from Georgetown Drive to the Ace Hardware Paint Division plant and connecting with the Old Plank Road Trail and Old Plank Road Prairie Nature Preserve. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.

- **Butterfield Creek:** Extend existing bicycle trail from Gleneagle Trail subdivision through conservation area to Central Avenue opposite Village Commons.

**Bicycle Parking**

Install bicycle racks at Manheim Chicago, Woodgate Park, Allemong Park, and Woodgate Elementary School. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

**Pedestrian Path**

- **US-30:** Extend sidewalk along south side of US-30 from Harlem Avenue to Central Avenue.
- **Ridgeland Avenue:** Extend sidewalk along west side of Ridgeland Avenue from north Village limits Vollmer Road to Timber Ridge Road.
- **Central Avenue:** Extend sidewalk along west side of Central Avenue from US-30 to Old Plank Road Trail.

**Sustainable Measures**

- **Electric Vehicle Charging Station Locations:** Mannheim Chicago
This page is intentionally left blank.
US-30 AT RIDGELAND AVE (VIEW EAST) ROADWAY SECTIONS

Existing

<table>
<thead>
<tr>
<th>30'</th>
<th>8'</th>
<th>24'</th>
<th>16'</th>
<th>24'</th>
<th>8'</th>
<th>30'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earth Shoulder &amp; Ditch</td>
<td>Paved Shoulder</td>
<td>2 Through Lanes</td>
<td>Barrier Median</td>
<td>2 Through Lanes</td>
<td>Paved Shoulder</td>
<td>Earth Shoulder &amp; Ditch</td>
</tr>
</tbody>
</table>

Right-of-Way: 140'
24’ Through Lanes
24’ Through Lanes
16’ Barrier Median
140’ Right-of-Way
8’ Paved Shoulder
20’ Multi-Use Path
8’ Paved Shoulder
24’ 2 Through Lanes
16’ Barrier Median
24’ 2 Through Lanes
8’ Paved Shoulder
25’ Earth Shoulder & Ditch
5’ Sidewalk

Proposal

Street tree
Planting
Residential Subdivisions

As discussed in the Key Findings, there are portions of residential subdivisions that are not fully built out. Depending on the phasing of the projects, if residential areas do not have stormwater detention already constructed, both detention and volume control will need to be incorporated based on the Metropolitan Water Reclamation District's (MWRD) Watershed Management Ordinance (WMO). Both detention storage and volume control can be accomplished in many ways. Detention storage is commonly provided in above-ground stormwater basins/detention ponds. Examples of volume control include bioswales, rain gardens (see Parkway Rain Garden figure), and wetland bottom basins. All near-term and future designs need to consider increased regional rainfall depths.

Roadway Infrastructure Improvement

For development within the right-of-way, an increase of impervious area greater than or equal to 1 acre will require both detention storage requirements and volume control based on the WMO. The existing agricultural and vacant areas on the north and south sides of US-30 could be considered for stormwater storage facilities related to any increased imperviousness in this zone due to the extension/creation of sidewalk and multiuse paths.

For the areas along US-30, the typical roadway cross-section is rural and therefore there is no curb and gutter. It is assumed that the only stormwater infrastructure within the limits of US-30’s right-of-way is for median drainage. Partner with Illinois Department of Transportation (IDOT) to implement green infrastructure practices within the median. Encourage the existing stormwater system to better drain stormwater runoff by installing curb cuts to create inlets into the median. This would allow runoff to access previously unutilized storage potential under the existing concrete median. This feature can be applied to the proposed landscaped medians in Zone 2 and 3.

Provide adequate space for rain gardens on the parkways in areas between the proposed multi-use path and US-30. This can be beneficial to future development in mitigating stormwater runoff and potentially reduce the detention storage volume required for new impervious area.

Floodplain & Floodplain Consideration

Sensitively approach Butterfield Creek as it is an area of concern and contains both regulatory floodplain and floodway. Future developments within these designated areas will require additional permitting through the Illinois Department of Natural Resources.

-- Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development.

Wetland Considerations

According to the National Wetland Inventory, there are wetland areas adjacent to Butterfield Creek and within the agricultural areas at the north west corner of Central Avenue and Old Plank Road Trail and north of Lincoln Highway, east of Harlem Avenue. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas are considered an area of concern due to the limitations of development.
This page is intentionally left blank.
Area 3 Illustrative Plan
East of US-30 & Kildare Ave

Existing conditions / Source: Google Earth Pro

- LINCOLN HIGHWAY (US-30)
- New LED Light Poles
- Butterfield Creek
- Striped crosswalks
- Parkway with street trees
- Landscaped median
- Sidewalk
- Pedestrian refuge island

58
AREA 3 ILLUSTRATIVE PLAN
ROADWAY PERSPECTIVE

Existing conditions / Source: Google Earth Pro

Looking West on US 30

Digital street banner on decorative light pole

Raised median with ornamental grasses and columnar median tree

Widened sidewalk

Landscaped and parkway with street tree
TRANSPORTATION IMPROVEMENTS
ZONE 2

Intersection Pedestrian Safety Enhancements

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Crosswalk Type</th>
<th>Intersection Approach</th>
<th>Pedestrian Signals</th>
<th>Countdown Timers</th>
<th>ADA Compliancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-30/ Matteson Ave</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>US-30/Cicero Ave</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>US-30/ Lindenwood Dr</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>US-30/ Matteson Plaza</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>US-30/ Governors Hwy</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cicero Ave/ Town Center</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cicero Ave/ Southwick Dr</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cicero Ave/ Promenade Way</td>
<td>HV</td>
<td>All</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cicero Ave/N. Gateway Dr</td>
<td>HV</td>
<td>West</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

1 Needed on north, east and west approaches only.
2 Needed on south approach only.
3 Needed on north and east approaches only.
4 Needed on north approach only.
5 Needed on north, east and south approaches only.

IDOT Programmed Roadway Improvements
(FY 2020-2025 Highway Improvement Program)

- **I-57**: Resurfacing; 7.24 miles from Will County Line to 0.1 mi north of 175th St (FY 2021-2025)
- **US-30/Cicero Ave Intersection**: Traffic signal modernization, channelization, design, land acquisition. (Design FY 2020; Construction FY 2021-2025)
- **Cicero Ave**: Lighting installation, US-30 to north of 205th St (FY 2021-2025)

Public Transit

- Realign route through former Lincoln Mall site and consider route extension west along US-30 to Manheim Chicago, to be studied further in the RTA’s Transportation Alternatives Study. Any service extensions should consider a new bus shelter on eastbound US-30 at Matteson Avenue and new bus stop locations on westbound US-30 at Matteson Avenue and northbound Cicero Avenue at Town Center.
- Installation of Pace Bus Shelters at Existing Bus Stops with Higher Ridership
  - Eastbound US-30 at Kostner Avenue
  - Eastbound US-30 at Matteson Plaza
  - Eastbound US-30 at Governors Highway
  - Eastbound 4647 Lincoln Mall Drive
  - Northbound Southwick Drive at Stoneridge Court
  - Eastbound 5210 Southwick Drive
  - Eastbound 4601 Southwick Drive
  - ADA Enhancements to Existing Pace Bus Stops (concrete pads, sidewalk connections)
    - Westbound US-30 at Kostner Avenue
    - Westbound US-30 at Governors Highway
    - Westbound US-30 at Roslyn Road
    - Westbound US-30 at Wingate Road
    - Westbound US-30 at Evergreen Circle
TRANSPORTATION IMPROVEMENTS

ZONE 2

- Pace PULSE arterial rapid transit service is a more long-term project that is planned to be implemented along an 11-mile stretch of US-30 between Cicero Ave and the Indiana border.

Bicycle Paths/Trails

- **US-30:** Extend bicycle path along north side of US-30 from Central Avenue to the Preservation Path at Kostner Avenue. Replace existing sidewalk segments along north side of US-30 between Matteson Avenue and Kostner Avenue with 10-foot bicycle path. Develop at-grade crossings or bicycle path underpasses at the I-57 northbound entrance ramp and southbound exit ramp. Modify US-30 median and westbound lane channelization on bridge over I-57 to provide barrier-protected bicycle lane on north side of US-30 or construct bicycle bridge over I-57 adjacent to north side of US-30 bridge.

- **US-30:** Replace existing sidewalk along south side of US-30 between Kostner Avenue and Governors Highway with 10-foot bicycle path. Construct bicycle bridge over Butterfield Creek.

- **Cicero Ave:** Extend bicycle path along east side of Cicero Ave from Vollmer Road to Old Plank Road Trail. Most of the path south of Butterfield Creek would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Construct bicycle bridge over Butterfield Creek.

- **Cicero Ave:** Extend bicycle path along west side of Cicero Ave from Old Plank Road Trail to CN Railway by replacing the existing sidewalk with a 10-foot bicycle path. Will ultimately connect with Village of Richton Park’s planned Poplar Avenue Bike Trail extension and Rich South High School.

- **Governors Highway:** Extend bicycle path along west side of Governors Highway from 207th Street to 216th Street. Segment between 207th Street and Lindenwood Drive would be new. Segment south of Lindenwood Drive would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Path would pass beneath the Old Plank Road Trail bridge.

- **Matteson Avenue:** Install bicycle lanes on Matteson Avenue between the roadway north of Village Hall and Matteson Center. The 46-foot wide roadway currently permits parking on the west side of the road only.

- **207th Street:** Install bicycle lanes on 207th Street between Cicero Ave and Matteson Avenue. The 46-foot wide roadway currently permits parking on both sides of the road and carries approximately 3,050 vehicles per day. Would need to prohibit parking on one side similar to Matteson Avenue.

- **207th Street:** Install shared-lane markings on 207th Street between Cicero Ave and Governors Highway. The 36-foot wide roadway permits parking on one side of the road and has a 25 mph posted speed limit.

- **Old Plank Road Trail Connection:** Extend bicycle path from JC Penney parking lot to Old Plank Road Trail.

Bicycle Parking

- Install bicycle racks at public facilities, parks, shopping centers, and major employers, including Oakwood Park, Governors Trail Park, Matteson Center, The Home Depot, Matteson Town Center, Marketplace of Matteson, Menards, Matteson Plaza, Rogers Enterprises, Ace Hardware-Paint Division plant, and the Promenade at Lincoln. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

Pedestrian Paths

- **US-30:** Infill missing sidewalk segment along north side of US-30 from Kildare Avenue to McDonald’s (approx. 1,025 lineal feet).

