



Strategic Regional Arterial

PULASKI ROAD
95th Street to Interstate 55

CICERO AVENUE
Interstate 57 to Interstate 94

VOLUME II



OPERATION GREENLIGHT
Illinois Department of Transportation

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**Segment 3 - Cicero Avenue
111th Street to 31st Street**

4.3 Segment 3: Cicero Avenue - 111th Street to 31st Street

4.3.1 Location

Segment 3 extends along Cicero Avenue from 111th Street to 31st Street (see Figure 4.1). The segment is approximately 10 miles in length and is located in Oak Lawn, Hometown, Burbank, Bedford Park, Stickney, Cicero and Chicago.

4.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-8 through A-17.

Right-of-Way - The existing right-of-way in this segment varies from 100 feet to 300 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of three, 11 to 12-foot travel lanes in each direction with a median ranging from 3.5 feet to 44 feet, but is typically 14 feet wide. Existing typical sections for this segment are included on Exhibits A-8 through A-17.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 35,400 to 64,700 vehicles per day.

Accidents - There are 26 high accident locations in this segment. Intersection locations are with 76th, 73rd, 71st, 63rd, 55th, and 43rd Streets, State Road, Helen J. Mickols, and the two I-55 ramp intersections. The remaining 16 roadway segments that are high accident locations are scattered throughout the segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces. A frontage road is located along the west side of Cicero Avenue between 102nd and 99th Streets. Sidewalks are provided for most of the segment.

Traffic Control/Intersection Configuration - There are 37 signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-8 through A-17.

Structures - There are 10 existing structures in this segment as indicated in Table 4.3.1.

Transit - The PACE bus routes serving this segment of Cicero Avenue are 312, 379, 381, 382, 383, 384, 385, 386, 390, 831, and 835. The CTA bus routes are 47, N47, 54B, 55, 55A, 55N, 59, 62, N62, 62H, 63, 63W, 79, and 87. Metra rail service is provided at the Oak Lawn station along the Southwest Service Line. The station is located near 95th Street west of Cicero Avenue. Midway Airport is located along Cicero Avenue between 55th Street and 63rd Street. In junction with the airport, the CTA Orange Line has a terminus at Midway.

**Table 4.3.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-2512	Cicero Avenue	BRC R.R.	41'	624'	NA	NA
016-2513	Cicero Avenue	BRC R.R.	41'	670'	NA	NA
016-0414	IHB R.R.	Cicero Avenue	*	111'	39'	14.7'
016-0415	IHB R.R.	Cicero Avenue	*	111'	39'	14'
016-0413	ICG R.R.	Cicero Avenue	*	209'	101.6'	13.8'
016-0016	Interstate 55	Cicero Avenue	56.8'	201'	101.6'	15.5'
016-0017	Interstate 55	Cicero Avenue	56.8'	201'	101.6'	15.5'
016-0412	BNSF R.R.	Cicero Avenue	48'	250'	56.5'	13.8'
016-6009	Cicero Avenue	Chicago Sanitary & Ship Canal	74'	304'	NA	NA
016-9923	CC&P R.R.	Cicero Avenue	*	119'	42.8'	14.7'

* Data not available

4.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-8 through B-17.

Lakes/Streams/Wetlands/Floodplains - The SRA crosses the Chicago Sanitary and Ship Canal and associated floodplain north of Interstate 55.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - Twenty-six leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, are located along Segment 3. These sites are scattered throughout the segment and include Midway Airport and many commercial and industrial uses.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-8 through B-17.

Type and Intensity of Development - Segment 3 consists of a mixture of commercial and office land uses. Large commercial centers along this segment include: the Marketplace of Oak Lawn, Scottsdale Shopping Center, Burbank Station and Town Center, and Ford City Shopping Center. A cluster of residential uses are concentrated between 97th and 107th Streets. Midway Airport borders the west side of the SRA between 63rd Street and Archer Avenue.

Planned Development - The Sportsman Park race track is being redeveloped from a horse race track to a major auto race track.

4.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-8 through C-17.

Roadway - The recommendation for the majority of this segment is to maintain the existing cross section. The exception is from 94th Street to 87th Street where it is recommended that the median be widened from 12 to 14 feet.

Traffic Control/Intersection Configuration - The existing traffic signals will also be maintained with the exception of the traffic signals at Midway Airport. With the redevelopment project for the airport, signals have been relocated. At the 50th and 43rd Street intersections, separate left turn lanes should be incorporated on the side streets to improve the operation of each intersection. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Structures - No modification to the existing structures will be required for this segment of Cicero Avenue.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended. The parking lot for the Oak Lawn Metra train station operates at capacity. It is recommended that the parking facility be expanded to meet the demand.

4.3.6 Right-of-Way Requirements

No additional right-of-way will be required along Cicero Avenue for this segment.

4.3.7 Environmental Considerations

The 26 LUST sites identified within Segment 3 would not be impacted since there will not be right-of-way acquisition within this segment other than the Midway Airport improvements already underway.

4.3.8 Land Use Considerations

No significant impacts to land use are expected within Segment 3, south of 61st Street and north of 55th Street, since additional right-of-way will not be acquired in these areas. Existing median access will also be maintained in this portion of the segment. Between 61st and 55th Streets, Cicero Avenue is being realigned to the east to accommodate improvements at Midway Airport. The reconstructed transportation network in this area will substantially alter land uses. However, a majority of these improvements will occur within existing Airport property.

4.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 4.3.2. This construction cost estimate is based on 1991 unit prices.

4.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. A "smart" project is underway at the time of this study by the City of Chicago. The purpose of this project is to implement Intelligent Transportation Systems (ITS) such as real-time traffic data, closed loop signal systems, and closed circuit television to provide motorists with important and up-to-date traffic data. The limits of the study are generally from 66th Street to Interstate 55 but will include nearby and crossing arterials such as 79th Street (crossing) and Pulaski Road (nearby).

4.3.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.3.12 Crossing SRA Routes

95th, 87th, and 55th Streets as well as Archer Avenue are also designated as SRA routes. The studies for these routes were completed between 1993 and 1997. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the each of the above corridors.

Table 4.3.2
Construction Cost Estimate
Segment 3 - 111th Street to 31st Street

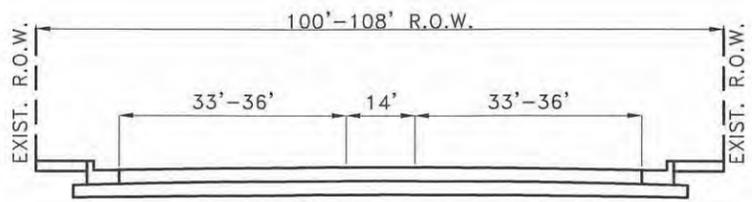
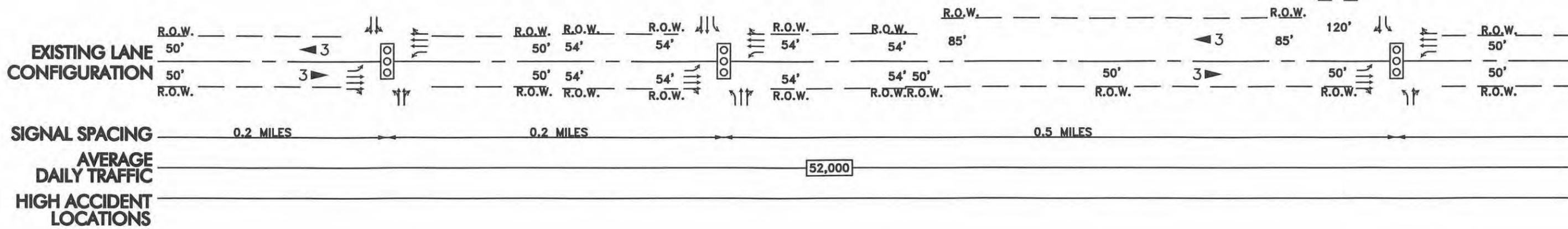
Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$1,700,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$1,700,000

Note: This construction cost estimate is based on 1991 unit prices.

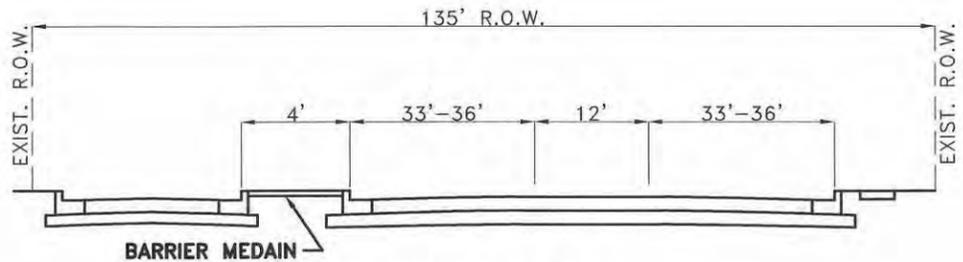
**Segment 3 - Cicero Avenue
111th Street to 31st Street**

EXISTING FACILITY CHARACTERISTICS

Exhibits A-8 through A-17



SECTION E-E
111TH STREET TO 94TH STREET

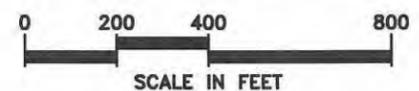


SECTION F-F
102ND STREET TO 99TH STREET

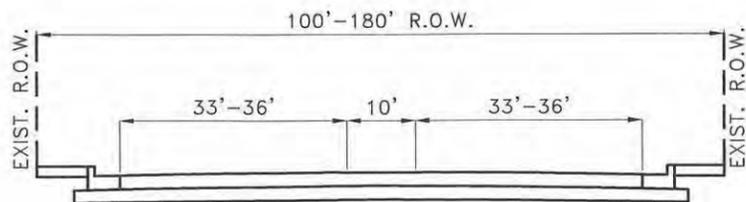
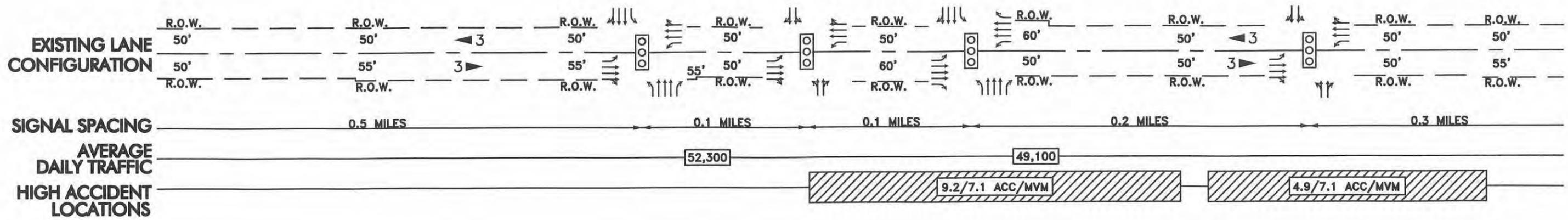
LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
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	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Illinois Department of Transportation

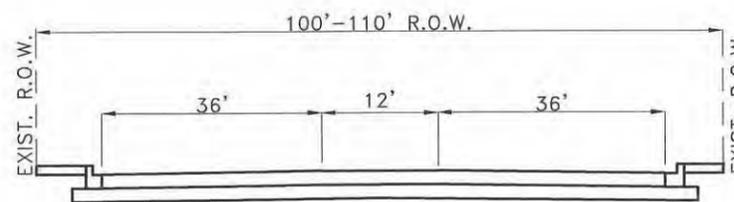
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In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources, Inc.**



SRA Strategic Regional Arterial Planning Study
CICERO AVENUE
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-9



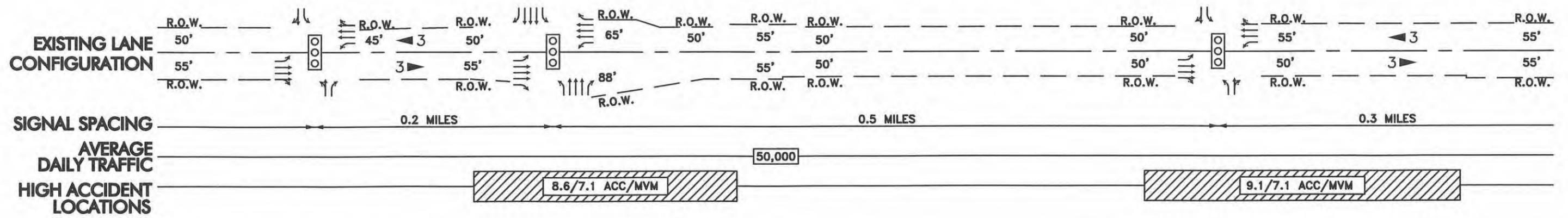
SECTION E-E
111TH STREET TO 94TH STREET



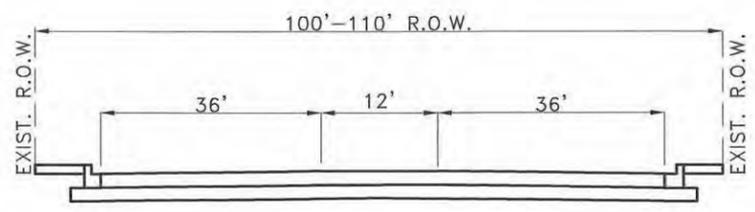
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94TH STREET TO 87TH STREET

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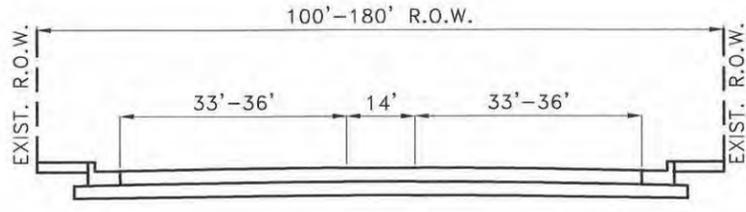
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- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



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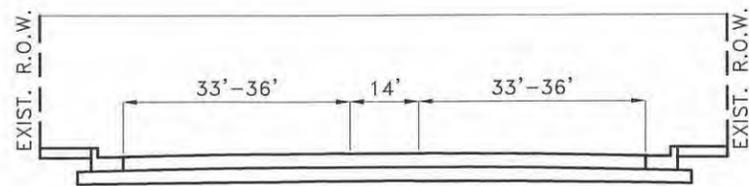
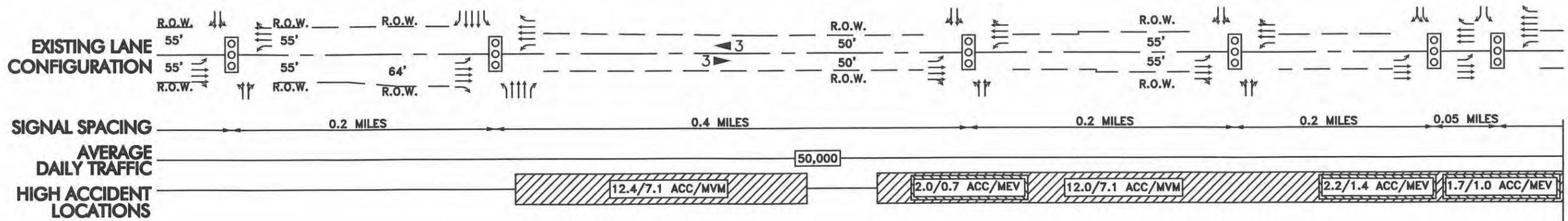
SECTION G-G
94TH STREET TO 87TH STREET



SECTION H-H
87TH STREET TO 72ND STREET

LEGEND

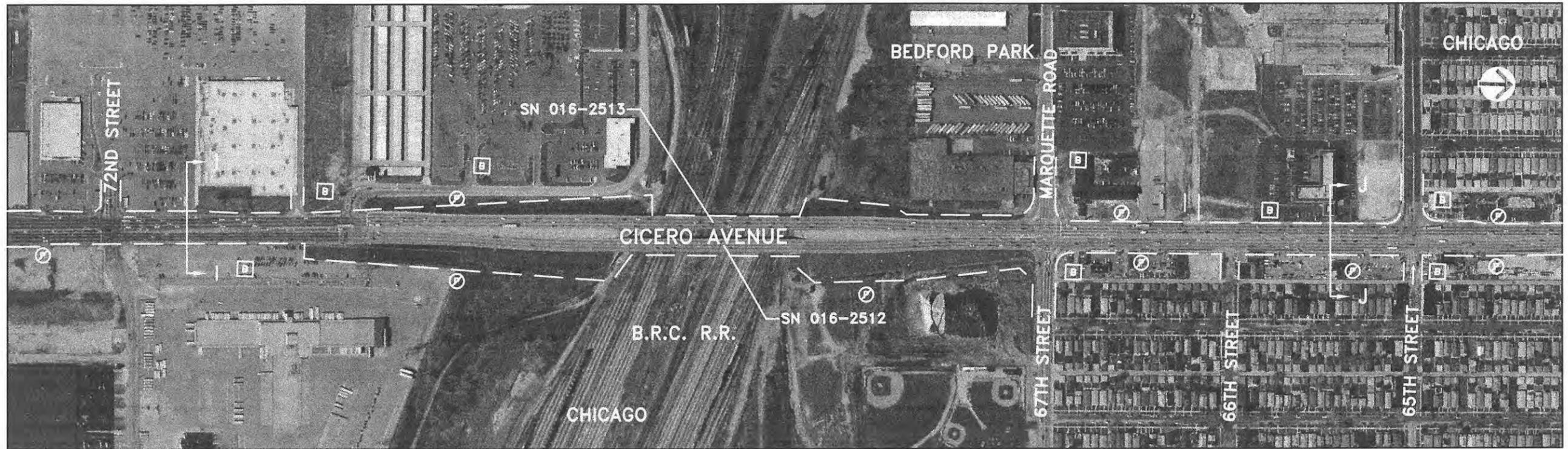
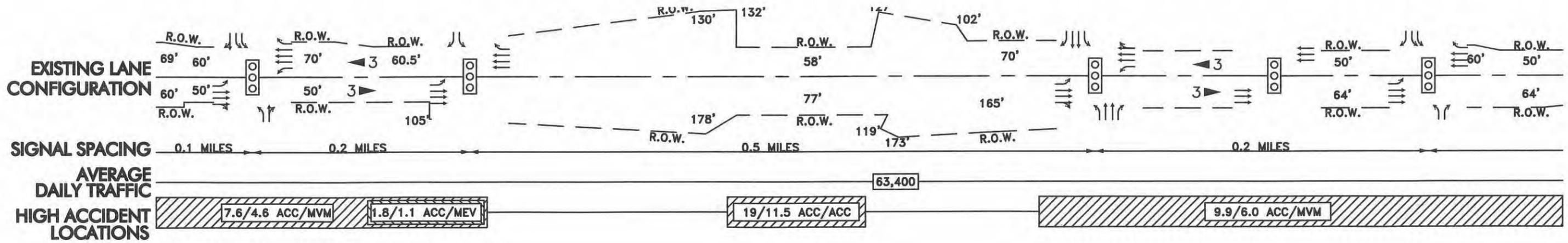
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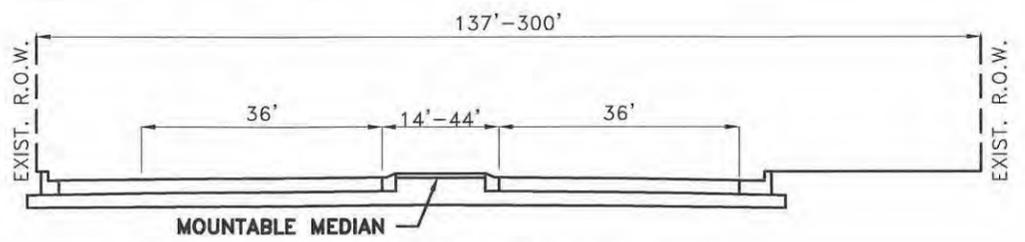
SECTION H-H
87TH STREET TO 72ND STREET

