

**THOROUGHFARE PLAN**

**ST. JOHN**

January, 2005

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# THOROUGHFARE PLAN

## INTRODUCTION

The coordination of land use and thoroughfare development is critical to safe and efficient access to the residents of any community. Proper access planning for commercial areas, especially along a major corridor such as U.S. 41 affects quality of life issues for residents within a community as well as those traversing through that community on their way to and from home.

The community of St. John is growing rapidly. Sound thoroughfare planning is needed to avoid the undesirable effects of congestion and to improve community cohesion. Thoroughfare planning will set the stage for the development of new roadways in the future as commercial and residential development outside of the present Town limits become absorbed into the community.

The Thoroughfare Plan will examine the present roadway conditions, traffic volumes, and safety characteristics. Deficiencies will be noted and recommendations will be brought forth. As with any Plan, it should not be viewed in a static sense. Periodic updating will be necessary in future years to keep abreast of ever-changing conditions.

Thoroughfare planning for a community such as St. John can not be done without consultation with adjacent local governmental units. In completing this Plan, the Thoroughfare Plans from Lake County, the Town of Schererville, and the Town of Dyer were reviewed to insure continuity with those plans.

## FUNCTIONAL CLASSIFICATION

Functional classification of the streets in a community is one of the main concepts in thoroughfare planning. It is extremely important that the community understand that there is a hierarchy to the streets within their community. This hierarchy will set expectations about traffic volumes, speed, access control, right-of-way widths and the presence of "foreign" traffic expected to use the individual streets.

The hierarchy is set by the streets functional classification. At the top of the list is the *principal arterial* classification. U.S. 41 is such a route. It is meant to carry large volumes, including semi-truck traffic, from community to community with linkage well beyond the adjacent community.

The next classification is that of *minor arterial*. Streets like West 93rd Avenue meet this classification in that they carry significant volumes of traffic and provide connection beyond the community's border into other areas. They also serve as feeder routes to the major arterials.

The next classification is the *collector street*. The last classification is the local street, which is the typical sub-division street. The collector street collects traffic from the local street network and funnels it to the minor or major arterial streets. Keilman Street is an example of a collector street.

The following information should be used to guide the development of new roadways and re-development of existing roadways in the Town:

<i>Functional Classification</i>	<i>Right-of-Way</i>	<i>Roadway Widths</i>	<i>Access Control</i>
Principal Arterial	100'	4 lanes = 48'	No direct residential drives Minimize commercial drives
Minor Arterial	90'	2 lanes = 24'	No direct residential drives
Collector	70'	2 lanes = 22' min.	Minimize residential drives
Local	60'	2 lanes = 20' min.	Not controlled

### ADMINISTRATIVE JURISDICTION

Within Indiana, routes with the "U.S." or "State Route" designation come under the jurisdiction of the Indiana Department of Transportation (INDOT). This means that they have total control over the roadway and access thereto. Driveway location, speed limits, improvements and maintenance (including snow removal) come under INDOT's control. They often seek input from the communities that their route passes through, but the final decisions are theirs. U.S. 41 is such a route within St. John.

All routes other than U.S. 41 within the municipal boundary of St. John are the Town's responsibility, except those that are private and/or those not accepted by the Town. The jurisdictional responsibility is an important element in determining who is responsible for maintenance work and what funding is available to the Town for maintenance and improvement. For example the Town gets no funding from the State for maintenance or improvements for U.S. 41. Likewise the State provides funds to the Town for its streets and does no maintenance on those streets.

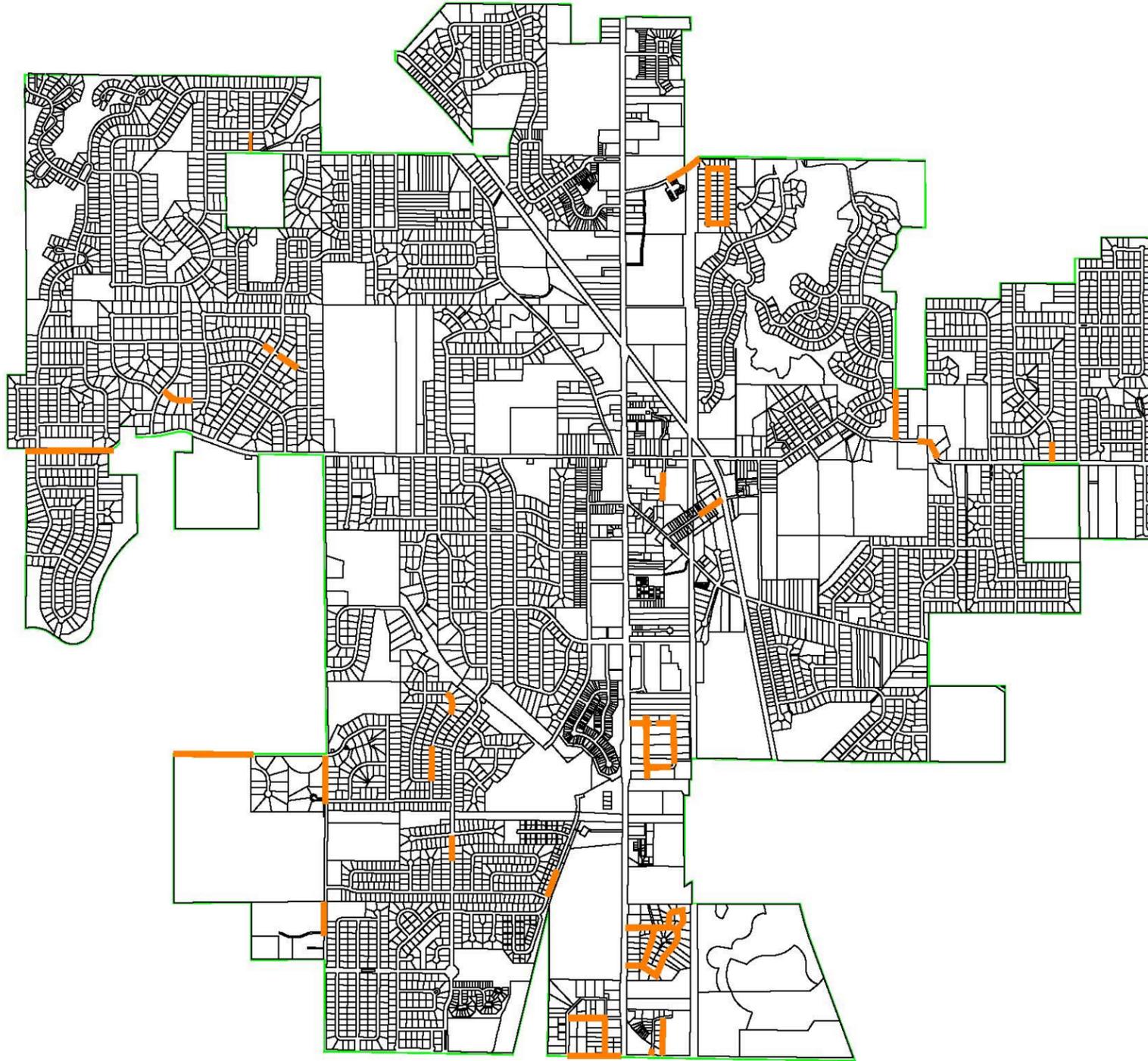
## INVENTORY OF EXISTING STREETS

An inventory of all streets within the Town was undertaken in 2004. This was a visual inventory by field inspection and was intended to be a general overview. The results of the inventory follow in tabular form. The items inventoried included right-of-way width, pavement condition, curb condition, sidewalk condition and drainage condition. The table also provides the functional classification of each street. Following the table is a map (Figure A) showing the streets rated in poor condition, streets exhibiting pavement distress (cracking), or having been patched. Treatment for the streets range from seal coating/non-structural overlay to patching and major overlay to perhaps complete reconstruction. The Town has contracted with another consultant to provide it with a more detailed street condition report. If the PASER<sup>1</sup> (Pavement Surface Evaluation and Rating) methodology is used, a more definitive ranking of these streets can be made with specific recommendations on improvements. This is the same methodology that the Northwestern Indiana Regional Planning Commission utilizes in the ranking of pavements for funding of Federal Aid projects in northwest Indiana.

Following Figure A is Figure B which depicts the areas where sidewalk is missing or is in poor condition.

<sup>1</sup> PASER Manual – Pavement Surface Evaluation and Rating November 1987, Revised May 1989, Transportation Information Center, University of Wisconsin - Madison