- **Cicero Ave:** Infill missing sidewalk segments along west side of Cicero Ave from Vollmer Road to US-30 (approx. 4,650 lineal feet).

- **Matteson Avenue:** Install missing sidewalk segments along both sides of Matteson Avenue between Village Commons and Matteson Center (approx.. 1,735 lf east side; 1,585 lf west side).

Sustainable Measures

- **Care Share Locations:** Holiday Inn Chicago Matteson Conference Center

- **Electric Vehicle Charging Station Locations:** Matteson Community Center, Matteson Center, Matteson Town Center, Marketplace of Matteson, Matteson Plaza, and the Promenade at Lincoln.
This page is intentionally left blank.
US-30 BRIDGE OVER I-57 (VIEW EAST)
ROADWAY SECTIONS

Existing

2 Through Lanes
24'

Barrier Median
16'

3 Through Lanes
36'

1 Merge/Divide Lane
14'

Paved Shoulder
6'

Jersey Barrier
2'

Right-of-Way
108'
24’
2 Through
Lanes
10’
Multi-Use
Path
10’
Bridge
Extension
8’
Paved
Shoulder
2’ 2’ 36’

 Proposed

Street tree
Street lighting
with banner
Planting

118’
Right-of-Way

2’
10’
2’
8’
24’
16’
36’
14’
6’
2’

Jersey Barrier
Paved Shoulder
1 Merge/
Divide Lane

DRAFT
For Review

Matteson Streetscape Improvement Plan
Urban Design Concept
US-30 EAST OF MATTESON AVE (VIEW EAST)
ROADWAY SECTIONS

Existing

- 13' Earth Shoulder & Ditch
- 8' Paved Shoulder
- 36' 3 Through Lanes
- 10' Left Turn Lane
- 6' Barrier Median
- 48' 4 Through Lanes
- 9.5' Parkway
- 5' Side Walk
- 9.5' Parkway
- 5' Side Walk
- 150' Right-of-Way

6" curb
Existing street lighting

5' Sidewalk

13' Earth Shoulder & Ditch

8' Paved Shoulder

36' 3 Through Lanes

10' Left Turn Lane

6' Barrier Median

48' 4 Through Lanes

9.5' Parkway

5' Side Walk

9.5' Parkway

150' Right-of-Way

DRAFT
For Review

Matteson Streetscape Improvement Plan
Urban Design Concept
US-30 EAST OF KILDARE AVE (VIEW EAST)
ROADWAY SECTIONS
Proposed

- Street tree
- Planting
- Street lighting with banner
- Bench

5’ Sidewalk
3’ Parkway
36’ 3 Through Lanes
16’ Barrier Median
36’ 3 Through Lanes
10.5’ Parkway
10’ Multi-use Path
9.5’ Parkway

126’ Right-of-Way

Butterfield Creek

Matteson Streetscape Improvement Plan
Urban Design Concept
CICERO AVE NORTH OF GATEWAY DR (VIEW NORTH) ROADWAY SECTIONS

Existing

<table>
<thead>
<tr>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5'</td>
<td>Sidewalk</td>
</tr>
<tr>
<td>5'</td>
<td>Parkway</td>
</tr>
<tr>
<td>20'</td>
<td>1 Paved Curb Lane (for future use)</td>
</tr>
<tr>
<td>14'</td>
<td>2 Through Lanes</td>
</tr>
<tr>
<td>24'</td>
<td>Barrier Median</td>
</tr>
<tr>
<td>16'</td>
<td>2 Through Lanes</td>
</tr>
<tr>
<td>26'</td>
<td>Parkway</td>
</tr>
<tr>
<td>20'</td>
<td>Multi-Use Path</td>
</tr>
<tr>
<td>10'</td>
<td>Right-of-Way</td>
</tr>
<tr>
<td>140'</td>
<td>Existing street lighting</td>
</tr>
<tr>
<td>70</td>
<td>Matteson Streetscape Improvement Plan</td>
</tr>
</tbody>
</table>

Urban Design Concept

DRAFT For Review
INFRASTRUCTURE IMPROVEMENTS

ZONE 2

While traditional stormwater management typically relies on gray infrastructure, high-density areas, such as Zone 2, can improve its ability to manage stormwater runoff by incorporating street trees to interact with the hydrologic cycle. Street trees encourage infiltration and help reduce runoff to the existing storm sewer system while improving the water quality entering into bodies of surface waters. The abundant amount of paved surfaces in Zone 2 leaves limited access to soil for successful tree growth. Systems similar to the Silva Cell (seen in the Silva Cell figure), allows trees to be planted within the impervious surfaces, encouraging infiltration and reducing runoff.

Multi-use Path Considerations

US-30 west of Matteson Avenue currently has a rural cross-section. If a multi-use path were to be installed in this section, the design will need to incorporate stormwater infrastructure in order to effectively drain runoff to the local sewer system. Regarding development within the right-of-way, an increase of impervious area greater than or equal to 1 acre will require both detention storage requirements and volume control based on the WMO. There is a 66-inch sanitary sewer that crosses US-30 diagonally between Kostner Avenue and Kildare Avenue, as shown in the Zone 2 Figure. Bioinfiltration systems will need to consider this utility if underdrains are to be installed.

There is also a 60-inch MWRD interceptor that runs on the north side of Route 30 between Kostner Avenue and Governor’s Highway, which collects the sanitary areas east of Cicero Avenue, as shown in the Zone 2 Figure. Enclosing the open ditch network in this area will need to consider setbacks from the sanitary line in addition to the installation of a storm sewer network to convey flow to Butterfield Creek East.

Bike Path Considerations

The intersection of I-57 and US-30 is an area for concern for incorporating a bike path. There is a large structure/crossing at the northeast corner of the intersection which conveys stormwater west into the existing ditch along the northeast corner of the intersection which conveys stormwater west into the existing ditch along the north side of US-30 and eventually to Butterfield Creek. If stormwater storage is being provided within the infield areas, any displaced storage volume will need to be compensated for according to the WMO. Additionally, if a trail system were to be installed, a stormwater conveyance associated with the ditch in addition to the trail will need to be constructed adjacent to the homes. This area is a concern due to space limitations and grade limitations.
**Floodplain & Floodway Considerations**

Butterfield Creek East Branch crosses Route 30 at 3 distinct locations: it flows north between Kildare Avenue and Kostner Avenue and then parallels Route 30 flowing east and crosses back under Route 30 approximately 600 feet west of Governor’s Highway. There is a regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Development within these designated areas will require additional permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1.1:1 for all volume of floodplain that is filled, thus limiting the development area adjacent to the watercourse.

**Wetland Considerations**

According to the National Wetland Inventory, there are wetland areas adjacent to Butterfield Creek East Branch, south of Route 30 and east of Promenade Way and within the agricultural south of Old Plank Road Trail and both east and west of Cicero Avenue. There is also a wetland in Notre Dame Park, north of Lake Superior Drive. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas is considered an area of concern due to the limitations of development.
US-30/I-57 INTERCHANGE PATH OPTIONS

The US-30/I-57 interchange is both a gateway into Matteson and a barrier for pedestrians and bicycles. I-57 plays an important role in the economic viability and connectivity of the Village. It is located east of Cicero Avenue and connects to US-30 directly. Several hotels and convention facilities are located nearby. Just south of the interchange, Old Plank Prairie Nature Preserve connects to the Old Plank regional trail system. To create a cohesive multi-modal roadway network, improvements to the interchange to accommodate pedestrians and bikes will be necessary. The following pages illustrate three concepts for consideration to accomplish the following goals:

1. Improved safety for pedestrians.
2. Strengthen the east-west connection along Cicero Ave
3. Connect regional trail systems in Matteson
4. Provide multi-modal access through the interchange.

Cost estimates for each options are located in the appendices.
OPTION 1
This option consists of a separate bridge structure over I-57 carrying a 10-foot path. The structure would run adjacent to the north side of the bridge or could consist of a cantilevered extension of the existing bridge. The new bicycle bridge would extend to the east and west of the overpass and cross the I-57 northbound entrance ramp and southbound exit ramp at-grade. Highly visible bicycle/pedestrian crossing signage, possibly with flashing yellow beacons, would be installed at the crossings. The path would then continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer).
Similar to Option 1, Option 2 consists of a separate bridge structure over I-57 carrying a 10-foot path either adjacent to the north side of the bridge or via a cantilevered extension of the existing bridge. To the east and west of the overpass, the path would ramp down and pass under the I-57 northbound entrance ramp and southbound exit ramp via box culverts thereby eliminating potential conflicts with vehicles. Retaining walls would likely be needed between the roadway and underpass. The path would then ramp back up to grade and continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer), again similar to Option 1.
This option narrows the existing US 30 median and westbound travel lanes across the I-57 bridge by a foot or two to allow space on the existing bridge for an 8-foot barrier-protected bicycle lane on the north side of US 30. The bicycle lane would continue as a 10-foot path to the east and west of the overpass and cross the I-57 northbound entrance ramp and southbound exit ramp at-grade, similar to Option 1. Highly visible bicycle/pedestrian crossing signage, possibly with flashing yellow beacons, would be installed at the crossings. The path would then continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer), again similar to Option 1.
INTERCHANGE OPTIONS
INTERCHANGE CIRCLES
The following are examples of appropriate national interchanges similar to I-57
INTERCHANGE RAMPS
Area 4 Illustrative Plan
Cicero Ave & 207th St

Existing conditions / Source: Google Earth Pro

Right-turn lane
Perimeter screening
Left-turn lane
Sidewalk

Matteson Elite Car Wash

Landscaped median
Parkway with street trees
Paved shoulder
Multi-use path

North  0  10 20 feet

CICERO AVENUE (IL-50)
MATTESON ELITE CAR WASH
Perimeter screening
Left-turn lane
Sidewalk

CICERO AVENUE (IL-50)
MATTESON ELITE CAR WASH
Perimeter screening
Left-turn lane
Sidewalk

DRAFT
For Review

Matteson Streetscape Improvement Plan
Urban Design Concept
AREA 4 ILLUSTRATIVE PLAN
ROADWAY PERSPECTIVE

Existing conditions / Source: Google Earth Pro

- Pyramidal street tree
- Parkway with ornamental grasses
- Digital street banner on decorative light pole
- Columnar median tree
- Seasonal interest median planting with ornamental grasses and perennials

Matteson Streetscape Improvement Plan
Urban Design Concept
AREA 5 ILLUSTRATIVE PLAN
ROADWAY PERSPECTIVE

View north on S. Cicero

Existing conditions / Source: Google Earth Pro

- Widened sidewalk
- Digital street banner on decorative light pole
- Pedestrian refuge island
- Custom graphic on utility box
- Raised median with decorative sign wall
- Parkway with ornamental grasses
TRANSPORTATION IMPROVEMENTS

ZONE 3

Intersection Pedestrian Safety Enhancements

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Crosswalk Type</th>
<th>Intersection Approach</th>
<th>Pedestrian Signals</th>
<th>Countdown Timers</th>
<th>ADA Compliancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cicero Ave/ Vollmer Rd</td>
<td>HV</td>
<td>East</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Cicero Ave/ Village Comm</td>
<td>HV</td>
<td>All</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Cicero Ave/207th St</td>
<td>HV</td>
<td>All</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

IDOT Programmed Roadway Improvements

(FY 2020-2025 Highway Improvement Program)

- **Cicero Ave/Matteson Avenue Intersection**: Traffic signal installation (FY 2021-2025)

Bicycle Paths/Trails

- **Cicero Ave**: Extend bicycle path along east side of Cicero Ave from Vollmer Road (at Tinley Creek Trail connection) to Old Plank Road Trail. Most of the path south of Butterfield Creek would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Replace sidewalk in front of Shell gas station at Cicero Ave with 10-foot bicycle path. Replace crosswalk markings on east approach of Vollmer Road with high-visibility diagonal lines and install bicycle crossing signs similar to Cicero Ave/N. Gateway Drive/Old Plank Road Trail. Install a bicycle crossing on Vollmer Road at the Vollmer Road Woods entry drive with signage and lighting.