LEGEND

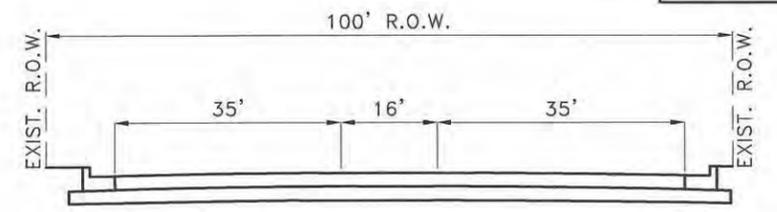
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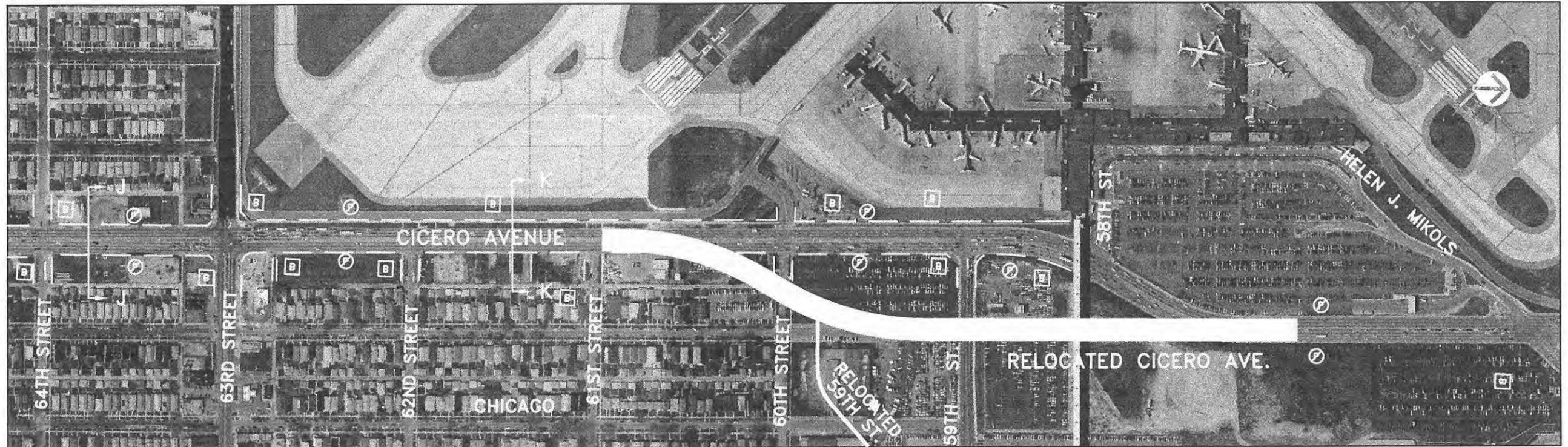
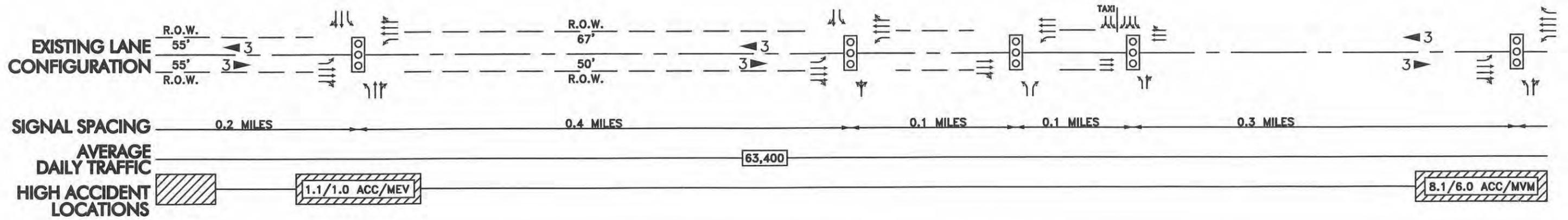
SECTION I-I
72ND STREET TO SOUTH OF 67TH STREET



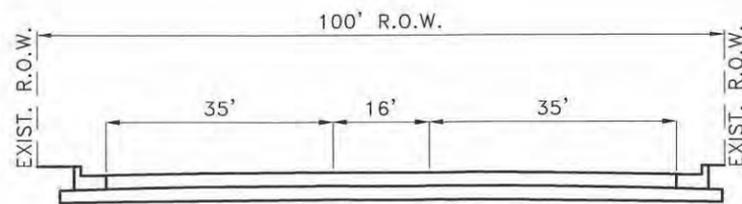
SECTION J-J
SOUTH OF 67TH ST. TO 63RD ST.

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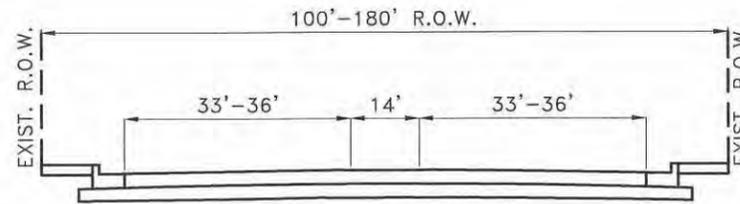
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SECTION J-J
 SOUTH OF 67TH STREET TO 63RD STREET

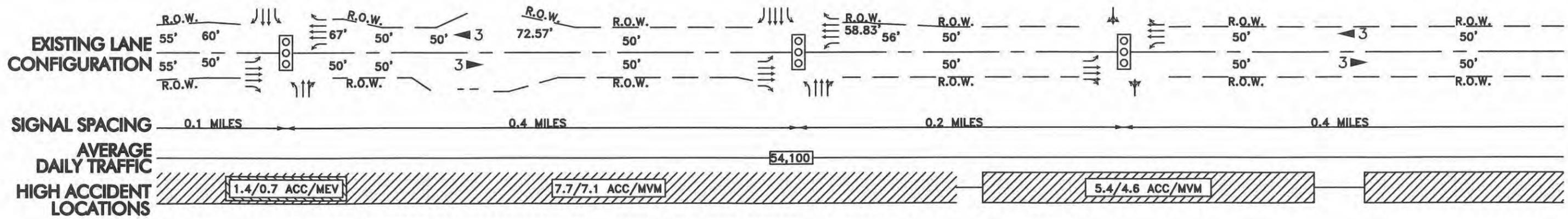


SECTION K-K
 63RD STREET TO 55TH STREET

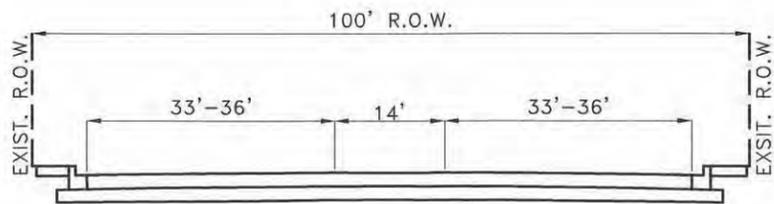
← ONE WAY STREET

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- ⊘ NO PARKING
- S PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀ # EXISTING NUMBER OF LANES



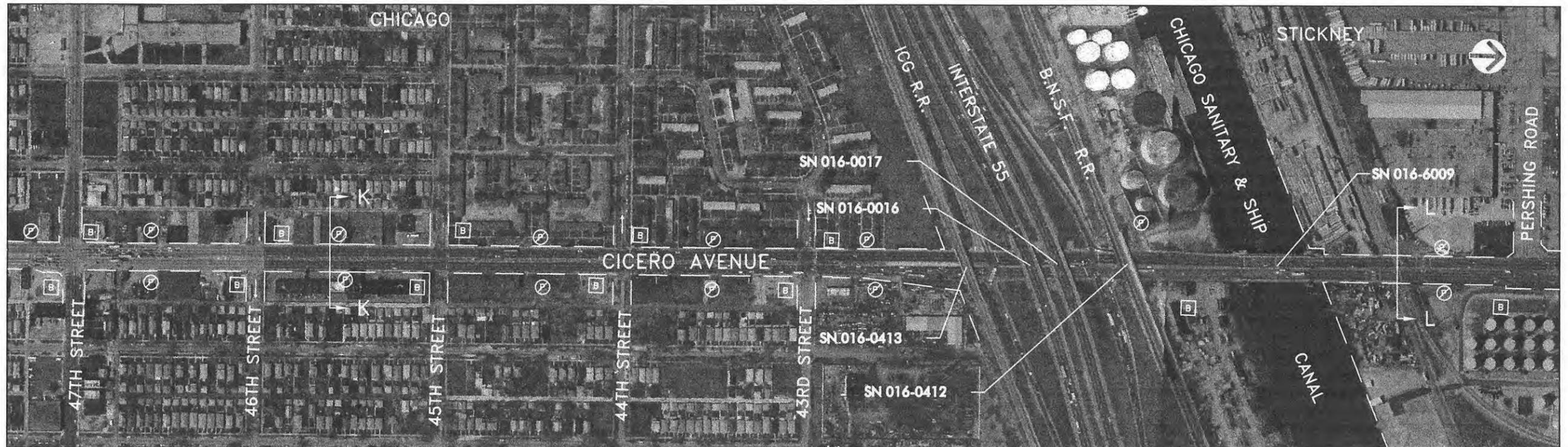
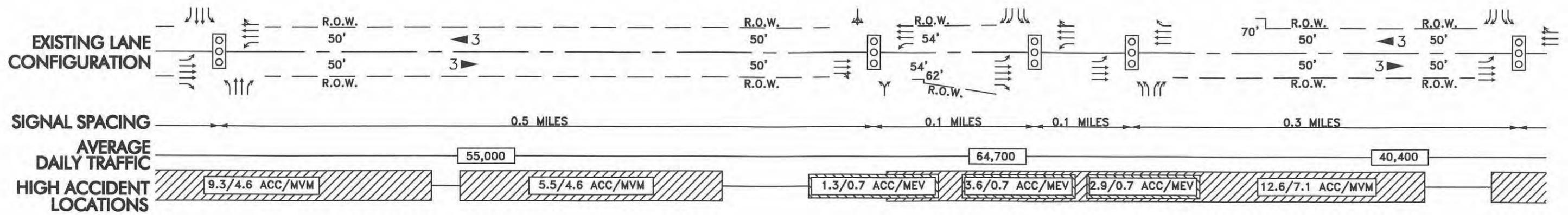
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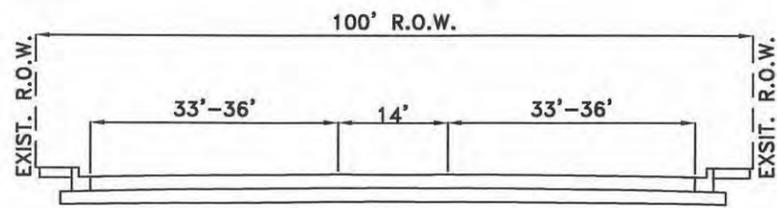
SECTION K-K
55TH STREET TO I-55

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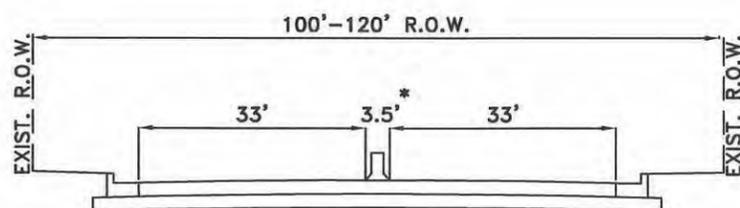
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SECTION K-K
55TH STREET TO I-55

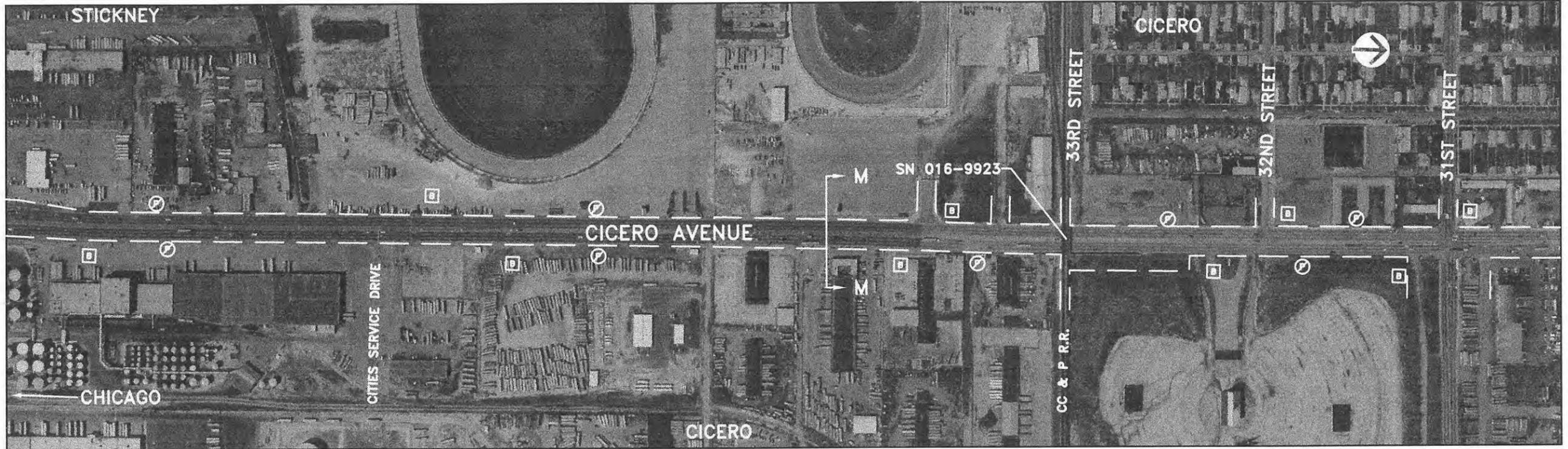
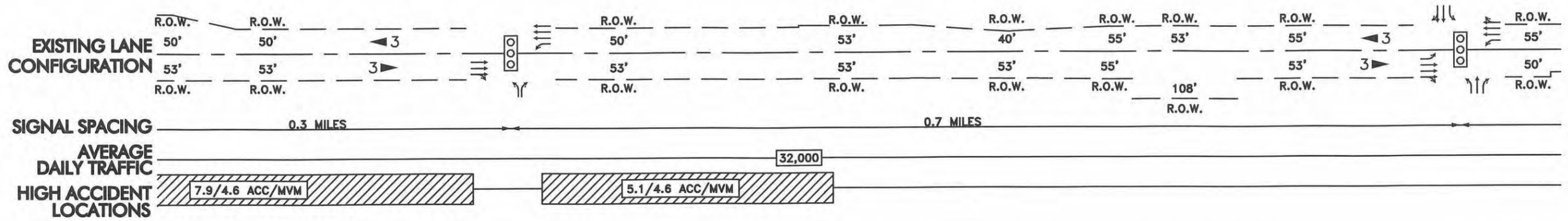


* BARRIER WALL ONLY OVER CANAL
SECTION L-L
I-55 TO PERSHING ROAD

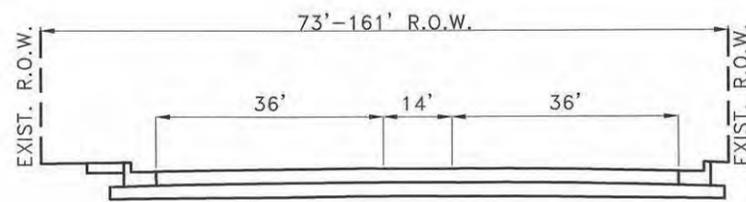
← ONE WAY STREET

LEGEND

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SECTION M-M
PERSHING TO NORTH OF 31ST STREET

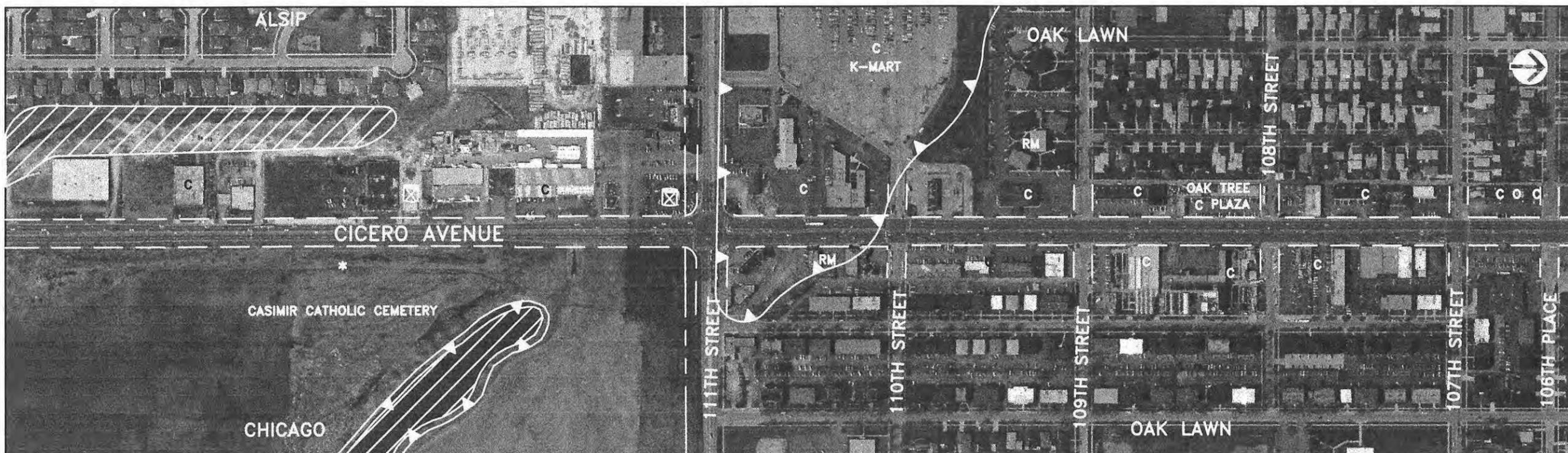
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**Segment 3 - Cicero Avenue
111th Street to 31st Street**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-8 through B-17



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ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- S CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- S CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- U PARK/FORREST PRESERVE (NAME)
- E UTILITY
- A EXTRACTION (MINING & GRAVEL)
- V AGRICULTURE
- V VACANT
- O PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

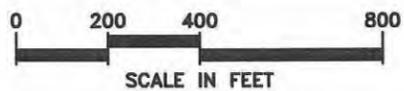
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
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- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- O PLANNED USE/JURISDICTION