ST. JOHN EXISTING STREETS  
WITHIN PRESENT TOWN BOUNDARY  
THAT ARE IN POOR CONDITION

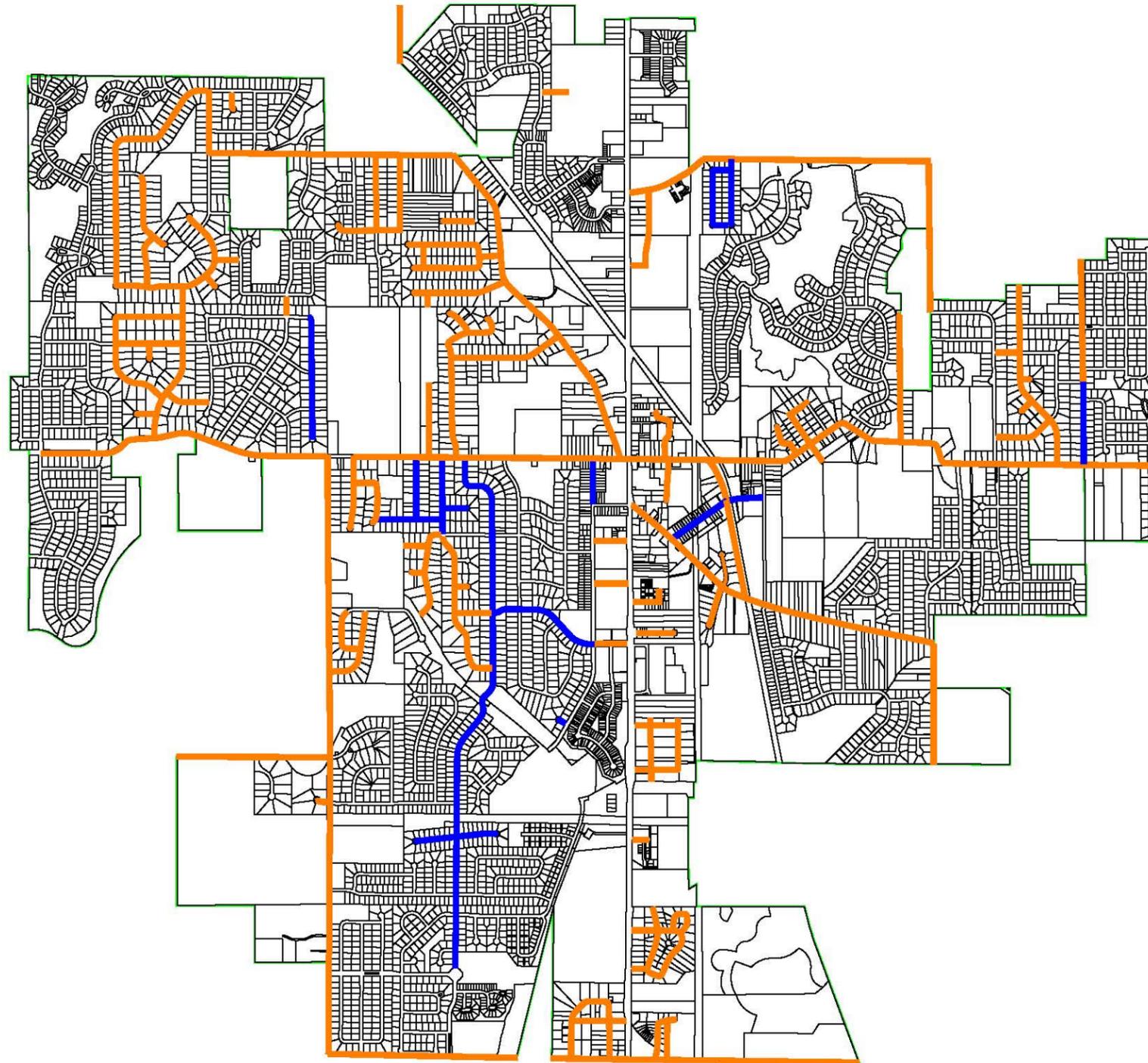


LEGEND:  
— STREETS IN POOR CONDITION  
— PRESENT TOWN BOUNDARY

FIGURE A



ST. JOHN SIDEWALKS  
WITHIN PRESENT TOWN BOUNDARY  
THAT ARE IN POOR CONDITION  
OR ARE NOT INSTALLED



**LEGEND:**  
— NO SIDEWALKS  
— SIDEWALKS IN POOR CONDITION  
— PRESENT TOWN BOUNDARY

**FIGURE B**



General Conditions										
Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
81 <sup>st</sup> Court	Osage Dr.-Cul-de-sac	60'	27'	100	Good	Good	Good	Good	Local	
82 <sup>nd</sup> Court	Osage Dr.-Cul-de-sac	60'	27'	343	Good	Good	Good	Good	Local	
Acorn Court	Acorn Dr.-Cul-de-sac	60'	27'	200	Fair	None	Poor	Fair	Local	
Acorn Drive	W. 95th Pl.-Dead End	60'	27'	1645	Fair	None	Poor	Poor	Local	
Ainsley Court	White Oak Ave.-Cul-de-sac	60'	17'	185	Good	None	Good	Good	Local	
Allison Lane	W. 98th Ln.-W. 99th Ave.	60'	26'	917	Good	Good	Good	Good	Local	
Alvina Rose Court	Rambling Rose Ln.-Cul-de-sac	60'	27'	1250	Good	Good	Good	Good	Local	<i>No Sidewalk on N. Side</i>
Amberley Lane	W. 95th Pl.-W. 94th Pl.	60'	26'	703	Fair	Good	Fair	Fair	Local	
Bailey Street	W. 106th Ln.-105 <sup>th</sup> Pl.	30'	18'	810	Poor	None	None	Ditch	Local	
Barberry Court	Knickerbocker Pl.-Cul-de-sac	60'	27'	240	Fair	Good	Fair	Fair	Local	
Beacon Court	Farmington St.-Dead End	unknown	17'	279	Good	Fair	Fair	Good	Local	
Belmont Avenue	W. 93rd Ave.-W. 94th Ct.	unknown	27'	1065	Fair	Poor	Poor	Poor	Local	
Belmont Court	Northcote Ct.-Cul-de-sac	60'	27'	2447	Fair	Good	Fair	Good	Local	
Berkley Lane	Clarmonte Dr.-W. 95th Pl.	60'	27'	599	Fair	Fair	Fair	Fair	Local	
Bramblewood Drive	W.93rd Pl.-W. 93rd Ave.	60'	17'/17' split	260	Good	Good	Good	Good	Local	
Bull Run Drive	Homestead Village Ct.-W. 105th St.	60'	27'	573	Poor	Fair	Poor	Fair	Local	
Bull Run Drive	Homestead Village Ct.-W. 105th Pl.	60'	27'	675	Good	Good	Good	Good	Local	
Calumet Avenue	W. 94th Pl.-Dead End	60'	27'	792	Good	Good	Good	Good	Collector	
Calumet Avenue	W. 94th Pl.-W. 93rd Ave.	60'	27'	1051	Good	Good	Good	Good	Collector	
Calumet Avenue	W. 93rd Ave.-W. 93rd Ln.	60'	22'/22' split	192	Fair	Good	Fair	Good	Local	<i>Edgewood Subdivision</i>
Calumet Avenue	W. 93rd Ln.-Dead End	60'	27'	2444	Fair	Good	Fair	Good	Collector	
Christopher Drive	W. 85th Ave.-Cul-de-sac	unknown	20'	1080	Fair	None	None	Ditch	Local	
Christopher Drive	W. 85th Ave.-W. 84th Pl.	60'	27'	380	Poor	Fair	Fair	Fair	Local	
Civic Drive	W. 93rd Ave.-Dead End	50'	15'	562	Poor	None	None	None	Local	<i>E. of U.S. 41, S. of W. 93rd Ave.</i>
Clarmonte Drive	Joliet Rd.-W. 93rd Ave.	60'	33'	3330	Fair	Fair	Fair	Fair	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Delmar Street	W. 102nd St.-Dead End	60'	27'	1486	Fair	Fair	Poor	Fair	Local	
Dena Court	Ventura Dr.-Dead End	60'	27'	131	Fair	Good	Fair	None	Local	<i>Street Not Finished according to Map</i>
Deodor Street	Schmal St.-W. 89th Ave.	unknown	21'	1017	Very Poor	None	None	None	Local	
Ditola Court	Louis Dr.-Cul-de-sac	60'	27'	495	Fair	None	Fair	Fair	Local	<i>Louis Estates</i>
Dover Lane	W. 96th Pl.-Clarmonte Dr.	60'	26'	605	Good	Good	Good	Good	Local	
Drake Drive	W. Marquette St.-Cul-de-sac	60'	26'	1195	Good	Good	Good	Good	Local	
Drummond Avenue	Grasselli Ave.-Grasselli Ave. (half circle)	60'	26'	919	Good	Good	Good	Good	Local	
E. Oakridge Drive	S. Oakridge Dr.-W. 97th Ln.	60'	27'	1031	Fair	Fair	Poor	Poor	Local	
E. Oakridge Drive	Cul-de-sac-Cul-de-sac	60'	27'	2042	Fair	Fair	Poor	Fair	Local	
E. Oakwood Drive	Patterson St.-N. Oakwood Dr.	unknown	27'	381	Good	None	Good	Good	Local	
E. Schneider Court	Schneider Pl.-W. Schneider Ct.	unknown	16'	445	Poor	None	None	Ditch	Local	
E. Springhill Drive	N. Springhill Dr.-W. 93rd Ave.	unknown	19'	583	Fair	Fair	None	None/Ditch	Local	
E. Standard Drive	Standard Dr.-Dead End	unknown	19'	224	Fair	None	None	None	Local	
Earl Drive	W. 101st Pl.-W. 101st Ave.	60'	27'	1283	Poor	None	Fair	Fair	Local	
Eggert Lane	W. 93rd Ln.-W. 91st Ave.	60'	27'	890	Fair	Good	Fair	Good	Local	
Fair Oaks Lane	W. 85th Ave.-Cul-de-sac	60'	27'	1147	Good	Good	Good	Good	Local	
Fairway Drive	W. 85th Ave.-Prestwick Pl.	60'	27'	1105	Poor	Poor	Poor	Fair	Local	
Farmington Street	W. 85th Ave.-Dead End	unknown	22'	344	Good	Fair	Fair	Good	Local	
Fehlberg Court	Homestead Heights Dr.-Cul-de-sac	60'	27'	1084	Fair	Fair	Fair	Fair	Local	
Forest Drive	Patterson St.-Cul-de-sac	60'	27'	1600	Fair	None	Poor	Poor	Local	
Forestdale Street	W. 109th Ave.-W. 107th Ave.	unknown	18'	1099	Fair	None	None	None	Local	
Franklin Drive	Cul-de-sac-James Dr.	60'	27'	2177	Fair	Poor	Poor	Fair	Local	
Genevieve Drive	W. 94th Pl.-Dead End	60'	27'	2074	Good	Good	Good	Good	Local	
Gerlach Court	W. 93rd Ave.-Theilen St.	25'	13'	636	Good	Good	None	None	Local	<i>Gravel Road-To be paved by property owner</i>
Gleneagles Street	Fairway Dr.-Muirfield Ln.	60'	27'	371	Poor	Poor	Poor	Fair	Local	
Goldenrod Place	Morninglory Pl.-Schillton Dr.	unknown	37'	373	Fair	Good	Fair	Fair	Local	
Goldenrod Place	Primrose Dr.-Morninglory Pl.	70'	37'	783	Fair	Good	Fair	Fair	Local	
Golfwood Court	Verbena Ct.-Lantern Dr.	60'	27'	449	Fair	Fair/None	Poor	Poor	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Grasselli Avenue	Joliet Rd.-Dead End	60'	26'	1700	Good	Good	Good	Good	Local	
Hack Street	W. 93rd Ave.-Thielen St.	unknown	20'	780	Fair	None	None	Ditch	Local	
Hart Street	Joliet Rd.-Cul-de-sac	60'	26'	2064	Good	Good	Good	Good	Local	
Hart Street	Theilen St.-Joliet Rd..	unknown	20'	1831	Fair	None	None	None/Ditch	Local	
Hawthorne Drive	Osage Dr.-Heron Lake Rd.	60'	27'	695	Good	Good	Good	Good	Local	
Hawthorne Drive	W. 108th Pl.-W. 108th Ln.	60'	27'	295	Good	Good	Good	Good	Local	
Hawthorne Drive	W. 107th Pl.-W.107th Ln.	60'	27'	244	Good	Good	Good	Good	Local	
Heather Court	Leonardo Dr.-Ventura Dr.	60'	27'	848	Good	Fair	Fair	Fair	Local	
Hedwig Drive	Dead End-Olcott Ave.	60'	37'	734	Fair	Good	Fair	Good	Local	
Hedwig Drive	W. 97th Ln.-Dead End	60'	37'	1965	Fair	Fair	Poor	Fair	Local	
Heron Lake Road	Leonardo Dr.-Knickerbocker Pl.	60'	27'	1741	Fair	Fair	Poor	Fair	Local	<i>Heron Lake Subdivision Unit 2</i>
Heron Lake Road	Knickerbocker Pl.-W. 83rd Pl.	60'	27'	549	Good	Fair	Fair	Good	Local	
Hickory Lane	W. 97th Ln.-S. Oakridge Dr.	60'	27'	1309	Fair	Fair	Poor	Poor	Local	
Hickory Lane	W. 95th Pl.-Cul-de-sac	60'	27'	240	Fair	Fair	Poor	Poor	Local	
Hilltop Drive	W. 93rd Ave.-Cul-de-sac	unknown	20'	1230	Fair	None	None	Swail	Local	
Hoffman Court	Monfort Dr.-Cul-de-sac	60'	27'	196	Fair	Good	Good	Good	Local	
Homestead Heights Drive	Olcott Ave.-Cul-de-sac	60'	27'	100	Fair	Fair	Fair	Fair	Local	
Homestead Village Court	Bull Run Dr.-Dead End	60'	27'	945	Fair	Good	Fair	Good	Local	
Howard Court	W. 90th Ave.-Cul-de-sac	60'	27'	270	Fair	None	Fair/Poor	Fair	Local	
Howard Street	W. 85th Pl.-Cul-de-sac	60'	27'	1496	Fair	None	Poor	Poor	Local	
Hunter's Court	Hedwig Dr.-Hunter's Run	60'	27'	215	Fair	Fair	Fair	Fair	Local	
Hunter's Run	Valley Dr.-Pheasant Ln.	60'	27'	1037	Fair	Fair	Poor	Poor	Local	
Industrial Drive	Joliet Rd.-Cul-de-sac	60'	27'	704	Fair	None	Poor	Poor	Local	
Ivy Avenue	Joliet Rd.-W. 95th Pl.	60'	27'	1494	Good	Good	Good	Good	Local	
Jacobson Drive	W. 86th Pl.-W. 85th Ave.	60'	20'	1063	Fair	None	None	Ditch	Local	
James Drive	Randall Dr.-Franklin Dr.	60'	27'	1770	Good	Good	Good	Good	Local	
Jennifer Court	W. 85th Ave.-Cul-de-sac	60'	27'	257	Fair	Fair	Poor	Fair	Local	
Joliet Road	Hart St.-Industrial Dr.	unknown	20'	829	Fair	None	None	None	Collector	
Joliet Road	Hart St.-Three Springs Dr.	unknown	21'	1362	Fair	None	None	Poor	Collector	
Joliet Road	Three Springs Dr.-Parrish Ave.	unknown	20'	1637	Fair	None	None	Poor	Collector	
Joliet Street	U.S. 41-Industrial Dr.	unknown	20'	2117	Fair	None	None	None	Collector	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Julia Drive	W. 94th Ct.-Dead End	60'	27'	2104	Good	Good	Good	Good	Local	
Julia Drive	W. 94th Ct.-W.93rd Pl.	60'	27'	770	Good	Good	Good	Good	Local	
Kardel Drive	W.93rd Ave.-Dead End	unknown	20'	1256	Fair	None	None	None	Local	
Kardel Street	Forest Dr-Dead End	60'	27'	225	Fair	None	Poor	Poor	Local	
Keilman Street	School St.-W. 97th Ln.	unknown	37'	2401	Fair	Fair	Poor	Fair	Local	
Keilman Street	W. 93rd Ave.-School St.	unknown	19'	806	Fair	Poor	None	Poor	Local	
Kelly Court	Ventura Dr.-Cul-de-sac	60'	27'	252	Fair	Good	Fair	Good	Local	
Kelly Drive	Ventura Dr.-U.S. 41	60'	27'	1470	Fair	Good	Fair	Fair	Local	
Kerry Court	W. 83rd Pl.-Cul-de-sac	60'	27'	346	Fair	Good/None	Fair	Fair	Local	
Knickerbocker Ct.	W. 107th Pl.-Turn About	60'	27'	422	Good	Good	Good	Good	Local	
Knickerbocker Pl.	Heron Lake Rd.-Osage Dr.	60'	27'	722	Good	Good	Fair	Good	Local	
Knickerbocker St.	W. 90th Ave.-Dead End	60'	26.5'	429	Fair	None	Poor	Poor	Local	
Kolling Road	W. 85th Ave.-U.S. 41	unknown	25'	1836	Fair	None	None	None/Ditch	Local	Private Road
Lancer Drive	W. 90th Ave.-Schaffer Dr.	60'	27'	1208	Fair	Fair	Fair	Fair	Local	
Lantern Drive	Cul-de-sac-Tapper St.	60'	27'	2570	Fair	None	Poor	Poor	Local	