- **Vollmer Road**: Extend bicycle path along south side of Vollmer Road from Cicero Ave to Preservation Path and from Treehouse Road to the Vollmer Road Woods Forest Preserve entry drive. Replace existing sidewalk in front of Shell gas station at Cicero Ave with 10-foot bicycle path. Replace crosswalk markings on east approach of Vollmer Road with high-visibility diagonal lines and install bicycle crossing signs similar to Cicero Ave/N. Gateway Drive/Old Plank Road Trail. Install a bicycle crossing on Vollmer Road at the Vollmer Road Woods entry drive with signage and lighting.

- **Village Commons**: Replace sidewalk along north side of Village Commons between Matteson Avenue and Cicero Ave with 10-foot bicycle path.

- **Morning Glory Drive**: Install shared-lane markings on Morning Glory Drive between Cicero Ave and Primrose Lane to provide connection to Preservation Path.

Bicycle Parking

- Install bicycle racks at Village Hall, Matteson Community Center, and Post Office. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

Pedestrian Paths

- **Cicero Ave**: Infill missing sidewalk segments along west side of Cicero Ave from Vollmer Road to US-30 (approx. 4,650 lineal feet).

- **Matteson Avenue**: Install missing sidewalk segments along both sides of Matteson Avenue between Village Commons and Matteson Center (approx. 1,735 lf east side; 1,585 lf west side).
CICERO AVE SOUTH OF 207TH ST (VIEW NORTH)
ROADWAY SECTIONS

Existing

5'
Sidewalk
26'
Parkway
12'
1 Right-Turn Lane
24'
2 Through Lanes
16'
Barrier Median
24'
2 Through Lanes
12'
1 Paved Curb Lane (for future use)
18'
Parkway
5'
Parkway
5'
Sidewalk
8'
Parkway
150'
Right-of-Way

Existing street lighting

92
Matteson Streetscape Improvement Plan
Urban Design Concept

Street tree
Street lighting with banner

Proposed

5’
Parkway

26’
1 Right-Turn Lane

12’
2 Through Lanes

24’
12’
Barrier Median

16’
2 Through Lanes

24’
12’
1 Paved Curb Lane (for future use)

150’
Right-of-Way

24’
2 Through Lanes

24’

Planting

Bench

21’
Parkway

10’
Multi-Use Path

5’
Sidewalk
Several opportunities for future development exist within Zone 3. Future development should consider the installation of permeable pavers in parking lots and rain gardens/bioinfiltration within the parkways.

**Green Infrastructure Considerations**

The Cicero Avenue median provides an opportunity to incorporate green infrastructure elements such as bioswales or infiltration areas within Zone 3. However, there are challenges and potential utility conflicts that must be further investigated. There is a 20-inch water main through the entire zone on the east side of Cicero Avenue and 20-inch water main on the west side of Cicero Avenue between 203rd Street and the south zone boundary. The east side of Cicero Avenue is a curb and gutter section and coordination with the Illinois Department of Transportation (IDOT) will be required. It is recommended that the Village partner with IDOT to implement green infrastructure practices within the median so that the existing stormwater system can be utilized for drainage. Additionally, there is a 72” sanitary sewer that crosses Cicero Avenue from west to east just south of 203rd Street which may present a conflict for a proposed storm sewer system. Any new storm sewer should be designed with a positive slope to eliminate the need for a pump station. This is an area of concern within Zone 3 that must be further investigated.
Floodway & Floodplain Considerations

Butterfield Creek crosses under Cicero Avenue approximately 650 feet south of Matteson Avenue, circled in the Zone 3 Figure. At this location, Butterfield Creek has Zone AE floodplain and floodway and Zone A floodplain within the right-of-way. There is regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Development within these designated areas will require additional permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1.1:1 for all volume of floodplain that is filled, thus limiting the development area adjacent to the watercourse.

Wetland Considerations

A field wetland assessment was not completed; however, based on the review of the National Wetlands Inventory, there is a 0.6-acre wetland that partially extends into the right-of-way of Cicero Avenue, just south of Vollmer Road. Development in this area will require coordination with the U.S. Army Corps of Engineers and is considered to an area of concern. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas are considered an area of concern due to the limitations of development.
Character Zone 4

Legend
- Matteson Municipal Boundary
- Metra Station
- Existing Trail
- Existing Gateway
- Proposed Gateway
- Proposed Gateway Median
- Stricker Memorial Bridge Gateway
- To Be Annexed into Matteson
- Trail Directional + Educational Signage
- Connection to Old Plank Rd Trail
- Fill in Sidewalk Gap
- Proposed Shared-Use Trail
- Landscaped Median
- Enhanced Roadside Landscaping
- Green Infrastructure Opportunity Area
- Redevelopment Opportunity

Matteson Streetscape Improvement Plan
Urban Design Concept

DRAFT
For Review

ZONE 4
OLYMPIA FIELDS
RICHTON PARK
Bartel Grassland
Land & Water Reserve
Old Plank Rd Trail
Old Plank...
Area 4 Illustrative Plan
Main St & Front St

Enhanced street lighting with banners
Parking lot screening

Streetscape furnishing
Raised crosswalk
Old Plank Trail

Outdoor seating area
Sidewalk

Striped crosswalk
Bollard
Plaza parkway
Trail directional + interpretive signage

Curb bump-out with landscaping and street trees

Existing conditions / Source: Google Earth Pro
AREA 6 ILLUSTRATIVE PLAN
ROADWAY PERSPECTIVE

Looking South

Existing conditions / Source: Google Earth Pro

Old Plank Trail
Bollards
Raised crosswalk
Parking bumpout with evergreen shrubs and groundcover
Ornamental season planting in movable planters
Digital street banner on decorative light pole
Custom graphic on utility box
Ornamental streetscape planting

New Building

Matteson Streetscape Improvement Plan
Urban Design Concept

DRAFT
For Review
Looking East at US-30 and Olympian Way

Existing conditions / Source: Google Earth Pro

Digital street banner on traffic light
Striped crosswalk
Ornamental and shade tree for gateway effect

Gateway median

VILLAGE OF MATTeson

Matteson Streetscape Improvement Plan
Urban Design Concept
TRANSPORTATION IMPROVEMENTS
ZONE 4

Intersection Pedestrian Safety Enhancements

Main Street/Old Plank Road Trail Crossing: Enhance the at-grade street crossing of the Old Plank Road trail at Main Street with added pedestrian safety measures, including a raised crossing, more visible signage at the crosswalk with flashing devices imbedded within the signs, advance bicycle crossing warning signage, and lighting above the crosswalk.

Maple Street/Old Plank Road Trail Crossing: Enhance the at-grade street crossing of the Old Plank Road trail at Maple Street with added pedestrian safety measures, including more visible signage at the crosswalk, in-street bicycle crossing signs, advance bicycle crossing warning signage, and lighting above the crosswalk.

### Bicycle Paths/Trails

- **216th Street**: Install shared-lane markings on 216th Street between Governors Highway and Main Street. The 32-foot wide roadway permits parking on one side of the road, carries approximately 3,200 vehicles per day, and has a 30-mph posted speed limit with a 20-mph school speed zone.
- **Main Street**: Install shared-lane markings on Main Street between US-30 and 216th Street. The 34-foot wide roadway permits parking on one side of the road, carries approximately 3,150 vehicle per day, and has a 30-mph posted speed limit with a 20-mph school speed zone.
- **Olympian Way**: Install shared-lane markings on Olympian Way between US-30 and Dettmering Street. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.
- **Dettmering Street**: Install shared-lane markings on Dettmering Street between US-30 and 212th Place. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.
- **212th Street**: Install shared-lane markings on 212th Street between Main Street and Dettmering Street. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.

### Public Transit

- Installation of Pace Bus Shelters at Existing Bus Stops with Higher Ridership
  - Eastbound US-30 at Governors Highway
  - ADA Enhancements to Existing Pace Bus Stops (concrete pads, sidewalk connections)
  - Westbound US-30 at Roslyn Road
  - Westbound US-30 at Wingate Road
  - Westbound US-30 at Main Street
- Pace PULSE arterial rapid transit service is a more longer-term project that is planned to be implemented along an 11-mile stretch of US-30 between Cicero Ave and the Indiana border.

### Bicycle Parking

- Install bicycle rack at Memorial Park. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

### Sustainable Measures*

- **Car Share Locations**: 211th Street Metra Station and Matteson Metra Station.
- **Electric Vehicle Charging Station Locations**: 211th Street Metra Station and Matteson Metra Station.

*Both recommendations would require further coordination with the owner of each lot and Metra.