--- PLANNED USE/JURISDICTION BOUNDARY
 --- MUNICIPAL BOUNDARY
 --- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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 In Association with: **METRO Transportation Group**
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SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

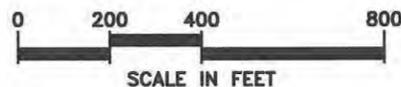
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-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
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 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

 Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
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SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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- MH MOBILE HOME PARK
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- * CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

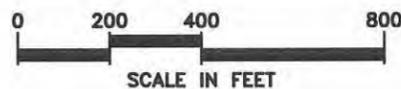
ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

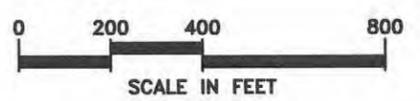
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

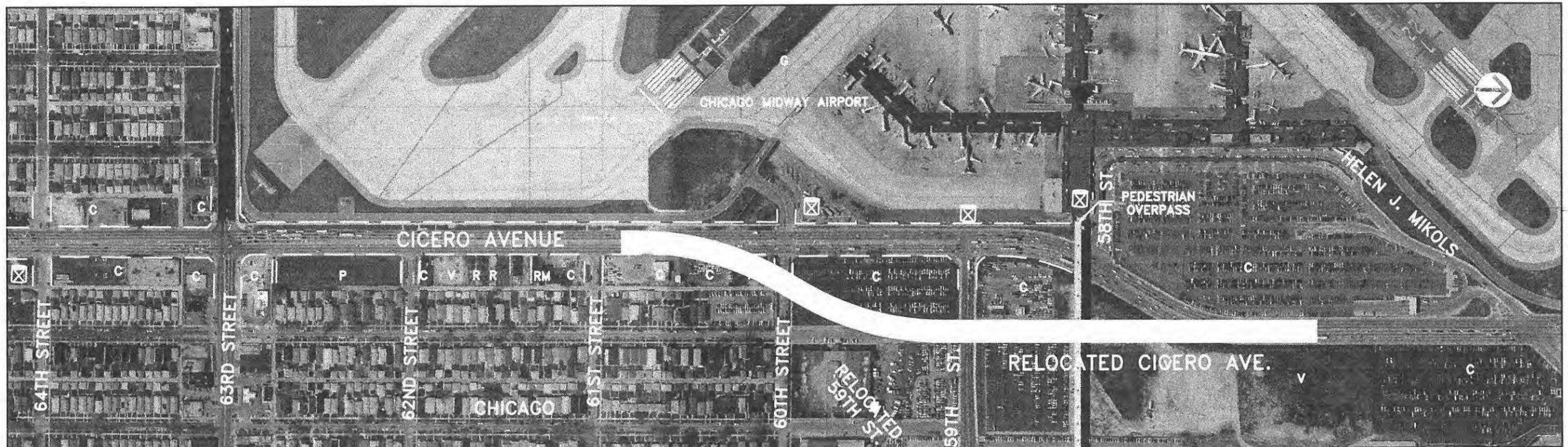
Illinois Department of Transportation



SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

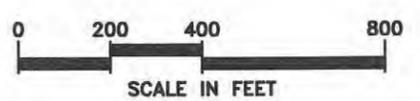
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
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- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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- E EXTRACTION (MINING & GRAVEL)
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- V VACANT
- O PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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 Shah Engineering, Inc. Planning Resources Inc.



SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-14



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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- MH MOBILE HOME PARK
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- OH OFFICE HIGH RISE (>3 FLOORS)
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- * CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



SRA *Strategic Regional Arterial Planning Study*
CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-15



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

← ONE WAY STREET

LAND USE LEGEND

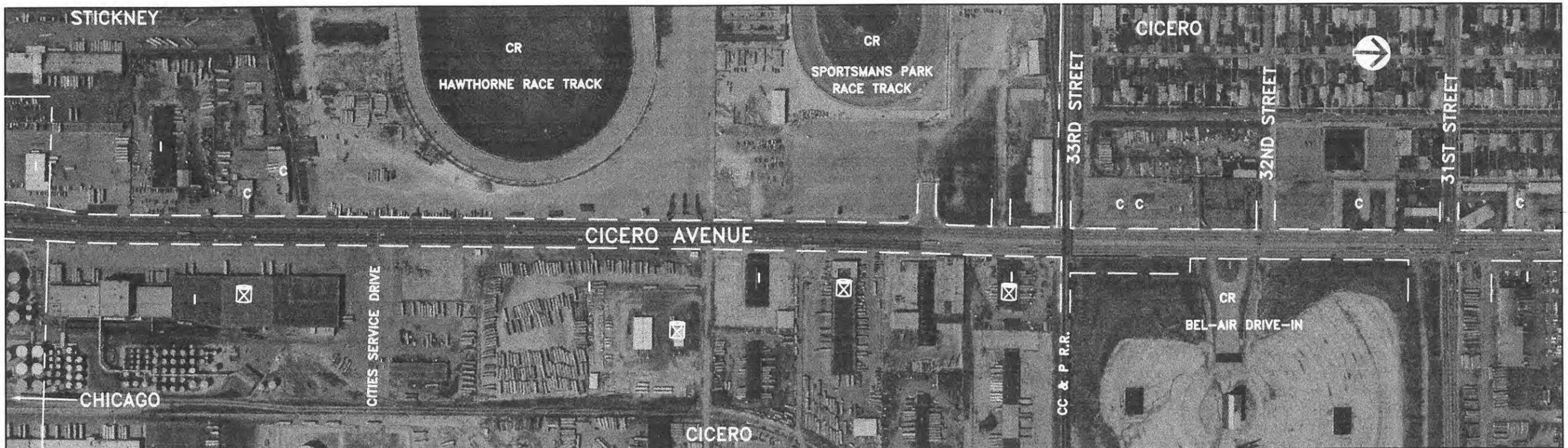
- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
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 - I INDUSTRIAL/WAREHOUSE
 - + CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



CICERO AVENUE
ENVIRONMENTAL CONDITIONS
EXHIBIT B-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

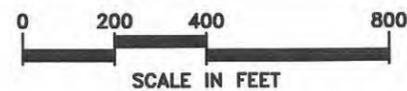
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
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 - AGRICULTURE
 - VACANT
 - PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

 Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
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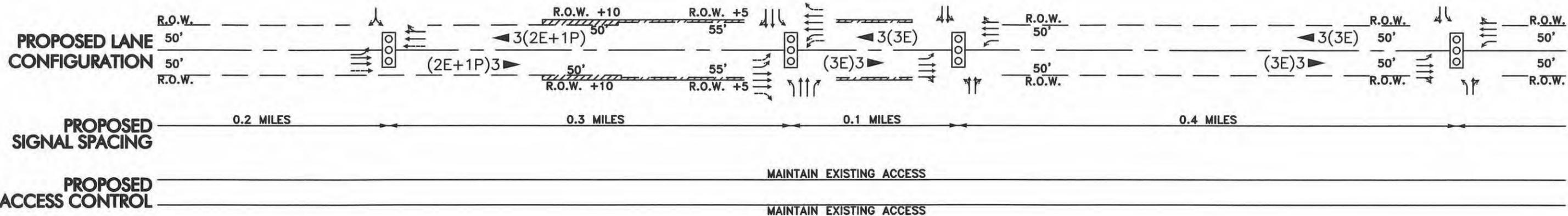
STRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-17

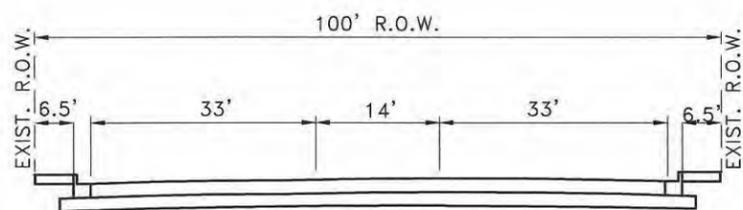
**Segment 3 - Cicero Avenue
111th Street to 31st Street**

RECOMMENDED PLAN

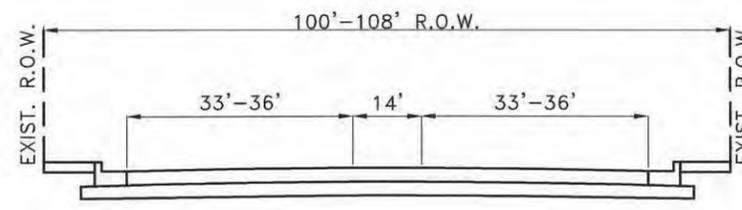
Exhibits C-8 through C-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995

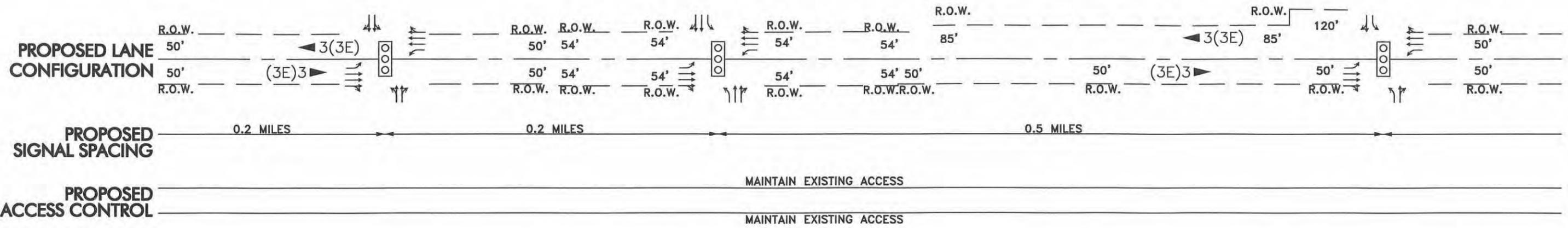


SECTION D-D
RECOMMENDED CROSS SECTION



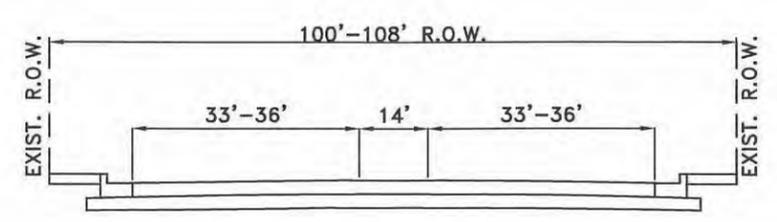
SECTION E-E
MAINTAIN EXISTING CROSS SECTION

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN

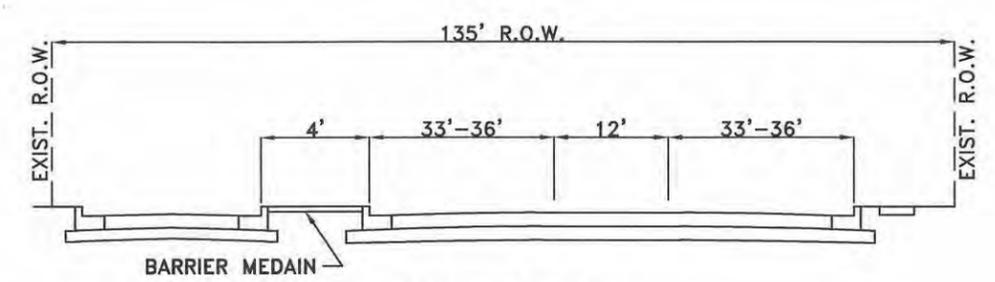


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



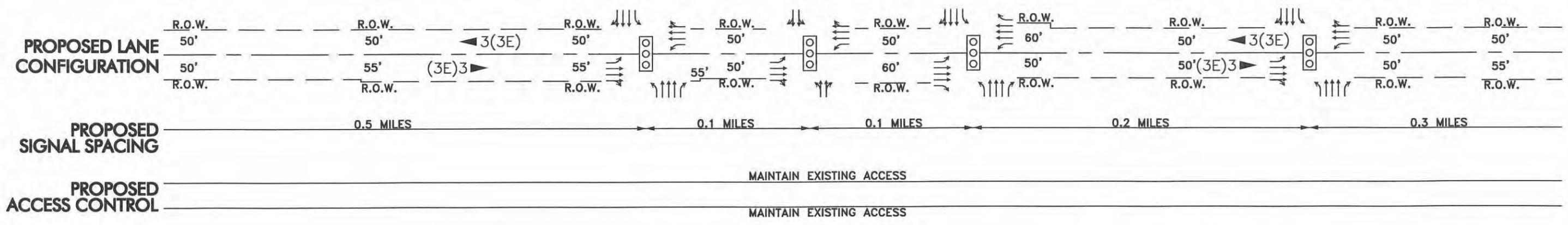
SECTION E-E
MAINTAIN EXISTING CROSS SECTION



SECTION F-F
MAINTAIN EXISTING CROSS SECTION

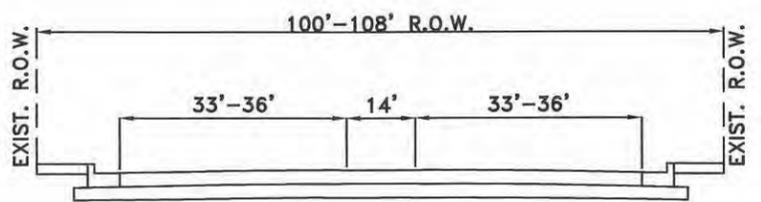
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

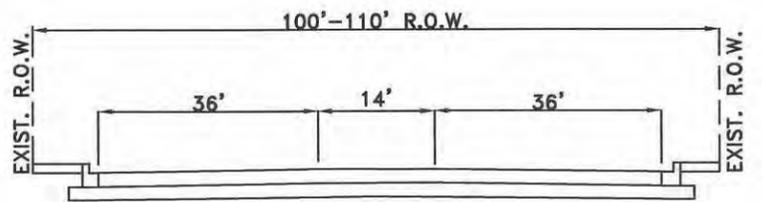


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



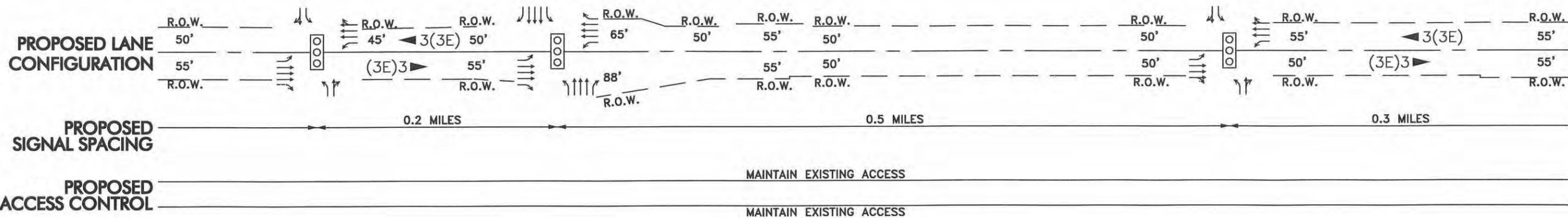
SECTION E-E
MAINTAIN EXISTING CROSS SECTION



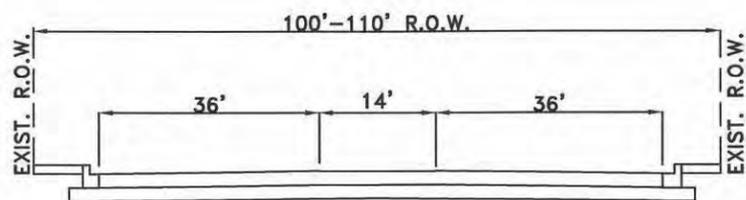
SECTION G-G
MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - - FUTURE R.O.W. LINE
- // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

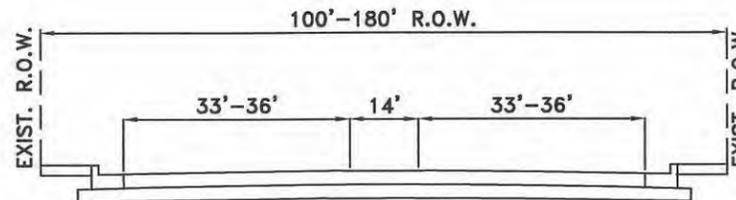


SEGMENT 3



SECTION G-G

MAINTAIN EXISTING CROSS SECTION

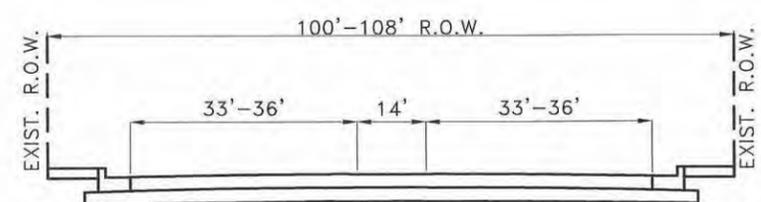
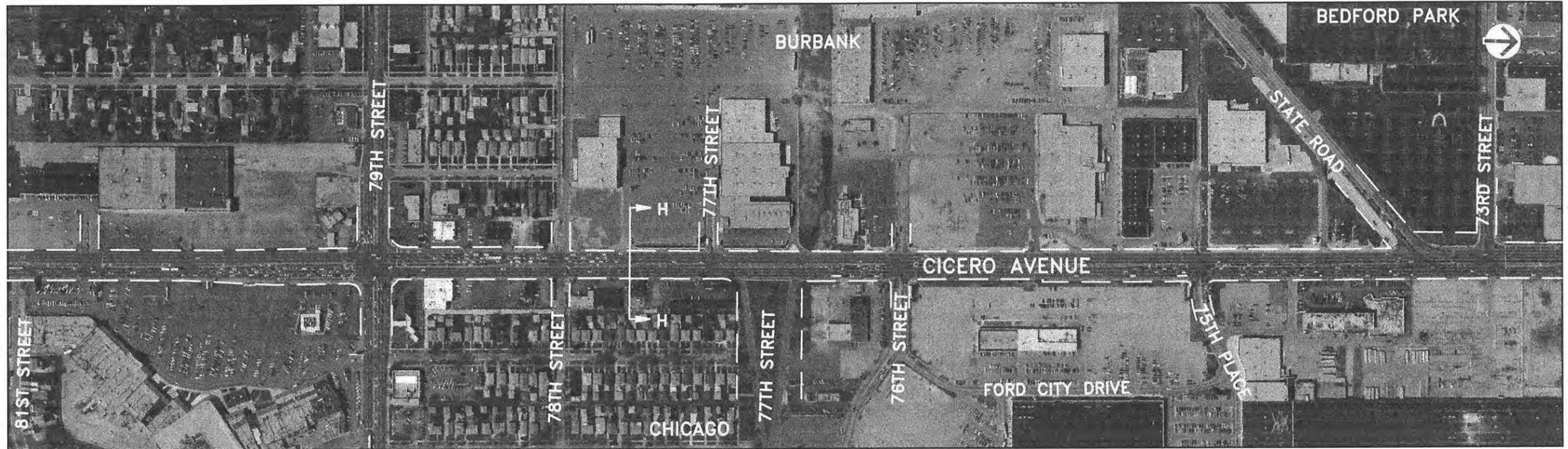
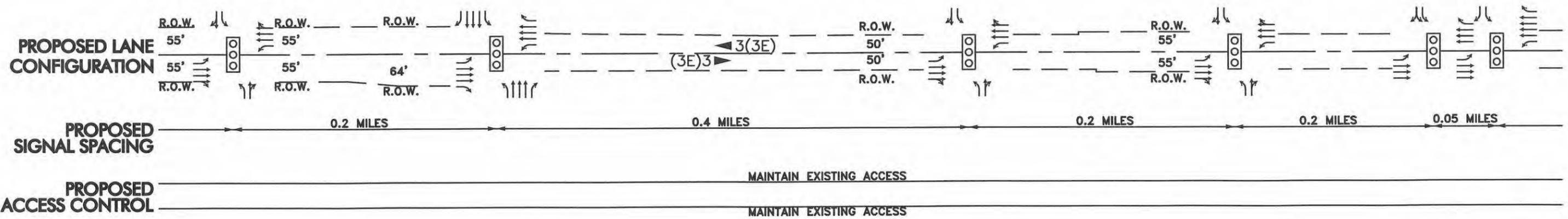