Lantern View Lane	Dead End-W. 84th Ct.	60'	27'	1011	Fair	Fair	Fair	Fair	Local	
Larimer Drive	Hilltop Dr.-Woodland Dr.	unknown	21'	400	Fair	None	None	Swail	Local	
Leonardo Drive	Judith Ln.-Heather Ct.	60'	27'	335	Fair	Fair	Fair	Fair	Local	
Limerick Drive	Tapper St.-Magnolia St.	60'	27'	1415	Fair	Good/None	Fair	Poor	Local	
Louis Court	Louis Dr.-Cul-de-sac	60'	27'	185	Fair	None	Fair	Fair	Local	Louis Estates
Louis Drive	Louis Ct.-Olcott Ave.	60'	27'	460	Fair	None	Fair	Fair	Local	Louis Estates
Magnolia Street	W. 85th Ave.-Lantern Dr.	60'	27'	1384	Fair	None	Poor	Poor	Local	
Magnolia Street	W. 83rd Pl.-W. 85th Ave.	60'	27'	1073	Fair	Good	Fair	Fair	Local	
Magoun Drive	Osage Dr.-Heron Lake Rd.	60'	27'	860	Good	Good	Good	Good	Local	
Mallard Cove	Mallard Ln.-Mallard Ln.(circle)	unknown	20'	790	Good	Good	Good	Good	Local	
Mallard Lane	W. 93rd Ave.-Dead Ave.	60'	27'	1211	Fair	Fair	Fair	Fair	Local	
Mallard Lane	W. 93rd Ave.-Mallard Cv.	60'	26'	759	Good	Good	Good	Good	Local	
Maloian Drive	W. 108th Pl.-Cul-de-sac	60'	27'	2148	Poor	Good	Fair	Fair	Local	
Manor Drive	W. 108th Pl.-W. 109th Ave.	unknown	21'/21'	203	Fair	Good	Fair	Fair	Local	
Manor Drive	W. 108th Pl.-W. 105th Pl.	60'	27'	2091	Fair	Good	Fair	Fair	Local	
Maple Court	W. 92nd Ln.-Cul-de-sac	unknown	27'	330	Fair	Fair	Fair	Good	Local	
Maple Drive	W. 92nd Ln.-W. 91st Ave.	unknown	27'	660	Fair	Fair	Fair	Good	Local	
Maplewood Street	W. 90th Ave.-Cul-de-sac	60'	27'	1891	Fair	Good	Fair	Good	Local	
Marquette Street	W. 93rd Ave.-W. 91st Ave.	60'	27'	1438	Fair	None/Poor	Poor	Poor	Local	
Marquette Street	W. 91st Ave.-W. 89th Ave.	60'	27'	962	Fair	Good/None	Fair	Fair	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Mattson Drive	W. 85th Ave.-W. 87th Ave.	60'	20'	1323	Fair	None	None	Ditch	Local	
Meadow Court	W. 82nd Ln.-W. 82nd Ct.	50'	24'	250	Good	Good	Good	Good	Local	
Meadow Lane	W. 82nd Ct.-Cul-de-sac	50'	24'	930	Good	Good	Good	Good	Local	
Millard Drive	W. 108th Pl.-W. 105th Pl.	60'	27'	2174	Fair	Good	Fair	Fair	Local	
Monfort Drive	W. 87th Ave.-Dead End	60'	27'	1343	Fair	Good	Fair	Fair	Local	
Monfort Drive	W. 85th Ave.-W. 87th Ave.	60'	19'	500	Fair	None	None	Ditch	Local	
Monix Drive	Cul-de-sac-W. 93rd Ave.	60'	27'	1678	Fair	Fair	Fair	Fair	Local	
Morninglory Place	Snowberry Ln.-Sunflower Ave.	60'	27'	914	Fair	Fair	Fair	Good	Local	
Muirfield Lane	Prestwick Pl.-Gleneagle St.	60'	27'	1105	Poor	Poor	Poor	Fair	Local	
N. Industrial Drive	Joliet Rd.-Cul-de-sac	60'	27'	570	Good	None	Fair	Fair	Local	
N. Magoun Drive	W. Magoun Dr.-S. Magoun Dr.	60'	27'	1092	Fair	Good	Fair	Fair	Local	
N. Oakwood Drive	E. Oakwood Dr.-W. Oakwood Dr.	unknown	27'	1422	Good	None	Poor	Poor	Local	
N. Springhill Drive	W. Springhill Dr.-E. Springhill Dr.	unknown	26'	360	Fair	None	None	None/Ditch	Local	
Neiting Court	W. 105th St.-Cul-de-sac	60'	27'	482	Fair	Fair	Fair	Fair	Local	
Northcote Avenue	W. 95th Pl.-Olcott Ave.	60'	27'	2802	Fair	None	Poor	Poor	Local	
Northcote Avenue	W. 93rd Ave.-W. 95th Pl.	60'	27'	1338	Fair	Poor	Poor	Poor	Local	
Northcote Court	W. 102nd St.-Cul-de-sac	60'	27'	1144	Poor (2)	Fair	Fair	Fair	Local	
Northcote Drive	W. 108th Ln.-Dead End at W. 107th Pl.	60'	27'	1095	Good	Good	Good	Good	Local	
Oakridge Court	W. 107th Pl.-Turn About	60'	27'	422	Good	Good	Good	Good	Local	
Olcott Avenue	W. 109th Ave.-W. 108th Pl.	unknown	18'/18'	406	Good	Good	Good	Good	Collector	
Olcott Avenue	W. 108th Pl.-Dead End	70'	37'	1333	Good	Good	Good	Good	Collector	
Olcott Avenue	W. 103rd Ct.-W. 105th St.	70'	37'	505	Poor	Poor	Poor	Poor	Collector	
Olcott Avenue	W. 95th Pl.-W. 102nd St.	70'	37'	4913	Fair	Poor	Poor	Poor	Collector	
Olcott Avenue	W.93rd Ave.-W. 95th Pl.	70'	37'	1670	Fair	Poor	Poor	Fair	Collector	
Olcott Avenue	Louis Dr.-W. 93rd Ave.	60'	26'	2412	Fair	None	Poor	Poor	Collector	
Ontario Street	W. 108th Ave.-W. 109th Ave.	unknown	20'	784	Poor	None	None	None	Local	
Osage Drive	Cul-de-sac-W. 83rd Pl.	60'	27'	193	Good	Good	Good	Good	Local	
Paintbrush Court	Primrose Dr.-Cul-de-sac	60'	27'	280	Fair	Fair	Fair	Good	Local	
Park Drive	W. 93rd Ave.-Cul-de-sac	unknown	19'	633	Good	None	None	Ditch	Local	
Park Lane	Howard St.-Lantern Dr.	60'	27'	941	Fair	None	Poor	Poor	Local	
Parrish Avenue	Joliet Rd.-Town Limits	40'	20'	2151	Fair	None	None	Ditch	Collector	
Parrish Avenue	W. 89th Ave.-W. 85th Ave	unknown	21'	2620	Good	None	None	Ditch	Collector	
Patnoe Drive	W. 105th St.-Neiting Ct.	60'	27'	1290	Fair	Fair	Poor	Fair	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Patterson Street	W. 85th Ave.-W. 90th Ave.	60'	22'	3821	Fair	None	None	Ditch	Collector	
Patterson Street	Town Limits-W. 85th Ave.	60'	22'	2941	Good	None	None	Ditch	Collector	
Pheasant Lane	Valley Dr.-W. 97th Ln.	60	27'	1814	Fair	Fair	Fair	Fair	Local	
Ponton Place	W. 99th Ave.-W. 98th Pl.	60'	26'	440	Good	Good	Good	Good	Local	
Prestwick Place+C200	Muirfield Ln.-Fairway Dr.	60'	27'	371	Poor	Poor	Poor	Fair	Local	
Primrose Drive	W. 85th Ave.-Dead End	70'	37'	400	Fair	Good	Good	Good	Local	
Rambling Rose Lane	Rosewood Dr.-Alvina Rose Ct.	60'	27'	1260	Good	None	Good	Good	Local	
Randall Drive	Cul-de-sac-James Dr.	60'	27'	1743	Good	Good	Good	Good	Local	
Ravenwood Drive	W. 101st Pl.-W. 101st Ave.	60'	27'	980	Poor	None	Fair	Fair	Local	
Rosewood Court	Primrose Dr.-Cul-de-sac	60'	27.5'	280	Fair	Fair	Fair	Good	Local	
Rosewood Drive	White Oak Ave.-Alvina Rose Ct.	60'	27'	1480	Good	None	Good	Good	Local	<i>Rosewood Subdivision</i>
Ruth Court	Monix Dr.-Cul-de-sac	60'	27'	582	Fair	Fair	Fair	Fair	Local	
S. Magoun Drive	N. Magoun Dr.-W. 105th St.	60'	27'	1356	Fair	Good	Fair	Fair	Local	
S. Oakridge Drive	W. Oakridge Dr.-E. Oakridge Dr.	60'	27'	686	Fair	Fair	Poor	Fair	Local	
S. Oakwood Drive	W. Oakwood Dr.-E. Oakwood Dr.	unknown	27'	1323	Fair	None	Good	Poor	Local	
Schaffer Drive	W. 90th Ave.-W. 93rd Ave.	60'	27'	407	Poor	None	Fair	Fair	Collector	
Schaffer Drive	W. 90th Ave.-Dead End	60'	27'	834	Fair	None/Fair	Fair	Fair	Collector	
Schillton Drive	W. 93rd Ave.-James Dr.	60'	37'	2574	Fair	Good	Good	Good	Collector	
Schillton Drive	Snowberry Ln.-Goldenrod Pl.	60'	27'	593	Fair	Fair	Poor	Fair	Collector	
Schillton Drive	James Dr.-Snowberry Ln.	60'	37'	400	Good	None	Good	Good	Collector	
Schillton Drive	Goldenrod Pl.-Sunflower Ave.	60'	27'	370	Fair	Fair	Poor	Fair	Collector	
Schmal Street	E. Springhill Dr.-Deodor St.	unknown	24'	1122	Fair	None	None	Ditch	Collector	
Schneider Place	W. 109th Ave.-W. 108th Ave.	unknown	19'	124	Poor	None	None	Ditch	Local	
Schneider Place	W. 106th Ln.-W. 105th Pl.	unknown	18'	1069	Poor	None	None	Ditch	Local	
Schneider Street	W. 109th Ave.-W. 108th Ave.	unknown	19'	743	Poor	None	None	Ditch	Local	
School Street	Keilman St.-U.S. 41	50'	20'	609	Fair	Fair	None	Poor	Local	
Sesame Street	Heron Lake Road Lake Central High School	60'	27'	485	Fair	None	Poor	None	Local	
Siedelmann Court	W. 105th St.-Cul-de-sac	60'	27'	529	Fair	Good	Fair	Fair	Local	
Snowberry Lane	Verbena Ct.-Morninglory Pl.	60'	27'	1212	Good	Fair	Fair	Good	Local	
Standard Drive	U.S. 41-E. Standard Dr.	unknown	19'	473	Fair	None	None	None	Local	
Stark Court	Monfort Dr.-Cul-de-sac	60'	27'	191	Fair	Good	Good	Good	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Tapper Street	Columbia St.-W. 89th Pl.	60'	27'	1888	Fair	None	Poor	Fair	Local	
Tapper Street	Lantern Dr.-Limerick Dr.	60'	27'	3200	Fair	None	Fair	Fair	Local	
Theilen Street	Hack St.-Joliet St.	unknown	22'	564	Poor	None/Poor	None	None	Local	
Theilen Street	Hack St.-Hart St.	50'	21'	648	Fair	Poor	None	Poor	Local	
Thiel Street	W. 93rd Ave.-Church St. (private rd.)	unknown	27'	575	Good	None	Good	Good	Local	<i>E. of US 41, N. of W. 93rd Ave.</i>
Three Springs Drive	Joliet Rd.-W. 99th Ave.	60'	26'	1127	Good	Good	Good	Good	Local	
Valley Court	Hedwig Dr.-Cul-de-sac	60'	27'	175	Fair	Poor	Poor	Poor	Local	
Valley Drive	Hunter's Run-Cul-de-sac	60'	27'	862	Fair	Fair	Poor	Poor	Local	
Ventura Drive	U.S. 41-W. 85th Pl.	60'	37'	2293	Fair	Good	Fair	Fair	Local	
Verbena Court	Snowberry Ln.-Golfwood Ct.	60'	27'	585	Good	Fair	Fair	Good	Local	
Verbena Court	Golfwood Ct.-Cul-de-sac	60'	27'	440	Fair	Fair	Poor	Fair	Local	
W. 101st Avenue	White Oak Ave.-Town Limits	60'	22'	1628	Poor	None	None	None/Ditch	Collector	
W. 101st Avenue	Delmar St.-White Oak Ave.	60'	27'	1274	Fair	Good	Fair	Fair	Local	
W. 101st Avenue	U.S. 41-Ravenwood Dr.	unknown	27'	787	Poor (2)	None	Fair	Fair	Local	
W. 101st Place	Delmar St.-Walsh St.	60'	27'	817	Fair	Fair	Poor	Poor	Local	
W. 101st Place	U.S. 41-Earl Dr.	unknown	85'	315	Fair	None	Fair	Fair	Local	
W. 101st Place	Earl Dr.-Ravenwood Dr.	unknown	27'	489	Poor	None	Fair	Fair	Local	
W. 101st Street	Olcott Ave.-Northcote Ct.	60'	27'	375	Fair	Good	Fair	Fair	Local	
W. 102 <sup>nd</sup> Street	Olcott Ave.-White Oak Ave.	60'	27'	2226	Fair	Fair	Poor	Poor	Local	
W. 103rd Avenue	U.S. 41-Bailey St. (private rd.)	unknown	37'	325	Good	None	None	Ditch	Local	
W. 103rd Court	Cul-de-sac-Cul-de-sac	60'	27'	1419	Fair	Poor	Poor	Poor	Local	