### Intersection Table

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Crosswalk Type</th>
<th>Intersection Approach</th>
<th>Pedestrian Signals</th>
<th>Countdown Timers</th>
<th>ADA Compliancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-30/Main St</td>
<td>HV</td>
<td>All</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>US-30/Olympian Way</td>
<td>HV</td>
<td>East, West, South</td>
<td>√/√</td>
<td>√/√</td>
<td>√</td>
</tr>
</tbody>
</table>

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

1 Needed on north and south approaches of Olympian Way.

DRAFT
For Review
Matteson Streetscape Improvement Plan
Urban Design Concept

102
Main St. North of 215th St (View North)

Roadway Sections

Existing

- 1.5' Parkway
- 3.5'
- 24'
- 22'
- 4'
- 4'
- 2'
- 66'
- Right-of-Way

Proposed

- 1' Street lighting with banner
- 12'
- 16'
- 16'
- 12'
- 5'
- 5'
- 5'
- 66'
- Right-of-Way

Note: The diagram illustrates the proposed changes to the roadway sections, including the addition of street lighting with banners, a bench, and street trees. The existing sections are shown for comparison.
US-30 EAST OF OAK AVE (VIEW EAST)
ROADWAY SECTIONS

Existing

6” curb

12’ Parkway

36’ 3 Through Lanes

16’ Mountable Median

36’ 3 Through Lanes

116’ Right-of-Way

5’ 2.5’

4.5’ Parkway

2.5’ Sidewalk

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

5’ 12’ Parkway

2.5’ 5.5’ Parkway

Existing street lighting

6” curb
3 Through Lanes
10’ Multi-Use Path
16’ Barrier Median
2’ 5’ Side-walk
4.5’ Street lighting with banner
116’ Right-of-Way
36’ 3 Through Lanes
36’ 3 Through Lanes
2.5’ Barrier Median
2’ 10’ Multi-Use Path
Parkway
4.5’ Street tree
Street tree
Planting
Planting

Matteson Streetscape Improvement Plan
Urban Design Concept
Zone 4 is primarily residential with most having access to rear alleys. Incorporating green alleys can reduce stormwater runoff to the existing storm sewer system. For new residential areas or retrofitting existing residential areas, green alleys consisting of permeable pavers and an underdrain system can be installed to allow stormwater to filter through the pavement and drain into the ground. These can be especially beneficial in areas where the homes are in close proximity to one another.

**Green Infrastructure Considerations**

In addition, native plants can be incorporated in the parkways between the sidewalk and roadways to provide a buffer. The MWRD WMO requirements state that all development within the right-of-way that equals or exceeds one acre of new impervious area requires stormwater storage (detention) volume. Based on the configuration of Zone 4, it does not appear that the installation of a typical 5’ wide sidewalk in areas where it does not exist will require stormwater storage volume since it is likely to be under 1 acre of new impervious surface. If the total new impervious area exceeds one acre, detention volume will be required.

**Floodway & Floodplain Considerations**

However, Butterfield Creek East Branch is located in Zone 4 and crosses US-30 approximately 270 feet east of Roslyn Road, as shown in the Zone 4 Figure. There is a regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Incorporation of a trail system or sidewalk system over the open watercourse will require a new culvert/bridge crossing. Development within these designated areas will require additional permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1:1 for all volume of the floodplain that is filled, thus limiting the development area adjacent to the watercourse.

Any near-term capital improvement projects by both the Village and State should be considered when incorporating Best Management Practices and Green Infrastructure.
GATEWAY & WAYFINDING DESIGN

Entry Node & Gateway
Gateways into Matteson communicate to visitors that they have arrived in an environment that values pedestrians, supports a high-quality multi-modal environment, and hosts a vibrant office and commercial district. Gateway signage should be designed to provide a sense of arrival and sense of place. The Plan proposes installing two types of gateway signage on the US-30 and Cicero Avenue Corridors.

Monumental Gateway
Monumental gateway signs will be located along two key entry points on US-30. The scale of this gateway will be similar to that of the Village’s existing gateway sign along Cicero Avenue. Small-scale landscaping, such as shrubs and ground cover, complement the gateway signage and improves the perception of the area.

Median Gateway
Median gateway signs will be located in the center of Cicero Avenue, separating north and south bound lanes. The median gateway should not block vehicles’ line of sight. Due to the median’s narrow width, landscaping is proposed for the parkways to complement the streetscape’s overall design.

Gateway Character Images

Source: http://davincisign.com/monument-signs/
Source: https://arhousedenver.com/portfolio/ken-caryl-ranch/
Source: https://jwamalls.com/property/redstone-gateway/
Source: RATIO
Source: http://benchmarkfoam.com/
Source: RATIO
Source: http://www.creativemailboxdesigns.com
Stricker Memorial Bridge Gateway

Stricker Bridge overpass is a landmark in Matteson. Though I-57 gives Matteson a strategic advantage over peer communities, it acts as a barrier to movement between the two sides of the Interstate. The bridge enables village residents to drive, bike, or walk in the Village Commons. This bridge is well-designed with decorative railings and light posts. Travelers driving along I-57 recognize the Stricker Bridge because of its color and recognize it as a gateway for the Village of Matteson.

Wayfinding Signage

A variety of wayfinding signage can help visitors and tourists navigate with ease throughout the study area. Depending on the location and mode of transportation, different types of environmental communication and signage would be appropriate. The signage type should be coordinated with its location, information conveyed and speed at which a person would read the information. For example, signage for those in vehicles traveling at higher speeds is perceived differently than those travelers on bike or on foot. Signage should be designed to have the same design elements to create a uniform appearance and strong Village identity. The signage can also identify points of interest, tourism destinations or important cultural landmarks. The coordination of all types of signage including: trail, informational, and educational should be located conveniently.

Directional Signage

The directional signs inform travelers where nearby destinations are located. They should be located at the exit for I-57, along both US-30 and Cicero Ave corridors at their intersection, the train stations at Governor’s highway, Village Commons, and the Lincoln Mall. Directional signage can announce the location of trail connections as well as landmarks and area destinations.
**Trail Wayfinding Signage**

The Old Plank Rd Trail is one of the Village’s most important natural and recreational assets. It is located south of US-30 and intersects Cicero Avenue south of US-30. Its role as a community asset helps attract businesses and homeowners. Wayfinding signs will help promote the trail experience and will orient residents and travelers to the Old Plank Rd Trail and nearby amenities. The wayfinding system should be consistent in its design features and elements. Two types of wayfinding signs are proposed for the Old Plank Rd Trail - trailhead signs that offer information about the trail route and educational signs that communicate trail features and its context.

**Trail Directional Signage**

The trail directional signs inform trail users where continuing trail segments and nearby destinations are located. They should be located where the Old Plank Rd Trail intersects with Cicero Avenue, Preservation Trail, and Main Street. Additionally, the master plan for the redevelopment at the former Lincoln Mall Site envisions a trail connection with Old Plank Rd Trail, warranting directional signage there as well.

**Trail Educational Signage**

There are opportunities to install educational signage to inform trail users about the history of the Old Plank Rd Trail and the Matteson community. They tell Matteson’s story and reinforce the notion that the Village is proactively working to preserve its recreational and natural amenities while supporting a vibrant business node.
STREETSCAPE FURNISHINGS AND PUBLIC ART

Decorative Furnishings
Important to establishing the character and identity of the US-30 and Cicero Avenue corridors is the integration of public art. There is an emphasis on creating a more uniform physical environment in both of the corridors, however, the experience can be enhanced through the introduction of art in locations that have the greatest impact. Utilitarian furniture can be designed to add color, texture, and visual interest along the corridors. Key intersections, trail heads, and destinations are priority locations for these installations. Areas where there is heavy pedestrian traffic, for example in Old Matteson and at the Metra stations, differentiate these areas and give them a higher level of importance in the corridors.

Infrastructure Enhancements
In many communities, infrastructure along the roadway can be transformed into art pieces through the addition of color or patterns. Similarly, crosswalks at important intersections give the community a unique identity. Dual height street lights compliment a well-designed urban environment, encourage interaction with the businesses along the corridors, and create vibrant areas, that are at a scale that is accessible to pedestrians.

Streetscape Furnishings
The design and selection of streetscape furnishings that are durable, low maintenance, and decorative support the design and activity of certain areas within the corridors. Special attention should be given to creating critical mass and enhancing existing areas where pedestrians tend to congregate.
A cohesive planting design strategy unifies the Corridor and creates a distinct identity. The planting design is ecologically beneficial as well as visually impactful. The streetscape planting design seeks opportunities to enhance the public realm through consideration of color, texture, and seasonal expression. The planting design appropriately responds to changes in the intensity of use, vehicular speed, adjacency to intersections or crosswalks, and general building character. Where possible, the Village should use native plantings to enhance the sustainability of its landscaping. Enhanced plantings for example natives, green infrastructure and strategically placed street trees define the right of way edges, give pedestrians a better sense of scale, comfort, and safety while creating a more visually pleasing experience for drivers.

Maintenance of planted areas, in addition to selection of plantings, should be coordinated with the Village’s Public Works Department.
Shrubs

- Hypericum kalmianum ‘Ames’
  - **Ames St. John’s Wort**

- Ilex verticillata ‘Red Sprite’
  - **Dwarf Winterberry**

- Juniperus virginiana
  - **Grey Owl Juniper**

- Ceanothus americanus
  - **New Jersey Tea**

Rain Garden Perennials & Grasses

- Fraxinus Pennsylvanica
  - **Green Ash**

- Iris virginica
  - **Blue Flag Iris**

- Carex vulpinoidea
  - **Fox Sedge**

- Lobelia cardinalis
  - **Cardinal Flower**
Ornamental Perennials & Grasses

Coreopsis lanceolata
Lanceleaf Tickseed

Narcissus ‘Fortissimo’
Daffodil

Rhus aromaticca ‘Gro-Low’
Fragrant sumac

Sporobolus heterolepis
Prairie Dropseed

Salvia x sylvestris ‘Mainacht’
May Night Salvia

Sedum x ‘Autumn Joy’
Autumn Joy Stonecrop

Symphyotrichum novae-angliae
Purple Dome Aster

Fothergilla gardenii
Dwarf fothergilla

Nepeta racemosa “Walker’s Low”
Catmint

Pancium virgatum ‘Shenandoah’
Switch grass

Pancium virgatum ‘Heavy Metal’
Switch grass
Street Trees

- Robinia pseudoacacia
  - Black Locust ‘Chicago Blues’
- Celtis occidentalis
  - Hackberry
- Ulmus ‘Morton’ Triumph
  - Elm
- Ulmus ‘Morton’ Princeton
  - Elm
- Ginkgo biloba ‘Princeton Sentry’
  - Maidenhair Tree
- Quercus alba
  - White oak
- Quercus macrocarpa
  - Bur Oak
- Ulmus ‘Morton’ Accolade
  - Elm
- Ulmus ‘Morton’ Triumph
  - Elm
- Ulmus ‘Morton’ Princeton
  - Elm
- Ginkgo biloba ‘Autumn Gold’
  - Maidenhair Tree
- Platanus ‘Exclamation’
  - Planetree
- Liquidambar styraciflua ‘Rotundiloba’
  - Sweet gum
- Taxodium distichum
  - Bald Cypress
**Ornamental Tree**