SECTION H-H

MAINTAIN EXISTING CROSS SECTION

LEGEND

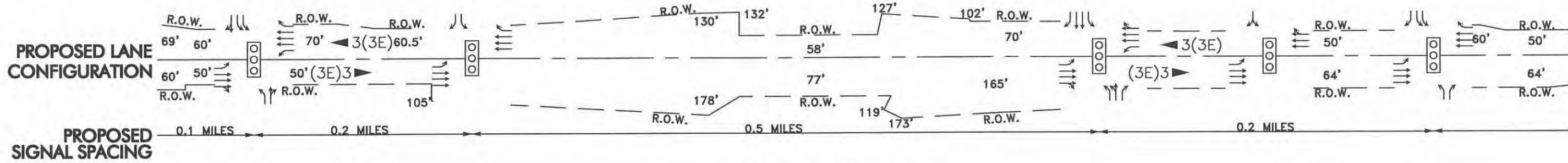
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



SECTION H-H
 MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS

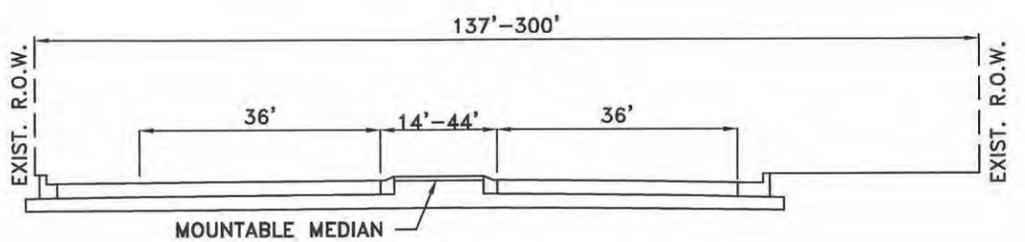
MAINTAIN EXISTING ACCESS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

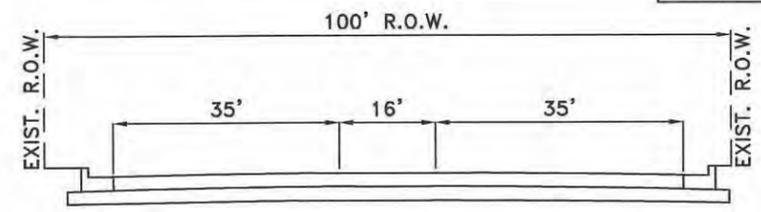
SEGMENT 3

← ONE WAY STREET



SECTION I-I

MAINTAIN EXISTING CROSS SECTION

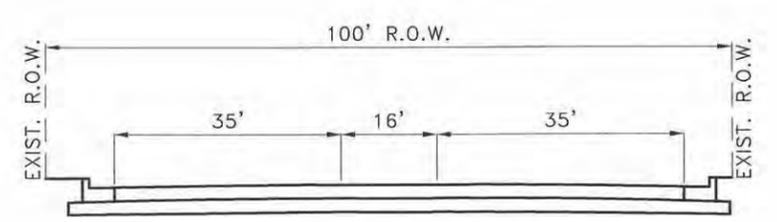
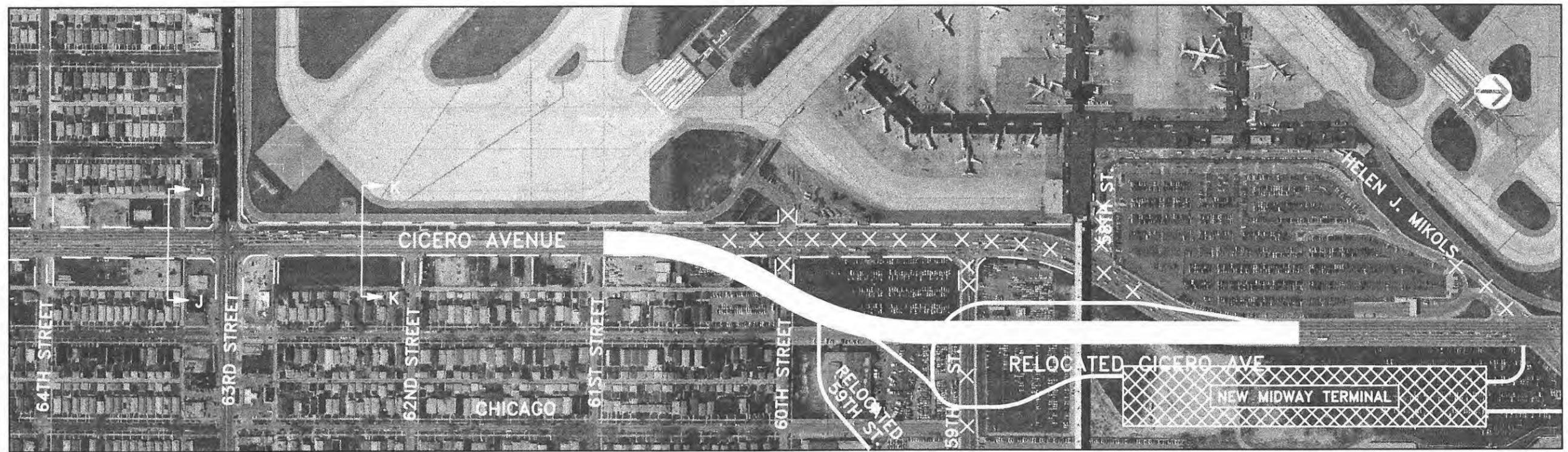
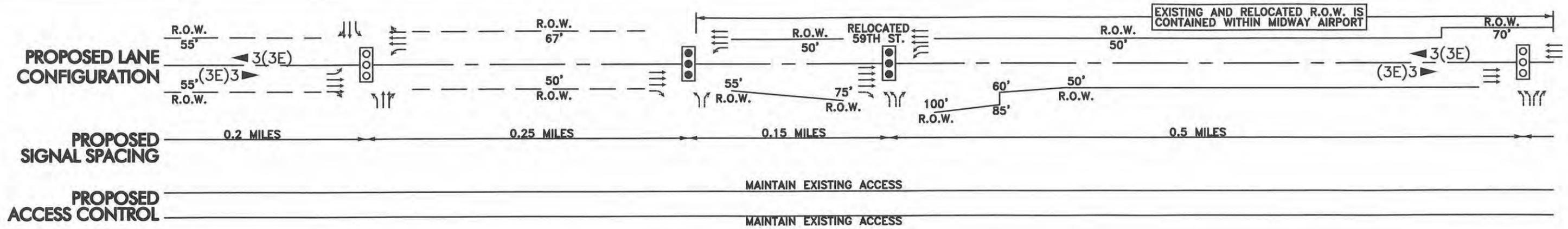


SECTION J-J

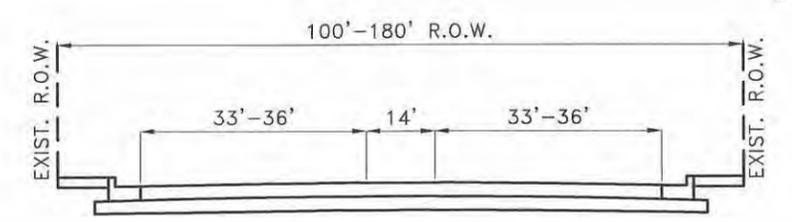
MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - - FUTURE R.O.W. LINE
- // // // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



SECTION J-J
MAINTAIN EXISTING CROSS SECTION

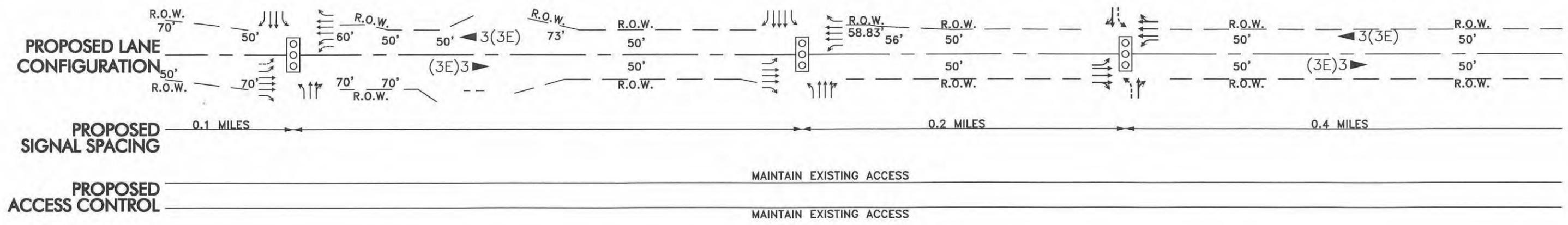


SECTION K-K
MAINTAIN EXISTING CROSS SECTION

← ONE WAY STREET

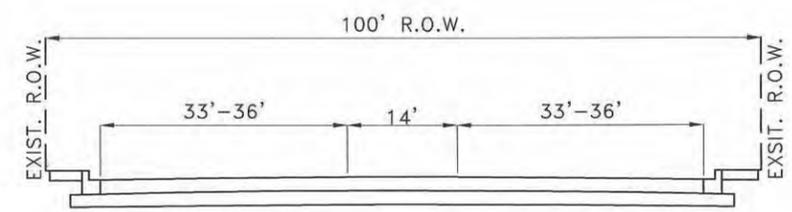
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995

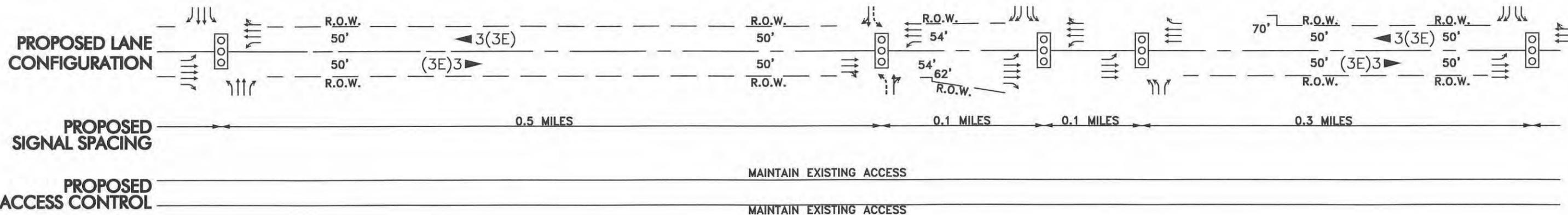
SEGMENT 3



SECTION K-K
MAINTAIN EXISTING CROSS SECTION

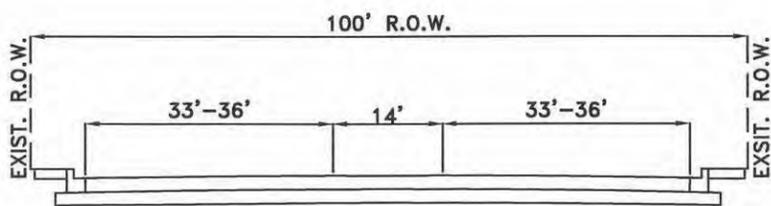
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - - FUTURE R.O.W. LINE
- // // // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



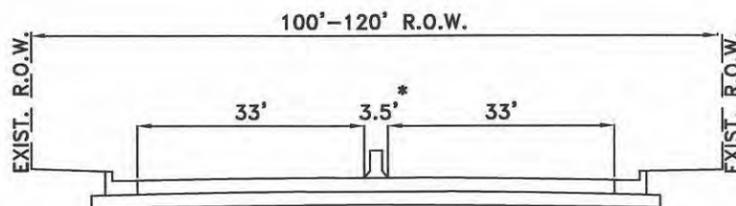
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



SECTION K-K

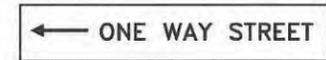
MAINTAIN EXISTING CROSS SECTION



SECTION L-L

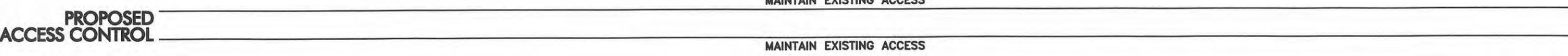
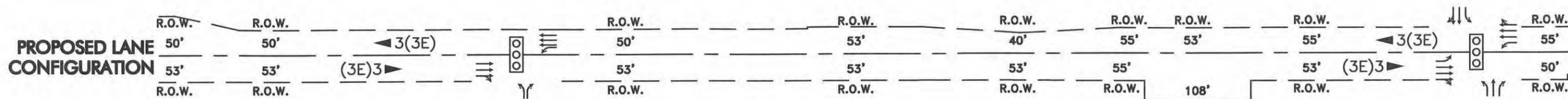
MAINTAIN EXISTING CROSS SECTION

* BARRIER WALL ONLY OVER CANAL



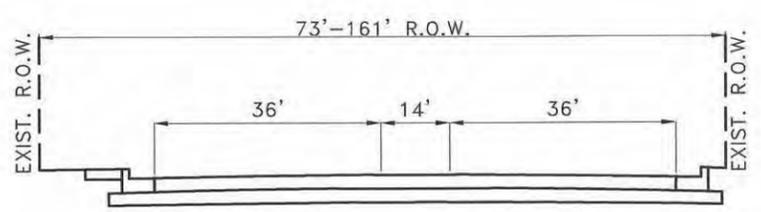
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3



LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

**Segment 4 - Cicero Avenue
31st Street to North Avenue**

4.4 Segment 4: Cicero Avenue - 31st Street to North Avenue (IL 64)

4.4.1 Location

Segment 4 extends along Cicero Avenue from 31st Street to North Avenue (see Figure 4.1). The segment is approximately 5 miles in length and is located in Cicero and Chicago.

4.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-18 through A-22.

Right-of-Way - The existing right-of-way in this segment varies from 66 feet to 83 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of one or two, 10 to 12-foot travel lanes in each direction with a median in selected locations. The number of travel lanes is dependent upon on-street parking conditions. Existing typical sections for this segment are included on Exhibits A-18 through A-22.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 22,300 to 33,600 vehicles per day.

Accidents - There are 17 high accident locations in this segment. Intersection locations are with 23rd Street, Cermak Road, 21st Street, 14th Street, Roosevelt Road, Flornoy Street, and Chicago Avenue. The remaining 10 roadway segments that are high accident locations are scattered throughout the segment.

Parking, Sidewalks, and Frontage Roads - On-street parking is provided for the majority of Segment 4. Parking locations and restrictions dictate the number of available travel lanes along Cicero Avenue. Specific parking restrictions and locations are shown on Exhibits A-18 through A-22. No frontage roads exist in this segment. Sidewalks are provided for most of the segment.

Traffic Control/Intersection Configuration - There are 22 signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-18 through A-22.

Structures - There are 10 existing structures in this segment as indicated in Table 4.4.1.

Transit - The PACE bus routes serving this segment of Cicero Avenue are 302 and 312. The CTA bus routes are 7, 12, 18, 20, 21, 54/54B, 57, 60, N60, 66, 70, 72, and 126. Metra rail service is provided along the Burlington Northern/Santa Fe Line at the Cicero Avenue Station near 26th Street. CTA rail is provided in this segment along the Cermak Blue Line, Forest Park Blue Line, and the Lake Green Line. All three lines have a Cicero Avenue stop.

**Table 4.4.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-2460	Pedestrian Bridge	Cicero Avenue	*	185'	36'	14.5'
016-1074	Ogden Avenue (#5 + #6)	Cicero Avenue	50'	126'	30'	14.8'
016-0408	BNSF R.R.	Cicero Avenue	97'	120'	30'	14.3'
016-1065	Ogden Avenue (#13)	Cicero Avenue	18'	655'	30'	15.7'
016-1069**	Ogden Avenue (#7 + #11)	Cicero Avenue	-	-	-	-
016-2462**	Pedestrian Bridge	Cicero Avenue	-	-	-	-
016-9922	B&O R.R.	Cicero Avenue	*	80'	27'	14.3'
016-0406	Cicero Avenue	Interstate 290	74'	203.3'	NA	NA
016-0405	CTA Rapid Transit	Cicero Avenue	*	46'	45'	14'
016-9920	UP R.R.	Cicero Avenue	*	24'	46'	14.3'

* Data not available

** Structure has been removed

4.4.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-18 through B-22.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 4.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are eight leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 4. Four sites are located south of Madison Street along the SRA. Four additional sites are located between Chicago Avenue and Division Street.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-18 through B-22.

Type and Intensity of Development - Segment 4 is fronted primarily by commercial uses with scattered industrial and institutional land uses. Institutional uses include: an emissions testing center located between 15th and 16th Streets; six churches between Arthington Street and Washington Boulevard; Nash School located on the west side of the SRA between Ohio and Erie Streets; and seven churches between Hubbard and Chicago Avenues.

Planned Development - No specific plans for redevelopment have been identified within this segment.

4.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-18 through C-22.

Roadway - The recommendation for this segment is to maintain the existing cross section. Peak hour parking restrictions are recommended.

Traffic Control/Intersection Configuration - The existing traffic signals will be maintained. A traffic signal at the Ogden Avenue interchange will be added as part of the Ogden Avenue improvements. At the 29th Street, Maypole Avenue, and Ferdinand Street intersections, separate left turn lanes should be incorporated on the side streets to improve the operation of each intersection. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Structures - No modification to the existing structures will be required for this segment of Cicero Avenue.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended.

4.4.6 Right-of-Way Requirements

No additional right-of-way will be required along Cicero Avenue for this segment.

4.4.7 Environmental Considerations

The eight LUST sites identified within Segment 4 would not be impacted since right-of-way acquisition is not recommended.

4.4.8 Land Use Considerations

No significant impacts to land use are expected within Segment 4 since additional right-of-way will not be acquired. Existing median access will also be maintained. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

4.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 4.4.2. This construction cost estimate is based on 1991 unit prices.

4.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

4.4.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.4.12 Crossing SRA Routes

North Avenue (Illinois Route 64) is designated as an SRA route. The study for this has been completed. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the North Avenue SRA.