W. 105th Place	Millard Dr.-Maloian Dr.	60'	27'	654	Fair	Good	Poor	Fair	Local	
W. 105th Place	Bull Run Dr.-Dead End	60'	27'	550	Good	Good	Good	Good	Local	
W. 105th Place	U.S. 41- Schneider Pl.	unknown	18'	933	Poor	None	None	Ditch	Local	
W. 105th Street	Olcott Ave.-White Oak Ave.	60'	27'	200	Fair	Good	Poor	Fair	Local	
W. 105th Street	Olcott Ave.-Bull Run Dr.	60'	27'	1674	Fair	Good	Fair	Fair	Local	
W. 106th Place	Woodmar Ln.-Bull Run Dr.	60'	27'	250	Good	Good	Good	Good	Local	
W. 106th Lane	U.S. 41-Schneider Pl.	Unknown	18'	650	Poor	None	None	Ditch	Local	
W. 107th Avenue	Dead End-White Oak Avenue	unknown	21'/21'	1174	Fair	Good	Poor	Fair	Local	<i>Split from Manor Dr. to Maloian Dr.</i>
W. 107th Avenue	Forestdale St.-Ontario St.	unknown	18'	399	Fair	None	None	None	Local	
W. 107th Lane	Hawthorne Dr.-Northcote Dr.	60'	27'	595	Good	Good	Good	Good	Local	
W. 107th Place	Northcote Dr.-Hawthorne Dr.	60'	27'	595	Good	Good	Good	Good	Local	
W. 107th Place	Olcott Ave.-Turn About	60'	27'	580	Good	Good	Good	Good	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
W. 108th Avenue	Schneider Pl.-Dead End	unknown	20'	225	Fair	None	None	Ditch	Local	
W. 108th Lane	Hawthorne Dr.-Northcote Dr.	60'	27'	575	Good	Good	Good	Good	Local	
W. 108th Lane	U.S. 41-Bailey St.	unknown	15'	300	Fair	None	None	Ditch	Local	
W. 108th Place	Millard Dr.-Maloian Dr.	60'	27'	580	Fair	Good	Fair	Fair	Local	
W. 108th Place	Olcott Ave.-Northcote Dr.	60'	27'	773	Good	Good	Good	Good	Local	
W. 109th Avenue	White Oak Ave.-Olcott Ave.	60'	22'	2130	Good	None	None	Ditch	Collector	
W. 109th Avenue	Olcott Ave.-U.S.41	60'	22'	1088	Poor	None	None	Ditch	Arterial	
W. 109th Avenue	U.S. 41-Town Limits	60'	29'	1218	Good	None	None	Ditch	Arterial	<i>East of US 41</i>
W. 82nd Court	Meadow Ct.-Meadow Ln.	50'	24'	225	Good	Good	Good	Good	Local	
W. 82nd Lane	U.S. 41-Meadow Ct.	50'	27'	780	Good	Good	Good	Good	Local	
W. 83rd Place	Magnolia St.-Christopher Dr.	60'	27'	799	Fair	Good	Fair	Fair	Local	
W. 83rd Place	Christopher Dr.-Lantern View Ln.	60'	27'	650	Fair	Good	Fair	Fair	Local	
W. 83rd Place	Cul-de-sac-Patterson St.	60'	27'	1525	Fair	Good	Good	Good	Local	<i>No Sidewalk on N. Side/Heron Lake Rd.-Patterson St.</i>
W. 84th Court	Located at W. 84th Pl.and Lantern View Ln.	unknown	82'	100	Fair	Fair	Fair	Fair	Local	
W. 84th Place	Magnolia St.-W. 84th Ct.	60'	27'	1106	Fair	Fair	Poor	Fair	Local	
W. 85th Avenue	Magnolia St.-Christopher Dr.	60'	20'	987	Fair	None	None	Ditch	Collector	
W. 85th Avenue	Christopher Dr.-Mattson Dr.	unknown	20.5'	2338	Fair	None	None	Ditch	Collector	
W. 85th Avenue	Mattson Dr.-Patterson St.	60'	21'	955	Fair	None	None	Ditch	Collector	
W. 85th Avenue	U.S. 41-Alexander St.	unknown	37'	1454	Poor	None	Good	Good	Collector	<i>E. of US 41, N. of W. 93rd Ave.</i>
W. 85th Avenue	Alexander St. -Parrish Avenue	unknown	21'	3986	Fair	None	None	Ditch	Collector	
W. 85th Place	Dead End-Howard St.	60'	27'	561	Fair	Fair	Fair	Fair	Local	
W. 85th Place	Judith Lane-Dead End	60'	37'	170	Fair	Good	Fair	Good	Local	
W. 86th Place	Magnolia St.-Jacobson Dr.	60'	27'	542	Fair	None	Poor	Poor	Local	
W. 87th Avenue	Mattson Dr.-Cul-de-sac	60'	19'	1155	Fair	None	None	None/Ditch	Local	
W. 88th Court	Lantern Ct.-Cul-de-sac	60'	27'	268	Fair	None	Poor	Poor	Local	
W. 89th Avenue	Deodor St.-Willow Ln.	60'	27'	1586	Fair	Good	Fair	Fair	Local	
W. 89th Avenue	Schaffer Dr.-Marquette St.	60'	27'	1045	Fair	Fair	Fair	Fair	Local	
W. 89th Place	Calumet Ave.-Cul-de-sac	60'	27'	372	Fair	Good	Fair	Good	Local	
W. 89th Place	Tapper St.-Columbia St.	60'	27'	1181	Fair	None	Poor	Fair	Local	
W. 90th Avenue	Calumet Ave.-Tapper St.	60'	27'	1250	Fair	Good	Fair	Good	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
W. 90th Avenue	Columbia Ave.-Schillton Dr.	60'	27'	232	Poor	Good	Poor	Fair	Local	
W. 90th Avenue	Schillton Dr.-Franklin Dr.	60'	27'	466	Poor	Fair	Fair	Poor	Local	
W. 90th Avenue	Patterson St.-Olcott Ave.	60'	26.5'	1961	Fair	None	Poor	Fair	Local	
W. 90th Avenue	Willow Ln.-Schaffer Dr.	60'	27'	442	Good	Good/None	Good	Good	Local	
W. 90th Avenue	Schaffer Dr.-Lancer Dr.	60'	27'	660	Fair	Fair	Fair	Fair	Local	
W. 90th Court	Maplewood St.-Calumet Ave.	60'	27'	803	Fair	Fair	Fair	Good	Local	
W. 90th Court	Schaffer Dr.-Cul-de-sac	60'	27'	175	Fair	None	Fair	Fair	Local	
W. 90th Place	Franklin Dr.-Dead End	60'	27'	250	Fair	Fair	Poor	Poor	Local	
W. 91st Avenue	Eggert Ln.-Maple Dr.	60'	27'	720	Fair	Good	Fair	Good	Local	
W. 91st Avenue	Marquette St.-Lancer Dr.	60'	27'	450	Good	Good	Good	Good	Local	
W. 91st Court	Schaffer Dr.-Cul-de-sac	60'	27'	244	Fair	None	Fair	Fair	Local	
W. 92nd Avenue	Columbia St.-Randall Dr.	60'	27'	640	Poor	None	Poor	Fair	Local	
W. 92nd Avenue	Monix Dr.-Dead End	60'	27'	760	Fair	Fair	Fair	Fair	Local	<i>Schilton Hills Subdivision</i>
W. 92nd Avenue	Drake Dr.-Mallard Ln.	60'	26'	749	Good	Good	Good	Good	Local	
W. 92nd Court	Columbia St.-Cul-de-sac	60'	27'	337	Fair	None	Poor	Fair	Local	
W. 92nd Court	Lee Pl.-Cul-de-sac	60'	23'	349	Good	Good	Good	Good	Local	
W. 92nd Lane	Maplewood St.-Calumet Ave.	60'	27'	1205	Fair	Fair	Poor	Good	Local	
W. 92nd Lane	Drake Dr.-Mallard Ln.	60'	26'	749	Good	Good	Good	Good	Local	
W. 92nd Place	Schaffer Dr.-Willow Ln.	60'	27'	1046	Fair	None	Fair	Fair	Local	
W. 93rd Avenue	Calumet Ave.-Columbia St.	unknown	21'	1787	Poor	None	None	None/Ditch	Arterial	
W. 93rd Avenue	Columbia St.-White Oak Ave.	unknown	20'	3123	Fair	None	None	None/Ditch	Arterial	
W. 93rd Avenue	U.S. 41-Hilltop Dr.	unknown	22'	4829	Fair	None	None	Ditch	Arterial	
W. 93rd Avenue	U.S. 41-Schmal St.	unknown	23'	3935	Fair	None	None	Ditch	Arterial	
W. 93rd Avenue	Schmal St.-Marquette St.	unknown	24'	601	Poor	None	None	None/Ditch	Arterial	
W. 93rd Avenue	Marquette St.-Town Limits	unknown	24'	1149	Fair	None	None	None	Arterial	
W. 93rd Lane	Calumet Ave.-Eggert Ln.	60'	27'	350	Fair	Good	Fair	Good	Local	
W. 93rd Place	Julia Dr.-Calumet Ave.	40'	27'	1004	Good	Good	Good	Good	Local	
W. 94th Avenue	Julia Dr.-Calumet Ave.	60'	27'	920	Good	Good	Good	Good	Local	
W. 94th Avenue	Mallard Ln.-Dead End	60'	27'	149	Fair	Fair	Fair	Fair	Local	
W. 94th Court	Cul-de-sac-Northcote Ave.	60'	27'	1138	Fair	Poor	Poor	Poor	Local	
W. 94th Court	Julia Dr.-Cul-de-sac	60'	27'	200	Good	Good	Good	Good	Local	<i>Bramblewood Subdivision</i>
W. 94th Place	Calumet Ave.-Cul-de-sac	60'	27'	424	Good	Good	Good	Good	Local	
W. 94th Place	Nothcote Ave.-Cul-de-sac	60'	27'	430	Fair	Poor	Poor	Poor	Local	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
W. 94th Place	Clarmonte Dr.-Cul-de-sac	60'	26'	457	Good	Good	Good	Good	Local	<i>S. of W. 93rd Ave.</i>
W. 95th Avenue	Keilman St.-U.S. 41	unknown	36'	609	Fair	None	Fair	Fair	Local	
W. 95th Place	Olcott Ave.-W. Oakridge Dr.	60'	27'	100	Fair	Fair	Fair	Fair	Local	
W. 95th Place	Dead End-Grasselli Ave.	60'	26'	2100	Fair	Good	Fair	Fair	Local	
W. 96th Avenue	Acorn Dr.-Dead End	60'	27'	435	Fair	None	Poor	Fair	Local	
W. 96th Avenue	W. Oakridge Dr.-E. Oakridge Dr.	60'	27'	800	Fair	Fair	Poor	Poor	Local	
W. 96th Place	Clarmonte Dr.-Dover Ln.	60'	27'	584	Fair	Fair	Fair	Fair	Local	
W. 96th Place	Keilman St.-U.S. 41	unknown	26'	609	Good	None	Good	Good	Local	
W. 97th Court	Ivy Ave.-Cul-de-sac	60'	27'	218	Good	Good	Fair	Fair	Local	
W. 97th Court	Northcote Ave.-Cul-de-sac	60'	27'	230	Fair	None	Poor	Poor	Local	
W. 97th Lane	Northcote Ave.-Olcott Ave.	60'	27'	663	Fair	None	Poor	Fair	Local	
W. 97th Lane	Olcott Ave.-Hedwig Dr.	60'	31'	2003	Fair	Poor	Poor	Poor	Local	
W. 97th Lane	Keilman St.-U.S. 41	unknown	22'/22'	624	Fair	None	Fair	Fair	Local	<i>Divided US 41-Hedwig Dr./Keilman St.</i>
W. 97th Lane	U.S. 41-Cul-de-sac	unknown	22'	750	Good	None	Good	Good	Local	
W. 98th Lane	Hart St.-Allison Ln.	60'	26'	398	Good	Good	Good	Good	Local	
W. 98th Place	Ponton Pl.-Three Springs Dr.	60'	26'	423	Good	Good	Good	Good	Local	
W. 99th Avenue	Three Springs Dr.-Hart St.	unknown	26'	1086	Good	Good	Good	Good	Local	
W. Magoun Drive	W. 105th St.-N. Magoun Dr.	60'	27'	611	Fair	Good	Fair	Fair	Local	
W. Oakridge Drive	W. 95th Pl.-S. Oakridge Dr.	60'	27'	1050	Fair	Fair	Fair	Fair	Local	
W. Oakridge Drive	W. 93rd Ave.-W. 94th Pl.	60'	27'	997	Fair	Fair	Fair	Fair	Local	
W. Oakwood Drive	N. Oakwood Dr.-S. Oakwood Dr.	unknown	27'	410	Fair	None	Poor	Poor	Local	
W. Schneider Court	W. 105th Pl.-E. Schneider Ct.	unknown	16'	554	Poor	None	None	Ditch	Local	
W. Springhill Drive	Dead End-N. Springhill Dr.	unknown	21'	583	Fair	None	None	None/Ditch	Local	
W. 96th Court	Northcote Ave.-Cul-de-sac	60'	27'	227	Fair	None	Poor	Fair	Local	
Wall Street	Patterson St.-U.S. 41	70'	48'	520	Fair	Good	Good	Good	Local	<i>No Sidewalk on N. Side</i>
Walsh Street	W. 101st Pl.-W. 102nd St.	60'	27'	322	Fair	Fair	Poor	Poor	Local	
Waverly Avenue	Randall Dr.-Schillton Dr.	60'	27'	830	Fair	Good	Fair	Good	Local	
Waverly Court	Schillton Dr.-Cul-de-sac	60'	27'	430	Fair	Good	Fair	Good	Local	
White Oak Avenue	W. 109th Ave.-W. 105th St.	60'	21'	693	Poor	None	None	Ditch	Collector	
White Oak Avenue	W. 105th St.-W. 101st St.	60'	21'	975	Poor	None	None	Ditch	Collector	