- Amelanchier grandiflora 'Autumn Brilliance'
  *Autumn Brilliance Serviceberry*
- Cornus x Rutcan 'Constellation'
  *Constellation Dogwood*
- Cercis canadensis
  *Eastern redbud*
- Crataegus crus-galli
  *Cockspur thorn*
- Betula nigra 'Little King'
  *River birch*
- Crataegus viridis 'Winter King'
  *Green hawthorn*

**Conifers**

- Picea abies
  *Norway spruce*
- Juniperus virginiana 'Canaertii'
  *Red cedar*
- Juniperus virginiana
  *Red cedar*
- Abies Concolor
  *White fur*
- Pinus strobus
  *Eastern white pine*
IMPLEMENTATION AND PHASING
Phasing and Implementation Overview

We recommend a phasing strategy is planned for the entire project before beginning the first phase of implementation. The priority of this project is the unification and reinforcement of US-30 and Cicero Avenue’s functionality, safety, character, and identity. The project is broken into four phases based on considerations for areas of high impact for design interventions as well as logical order for construction and buy-in from the public. Each phase of the project will be coordinated with the Village’s annual fiscal budget. Additional conversations with the Village, namely emergency response and public works, are needed to determine priority projects, traffic flow and road closures along both corridors. If the Village desires, each of the four phases could be broken into sub-phases to make construction more financially feasible. It should be noted that breaking the project into additional phases increases costs because of the loss of economy of scale.

Assumptions and Clarifications

1. The unit pricing in the above opinion of probable costs represents historical average contractor price ranges as compiled by RATIO and our subconsultants. Costs are based on the work scope and all associated finishes and components at the time of execution. Costs can fluctuate further than factored above if the work scope increases or decreases, material choices are modified, the project is phased or if the project is delayed based on the assumed schedule at time of execution.

2. Contractors General Conditions are included: these conditions include, but are not limited to, items such as project management, trucking and deliveries, toilets, dumpsters, final cleaning and document reproduction.

3. This opinion of probable costs is based on information and accuracy of that information available at the time of the costing exercise.

4. All prices are based on 2020 costs. Escalation will vary based on the date of the implementation.

5. Order of magnitude costs include labor, materials and equipment to install specific urban design elements.

6. Coordination with IDOT and other regulatory agencies is required prior to initiating construction documents for roadway improvements.

Exclusions

1. All designer and subconsultant fees. (Unless Included Herein)
2. Permitting and/or Expediting fees. (Unless Included Herein)
3. Lighting System scope. (Unless Included Herein)
4. Security System scope. (Unless Included Herein)
5. Audio System scope. (Unless Included Herein)
6. Maintenance scope. (Unless Included Herein)
7. Irrigation scope. (Unless Included Herein)
8. Traffic engineering, signals, and maintenance scope. (Unless Included Herein)
9. Fine grading is included in the grading scope
10. Water supply or other utility scopes.
11. Electrical system and supply.
12. Drainage work is not included
13. Demolition, clearing and grubbing are not included.
### Cost Summary

#### Phase 1

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantities</th>
<th>Unit</th>
<th>Unit Price Lo</th>
<th>Unit Price Hi</th>
<th>Cost Lo</th>
<th>Cost Hi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Monumental Gateways</td>
<td>2</td>
<td>each</td>
<td>$ 150,000.00</td>
<td>$ 200,000.00</td>
<td>$ 300,000.00</td>
<td>$ 400,000.00</td>
</tr>
<tr>
<td>I-57 Bridge Gateway</td>
<td>1</td>
<td>LS</td>
<td>$ 100,000.00</td>
<td>$ 150,000.00</td>
<td>$ 100,000.00</td>
<td>$ 150,000.00</td>
</tr>
<tr>
<td>Wayfinding and Directional Signage</td>
<td>1</td>
<td>allow</td>
<td>$ 500,000.00</td>
<td>$ 1,000,000.00</td>
<td>$ 500,000.00</td>
<td>$ 1,000,000.00</td>
</tr>
<tr>
<td>Educational Signage and Trailheads</td>
<td>3</td>
<td>each</td>
<td>$ 40,000.00</td>
<td>$ 70,000.00</td>
<td>$ 120,000.00</td>
<td>$ 210,000.00</td>
</tr>
<tr>
<td>Branding Strategy</td>
<td>1</td>
<td>LS</td>
<td>$ 75,000.00</td>
<td>$ 75,000.00</td>
<td>$ 75,000.00</td>
<td>$ 75,000.00</td>
</tr>
</tbody>
</table>

**SUBTOTAL**  
$ 1,095,000.00  
$ 1,835,000.00

#### Phase 2

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Unit Price Lo</th>
<th>Unit Price Hi</th>
<th>Cost Lo</th>
<th>Cost Hi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Plank Road Trail Connection</td>
<td>300</td>
<td>LF</td>
<td>$ 300.00</td>
<td>$ 700.00</td>
<td>$ 90,000.00</td>
</tr>
<tr>
<td>Shared Use Path Replacing Existing Sidewalks</td>
<td>28,000</td>
<td>LF</td>
<td>$ 300.00</td>
<td>$ 700.00</td>
<td>$ 8,400,000.00</td>
</tr>
<tr>
<td>Shared Use Path Connections to OPR Tail</td>
<td>5,300</td>
<td>LF</td>
<td>$ 300.00</td>
<td>$ 700.00</td>
<td>$ 1,590,000.00</td>
</tr>
<tr>
<td>New Shared Paths</td>
<td>37,000</td>
<td>LF</td>
<td>$ 500.00</td>
<td>$ 900.00</td>
<td>$ 18,500,000.00</td>
</tr>
<tr>
<td>New Sidewalk Construction</td>
<td>34,000</td>
<td>LF</td>
<td>$ 500.00</td>
<td>$ 900.00</td>
<td>$ 17,000,000.00</td>
</tr>
<tr>
<td>Roadway Lighting (Lincoln Hwy and Cicero full replacement)</td>
<td>28,000</td>
<td>LF</td>
<td>$ 250.00</td>
<td>$ 350.00</td>
<td>$ 7,000,000.00</td>
</tr>
<tr>
<td>Public Art</td>
<td>1</td>
<td>allow</td>
<td>$ 200,000.00</td>
<td>$ 300,000.00</td>
<td>$ 200,000.00</td>
</tr>
</tbody>
</table>

**SUBTOTAL**  
$52,780,000.00  
$97,520,000.00

---

**Matteson Streetscape Improvement Plan**

**Urban Design Concept**

**DRAFT**

**For Review**

**DRAFT**

**For Review**

121
# Cost Summary

## Phase 3

<table>
<thead>
<tr>
<th>Unit</th>
<th>Unit Price Lo</th>
<th>Unit Price Hi</th>
<th>Cost Lo</th>
<th>Cost Hi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planted Medians</td>
<td>28,000 LF</td>
<td>$700.00</td>
<td>$850.00</td>
<td>$19,600,000</td>
</tr>
<tr>
<td>Medians Gateways</td>
<td>2 each</td>
<td>$150,000.00</td>
<td>$200,000.00</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>US 30 / IL 50 Intersection Capacity Improvements</td>
<td>1 LS</td>
<td>$6,000,000</td>
<td>$8,000,000.00</td>
<td>$6,000,000.00</td>
</tr>
<tr>
<td>Parkway Landscaping</td>
<td>28,000 LF</td>
<td>$200.00</td>
<td>$250.00</td>
<td>$5,600,000</td>
</tr>
</tbody>
</table>

**SUBTOTAL** $31,500,000.00 $39,200,000.00

## Phase 4

<table>
<thead>
<tr>
<th>Unit</th>
<th>Unit Price Lo</th>
<th>Unit Price Hi</th>
<th>Cost Lo</th>
<th>Cost Hi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Matteson</td>
<td>1 Allow</td>
<td>$3,000,000.00</td>
<td>$6,000,000.00</td>
<td>$3,000,000.00</td>
</tr>
<tr>
<td>I-57 Improvements</td>
<td>1 LS</td>
<td>$3,900,000.00</td>
<td>$14,400,000</td>
<td>$3,900,000.00</td>
</tr>
</tbody>
</table>

**SUBTOTAL** $6,900,000.00 $20,400,000.00

**GRAND TOTAL:** $92,275,000 $158,955,000

## SOFT COSTS

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>General Conditions</td>
<td>3%</td>
<td>$2,768,250</td>
<td>$4,768,650</td>
<td></td>
</tr>
<tr>
<td>Escalation</td>
<td>20%</td>
<td>$18,455,000</td>
<td>$31,791,000</td>
<td></td>
</tr>
<tr>
<td>Contractor O&amp;P</td>
<td>10%</td>
<td>$9,227,500</td>
<td>$15,895,500</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL IMPROVEMENT COST OPINION** $122,725,750 $211,410,150
Phase 1

Phase 1 focuses on establishing the character and identity of both corridors. The branding process for the corridors should be completed concurrently to ensure uniformity of signage and wayfinding.

Proposed Improvements

- Primary gateways and wayfinding
- Secondary gateways and wayfinding (not in roadway medians)
- Directional and educational signage
- Municipal branding study

Supporting Elements

In Phase 1 of implementation, the Village with its stakeholders should define a new graphic identity for the Village. This graphic identity can be designed into new signage for gateways, wayfinding, directional, and educational signage. Also during Phase 1, public art can be contemplated for installation in future phases.
Phase 2

Phase 2 realizes the proposed connectivity within the Village, and connections to regional trail systems. This phase focuses on multi-modal circulation and accessibility. Pedestrian amenities such as new lighting and public art support an invigorated environment. Closure of sidewalk gaps facilitates ease of movement for pedestrians in and around areas west of I-57 and between businesses along both US-30 and Cicero Ave.