Table 4.4.2
Construction Cost Estimate
Segment 4 - 31st Street to North Avenue

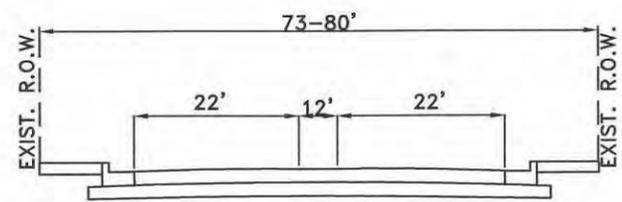
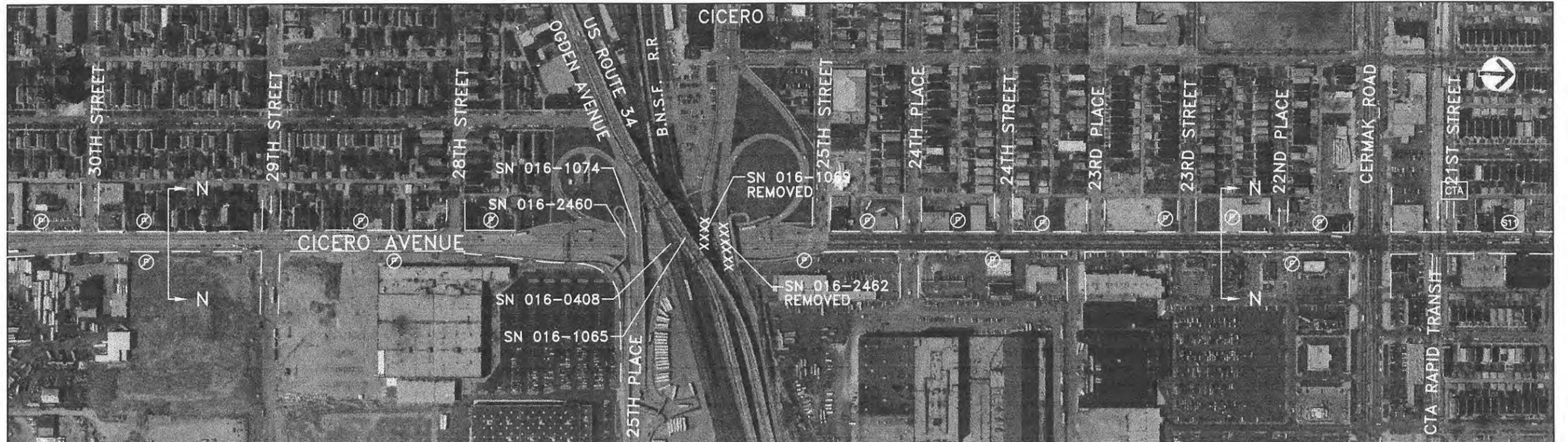
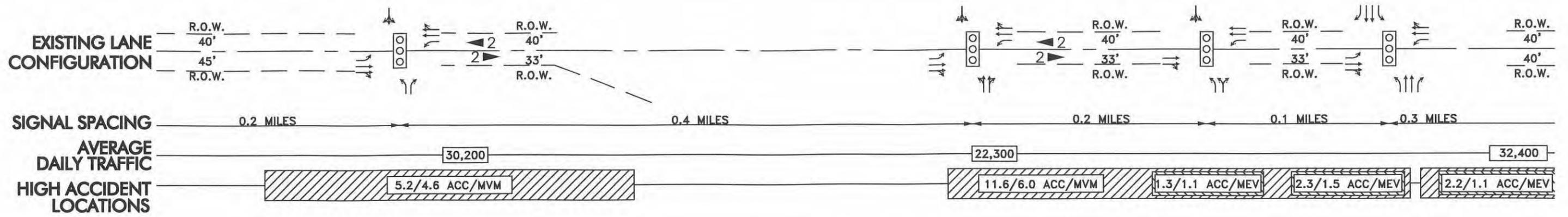
Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$1,150,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$1,150,000

Note: This construction cost estimate is based on 1991 unit prices.

**Segment 4 - Cicero Avenue
31st Street to North Avenue**

EXISTING FACILITY CHARACTERISTICS

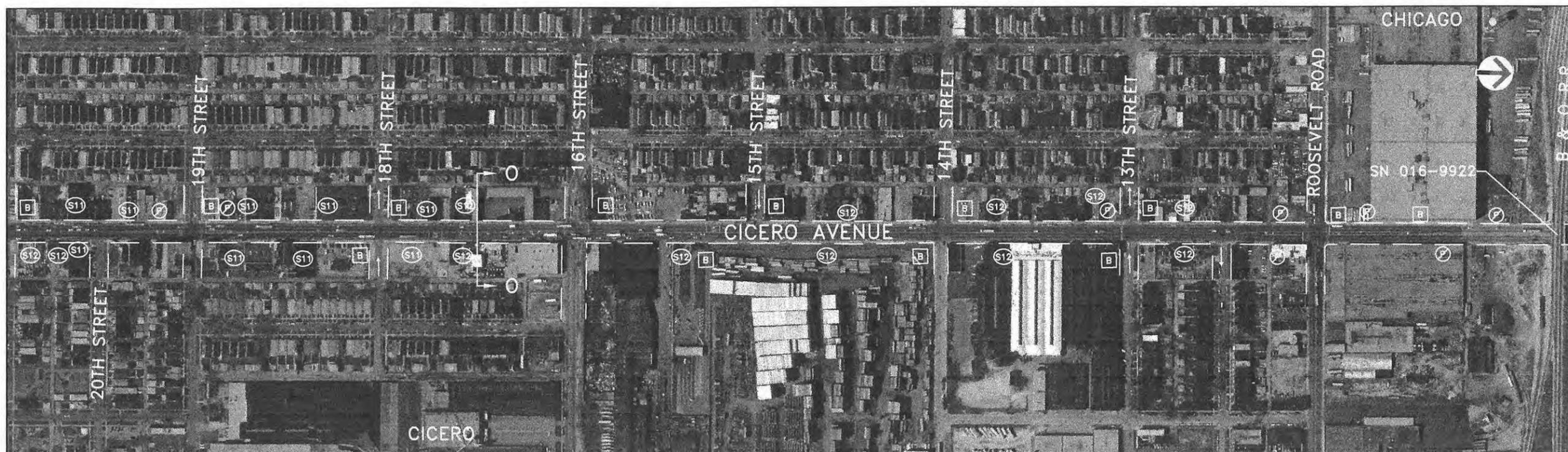
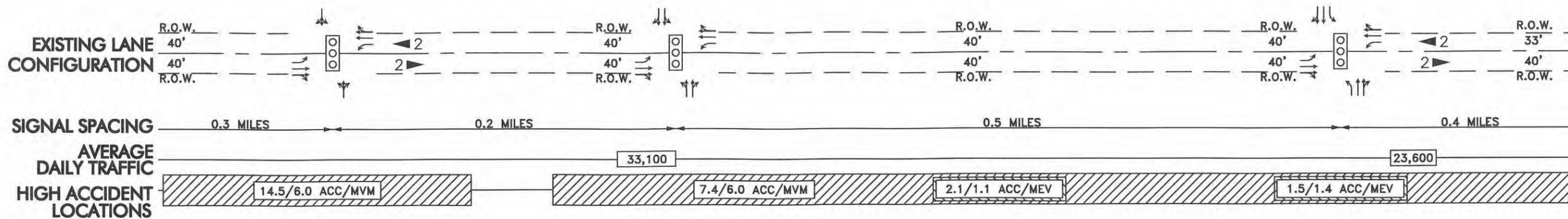
Exhibits A-18 through A-22



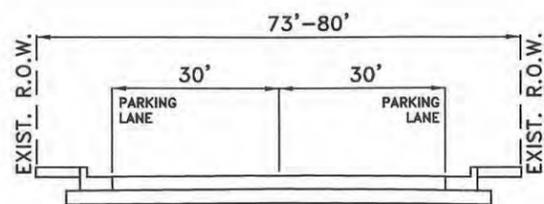
SECTION N-N
31ST STREET TO CERMAK ROAD

- PARKING DESIGNATIONS**
- (S1) TWO HOUR PARKING
 - ← ONE WAY STREET

- LEGEND**
- ○ ○ ○ SIGNALIZED INTERSECTION
 - Y LANE ARRANGEMENTS AT KEY INTERSECTIONS
 - P PARKING ALLOWED
 - ⊘ NO PARKING
 - S PARKING AT SPECIFIED TIMES
 - B DESIGNATED BUS STOP
 - CTA RAPID TRANSIT STATION
 - METRA METRA STATION
 - STOP 4-WAY STOP SIGN
 - ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
 - ◀ # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995

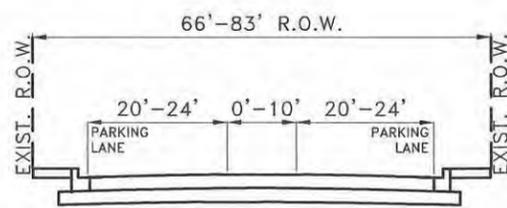
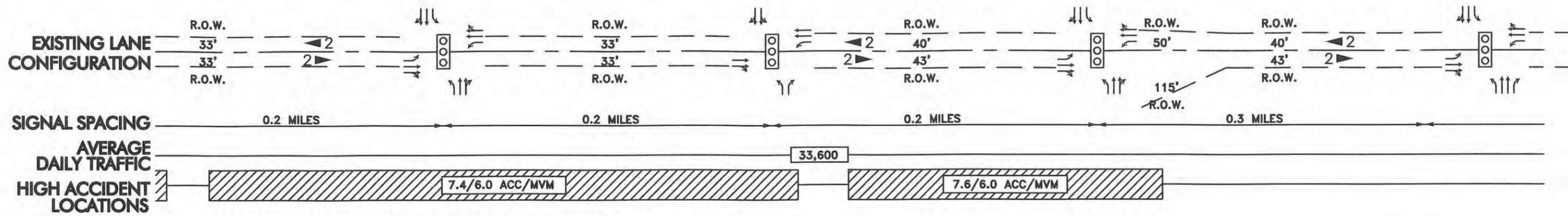


SECTION O-O
CERMAK ROAD TO ROOSEVELT ROAD

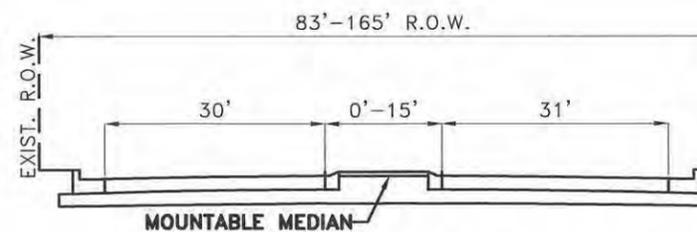
- PARKING DESIGNATIONS**
- (S11) TWO HOUR PARKING
 - (S12) PARKING ALLOWED WITH RESTRICTIONS FOR STREET SWEEPING

← ONE WAY STREET

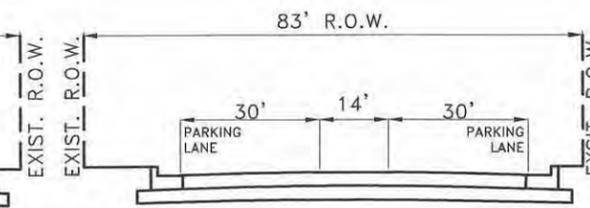
- LEGEND**
- ○ ○ ○ ○ SIGNALIZED INTERSECTION
 - ↕ LANE ARRANGEMENTS AT KEY INTERSECTIONS
 - P PARKING ALLOWED
 - ⊘ NO PARKING
 - S PARKING AT SPECIFIED TIMES
 - B DESIGNATED BUS STOP
 - CTA RAPID TRANSIT STATION
 - METRA METRA STATION
 - STOP 4-WAY STOP SIGN
 - ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
 - # EXISTING NUMBER OF LANES



SECTION Q-Q
MADISON STREET TO NORTH AVENUE



SECTION R-R
NORTH AVENUE TO ST. PAUL AVENUE



SECTION S-S
ST. PAUL AVE. TO ARMITAGE AVE.

PARKING DESIGNATIONS

Ⓢ NO PARKING
7 - 9 AM
MON - FRI

Ⓞ NO PARKING
4 - 6 PM
MON - FRI

Ⓢ10 NO PARKING
6:30 AM - 9:30 AM
3:30 PM - 6:30 PM
MON - FRI

← ONE WAY STREET

LEGEND

Ⓢ SIGNALIZED INTERSECTION

↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS

Ⓟ PARKING ALLOWED

Ⓞ NO PARKING

Ⓢ PARKING AT SPECIFIED TIMES

Ⓟ DESIGNATED BUS STOP

Ⓢ CTA RAPID TRANSIT STATION

Ⓢ METRA METRA STATION

Ⓢ 4-WAY STOP SIGN

▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)

Ⓢ # EXISTING NUMBER OF LANES

**Segment 4 - Cicero Avenue
31st Street to North Avenue**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-18 through B-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- * CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- O PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
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 - V VACANT
 - PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CMLTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

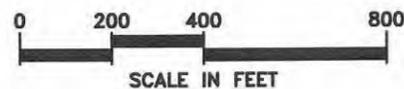
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
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- I INDUSTRIAL/WAREHOUSE
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- P GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- F PARK/FOREST PRESERVE (NAME)
- E UTILITY
- A EXTRACTION (MINING & GRAVEL)
- V AGRICULTURE
- Y VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.



STRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-20



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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 - MH MOBILE HOME PARK
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 - OH OFFICE HIGH RISE (>3 FLOORS)
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 - S SCHOOL (NAME)
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 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

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- A AGRICULTURE
- V VACANT
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- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

 Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources Inc.

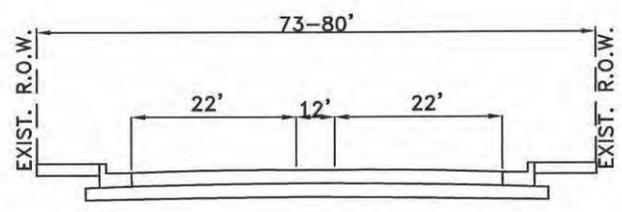
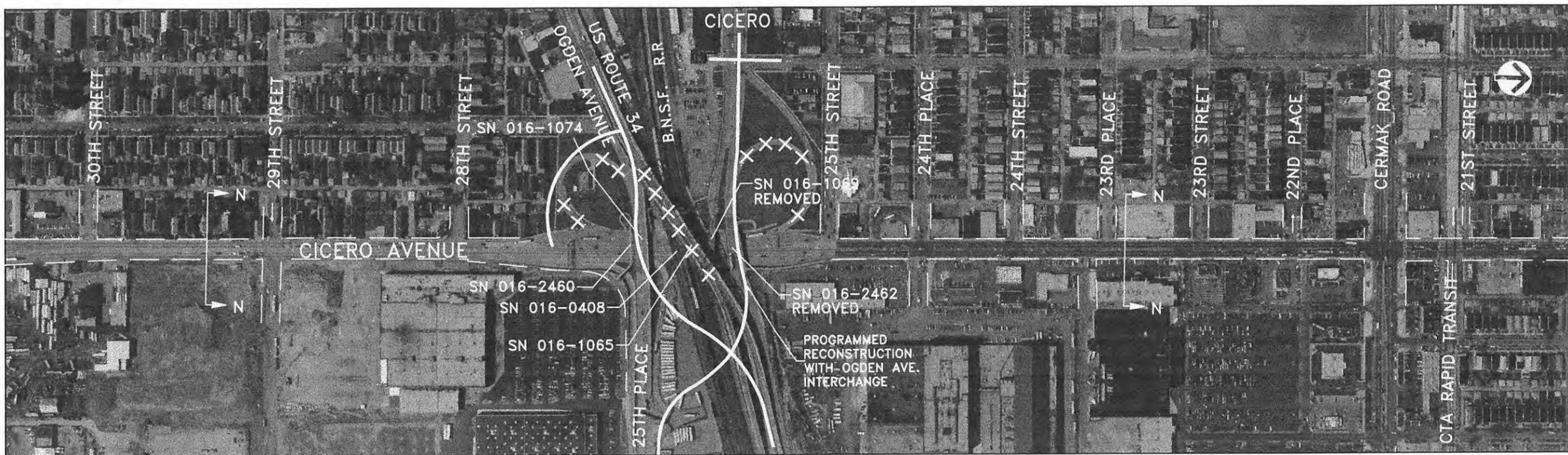
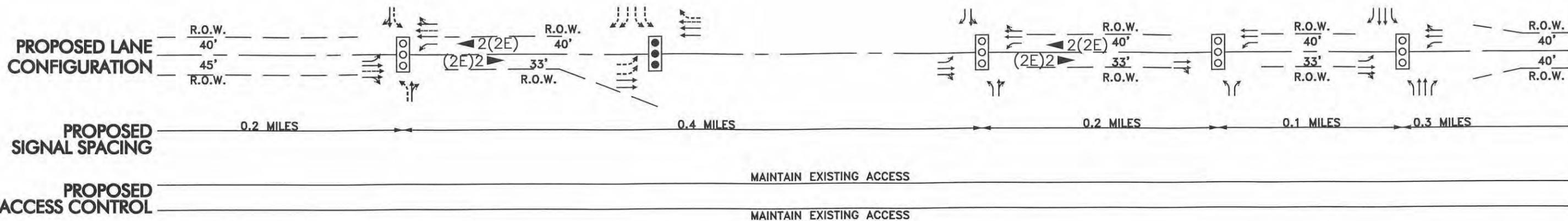


CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-22

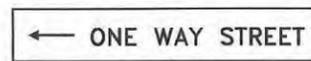
**Segment 4 - Cicero Avenue
31st Street to North Avenue**

RECOMMENDED PLAN

Exhibits C-18 through C-22

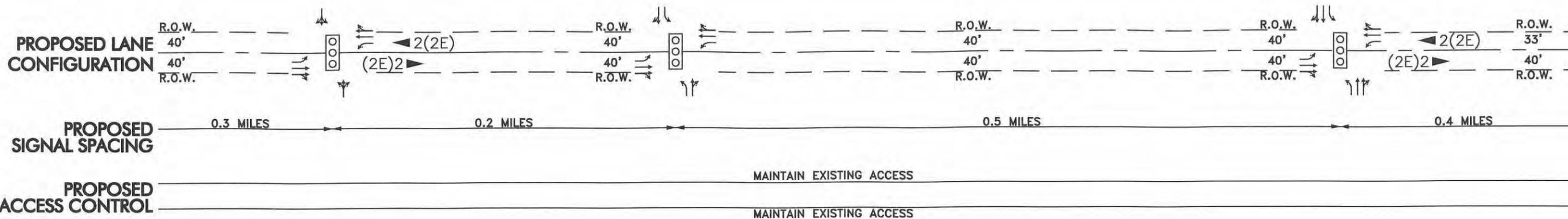


SECTION N-N
MAINTAIN EXISTING CROSS SECTION



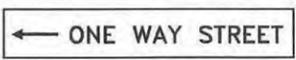
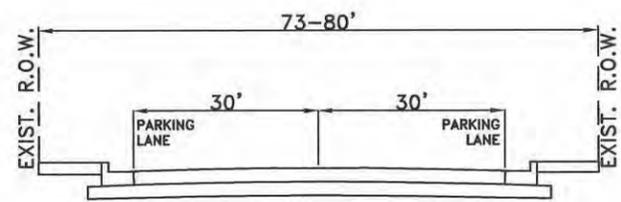
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