Street Name	From & To Street	R/W	Pavement Width	Length (Ft.)	Pavement	Sidewalk	Curbs and Gutters	Drainage	Functional Classification	Comments
Wildwood Drive	Patterson St.-Bend in Road	unknown	30'	648	Fair	Fair	Fair	Poor	Local	<i>No Sidewalk on N. Side</i>
Wildwood Drive	Bend in Road-Cul-de-sac	unknown	20'	530	Fair	None	None	None	Local	
Willow Lane	W.89th Ave.-W. 90th Ave.	60'	27'	664	Fair	Good	Fair	Fair	Local	
Woodland Drive	Larimer Dr.-W. 94th Ct.	unknown	27'	727	Fair	None	Poor	None	Local	
Woodmar Lane	W. 105th Pl.-W. 106th Pl.	60'	27'	629	Good	Good	Good	Good	Local	

304,474

## TRAFFIC VOLUMES

Traffic volumes were obtained from the Northwestern Indiana Regional Planning Commission (NIRPC), INDOT, and the Town for selected roadways. The results are shown in the table and map (Figure C) on the following page.

Parts of the West 93rd Avenue corridor through the Town of St. John have seen very high growth rates in recent years. Vacant land is still available adjacent to this corridor so it is likely that this high growth rate will continue in the short term. As the area matures, this growth rate will slow.

Considering the above, it is likely that West 93rd Avenue, which is two-lane presently, will have to be widened in the future. The present volumes are in the range of 8,500 – 9,600 Average Annual Daily Traffic (AADT). A two-lane road can handle up to about 15,000 AADT. From 15,000 - 19,000, a three-lane roadway will suffice. Beyond 19,000 AADT, a four-lane roadway should be considered. Additional traffic counts should be taken every 2 to 3 years to monitor the growth in traffic volumes before deciding on how wide to make West 93rd Avenue in the future. For the time being, it is recommended that all future development along West 93rd Avenue be platted with a 45' half right-of-way in order to provide the Town with sufficient width to widen to four lanes and have auxiliary left turn lanes.

The other area of concern is West 109th Avenue west of U.S. 41. In 1995, the AADT was 9,367. As development moves south, this roadway may increase in traffic flow as well. This road also serves traffic traveling west into Illinois. Consequently, to the extent that the Town can have input in new developments along this route, a 50' half right-of-way should also be platted with those developments.

## CRITICAL INTERSECTION ANALYSIS

The highest volume intersection in the Town is the intersection of West 93rd Avenue and U.S. 41. INDOT presently has an intersection improvement planned for this location which will go to construction in 2005. Figures D and E are the pavement marking plans from this project and show that INDOT is planning to provide separate opposing left turn lanes on U.S. 41 and on West 93rd Avenue.

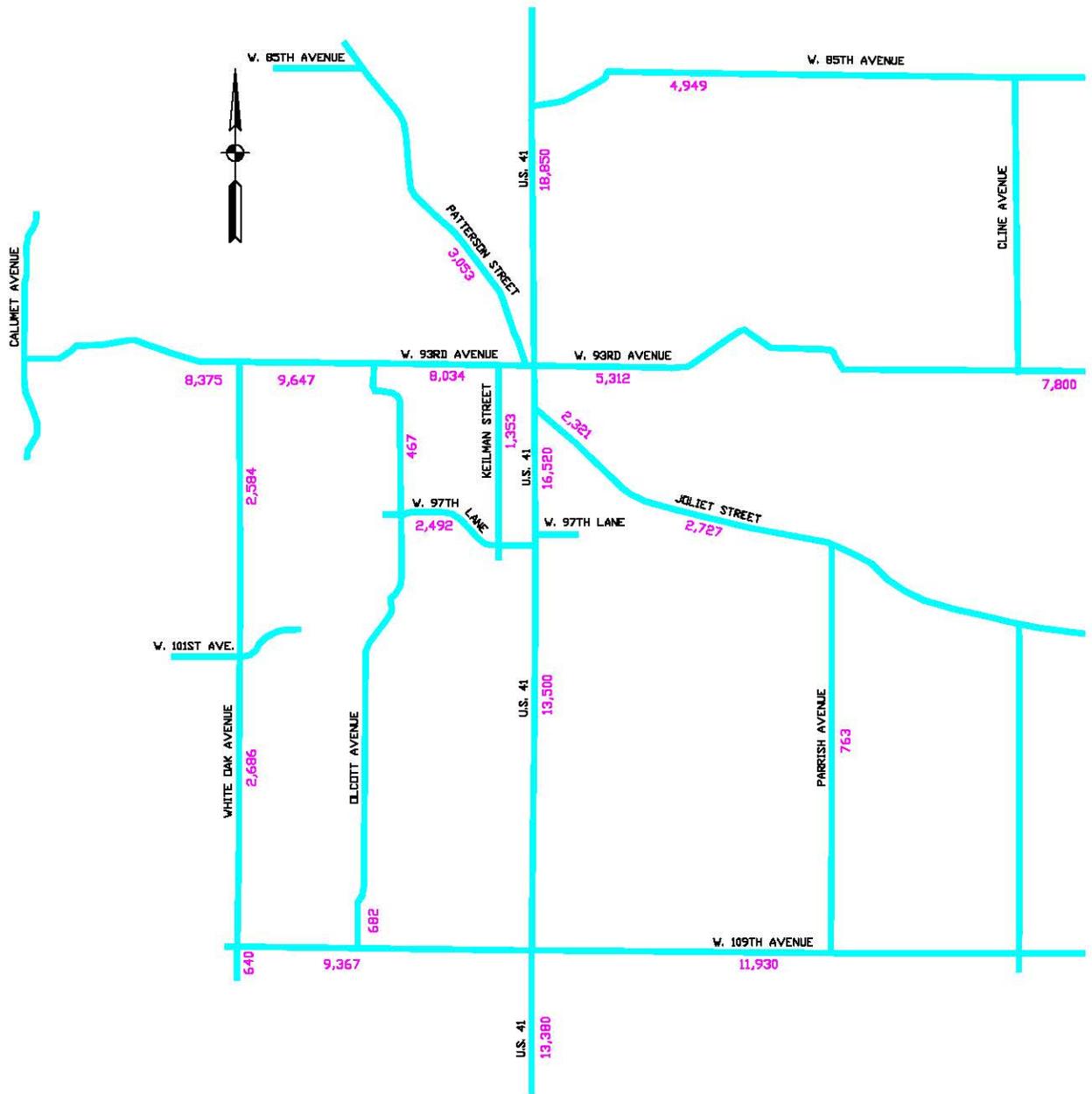
The operating condition of that intersection after the improvements have been made can be described by its Level of Service. Level of Service is expressed as a letter grade of "A" through "F", with "A" being best and "F" being worst. The Level of Service is defined in terms of delay time. Level of Service "A" means that there is a minimum of delay experienced by most motorists using the intersection. Level of Service "F" means that motorists are experiencing a great deal of delay (i.e. sitting through multiple signal cycles before making it through the intersection). For areas such as this location, Level of Service "C" is desirable and "D" is the generally accepted minimum allowable. Once this intersection is improved, it will operate at a Level of Service "D" for the peak hour (afternoon). It will operate at that level or better for all other times of the day.