Proposed Improvements

- Old Plank Trail connection
- Sidewalk construction
- Roadway lighting
- Public art

Supporting Elements

A variety of art installations are feasible within the project area. Painting of utility boxes, sculpture and decorative streetscape elements are low-cost, high-value opportunities to improve the overall look and feel of each corridor. Community groups or local artists can showcase their talents in identified locations. The Village can support procurement of this effort by engaging organizations in the decision-making process. Lighting appropriate for its location is critical to creating a safe environment that is navigable for all ages and abilities.
Phase 3
Traffic calming and prioritization of pedestrian and bike safety in Phase 3, includes the implementation of medians, where appropriate, along both US-30 and Cicero Ave corridors. Planted, raised medians provide both visual relief and enhance the corridor aesthetic. Raised medians are designed to provide clear sight lines to adjacent businesses and traffic, while promoting roadway safety and passively expressing the behavior expectation to slow down. Parkway landscaping provides a buffer to traffic from adjacent sidewalks and paths.

Proposed Improvements
- Planted medians at US-30 and Cicero Ave (including gateway identification)
- Intersection improvements (in coordination with IDOT and the Village existing plans)
- Parkway landscaping

Supporting Elements
In Phase 3, The primarily focus is on landscape elements and coordination with IDOT. Long-term intersection and roadway improvements can be coordinated with IDOT’s planning and funding mechanisms. The Village can prioritize intersections and roadway improvements in the study area that have the highest impact and coordinate with their annual CIP which would include landscape elements and parkway/median plantings.
Phase 4

Development activity incentivized by the public improvements in Phases 1-3 can lead to increased interest in economic development activities in Old Matteson. In prior phases, a new trail head, sidewalks and parkway improvements will be complete. Phase 4 focuses on business attraction and retention including additional streetscape improvements in this area. To create continuity between east and west sides of US-30, the I-57 interchange will be improved to accommodate pedestrian and bike traffic.

Proposed Improvements

- Old Matteson
- I-57 Interchange.

Supporting Elements

The Village’s economic development strategy can support focused attention to business attraction and retention in Old Matteson. This area is an important cultural and historic destination within the Village. Its proximity to the Matteson and 211th Metra stations are a benefit and can be leveraged for its revitalization and enhancement. Similar streetscape elements, as those proposed for US-30 and Cicero Ave, can be included in Old Matteson’s design. The Old Plank Road trailhead is a regional destination and amenities in Old Matteson can be widely publicized in a regional marketing campaign. The I-57 interchange and proposed pedestrian and bike facilities accomplish the corridor design goals to create a connected and multi-modal environment in Matteson.
The implementation matrix organizes the recommendations of the Village of Matteson Streetscape Improvement Plan into an easily referenced table. The matrix identifies the estimated timeline for completion and potential partners and organizations for the implementation of each key action item/strategy. The estimated timelines are organized as follows:

Ongoing = The Village should continue to do this
Short-term = 0-3 years
Medium-term = 4-8 years
Long-term = 9+ years

This chapter includes goals and action items from all of the key topic areas presented in the Plan. The content of the goals may have applicability to more than one chapter. The goals should be viewed as a feedback loop in which the chapter topics are integrated to comprehensively understand the implications of implementation.
### Prioritize improvement of the public realm throughout the entire study area

#### Land Use & Public Realm Improvements

**Goal #1**
Create a hierarchy of streets and associated street cross sections that reflect their function and use while supporting multi-modal navigation of the corridors.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Identify a palette of elements for each roadway type that can be coordinated with proposed improvements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Identify plantings, furnishings and color standards for each roadway type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Palette should reflect the image and character of the corridors and be a part of a community-wide branding campaign.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td><strong>2 - Utilize the functional classification analysis to determine best fit improvements for each roadway type.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The functional classification analysis should be used to guide potential improvements and prioritize high impact areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prioritize roadways that are the most accessible by pedestrians and bikes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Roadways that are currently high functioning should be prioritized to receive improvements in coordination with the proposed project phasing</td>
<td>Quick-Win</td>
<td>Village of Matteson, IDOT</td>
</tr>
</tbody>
</table>

**Goal #2**
Make US-30 more walkable by considering a ‘park once’ strategy to encourage walking between businesses.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Emphasize and encourage outdoor cafes and public gathering spaces along the corridors, where appropriate, to add vibrancy to the streetscape.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Remove or revise regulatory barriers to outdoor seating and promote seasonal accommodations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Utilize existing outdoor space and public ways to encourage public seating based on business occupancy.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Encourage incorporation of plantings and other enhancements into public spaces and seating areas.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td><strong>2 - Prioritize pedestrian-oriented developments to include incorporation of seasonal outdoor seating or other streetscape furnishings within the developments.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3 - Evaluate existing regulations, including the Zoning Ordinance, and propose recommendations that provide flexibility for businesses to create connections and safe passages between businesses.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prioritize pedestrian passages and sidewalk continuity.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Evaluate shared parking or reduced parking requirements where multiple businesses are located.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Apply for funding under CMAP LTA program</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4 - Communicate to developers the Village’s desire to reduce car traffic and create a more connected pedestrian environment in along US-30 and Cicero Avenue.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Create a document that outlines the Village’s priorities and requirements for public realm improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Require developers to install sidewalks or fee in lieu as a part of each new development.</td>
<td>Mid-term</td>
<td>Village of Matteson, Developers</td>
</tr>
<tr>
<td><strong>5 - Encourage business owners to improve their properties with landscaping that enhances pedestrian safety with planted buffers.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Short-term</td>
<td>Property Owners, Business Owners</td>
</tr>
</tbody>
</table>
### Goal #3
Improve intersection design at key locations to prevent vehicular conflicts and prioritize pedestrian safety.

**Key Action Items**

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Improve key intersections that connect destinations and enhance pedestrian safety along each corridor.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>- The intersections of Cicero Ave and Lincoln Highway, Village Commons, Old Matteson, and I-57 should be prioritized for improvements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Consider pedestrian pathways that connect residential areas to commercial areas along both corridors for improvements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Identify intersections that have high impact to facilitate connection to schools, trailheads and businesses.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>- Create connections to Colin Powell School, the Recreation Center, Huth Middle School, and Matteson Elementary School from residential areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- The Old Plank Trail Head in Old Matteson and at Cicero Avenue are important destinations that should be prioritized for improvement.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Goal #4
Identify high impact areas along the corridors to receive special treatment including paving, furnishings, and plantings.

**Key Action Items**

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Planted medians are encouraged along both Cicero Ave and US-30 to communicate gateways into the community as well as enhance the overall business environment.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>- Utilize the recommended planting palette to determine the best low maintenance and cost effective plantings for each corridor.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Gateway plantings should be seasonally appropriate and include additional planting diversity, texture, and color.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Landscape medians east of Governor's Hwy along US-30 with street trees between Maple St and Main St including a streetscape tree buffer at Metra Station Lot 1 at Main and Front St.</td>
<td>Long-term</td>
<td>Village of Matteson, Public Works, IDOT</td>
</tr>
<tr>
<td>3 - Intersection improvements including context sensitive street design in the study area communicate to drivers that the area prioritizes pedestrians and contributes to their perception of safety.</td>
<td>Mid-term</td>
<td>Village of Matteson, IDOT</td>
</tr>
<tr>
<td>- Refer to the CSS Manual for additional direction on streetscape design including safety measures. <a href="http://idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index">http://idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 - Streetscape furnishings and pedestrian amenities should be focused on enhancement of areas of high impact and connection between areas of high activity.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>- Identify areas and include specific projects in the Village's annual budget.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Coordinate proposed projects with the Public Works Department.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Goal #5
Consider burial of overhead power lines along US-30.

**Key Action Items**

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Conduct a cost estimate to determine financial implication to burying power lines.</td>
<td>Long-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>- Burial of overhead lines should be coordinated with the appropriate utility companies.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Areas for consideration include the intersection of Cicero Avenue and Lincoln Highway where commercial land use intensity is higher.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Project lifecycle, multi-year costs of power line burial and budgetary constraints in proposed locations.</td>
<td>Long-term</td>
<td>Village of Matteson</td>
</tr>
</tbody>
</table>
### Gateways & Wayfinding

**Goal #1**

Reinforce the western gateway to the Village at Harlem Ave with signage and landscaping.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Planted medians are encouraged to mitigate rain events, to reduce flooding, and communicate a unique identity in the Village.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>• Utilize the recommended low maintenance, cost effective landscaping in the planting palette.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Gateway signs can be designed to reinforce the Village's identity and differentiate it from adjacent communities.</td>
<td>Short-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Include community input into the design of gateway signs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Gateway signage should be coordinated with informational and wayfinding signage.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Goal #2**

Leverage the existing land use patterns in the US-30 corridor that are inwardly focused and set back from the corridor to integrate housing typologies that create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Coordinate new land uses west of I-57 that consider housing typologies for seniors.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Update the Village's land use map to include multi-family residential uses to accommodate housing diversity.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Review existing subdivision ordinances and identify potential updates to include housing diversity or flexible land uses that accommodate multi-family/senior housing options.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Annexation of land west of the I-57 interchange at Central Ave should include land use recommendations to ensure consistency with adjacent development.</td>
<td>Long-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Areas of annexation should be prioritized to create continuity in the corridors.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Land use designations should follow established patterns and strengthen the surrounding land use framework.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Goal #3**

Buffer residential land uses from US-30.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Street trees and native landscaping can buffer existing land uses from US-30 while enhancing its overall appearance.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Prioritize parkways along the corridor that do not interfere with visibility of businesses from the street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Programs and initiatives that prioritize native landscaping including pollinator plantings at the I-57 interchange should be included in any infrastructure improvement plans.</td>
<td>Long-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Work with IDOT and its programs to increase pollinator plantings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Coordinate with the Public Works Department to ensure capacity and maintenance routines are effective.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Goal #4**

Improve existing medians with new low-maintenance, landscape treatments.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Existing raised concrete medians can be landscaped to improve the roadway's appearance and slow traffic.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Coordinate with infrastructure and landscaping goals for recommendations on type and location for median plantings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Consider additional landscaping to mitigate stormwater and rainwater impacts.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Goal #5

Improve the intersection at Ridgeland and US-30 including replacement of the existing metal barriers with modern bollards, additional pedestrian amenities.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Replacement of aging infrastructure with modern materials creates a cohesive and well-designed urban fabric that expresses the character and identity of the Village.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Replacement of existing infrastructure should be coordinated with IDOT and Village projects scheduled in the coming years.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Bollards at intersections are encouraged to provide a sense of safety for pedestrians.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Bollards should be placed at high volume intersections such as Cicero and Lincoln Highway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Decorative bollards can be a part of the public art program for the streetscape.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Goal #6

Add informational signage at Governor’s Hwy for Village Hall campus and improve the intersection at Governor’s Hwy with differentiated pavement and new