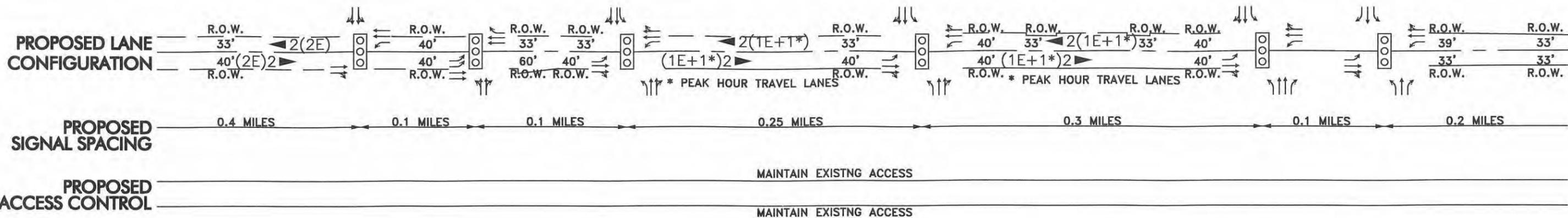
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



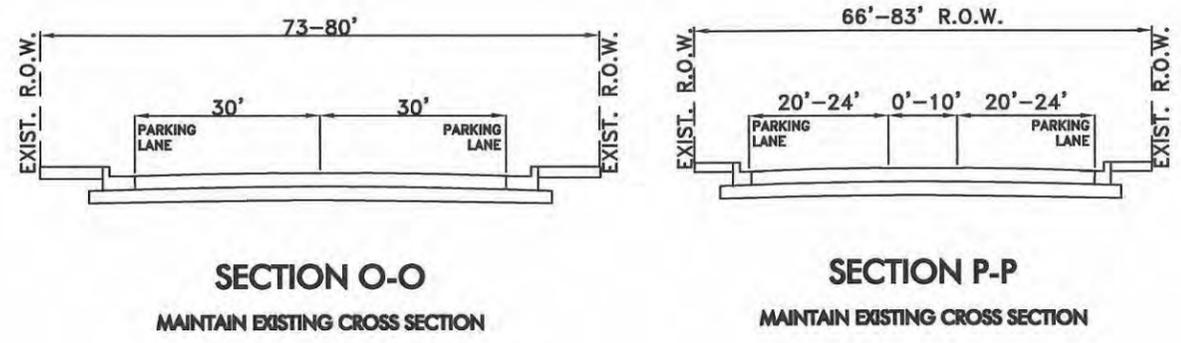
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995

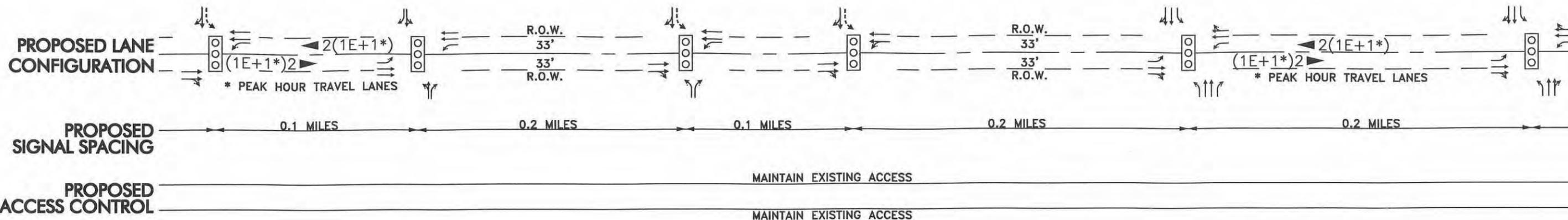
SEGMENT 4



LEGEND

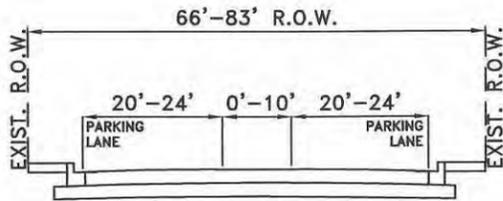
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- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

← ONE WAY STREET



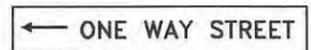
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



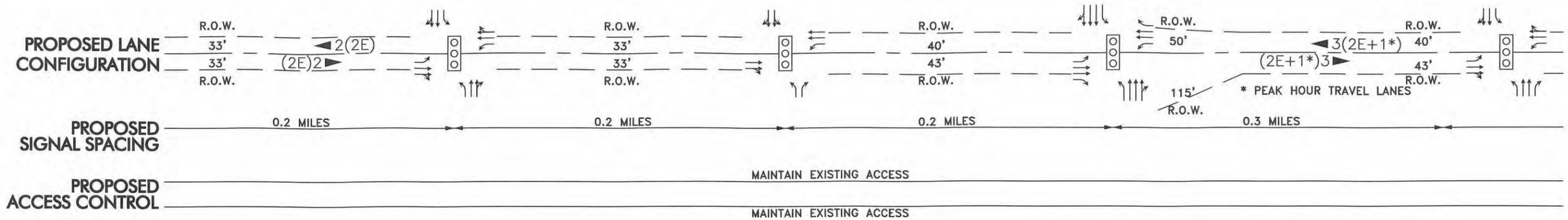
SECTION P-P

MAINTAIN EXISTING CROSS SECTION

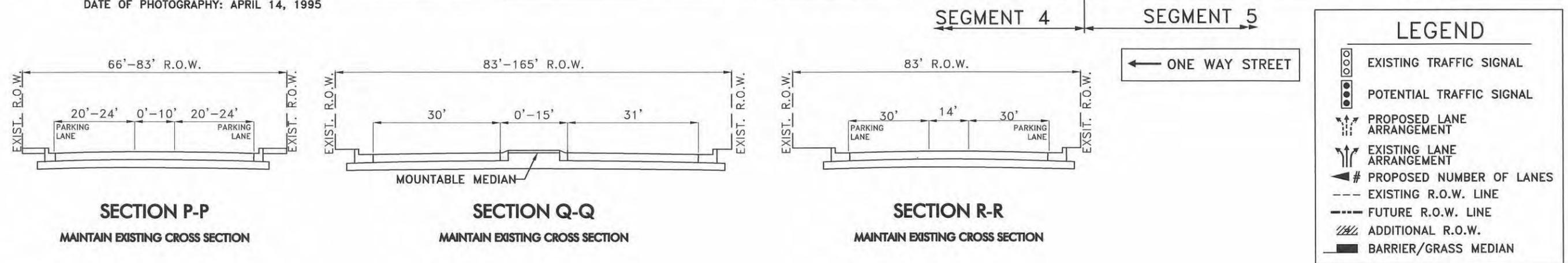


LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- - - EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- // // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995



**Segment 5 - Cicero Avenue
North Avenue to Armitage Avenue**

4.5 Segment 5: Cicero Avenue - North Avenue to Armitage Avenue

4.5.1 Location

Segment 5 extends along Cicero Avenue from North Avenue to Armitage Avenue (see Figure 4.1). The segment is approximately 0.5 miles in length and is located in the City of Chicago.

4.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-22 and A-23.

Right-of-Way - The existing right-of-way in this segment varies from 83 feet to 165 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of three, 10-foot travel lanes in each direction with a median in selected locations. The number of travel lanes is dependent upon on-street parking conditions. Existing typical sections for this segment are included on Exhibits A-22 through A-23.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 31,000 to 33,600 vehicles per day.

Accidents - There are two high accident locations in this segment. One location is with Armitage Avenue and the second is a roadway segment near North Avenue.

Parking, Sidewalks, and Frontage Roads - On-street parking is provided for the majority of Segment 5. Parking locations and restrictions dictate the number of available travel lanes along Cicero Avenue. Specific parking restrictions and locations are shown on Exhibits A-22 through A-23. No frontage roads exist in this segment. Sidewalks are provided for most of the segment.

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-22 through A-23.

Structures - There is one existing structure in this segment as indicated in Table 4.5.1.

Transit - The CTA bus routes serving this segment of Cicero Avenue are 54, 65, 72, and 73.

**Table 4.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0403	SOO R.R.	Cicero Avenue	*	60'	38'	14.2'

* Data not available

4.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-22 and B-23.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 5.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-22 and B-23.

Type and Intensity of Development - This segment is a mixture of commercial, residential and industrial land uses. A large industrial complex is located on the east side of Cicero Avenue, south of Armitage Avenue.

Planned Development - No specific plans for redevelopment have been identified within this segment.

4.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-22 and C-23.

Roadway - The recommendation for this segment is to maintain the existing cross section. Peak hour parking restrictions are recommended.

Traffic Control/Intersection Configuration - The existing traffic signals will be maintained. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Structures - No modification to the existing structures will be required for this segment of Cicero Avenue.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended.

4.5.6 Right-of-Way Requirements

No additional right-of-way will be required along Cicero Avenue for this segment.

4.5.7 Environmental Considerations

No impacts will result to environmental resources located within Segment 5 since right-of-way acquisition is not recommended.

4.5.8 Land Use Considerations

No significant impacts to land use are expected within Segment 5 since additional right-of-way will not be acquired. Existing median access will also be maintained. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

4.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 4.5.2. This construction cost estimate is based on 1991 unit prices.

4.5.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

4.5.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.5.12 Crossing SRA Routes

North Avenue (Illinois Route 64) is designated as an SRA route. The study for this has been completed. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the North Avenue SRA.

Table 4.5.2
Construction Cost Estimate
Segment 5 - North Avenue to Armitage Avenue

Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$100,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$100,000

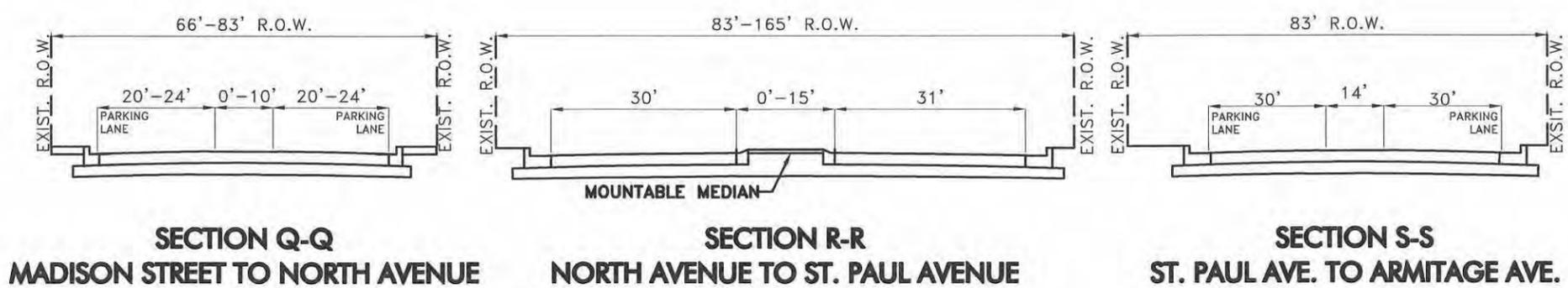
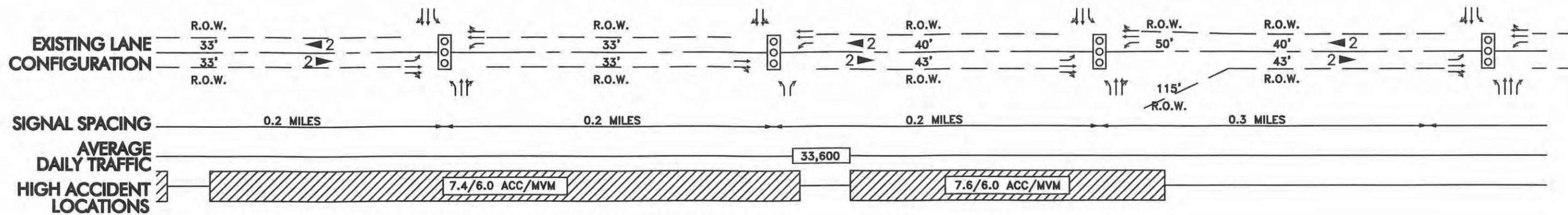
Note: This construction cost estimate is based on 1991 unit prices.

**Segment 5 - Cicero Avenue
North Avenue to Armitage Avenue**

EXISTING FACILITY CHARACTERISTICS

Exhibits A-22 and A-23

See Segment 6 for Exhibit A-23



PARKING DESIGNATIONS

- (S3) NO PARKING 7 - 9 AM MON - FRI
- (S4) NO PARKING 4 - 6 PM MON - FRI
- (S10) NO PARKING 6:30 AM - 9:30 AM 3:30 PM - 6:30 PM MON - FRI

LEGEND

- ○ ○ ○ SIGNALIZED INTERSECTION
- Y LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- ⊘ NO PARKING
- S PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀ # EXISTING NUMBER OF LANES

← ONE WAY STREET

**Segment 5 - Cicero Avenue
North Avenue to Armitage Avenue**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-22 and B-23

See Segment 6 for Exhibit B-23



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - - - PLANNED USE/JURISDICTION BOUNDARY
 - - - MUNICIPAL BOUNDARY
 - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

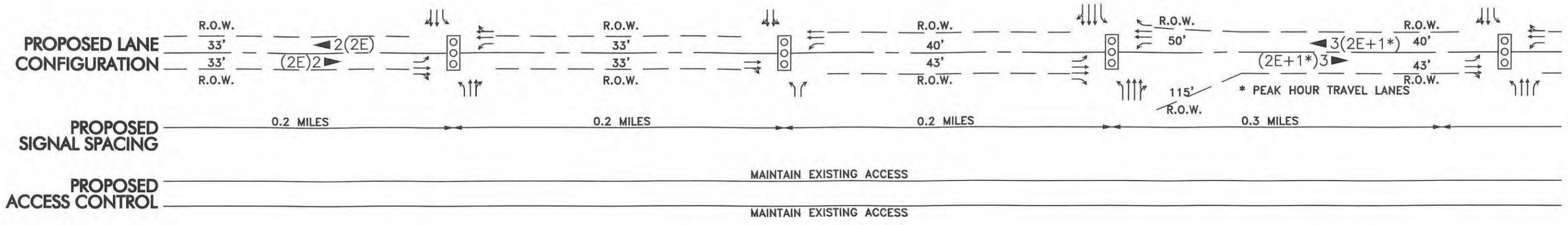


**Segment 5 - Cicero Avenue
North Avenue to Armitage Avenue**

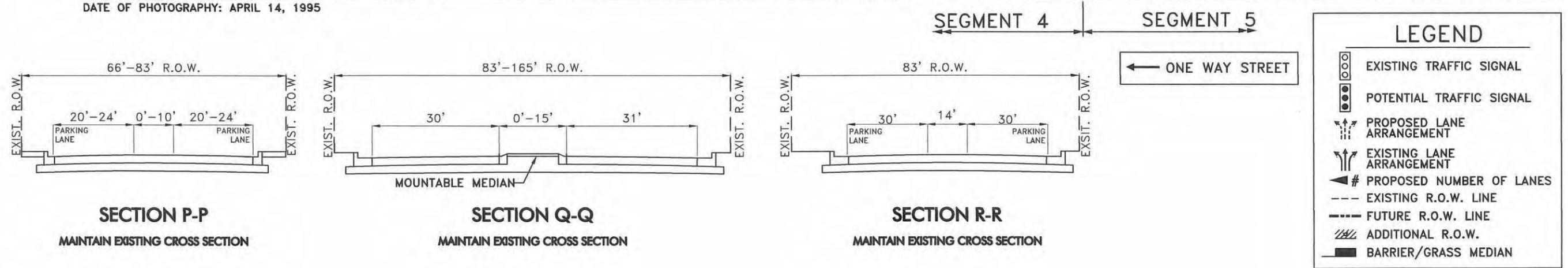
RECOMMENDED PLAN

Exhibits C-22 and C-23

See Segment 6 for Exhibit C-23



DATE OF PHOTOGRAPHY: APRIL 14, 1995



**Segment 6 - Cicero Avenue
Armitage Avenue to Addison Avenue**

4.6 Segment 6: Cicero Avenue - Armitage Avenue to Addison Street

4.6.1 Location

Segment 6 extends along Cicero Avenue from Armitage Avenue to Addison Street (see Figure 4.1). The segment is approximately 2 miles in length and is located in the City of Chicago.

4.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-23 through A-25.

Right-of-Way - The existing right-of-way in this segment varies from 83 feet to 100 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of three, 11-foot travel lanes in each direction with a median in selected locations. The number of travel lanes is dependent upon on-street parking conditions. Existing typical sections for this segment are included on Exhibits A-23 through A-25.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 26,800 to 31,000 vehicles per day.

Accidents - There are eight high accident locations in this segment. One location is with Addison Street and the remaining seven are along roadway segments throughout the segment.

Parking, Sidewalks, and Frontage Roads - On-street parking is provided for the majority of Segment 6. Parking locations and restrictions dictate the number of available travel lanes along Cicero Avenue. Specific parking restrictions and locations are shown on Exhibits A-23 through A-25. No frontage roads exist in this segment. Sidewalks are provided along the segment.

Traffic Control/Intersection Configuration - There are 10 signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-23 through A-25.

Structures - There are no structures in this segment.

Transit - This segment of Cicero Avenue is serviced by CTA bus routes 54, 73, 74, 76, 77, and 152.

4.6.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-23 through B-25.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 6.

Structures with Historical Significance - One historic structure has been identified along Cicero Avenue within this segment. Hank's Restaurant is located directly adjacent to the SRA on the southwest corner of Cicero Avenue and Montana Street.

Hazardous Waste/LUST Sites - There are five leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 6. These sites are located along the SRA between Palmer and Wellington Avenues.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.6.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-23 through B-25.

Type and Intensity of Development - Segment 6 is fronted primarily by commercial uses with a mixture of multi-family residential and institutional land uses. Institutional uses include: a post office, located between School and Henderson Streets; the Midwest Bible Church, located on the east side of the SRA near Newport Avenue; and the Midwest Christian Academy, located north of the church.

Planned Development - No specific plans for redevelopment have been identified within this segment.

4.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-23 through C-25.

Roadway - The recommendation for this segment is to maintain the existing cross section. Peak hour parking restrictions are recommended.

Traffic Control/Intersection Configuration - The existing traffic signals will be maintained. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended.

4.6.6 Right-of-Way Requirements

No additional right-of-way will be required along Cicero Avenue for this segment.

4.6.7 Environmental Considerations

No impacts will result to environmental resources located within Segment 6 since right-of-way acquisition is not recommended.

4.6.8 Land Use Considerations

No significant impacts to land use are expected within Segment 6 since additional right-of-way will not be acquired. Existing median access will also be maintained. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

4.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 4.6.1. This construction cost estimate is based on 1991 unit prices.

4.6.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

4.6.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.6.12 Crossing SRA Routes

There are no crossing SRA routes within Segment 6 of the Cicero Avenue SRA.