## TRAFFIC VOLUMES

		<u>AADT</u>	<u>Number Of lanes</u>	<u>Year of Count</u>
1. <u>Corridors</u>				
US 41	North of 93rd Avenue	18,850	4	1999
	South of 93rd Avenue	16,520	4	1999
	South of 97th Lane	13,500	4	1999
	South of 109th	13,380	4	1999
West 93rd Avenue	West of White Oak	8,375	2	2004
	East of White Oak	9,647	2	2004
	West of US 41	8,034	2	2002
	East of US 41	5,312	2	2004
	East of Cline Avenue	7,800		2004
White Oak Avenue	South of 93rd Avenue	2,584	2	2004
	South of 101st	2,886	2	2004
	South of 109th	646	2	2004
Olcott Avenue	North of 109th	682	2	2004
	South of 93rd Avenue	467	2	2004
2. <u>Other Locations</u>				
Parrish	South of Joliet	763	2	2004
Joliet Street	West of Parrish	2,727	2	2004
Joliet Street	East of US 41	2,321	2	2003
West 85th	East of US 41	4,949	2	2004
Keilman Street	North of 97th Lane	1,353	2	2003
West 97th Lane	West of Keilman Street	2,492	2	2003
Patterson Street	North of 93rd Avenue	3,053	2	2003
109th	West of US 41	9,367	2	*1995

\*This location is being considered for data updating.

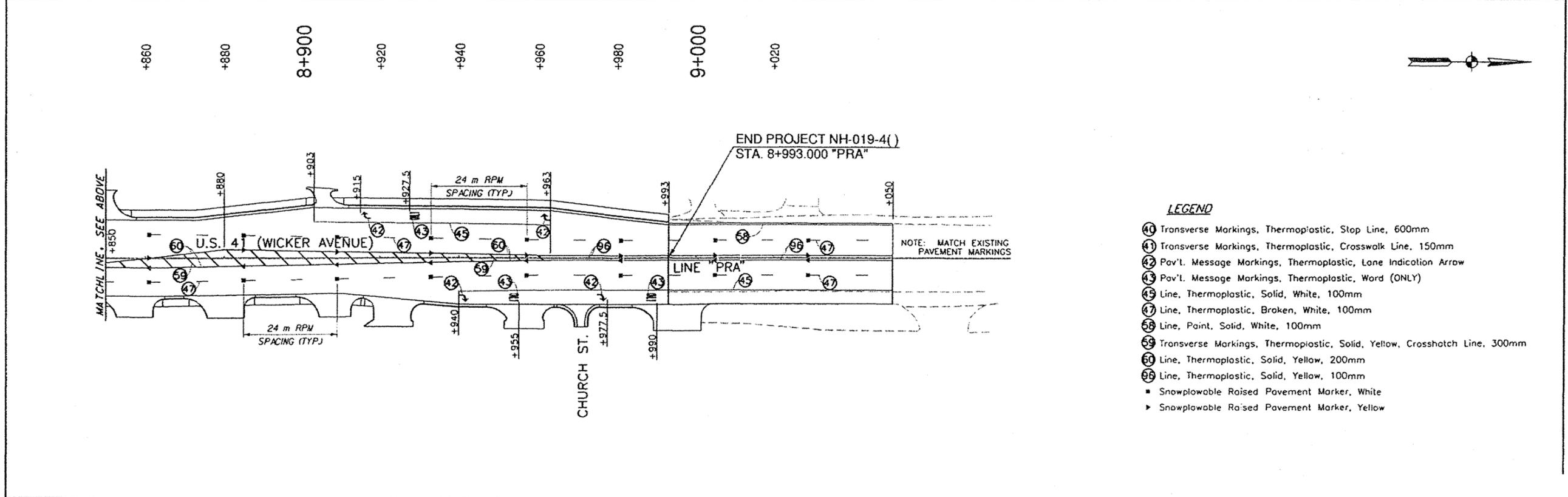
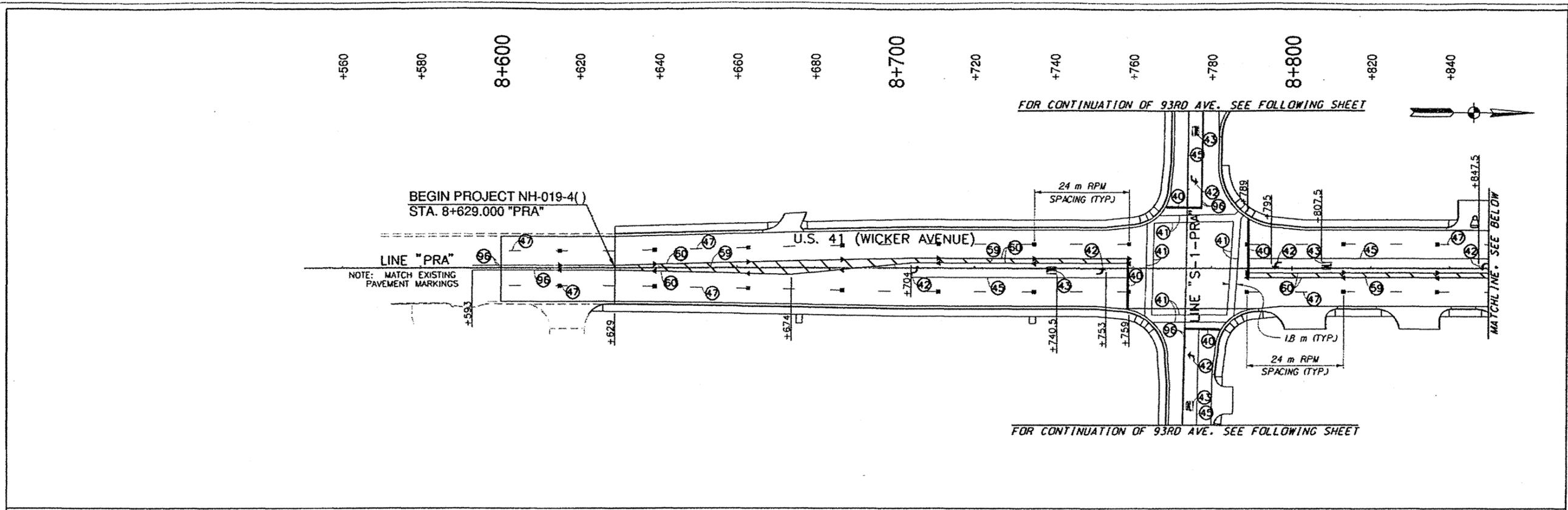
# AVERAGE DAILY TRAFFIC VOLUMES



**FIGURE C**



FERRIS, GARVEY & ASSOCIATES, LLC  
 5925 N. Meridian • Indianapolis, IN 46260  
 (317) 844 2900 • FAX (317) 844 9155  
**FG**  
 Consulting Engineers

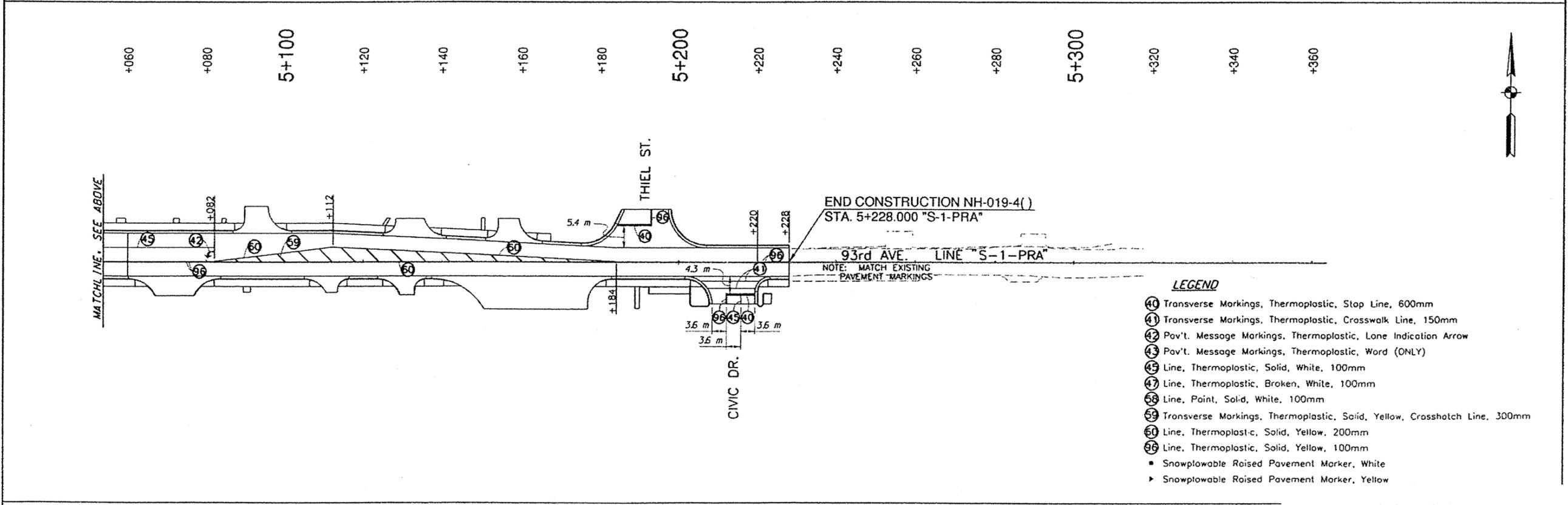
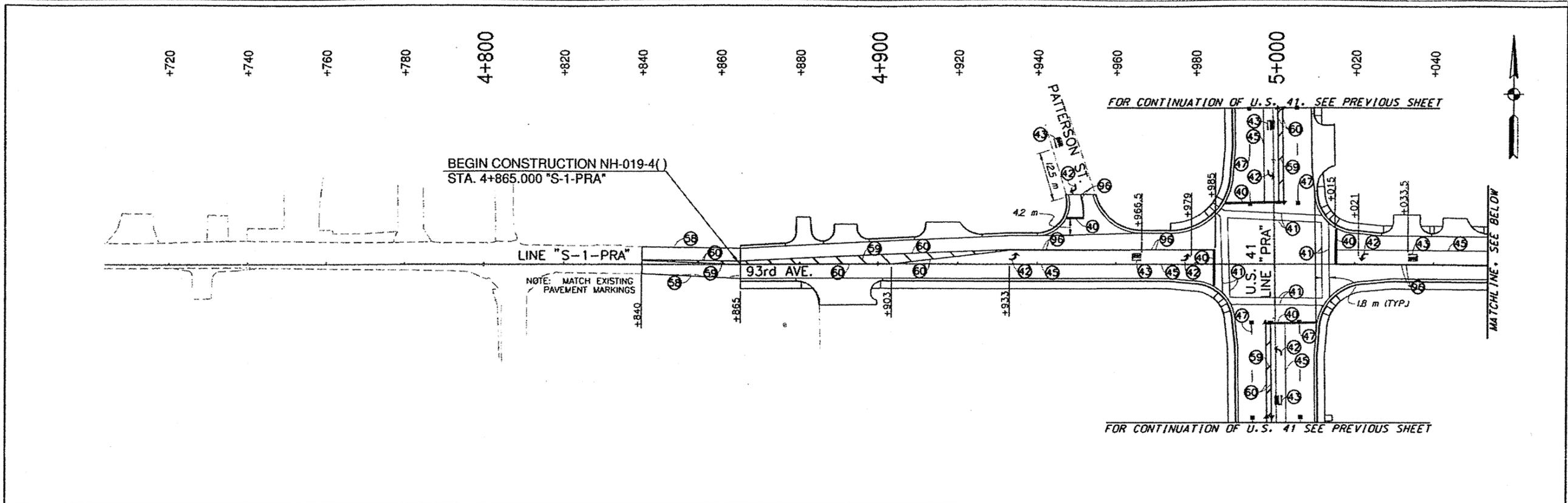