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Coordinate Village Campus master plan with the streetscape plan with the extension of bike lanes into the Village Hall Commons.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Plan new bike lanes throughout the Village Campus that connect to the corridors.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Improve intersections at Village Commons Drive and Cicero Ave with decorative pavers.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Differentiate the Village Commons intersections from other areas of the Village.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Additional public art at these key destinations is recommended.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 - Utilize similar lighting and signal posts throughout the Cicero Ave corridor.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Lighting should conform with BUG standards and Dark Skies strategies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• LED lighting is preferred with high CRI to ensure that color rendition is accurate.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Goal #7

Encourage public arts within the public realm, including the public infrastructure elements. This can complement with the Village’s gateway and wayfinding

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Inventory public infrastructure, such as utility boxes, light posts’ banners, and benches, that are candidates for public art projects.</td>
<td>Quick Win</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Coordinate public infrastructure inventory with the Public Works Department</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Work with utility companies to ensure the safety of artists using public infrastructure for installations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - The Village should collaborate with local artists and school districts to conduct public art projects on public infrastructure elements.</td>
<td>Quick Win</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Coordinate with the Chamber of Commerce and area schools to create artwork that represents the values, identity and character of the Village.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Solicit local businesses to share the costs of administering a public art program, buying materials, and creating the installations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Identify locations for public art that are in highly visible areas.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment**

**Economic Development & Redevelopment**

**Goal #1**
Coordinate Lincoln Mall site with adjacent land uses to ensure connectivity and continuity in the urban fabric.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Identify land use and zoning for existing undeveloped parcels along Cicero Ave east of the Butterfield Creek</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>• Coordinate with the future land use map for recommendations of new land uses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Perform a feasibility study for the reuse of the Lincoln Mall site including opportunity for a new casino.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Create a master plan for infill development west of Butterfield Creek including the outlot site on east side of Cicero Ave at Village Commons Rd.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Right size development to provide necessary amenities to adjacent residents.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Incorporate trails and enhanced public realm design around Butterfield Creek.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Consider new uses not currently available in the Village that enhance resident's quality of life such as fitness, health, wellness, or grocery related uses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 - Create a business attraction strategy for existing infill and outlot commercial parcels on the west side of Cicero south of Village Commons</td>
<td>Mid-term</td>
<td>Village of Matteson, Chamber of Commerce</td>
</tr>
<tr>
<td>• Promote the business friendly environment of Matteson with the creation of new marketing materials.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Work with the Chamber of Commerce to enhance existing policies, outreach and incentives for businesses.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Goal #2**
Develop design guidelines to inform the desired quality of development and materiality of architecture.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Review existing design guidelines for new developments.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>• Include guidelines for all new development including requirements for public realm and sidewalk continuity.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Ensure design guidelines provide direction to developers on the Village’s expectations for prioritizing pedestrians and bikes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Create a consistent architectural vocabulary for all new developments.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>• Include direction on appropriate and durable materials, colors, massing, setbacks, screening of parking areas, and loading zones.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Work with developers interested in new construction to understand expectations of the Village.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 - Review the existing sign ordinance, with particular attention to temporary signs, to ensure a high-quality and consistent public realm.</td>
<td>Mid-term</td>
<td>Village of Matteson, Chamber of Commerce</td>
</tr>
<tr>
<td>• Verify that the Village's existing sign ordinance conforms with recent legislation.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Encourage a multi-modal environment that encourages connection with regional trail systems.

#### Transportation

**Goal #1**
Create a pedestrian/bike pathway through the I-57 interchange.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Add informational, directional, and gateway signage at the I-57 overpass to provide access to Notre Dame Park via Mattson Ave and Lake Superior Dr.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>2 - Improve intersections along Cicero Avenue with differentiated pavement and new crosswalks in high traffic areas that connect retail, commercial and hospitality land uses.</td>
<td>Mid-term</td>
<td>Village of Matteson</td>
</tr>
<tr>
<td>3 - Coordinate the trailhead to Old Plank Trail south of US-30 to create continuity from the I-57 interchange.</td>
<td>Mid-term</td>
<td>Village of Matteson, Chamber of Commerce</td>
</tr>
<tr>
<td>4 - Promote connections to destinations and parks/open space.</td>
<td>Mid-term</td>
<td>Village of Matteson, Chamber of Commerce</td>
</tr>
<tr>
<td>5 - Ensure transportation infrastructure complies, including sidewalk ramps, with ADA standards.</td>
<td>Mid-term</td>
<td>Village of Matteson, Chamber of Commerce</td>
</tr>
</tbody>
</table>

**Goal #2**
Add pedestrian amenities to the streetscape design in high traffic areas near retail/commercial nodes and Village Commons including: benches, trash cans, etc.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - The Village Commons is the ‘front door’ to the Village and can accommodate additional seasonal activity as well as access to existing walking trails and Community Center. This civic health and wellness node should provide access to surrounding businesses as well as act as a destination.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>

**Goal #3**
Provide continuous sidewalks along Cicero Ave and US-30 where there currently are gaps in the system.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - On Cicero Ave, sidewalk gaps near Village Commons on the west side of the road should be prioritized.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>

### Enhance the Old Matteson area and leverage the connection to Metra.

#### Transit

**Goal #1**
Designate a Neighborhood Commercial District at Main and US-30.

<table>
<thead>
<tr>
<th>Key Action Items</th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Coordinate land uses to encourage additional commercial development that is consistent with best practices for transit-oriented development that increase density in the area and provide a variety of housing types.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>2 - Identify locations for mixed-use development on infill sites within the Old Matteson District.</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>3 - Provide informational signage for area businesses in the Old Matteson District including directional and educational signage for the Railfan Viewing Platform at rail and US-30.</td>
<td>Mid-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>

**Goal #2**
### Key Action Items

<table>
<thead>
<tr>
<th></th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>

### Goal #3
Consider raised crosswalk at Governor’s Hwy at the Old Plank Trail crossing at Main St and coordinate improvements of the intersection with decorative elements.

<table>
<thead>
<tr>
<th></th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Long-term</td>
<td>Village of Matteson, Public Works, IDNR, Matteson Park District</td>
</tr>
<tr>
<td>2</td>
<td>Long-term</td>
<td>Village of Matteson, Public Works, IDNR, Matteson Park District</td>
</tr>
</tbody>
</table>

### Goal #4
Create sidewalk connectivity between Huth Middle school and Matteson Elementary schools from Governor’s Hwy between Main St and 216th to provide:

<table>
<thead>
<tr>
<th></th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mid-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>2</td>
<td>Mid-term</td>
<td>Village of Matteson, Public Works, IDOT</td>
</tr>
</tbody>
</table>

### Integrate Green Infrastructure along Cicero Avenue and US-30

#### Infrastructure

**Goal #1**
Coordinate infrastructure improvements with streetscape improvements in study area.

<table>
<thead>
<tr>
<th></th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>2</td>
<td>Mid-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>

**Goal #2**
Create Stormwater/rainwater mitigation recommendations.

<table>
<thead>
<tr>
<th></th>
<th>Timeline</th>
<th>Partners / Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Short-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
<tr>
<td>2</td>
<td>Mid-term</td>
<td>Village of Matteson, Public Works</td>
</tr>
</tbody>
</table>
To: Project Team, Village of Matteson  
RATIO Project No.: 19007  
Date: September 20, 2019  
Subject: Matteson Streetscape Improvement Plan - Workshop 1 Summary

On September 19, 2019, the consultant team, consisting of RATIO and KLOA, facilitated the first Public Workshop of the Matteson Streetscape Improvement Plan. The meeting took place in Matteson Community Center Room 108 between 5:30PM and 7:00PM. Approximately 15 participants, consisting of residents, stakeholders, business leaders, and Steering Committee members attended the workshop. The workshop consisted of four stations that participants cycled through during the one-and-a-half-hour workshop. These stations were designed to optimize input from the public in an informal fashion, and participants were welcomed to join at any time. The four stations included:

- Station 1: Welcome
- Station 2: Mapping Assets
- Station 3: Visioning
- Station 4: Streetscape Improvement

The results and input gathered from the participants pertaining to each station are summarized in the following sections.

**Station 1 – Welcome**

The first station included a sign-in and welcome table. A brief slide presentation was given that explained the planning process and purpose of the Matteson Streetscape Improvement Plan.

**Station 2 – Mapping Assets**

The second station featured an exercise that asked for participant input into determining priorities for improvement along each of the corridors. Each board illustrated a specific Character Zone defined by specific boundaries in each of the corridors. These Character Zones were defined in the Existing Conditions Report and are generally defined by changes in land use or other physical characteristics. Participants were asked to identify assets and challenges on the US-30 and Cicero Avenue Corridors with colored stickers and notecards. The results are shown in the scanned images below.
STATION 2: MAPPING ASSETS

CHARACTER ZONE 1

Help define challenges and opportunities for the following key themes:

- **Public Realm**
  - Ex: Landscaping, street furniture,

- **Redevelopment Opportunity**
  - Ex: Issue with vacant lots; opportunity for redevelopment

- **Intersection**
  - Ex: Problematic intersection; unsafe crossing

- **Land Use**
  - Ex: Greater/fewer portion of an area activity

- **Trail + Pathways**
  - Ex: Existing and desired trail and sidewalks

- **Signage**
  - Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

Legend:
- Matteson Municipal Boundary
- Water
- Agriculture
- Single-Family Detached
- Single-Family Attached
- Commercial
- Regional Commercial
- Park/Open Space
- Vacant

Matteson Streetscape Improvement Plan

KLOA

0.25 0.5 1 Mile

North
STATION 2: MAPPING ASSETS

CHARACTER ZONE 2

Help define challenges and opportunities for the following key themes:

- **Public Realm**
  - Ex: Landscaping, street furniture,

- **Redevelopment Opportunity**
  - Ex: Issue with vacant lots; opportunity for redevelopment

- **Intersection**
  - Ex: Problematic intersection; unsafe crossing

- **Land Use**
  - Ex: Greater/fewer portion of an land activity

- **Trail + Pathways**
  - Ex: Existing and desired trail and sidewalks

- **Signage**
  - Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

---

**Legend**

- Matteson Municipal Boundary
- Water
- Agriculture
- Single Family Detached
- Single Family Attached
- Multi-Family
- Commercial
- Regional Commercial
- Office
- Industrial
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Vacant

---

Map showing various areas and landmarks within Matteson, with legend indicating different types of zones and features.
STATION 2: MAPPING ASSETS

CHARACTER ZONE 3

Help define challenges and opportunities for the following key themes:

- **Public Realm**
  Ex: Landscaping, street furniture,

- **Redevelopment Opportunity**
  Ex: Issue with vacant lots; opportunity for redevelopment

- **Intersection**
  Ex: Problematic intersection; unsafe crossing

- **Land Use**
  Ex: Greater/fewer portion of an land activity

- **Trail + Pathways**
  Ex: Existing and desired trail and sidewalks

- **Signage**
  Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

---

Legend:
- Matteson Municipal Boundary
- Water
- Metra Station
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Mixed-Use
- Office
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Vacant

Matteson Streetscape Improvement Plan
STATION 2: MAPPING ASSETS

CHARACTER ZONE 4

Help define challenges and opportunities for the following key themes:

- **Public Realm**
  - Ex: Landscaping, street furniture,

- **Redevelopment Opportunity**
  - Ex: Issue with vacant lots; opportunity for redevelopment

- **Intersection**
  - Ex: Problematic intersection; unsafe crossing

- **Land Use**
  - Ex: Greater/fewer portion of an land activity

- **Trail + Pathways**
  - Ex: Existing and desired trail and sidewalks

- **Signage**
  - Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

Legend

- Matteson Municipal Boundary
- Commercial
- Institutional
- Park/Open Space
- Vacant

- Agriculture
- Single-Family Detached
- Single-Family Attached

Matteson Streetscape Improvement Plan
Station 3 – Visioning
At this station, participants selected words they felt answered the question “What Makes a Great Place? Participants were encouraged to write new words if those provided did not capture their vision. The following summary shows the descriptive words that participants selected. The number next to the words indicate the number of times a word was re-selected among different participants. Words with stars (*) are descriptive words written by participants.

7 Votes
Dining Options

6 Votes
Senior Activities
Festival/Events
Family-friendly

5 Votes
Safe/Protected
Retail District
Entertainment

4 Votes
Walkable
Vibrant
Recreation
Nature-based

3 Votes
*More activities, programs (other than basketball, dancing, and swimming) at community center + classes for home maintenance/ improvement which help increase property values

2 Votes
Transit
Streetscape
Residential Neighborhood
Heart of Community
Diverse
Destination
Cultural Heritage
Celebrate History
Bike Lanes
Active

1 Vote
*Entrepreneurship business center

Station 4 – Streetscape Improvement
The fourth station included six boards that illustrated streetscape enhancements of specific areas within the US-30 and Cicero Avenue Corridors. The renderings were intended to show potential recommendations for improvements to a variety of streetscape elements. Participants reviewed the renderings and wrote their comments on the notecards provided. The feedback received for each rendering are summarized below. The boards are shown in the following images.

Main Street & Front Street
- Consider using permeable pavers and incorporate colorful local and public art on pavements and crosswalks.

US-30 West of Ridgeland
- There is concern with who is responsible for implementing and maintaining the proposed recommendations.
- The shared-use path by US-30 is a welcome addition to provide pedestrians and bikers a safe facility to travel along US-30.
- Landscaping in this section of US-30 is critical to provide people a positive impression as they are entering Matteson from the west.

Cicero Ave South of 207th Street
- Stores should be encouraged to have planters outside of their front doors during spring and summer.
- Ensure gaps in sidewalks and bike paths are filled to promote a continuous network.

**US-30 East of Cicero Ave**
- The Village needs to consider the actual design of the proposed street banners
- Landscaping should not intrude on driver’s sightlines, especially at and around intersections.
- Install additional Village gateway signage by I-57 and US-30.

**Cicero Ave and Village Commons**
- Widened sidewalks strengthen the pedestrian environment.
- Large floral planters are an additional landscaping feature to buffer the road and the sidewalk.

**US-30 & Olympian Way**
- Avoid digital banners since they can be hard to read for drivers.
- The underpass through existing Metra lines can accommodate a banner for Matteson.
- The Village of Matteson signage may have to be relocated to the Fire Station, since this section of US-30 is the dividing line between Matteson and Olympia Fields. Also, they can be hard to be seen by passing drivers. The signage can also be complemented by additional landscaping features, included flower pots.

**Surveys**
Participants were encouraged to fill out a survey at the end of the workshop. The survey asked about participant’s experience with the workshop and what the consultant team and the Village can do better at future outreach events. Four participants completed the survey, and the following summarizes the results:
- Participants generally would recommend the event to their friends and colleagues, with some commenting the workshop was informative.
- They generally felt they understood the planning process better and believed the workshop materials were easy to understand.
- Some suggested that the workshop should be facilitated on a weekend as a possibility to gather greater input.
STATION 4: STREETSCAPE IMPROVEMENT
US-30 WEST OF RIDGELAND

Before

After
STATION 4: STREETSCAPE IMPROVEMENT
CICERO AVE SOUTH OF 207TH ST

After

Beautifully. It is a great improvement.

Before

Lost the face value. Site much, site worse.

Street safety. People want to stay here but can't.

Add sign to street.
Station 4: Streetscape Improvement

US-30 East of Cicero Ave

Before

After
STATION 4: STREETSCAPE IMPROVEMENT
CICERO AVE & VILLAGE COMMONS

Before

After

Notes:

- Increase green spaces
- Improve sidewalks
- Enhance aesthetic appeal

Map of the area showing proposed changes.
STATION 4: STREETSCAPE IMPROVEMENT

US-30 & OLYMPIAN WAY

Before

After

1. Add a sign to direct visitors to the station.
2. Put a sign in the median for Matteson.
3. Install trees for visual impact.
4. Add Hanging Baskets and shade trees for greenery.
5. Add street furniture and benches for seating.

Matteson Streetscape Improvement Plan
<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Quantity</th>
<th>Item Price</th>
<th>Item Cost</th>
<th>Quantity</th>
<th>Item Price</th>
<th>Item Cost</th>
<th>Quantity</th>
<th>Item Price</th>
<th>Item Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Unit</td>
<td>Quantity</td>
<td>Item Price</td>
<td>Item Cost</td>
<td>Quantity</td>
<td>Item Price</td>
<td>Item Cost</td>
<td>Quantity</td>
<td>Item Price</td>
<td>Item Cost</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>----------</td>
<td>------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>40</td>
<td>Mo</td>
<td>12</td>
<td>$4,000</td>
<td>$48,000</td>
<td>12</td>
<td>$4,000</td>
<td>$48,000</td>
<td>12</td>
<td>$4,000</td>
<td>$48,000</td>
</tr>
<tr>
<td>41</td>
<td>Lump Sum</td>
<td>1</td>
<td>$12,000</td>
<td>$144,000</td>
<td>1</td>
<td>$14,000</td>
<td>$168,000</td>
<td>1</td>
<td>$10,000</td>
<td>$120,000</td>
</tr>
<tr>
<td>42</td>
<td>Sub-Total</td>
<td></td>
<td>$5,089,397</td>
<td></td>
<td>$11,606,671</td>
<td></td>
<td>$3,163,199</td>
<td></td>
<td>$3,163,199</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>Mobilization: 4%</td>
<td></td>
<td>$203,570</td>
<td></td>
<td>$464,260</td>
<td></td>
<td>$126,520</td>
<td></td>
<td>$126,520</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>Contingency: 20%</td>
<td></td>
<td>$1,017,900</td>
<td></td>
<td>$2,321,400</td>
<td></td>
<td>$632,700</td>
<td></td>
<td>$632,700</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Grand Total 2021 construction</td>
<td></td>
<td>$6,310,867</td>
<td></td>
<td>$14,192,331</td>
<td></td>
<td>$3,922,419</td>
<td></td>
<td>$3,922,419</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Cost Per Foot improved =</td>
<td></td>
<td>$1,490</td>
<td></td>
<td>$3,380</td>
<td></td>
<td>$930</td>
<td></td>
<td>$930</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Cost with 2% Yearly Inflation</td>
<td></td>
<td>$6,437,100</td>
<td></td>
<td>$14,680,200</td>
<td></td>
<td>$4,000,900</td>
<td></td>
<td>$4,000,900</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>2022 construction</td>
<td></td>
<td>$6,565,900</td>
<td></td>
<td>$14,973,900</td>
<td></td>
<td>$4,081,000</td>
<td></td>
<td>$4,081,000</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>2023 construction</td>
<td></td>
<td>$6,697,300</td>
<td></td>
<td>$15,273,400</td>
<td></td>
<td>$4,162,700</td>
<td></td>
<td>$4,162,700</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>2024 construction</td>
<td></td>
<td>$6,831,300</td>
<td></td>
<td>$15,578,900</td>
<td></td>
<td>$4,246,000</td>
<td></td>
<td>$4,246,000</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>2025 construction</td>
<td></td>
<td>$6,968,000</td>
<td></td>
<td>$15,890,500</td>
<td></td>
<td>$4,331,000</td>
<td></td>
<td>$4,331,000</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>2026 construction</td>
<td></td>
<td>$7,107,400</td>
<td></td>
<td>$16,208,400</td>
<td></td>
<td>$4,417,700</td>
<td></td>
<td>$4,417,700</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>2027 construction</td>
<td></td>
<td>$7,249,600</td>
<td></td>
<td>$16,532,600</td>
<td></td>
<td>$4,506,100</td>
<td></td>
<td>$4,506,100</td>
<td></td>
</tr>
</tbody>
</table>

Requirements prior to ranking alternates and selecting preferred alternate

Create Typical section at each segment (Central-West Frontage, West Frontage-Bridge, Bridge-East Frontage, East Frontage-Matteson).

Check design for compliance with IDOT BDE, including additional parkway space in outside segments for light pole buffers (if path north side retaining walls needed).

Coordinate with IDOT regarding improvements to US-30 and to I-57 (anticipated, planned, or triggered by these alternates).

Federal Funds require improvements to remain useful for 20 yrs.

Verify correctness of below assumptions

Assumptions

Does not include private utility relocation

I-57 and US 30 have no future planned widening/grade adjustments

Ped bridge has abuts/center pier in-line with US 30 abuts/piers

Does not include Engineering

Does not include Non-Special or Special/Hazardous Waste

No floodway/floodplain/wetland impacts

Frontage Rd ditch must be converted to closed drainage system

Widened US-30 does not trigger underbridge lighting for I-57 (exist system looks to have been removed)

Vandal/Debris protection fencing not required along widened bridge

Widening existing bridge does not trigger upgrading rest of bridge

Widening existing bridge still provided min clearance to low steel

All spoils hauled off-site

Box Culverts drain via gravity to existing open ditch system

Bike path along US-30 does not trigger mill/resurf of US-30