Table 4.6.1
Construction Cost Estimate
Segment 6 - Armitage Avenue to Addison Street

Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$1,100,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$1,100,000

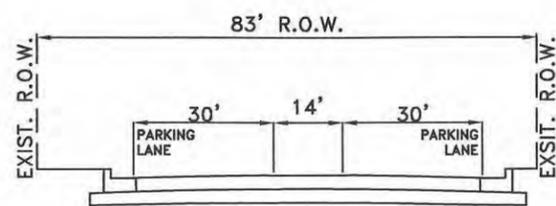
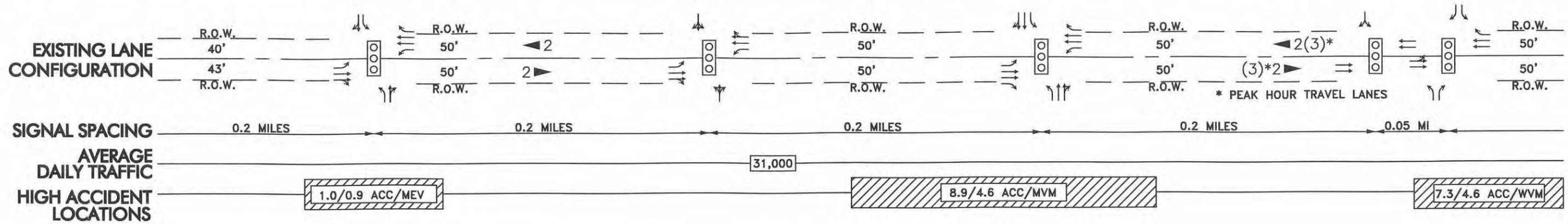
Note: This construction cost estimate is based on 1991 unit prices.

**Segment 6 - Cicero Avenue
Armitage Avenue to Addison Avenue**

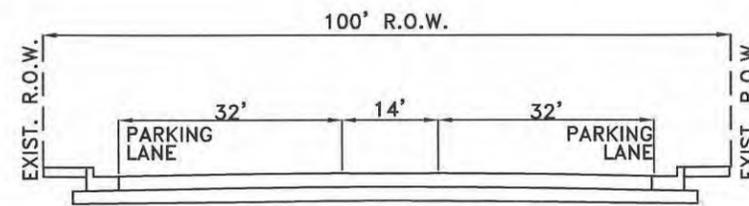
EXISTING FACILITY CHARACTERISTICS

Exhibits A-23 through A-25

See Segment 7 for Exhibit A-25



SECTION S-S
ST. PAUL AVE TO ARMITAGE AVE



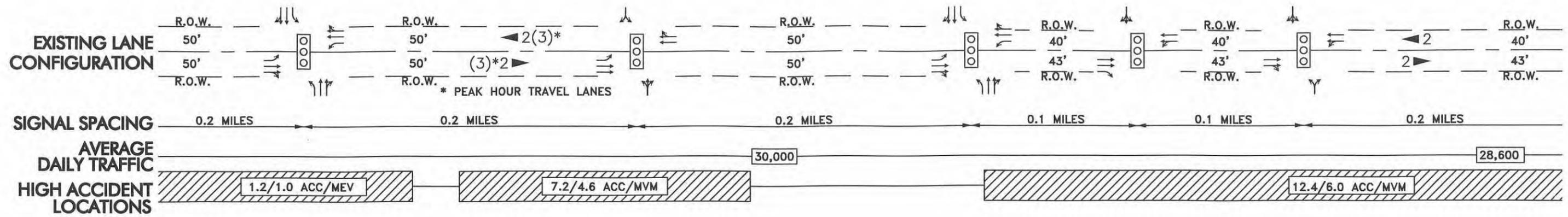
SECTION T-T
ARMITAGE AVE TO MELROSE ST.

PARKING DESIGNATIONS

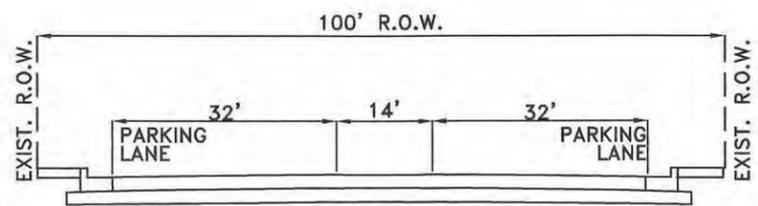
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- Ⓞ NO PARKING 4 - 6 PM MON - FRI
- Ⓟ ONE HOUR PARKING 9 AM - 9 PM
- Ⓠ ONE HOUR PARKING 9 AM - 4 PM

LEGEND

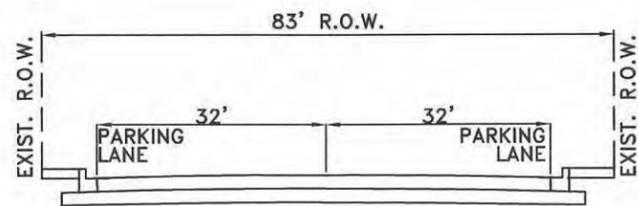
- Ⓢ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- Ⓟ PARKING ALLOWED
- Ⓠ NO PARKING
- Ⓢ PARKING AT SPECIFIED TIMES
- Ⓟ DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀ # EXISTING NUMBER OF LANES



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SECTION T-T
ARMITAGE AVE TO MELROSE ST.



SECTION U-U
MELROSE ST. TO ADDISON STREET

PARKING DESIGNATIONS

(S1) NO PARKING SCHOOL DAYS 8 AM - 4:30 PM

(S3) NO PARKING 7 AM - 9 AM MON - FRI

(S4) NO PARKING 4 - 6 PM MON - FRI

(S8) ONE HOUR PARKING 9 AM - 9 PM

(S9) ONE HOUR PARKING 9 AM - 4 PM

(S14) 15 MINUTE PARKING

← ONE WAY STREET

LEGEND

○ ○ ○ ○ SIGNALIZED INTERSECTION

Y LANE ARRANGEMENTS AT KEY INTERSECTIONS

P PARKING ALLOWED

⊘ NO PARKING

S PARKING AT SPECIFIED TIMES

B DESIGNATED BUS STOP

CTA RAPID TRANSIT STATION

METRA METRA STATION

STOP 4-WAY STOP SIGN

▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)

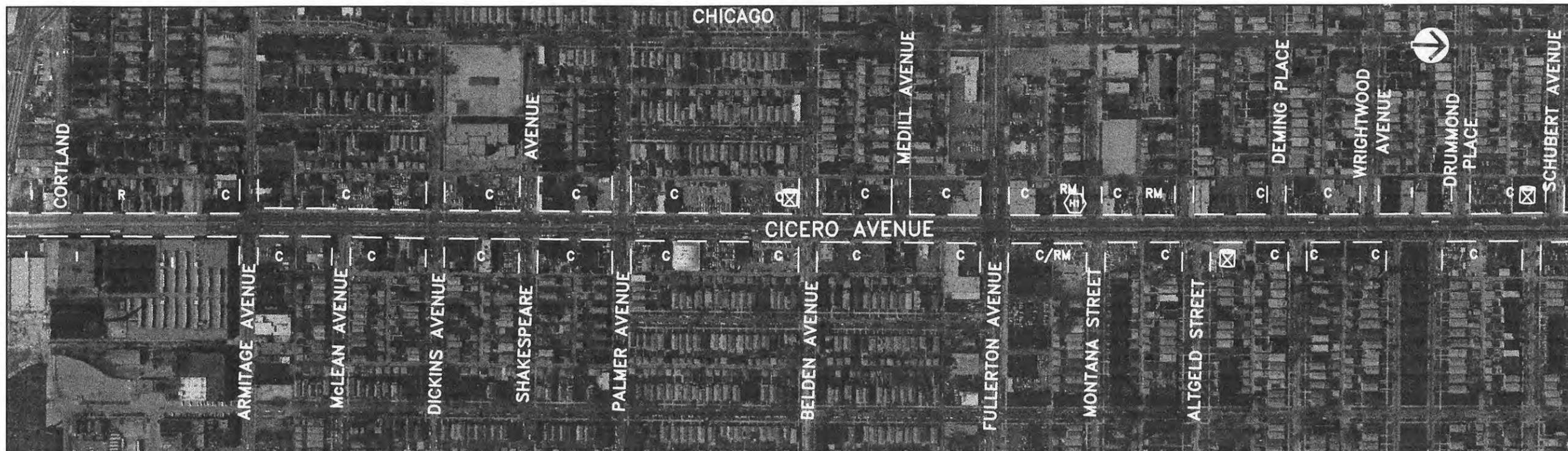
◀ # EXISTING NUMBER OF LANES

**Segment 6 - Cicero Avenue
Armitage Avenue to Addison Avenue**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-23 through B-25

See Segment 7 for Exhibit B-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

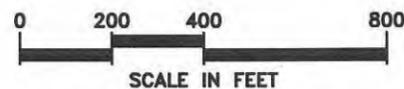
- HANK'S RESTAURANT COMMERCIAL

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CMLTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-23



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- S CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- * CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- O PLANNED USE/JURISDICTION

--- PLANNED USE/JURISDICTION BOUNDARY
 --- MUNICIPAL BOUNDARY
 --- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIMLTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



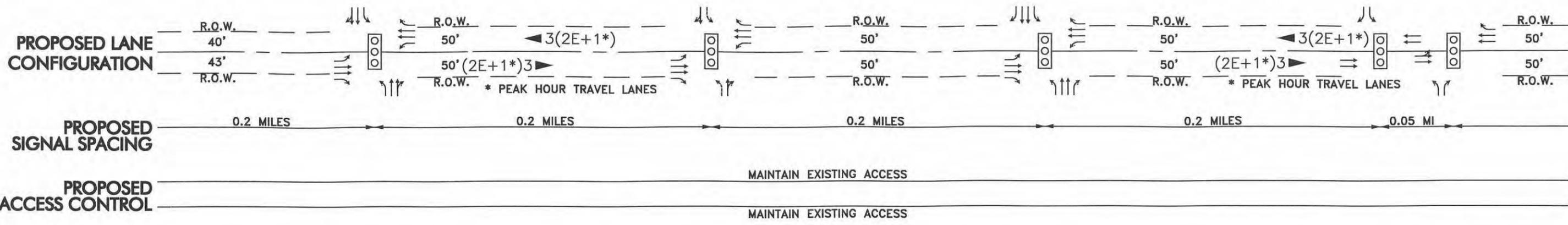
CICERO AVENUE
ENVIRONMENTAL CONDITIONS
EXHIBIT B-24

**Segment 6 - Cicero Avenue
Armitage Avenue to Addison Avenue**

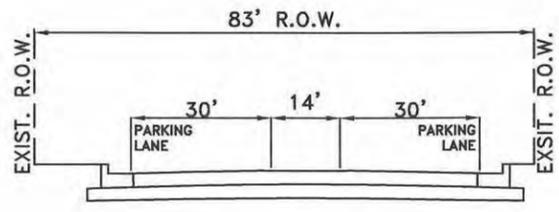
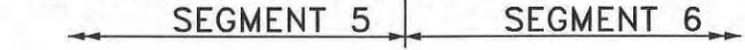
RECOMMENDED PLAN

Exhibits C-23 through C-25

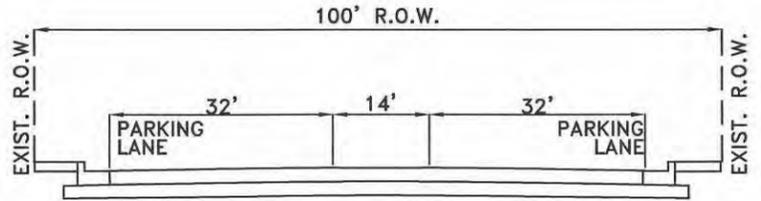
See Segment 7 for Exhibit C-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION R-R
MAINTAIN EXISTING CROSS SECTION

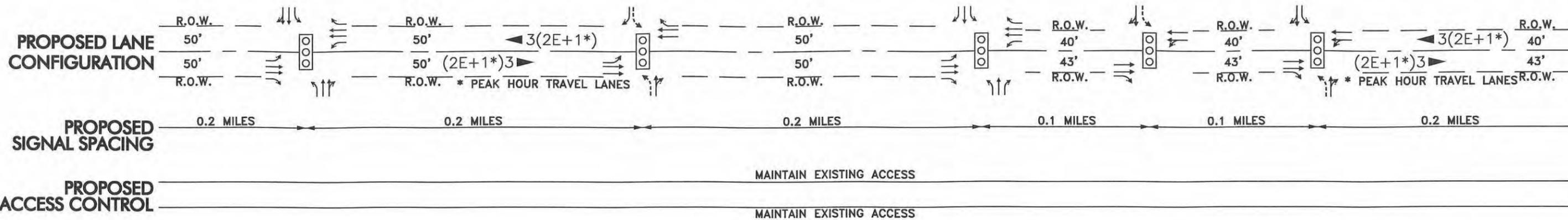


SECTION S-S
MAINTAIN EXISTING CROSS SECTION

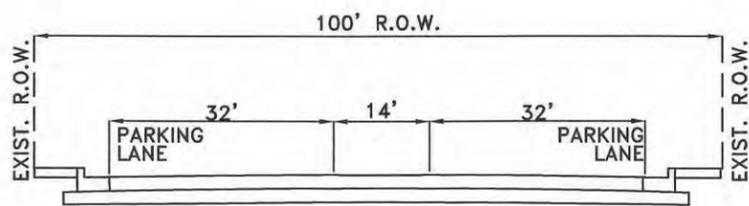


LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- - - EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- / / / ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

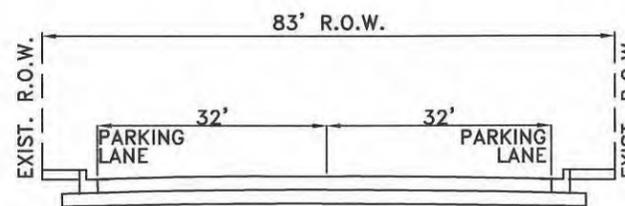


DATE OF PHOTOGRAPHY: APRIL 14, 1995



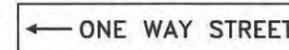
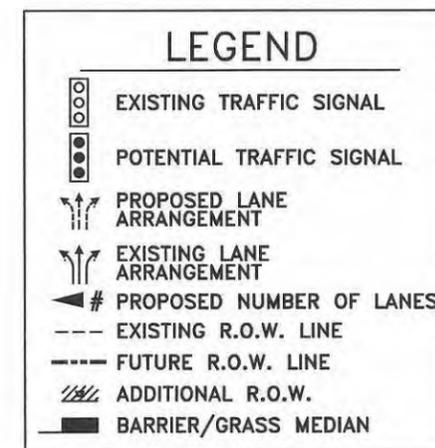
SECTION S-S

MAINTAIN EXISTING CROSS SECTION



SECTION T-T

MAINTAIN EXISTING CROSS SECTION



**Segment 7 - Cicero Avenue
Addison Street to Grace Street**

4.7 Segment 7: Cicero Avenue - Addison Street To Grace Street

4.7.1 Location

Segment 7 extends along Cicero Avenue from Addison Street to Grace Street (see Figure 4.1). The segment is approximately 0.2 miles in length and is located in the City of Chicago.

4.7.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-25.

Right-of-Way - The existing right-of-way in this segment is 66 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of two, 11-foot travel lanes in each direction with a 4-foot median. The existing cross section for this segment is included on Exhibit A-25.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment was 33,300 vehicles per day.

Accidents - The entire length of the segment is a high accident location.

Parking, Sidewalks, and Frontage Roads - On-street parking is not provided. No frontage roads exist in this segment. Sidewalks are provided along the segment.

Traffic Control/Intersection Configuration - Traffic signals are located at Addison Street and Grace Street. The existing lane configurations for these intersections are shown on Exhibit A-25.

Structures - There are no structures in this segment.

Transit - This segment is serviced by CTA routes 54 and 152.

4.7.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit B-25.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 7.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.7.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibit B-25.

Type and Intensity of Development - A variety of land uses occur along this short segment of the SRA. Land uses include an integrated mixture of commercial, office and residential uses.

Planned Development - No specific plans for redevelopment have been identified within this segment.

4.7.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibit C-25.

Roadway - The recommendation for this segment is to widen Cicero Avenue to provide three 11-foot travel lanes which includes a parking lane in each direction. No median is recommended. Peak hour parking restrictions are recommended.

Traffic Control/Intersection Configuration - The existing traffic signals will be maintained. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended.

4.7.6 Right-of-Way Requirements

Additional right-of-way will be required for this segment. The existing right-of-way is 66 feet and with the recommended roadway plan, 17 additional feet will be required for a total of 83 feet. The necessary right-of-way can be taken from both sides of Cicero Avenue to lessen the impacts. See Exhibit C-25 for right-of-way acquisition details. It is recommended that this right-of-way be acquired as individual properties redevelop.

4.7.7 Environmental Considerations

Right-of-way acquisition and roadway improvements will not impact environmental resources within Segment 7.

4.7.8 Land Use Considerations

Recommended roadway improvements within Segment 7 would require ten feet of right-of-way acquisition along the west side of the SRA. This acquisition will reduce the sidewalk area of commercial and office uses between Addison and Grace Streets. Seven feet of right-of-way acquisition on the east side of Cicero Avenue will reduce the front sidewalk and yard area of commercial and residential uses fronting the SRA.

4.7.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 7 is shown in Table 4.7.1. This construction cost estimate is based on 1991 unit prices.

4.7.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

4.7.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.7.12 Crossing SRA Routes

There are no crossing SRA routes within Segment 7 of the Cicero Avenue SRA.

Table 4.7.1
Construction Cost Estimate
Segment 7 - Addison Street to Grace Street

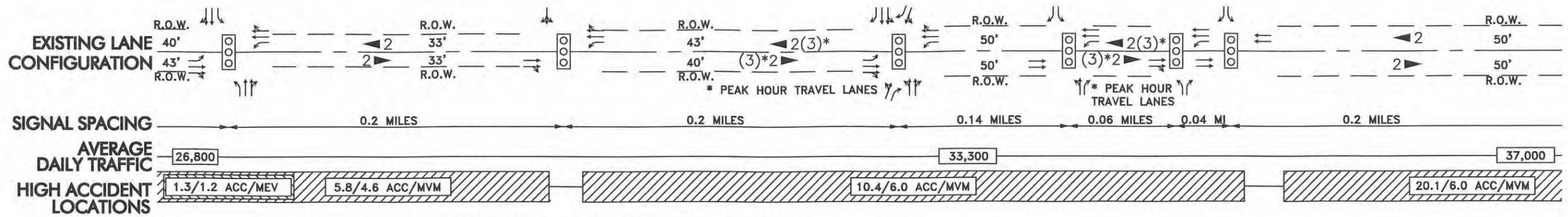
Recommended Improvements	Estimated Cost
Roadway	\$235,000
Intersection Improvements	\$100,000
Right-of-Way Acquisition	\$179,000
Total - Recommended Improvements	\$514,000

Note: This construction cost estimate is based on 1991 unit prices.