- LEGEND**
- ④ Transverse Markings, Thermoplastic, Stop Line, 600mm
  - ④ Transverse Markings, Thermoplastic, Crosswalk Line, 150mm
  - Pav'l. Message Markings, Thermoplastic, Lane Indication Arrow
  - ④ Pav'l. Message Markings, Thermoplastic, Word (ONLY)
  - Line, Thermoplastic, Solid, White, 100mm
  - Line, Thermoplastic, Broken, White, 100mm
  - Line, Point, Solid, White, 100mm
  - Transverse Markings, Thermoplastic, Solid, Yellow, Crosshatch Line, 300mm
  - Line, Thermoplastic, Solid, Yellow, 200mm
  - Line, Thermoplastic, Solid, Yellow, 100mm
  - Snowplowable Raised Pavement Marker, White
  - ▶ Snowplowable Raised Pavement Marker, Yellow

RECOMMENDED FOR APPROVAL		INDIANA DEPARTMENT OF TRANSPORTATION	
DESIGNED: MAK	DRAWN: MDR	STRIPING PLAN DETAIL	
CHECKED: JAL	CHECKED: JAL	U.S. 41 ~ 93RD AVENUE	
		LINE "PRA"	

**INDOT Plans for  
 93rd Avenue and U.S. 41  
 Figure D**

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- LEGEND**
- 40 Transverse Markings, Thermoplastic, Stop Line, 600mm
  - 41 Transverse Markings, Thermoplastic, Crosswalk Line, 150mm
  - 42 Pav't. Message Markings, Thermoplastic, Lane Indication Arrow
  - 43 Pav't. Message Markings, Thermoplastic, Word (ONLY)
  - 45 Line, Thermoplastic, Solid, White, 100mm
  - 47 Line, Thermoplastic, Broken, White, 100mm
  - 58 Line, Point, Solid, White, 100mm
  - 59 Transverse Markings, Thermoplastic, Solid, Yellow, Crosshatch Line, 300mm
  - 60 Line, Thermoplastic, Solid, Yellow, 200mm
  - 66 Line, Thermoplastic, Solid, Yellow, 100mm
  - Snowplowable Raised Pavement Marker, White
  - ▶ Snowplowable Raised Pavement Marker, Yellow

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION
DESIGNED: MAX	DRAWN: MDR		STRIPING PLAN DETAIL
CHECKED: JAL	CHECKED: JAL		U.S. 41 ~ 93RD AVENUE
			LINE "S-1-PRA"

**INDOT Plans for  
 93rd Avenue and U.S. 41  
 Figure E**

## ACCIDENT ANALYSIS

The Town identified the area along U.S. 41 from 101st Avenue to 101st Place as its worst accident location that was not already being addressed. The intersection of U.S. 41 and Joliet Street was also suggested at one of the Community Outreach Meetings as a high accident area.

Accident reports for the years 2001 through 2003 and the first four months of 2004 were provided by the St. John Police Department. The accidents occurring at each location were as follows.

<i>Year</i>	<i>Joliet Street</i>	<i>101st Avenue</i>
2001	3	2
2002	3	2
2003	11	7
Through 4/30/04	2	2

The number of accidents increased dramatically in the year 2003. There were construction activities occurring along U.S. 41 in that year which increased congestion and contributed to that increase. Considering the high volume of traffic on U.S. 41, the number of accidents occurring is not significant. The Town is widening the Joliet Street approach at the intersection to provide two westbound lanes. This should benefit the intersection by lessening the delay for those turning right and may improve the accident history as well. No further improvements are recommended at either of these locations at the present time.

## GEOMETRIC ANALYSIS

Two locations were suggested to be investigated for the need to improve the geometric layout of the roadway by the public at one of the Community Outreach Meetings:

1. West 93rd Avenue between Deodor Street and Clarmonte Drive
2. West 93rd Avenue between Schilton Drive to just west of Columbia Street

Both locations have curvatures in the roadway. Location number 1 has the more severe conditions of the two. Town officials indicate that there are not a significant number of accidents occurring presently at either of these locations. Consequently, there is not an urgent need for improvement. Since it is likely that West 93rd Avenue will need to be widened in the future, it is suggested that these locations be considered for improvement at that time. In the meantime, the Town should monitor the accident history of each of these locations every 2 to 3 years. If the accidents increase to 5 or more annually (directly contributable to the roadway geometrics), then realignment should be considered shortly thereafter.

## ACCESS ISSUES – RESIDENTIAL

From the field review of street conditions and a general review of the map of the Town streets, it is evident that residential development has occurred in such a manner as to result in neighborhoods that are isolated from one another and without a network of collector streets crossing the community. West 93rd Avenue and West 109th Street are the only two east/west streets that go all the way through Town. U.S. 41 is the only north/south street. The lack of through streets puts added traffic on these three streets for local trips that could be more easily handled if there were alternative options. This added traffic results in increased congestion and accelerates the need to widen these roadways. Additionally, the isolation of neighborhoods discourages pedestrian and bike movements between neighborhoods.

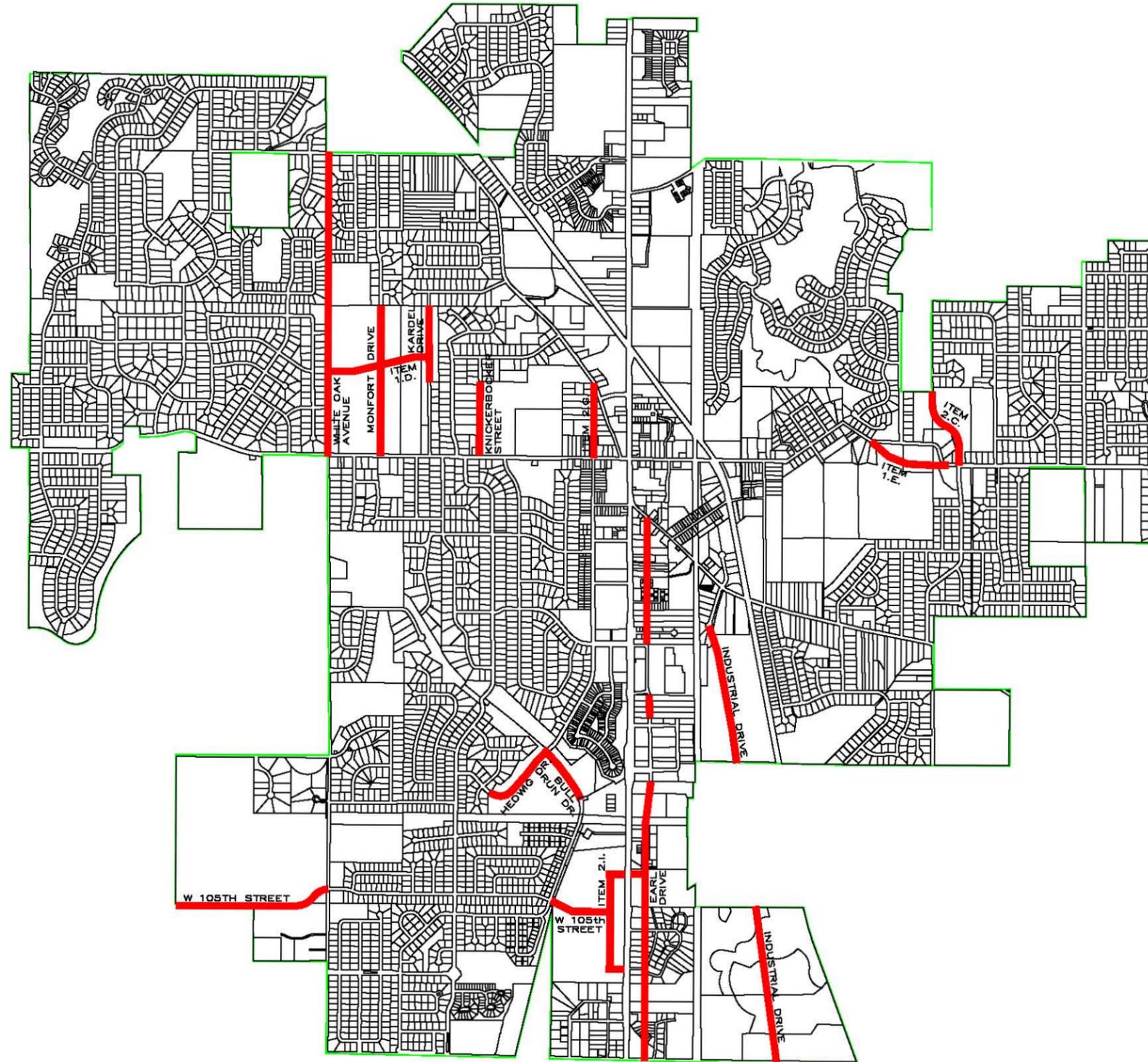
It is strongly recommended that new developments be connected to adjacent developments and further that multiple opportunities be provided in these new developments for connections to future adjacent development.

It is suggested that the following connections be provided within the Town as future developments take place:

1. East to West connections
  - A. Hedwig Drive from Hedwig Drive dead end to Hedwig Drive dead end
  - B. West 105th Street from West Town Limit to White Oak Avenue
  - C. Bull Run Drive from dead end to Hedwig Drive
  - D. West 90th Avenue from White Oak Avenue to Kardel Drive
  - E. 93<sup>rd</sup> Avenue rerouted to Schmal Street
  - F. West 105<sup>th</sup> Street from Bull Run Drive to proposed US 40 Frontage Road (Item 2.I.)
  
2. North to South connections
  - A. White Oak Avenue from West 93rd Avenue to West 85th Avenue
  - B. Industrial Avenue from the present dead end to West 109th Avenue
  - C. Parrish Avenue from present dead end to West 93rd Avenue
  - D. Monfort Drive from West 93rd Avenue to present dead end
  - E. Kardel Drive from dead end to dead end
  - F. Knickerbocker Street from West 93rd Avenue to present dead end
  - G. Patterson Street – new connection to West 93rd Avenue west of existing intersection
  - H. Earl Drive from Joliet Road to West 109<sup>th</sup> Avenue (3 connections)
  - I. US 40 Frontage Road from approximately West 103<sup>rd</sup> Lane to West 108<sup>th</sup> Lane.

The following map (Figure F) graphically depicts these connections.

ST. JOHN FUTURE STREETS  
WITHIN PRESENT TOWN BOUNDARY



LEGEND:  
— NEW STREET CONNECTION  
— PRESENT TOWN BOUNDARY

FIGURE F



As the boundaries of the community expand, it is recommended that many of the above streets be extended as well as other routes being completed. These are too numerous to mention by name but are shown on the attached map (Figure G).



On both of the previous maps, streets are designated as collector or arterial. It is strongly recommended that all new developments on arterial streets have only street access to these arterial streets. All lots are to have their access via the internal sub-division streets. This is recommended in order to reduce the number of conflict points along the arterial and to orient individual residential lot access onto local streets rather than arterial streets.

New developments that are quite large on collector streets should also be oriented to provide lot access via the internal streets.

For large developments that encompass both sides of an arterial or a collector, the developer should consider a round-about or traffic circle if his traffic impact study indicates that there is insufficient traffic volume to warrant a traffic signal and there is a poor Level of Service under two-way or four-way stop control.

### ACCESS ISSUES – COMMERCIAL

The U.S. 41 corridor is the primary commercial corridor for the Town of St. John. The Town has made efforts, with good success, at consolidating access to U.S. 41 for new developments. These efforts should continue as the greater the number of access points to U.S. 41, the more potential for congestion and accidents. New developments and redevelopment of existing lots should be required to have cross access agreements with adjacent parcels and connections between parking areas internal to the developments. Large-scale developments should also consider access connections to adjacent residential areas and frontage road connections.

Frontage roads can take the traditional form serving as a divider between the nearer outlot development and the larger development at the back of the lot. For lots that are not large enough for this type of development, back access roads are recommended. The following map (Figure H) depicts conceptual connections for the U.S. 41 corridor. Also see the Comprehensive Plan for information concerning the future of Route 41. Care must be taken to design frontage roads at least 150' back from U.S. 41 to allow sufficient storage distance at signalized access points on U.S. 41. As the signalized access points are designed they should include right and left turn lanes on U.S. 41 and left turn lanes as a minimum on the side streets. Without the left turn lanes the signal will function less efficiently. Figure I depicts a sample layout at a signalized intersection along U.S. 41.

By interconnecting the commercial properties along U.S. 41, access can be controlled in a more organized manner. Consolidating access will likely mean signalized access control. Traffic signals work best if their spacing is 1000 feet or more. The Town should strive to achieve the spacing of major access points with that spacing in mind.

This may require that some lots be granted individual drives on a temporary basis until adjacent properties can be developed with the appropriate cross-access arrangements. Some type of covenant or condition of development approval should specifically and legally stipulate that these drives are temporary pending cross access to centralized signalized access points.

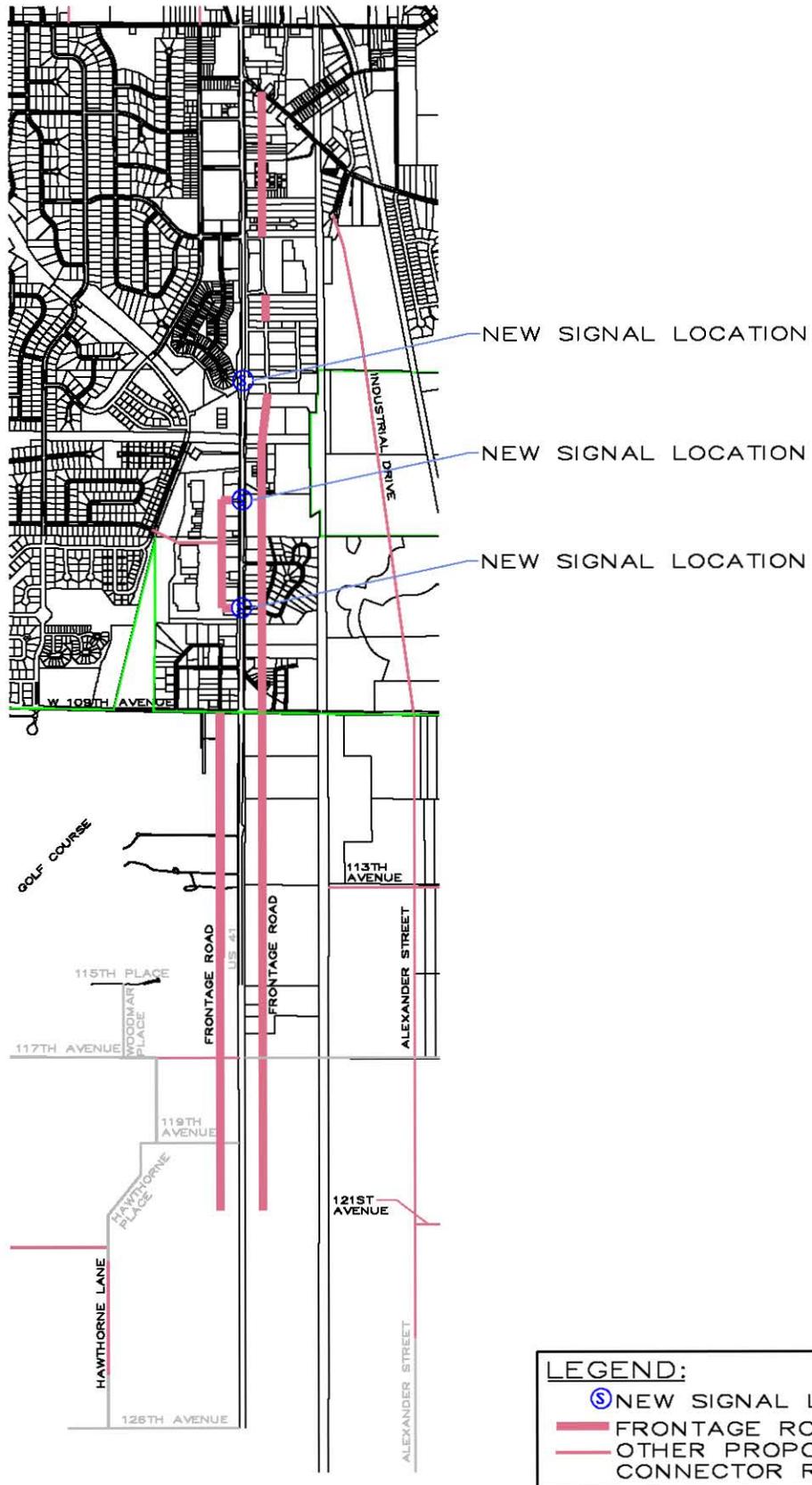


FIGURE H



TYPICAL IMPROVEMENTS  
AT SIGNALIZED INTERSECTIONS

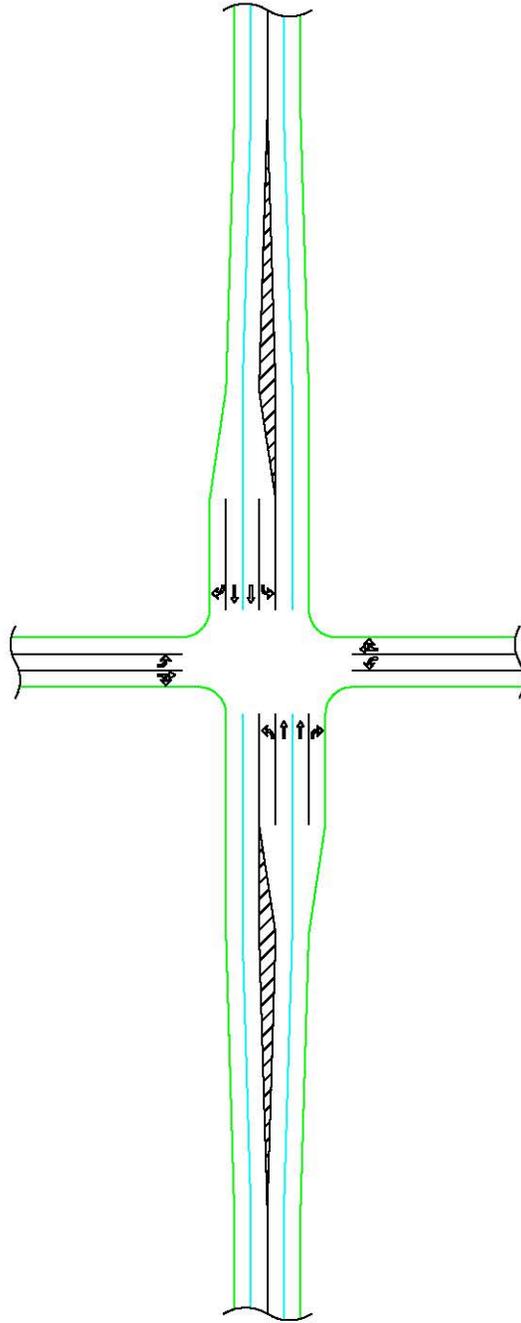


FIGURE I



From a review of the development along U.S. 41, it is suggested that the Town attempt to direct future signalized access at or near the following locations:

1. West 106th Avenue
2. 1000 feet north of West 106th Avenue
3. West 101st Place

As stated earlier, INDOT has jurisdiction over U.S. 41. Consequently, the Town will need to work closely with INDOT, as they have in the past, to achieve the desired results concerning access to U.S. 41.

## RECOMMENDATIONS

The following are recommended actions resulting from this Thoroughfare Plan:

1. The Town should continue its periodic inspection of the streets in the community in order to determine where to focus its maintenance funds.
2. Traffic volumes should be collected every two to three years at the following locations on West 93rd Avenue to monitor the traffic growth:
  - A. West of White Oak
  - B. East of White Oak
  - C. West of U.S. 41
  - D. East of U.S. 41
  - E. East of Cline Avenue

When traffic volumes reach 13,000 AADT, the Town should begin plans for widening this roadway. The extent and location of the widening will be determined by the time it takes to reach this volume and the amount of growth anticipated to take place in the future.

3. Traffic accidents at the following curve locations should be reviewed every 2 to 3 years:
  - A. West 93rd Avenue between Deodor Street and Clarmonte Drive.
  - B. West 93rd Avenue between Schilton Drive and just west of Columbia Avenue

If the accidents increase to 5 or more annually (directly contributable to the roadway geometrics), then realignment should be considered.

4. Streets in new residential developments should be connected to streets in adjacent residential neighborhoods and provisions made for future connections into vacant adjacent areas.
5. In addition to the interconnection of neighborhood areas, Figures F and G provide recommended street connection within the present Town boundary and outside in areas likely to be annexed in the future.
6. New developments on arterial streets should only have street access to the arterials, i.e. individual lot access should be by internal streets. Larger developments on collector streets should also be laid out in this same manner.
7. For large developments that encompass both sides of an arterial or a collector street, the developer should consider a traffic circle or round-about at intersections where a poor Level of Service is expected under two-way or four-way stop control and no traffic signal is warranted.

8. Access for new commercial development and re-development along U.S. 41 should be planned such that individual lots have cross access to adjacent lots and larger developments have access roads toward the front (minimum 150' back from U.S. 41) or in the back of the development. These recommendations are presented for the purpose of consolidating access, limiting the number of signals, and spacing the signals so that they may work efficiently. A minimum of 1000' is recommended between signals and it is suggested that only three more signals be considered at or near the following locations:

- A. West 106th Avenue
- B. 1000' north of West 106th Avenue
- C. West 101st Place