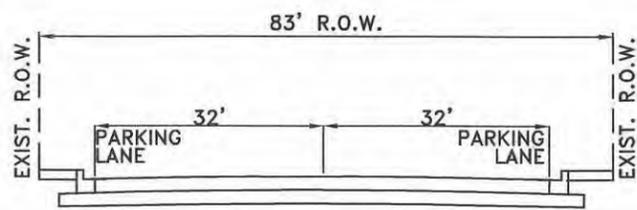
**Segment 7 - Cicero Avenue
Addison Street to Grace Street**

EXISTING FACILITY CHARACTERISTICS

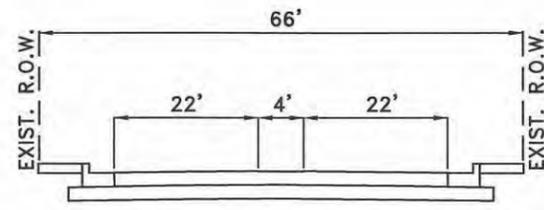
Exhibit A-25



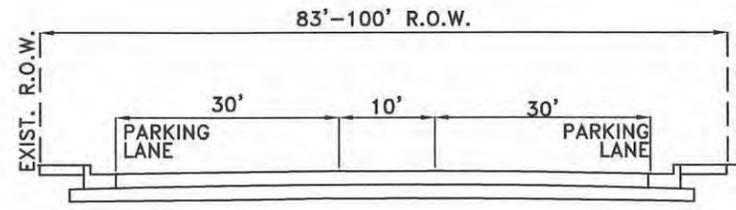
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION U-U
MELROSE STREET TO ADDISON STREET



SECTION V-V
ADDISON STREET TO GRACE STREET



SECTION W-W
GRACE STREET TO MONTROSE AVENUE

PARKING DESIGNATIONS

(S3) NO PARKING 7 - 9 AM MON - FRI

(S4) NO PARKING 4 - 6 PM MON - FRI

(S5) NO PARKING 8 PM - 6 AM 2 HOUR PARKING 6 AM - 8 PM

(S7) ONE HOUR PARKING 9 AM - 6 PM MON - SAT

LEGEND

○ ○ ○ ○ SIGNALIZED INTERSECTION

↕ LANE ARRANGEMENTS AT KEY INTERSECTIONS

P PARKING ALLOWED

⊘ NO PARKING

S PARKING AT SPECIFIED TIMES

B DESIGNATED BUS STOP

CTA RAPID TRANSIT STATION

METRA METRA STATION

STOP 4-WAY STOP SIGN

▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)

◀ # EXISTING NUMBER OF LANES

**Segment 7 - Cicero Avenue
Addison Street to Grace Street**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

-  4238-40 NORTH CICERO COMMERCIAL
-  COLUMBIA NATIONAL BANK COMMERCIAL

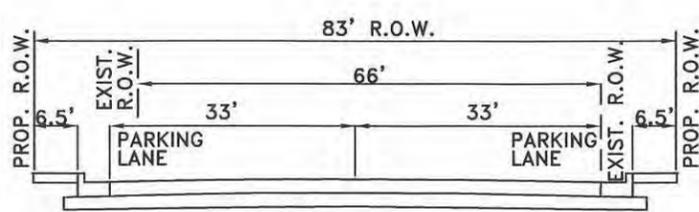
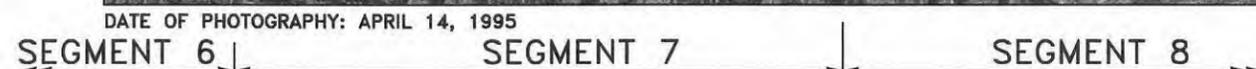
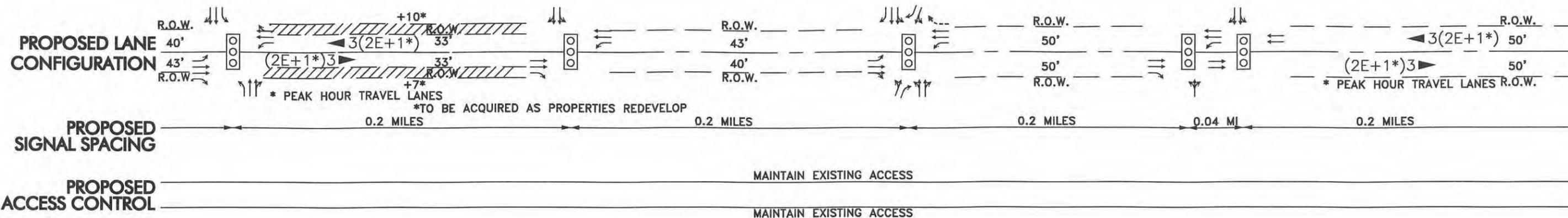
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

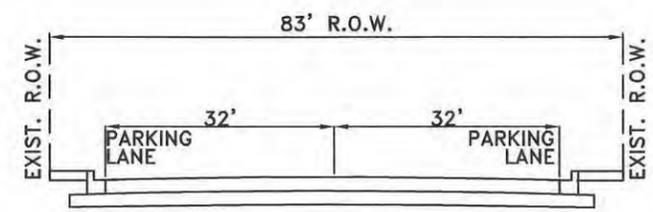
**Segment 7 - Cicero Avenue
Addison Street to Grace Street**

RECOMMENDED PLAN

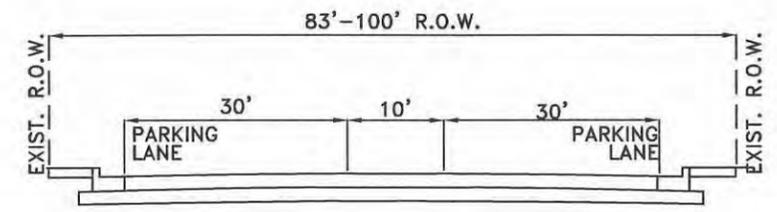
Exhibit C-25



SECTION U-U (ALT. A)
RECOMMENDED CROSS SECTION



SECTION T-T
MAINTAIN EXISTING CROSS SECTION



SECTION V-V
MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- // ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

← ONE WAY STREET

**Segment 8 - Cicero Avenue
Grace Street to Interstate 94**

4.8 Segment 8: Cicero Avenue - Grace Street to Interstate 94

4.8.1 Location

Segment 8 extends along Cicero Avenue from Grace Street to Interstate 94 (see Figure 4.1). The segment is approximately 1.5 miles in length and is located in the City of Chicago.

4.8.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-25 and A-26.

Right-of-Way - The existing right-of-way in this segment varies from 83 feet to 100 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of two to three, 11-foot travel lanes in each direction with a median in selected locations. The number of travel lanes is dependent upon on-street parking conditions. Existing typical sections for this segment are included on Exhibits A-25 through A-26.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 37,000 to 38,600 vehicles per day.

Accidents - There are four high accident locations in this segment which occur along the majority of the segment. The intersection locations are at Wilson Avenue and Lawrence Avenue.

Parking, Sidewalks, and Frontage Roads - On-street parking is provided in selected locations along Segment 8. Parking locations and restrictions dictate the number of available travel lanes along Cicero Avenue. Specific parking restrictions and locations are shown on Exhibits A-25 through A-26. No frontage roads exist in this segment. Sidewalks in selected locations along the segment.

Traffic Control/Intersection Configuration - There are six signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-25 through A-26.

Structures - There are four structures in this segment as indicated in Table 4.8.1.

Transit - PACE bus service in this segment is provided with Route 254. The CTA routes serving this segment are 54/54A, 56, 78, 80, 81, and 92. Metra rail service is provided along the Milwaukee District North Line at the Mayfair Station which is located near Cicero Avenue. CTA rail service is provided on the O'Hare Blue Line at the Cicero Avenue stop.

**Table 4.8.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0402	SOO R.R.	Cicero Avenue	*	70'	21.5'	13'
016-0401	UP R.R.	Cicero Avenue	*	70'	21.5'	13'
016-0400	Cicero Avenue	Interstate 90	57'	207'	NA	NA
016-0654	UP R.R.	Cicero Avenue	*	200'	38'	13.5'

* Data not available

4.8.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-25 and B-26.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 8.

Structures with Historical Significance - Two sites of historic significance are located within this segment. The Columbia National Bank is located on the northwest corner of the SRA and Hutchinson Street. An historic commercial building is located at the northwestern quadrant of the Milwaukee Avenue/Irving Park Road/Cicero Avenue intersection.

Hazardous Waste/LUST Sites - There are five leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 8. These sites are located along the SRA between Palmer and Wellington Avenues.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services.

4.8.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-25 and B-26.

Type and Intensity of Development - A variety of land uses occur along Segment 8 of Cicero Avenue. South of Interstate 90 is a mixture of commercial, office and residential uses. Between Interstate 90 and Lawrence Avenue the SRA is bounded by other transportation corridors. Between Lawrence Avenue and the northern terminus of the project, the west side of Cicero Avenue is bounded by residential uses.

Planned Development - No specific plans for redevelopment have been identified within this segment.

4.8.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-25 and C-26.

Roadway - The recommendation for this segment is to maintain the existing cross section. A southbound right turn lane on Cicero Avenue at the Milwaukee Avenue/Irving Park Road intersection is recommended. Peak hour parking restrictions are recommended.

Traffic Control/Intersection Configuration - The existing traffic signals will be maintained. Traffic signal interconnection is recommended.

Access Management - The existing access to Cicero Avenue will be maintained for this segment.

Structures - No modification to the existing structures will be required for this segment of Cicero Avenue.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. A traffic signal priority program is also recommended.

4.8.6 Right-of-Way Requirements

No additional right-of-way will be required along Cicero Avenue for this segment. However, special consideration may be necessary for the addition of the southbound right turn lane at Irving Park Road. This is due to a vaulted sidewalk located at this location along Cicero Avenue.

4.8.7 Environmental Considerations

No impacts will result to the two historic structures or LUST sites located within Segment 8 since right-of-way acquisition is not recommended.

4.8.8 Land Use Considerations

No significant impacts to land use are expected within Segment 8 since additional right-of-way will not be acquired. Existing median access will also be maintained. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

4.8.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 8 is shown in Table 4.8.2. This construction cost estimate is based on 1991 unit prices.

4.8.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

4.8.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

4.8.12 Crossing SRA Routes

Irving Park Road is also designated as an SRA route. The SRA study for the Irving Park Road corridor was completed in March of 1994. The SRA improvement recommendations contained in this report are not consistent with the recommended plan for the Irving Park Road corridor. The Irving Park Road SRA report indicated that left turn movements on Milwaukee Avenue and Irving Park Road should be prohibited at the Cicero Avenue intersection. This report shows that these movements will be permitted. An additional recommendation is to provide a southbound right turn lane on Cicero Avenue.

Table 4.8.2
Construction Cost Estimate
Segment 8 - Grace Street to Interstate 94

Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$400,000
Right-of-Way Acquisition	\$0*
Total - Recommended Improvements	\$400,000*

Note: This construction cost estimate is based on 1991 unit prices.

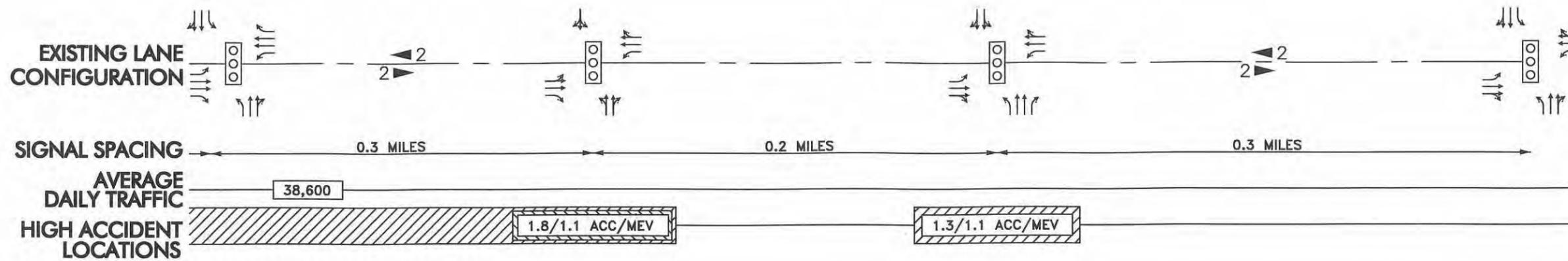
* Does not include cost associated with the vaulted sidewalk along Cicero Avenue at Irving Park Road.

**Segment 8 - Cicero Avenue
Grace Street to Interstate 94**

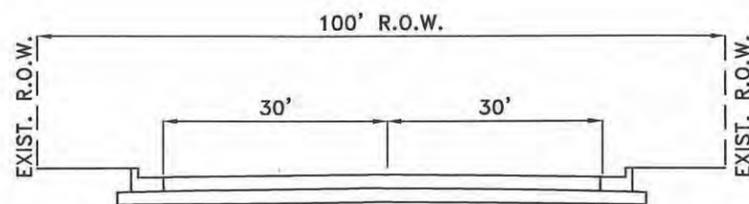
EXISTING FACILITY CHARACTERISTICS

Exhibits A-25 and A-26

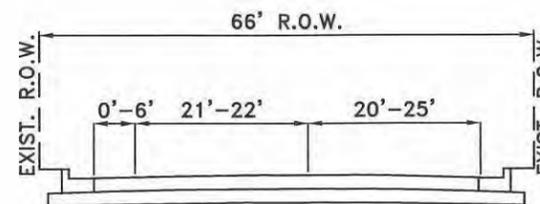
See Segment 7 for Exhibit A-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION X-X
MONTROSE AVE. TO AINSLIE STREET



SECTION Y-Y
AINSLIE STREET TO ELSTON AVENUE

PARKING DESIGNATIONS

- Ⓢ NO PARKING 7-9 AM, 4-6 PM MON - FRI

LEGEND

- Ⓢ SIGNALIZED INTERSECTION
- Y LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- Ⓢ NO PARKING
- S PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀ # EXISTING NUMBER OF LANES

**Segment 8 - Cicero Avenue
Grace Street to Interstate 94**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-25 and B-26

See Segment 7 for Exhibit B-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - † CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**



SRA Strategic Regional Arterial Planning Study

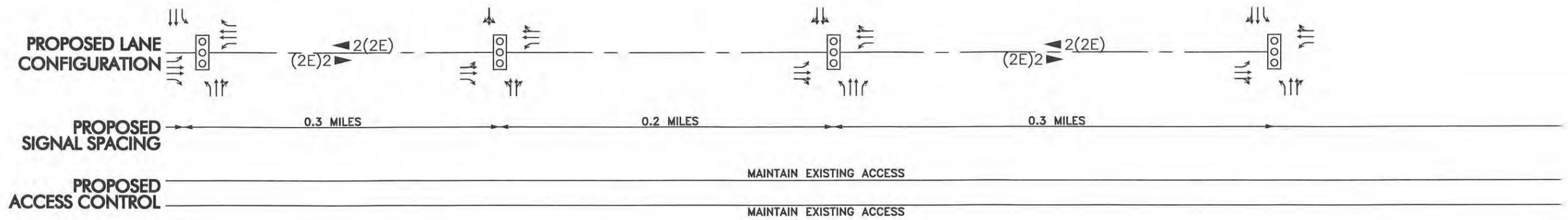
CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-26

**Segment 8 - Cicero Avenue
Grace Street to Interstate 94**

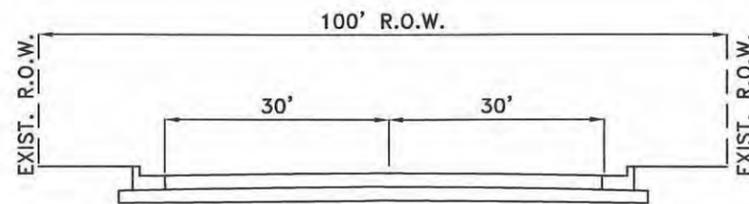
RECOMMENDED PLAN

Exhibits C-25 and C-26

See Segment 7 for Exhibit C-25

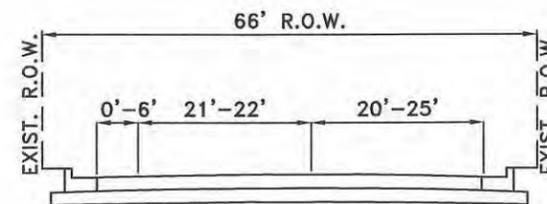


SEGMENT 8



SECTION W-W

MAINTAIN EXISTING CROSS SECTION



SECTION X-X

MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

V. Public Involvement

5.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These were presented at a second Advisory Panel meeting as well as at a public hearing which was open to the general public.

Individual Community Interviews were conducted from November of 1996 through February of 1997. An Advisory Panel meeting was held on February 4, 1999 for the suburban communities. A second Advisory Panel meeting for the suburban communities was held on May 24, 1999 followed by the public hearing on May 27, 1999. For the City of Chicago, the Advisory Panel meeting was held on May 26, 1999 with the Public Hearing for the City of Chicago on June 2, 1999.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix A.

5.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICI's) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes for Pulaski Road and Cicero Avenue is as follows:

PULASKI ROAD CORRIDOR

- Village of Evergreen Park - Exhibit (A1)
 - Ever since 95th Street was widened traffic goes too fast. The same thing will happen to Pulaski Road.
 - Pulaski Road should be left alone.
 - 94th and Pulaski Road needs maintenance repairs.

- Village of Oak Lawn - Exhibit (A1)
 - Keep four lane roadway cross section.

- City of Hometown - Exhibits (A1-A2)
 - Keep four lane roadway cross section.

- 18th Aldermanic Ward - Exhibits (A2-A3)
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - Intersection of 86th Street and Pulaski is a major problem. “Cut “ through traffic uses 86th to avoid congestion on 87th Street. A barrier median is needed on the north leg of Pulaski Road at 87th Street to keep 87th Street traffic from using 86th Street.

- 13th Aldermanic Ward - Exhibits (A3-A5)
 - Favorable attitude toward restricting parking during the peak hours, as a switch system.
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - Accommodations for bicycle traffic is not practical due to parking.
 - Recommendations for barrier medians would be a touchy issue due to the number of businesses along the road.

- 23rd Aldermanic Ward - Exhibits (A5-A6)
 - Favorable attitude toward restricting parking during the peak hours, as a switch system.
 - Favorable attitude to relocating bus stops to the far side of the intersections.

- 14th Aldermanic Ward - Exhibits (A6-A7)
 - Heavy truck traffic through this area. Therefore, longer turn lanes are needed and increased corner radii are needed at 47th Street.
 - Signal modernization to include side street arrows is needed at 47th Street.
 - 40th Street needs a southbound to westbound right turn lane.
 - Favorable attitude to relocating bus stops to the far side of the intersections. Similar bus problem exists at 79th Street in Alderman Murphy’s Ward.
 - Not favorable toward restricting parking during the peak hours.

CICERO AVENUE CORRIDOR

- City of Oak Forest - Exhibits (A1-A3)
 - Four lane section should be kept. In place of a six lane section, a wider median should be provided. A 120' right-of-way corridor could be preserved.
 - Planter medians do not survive well, and therefore should not be used.
 - New comprehensive plan is being developed which will provide common access points and green space between the business and the right-of-way.
 - Favorable attitude toward looking into increasing the vertical clearance at the viaduct.
 - Some type of barrier, such as guardrail, is needed between the back-of-curb and the sidewalk to protect pedestrians.
 - Ramps should not be provided at the I-57 terminus of the project.

- Village of Midlothian - Exhibits (A3-A4)
 - Long range implications of extending I-355 need to be addressed before Cicero Avenue is designated an SRA route because if I-355 gets extended there doesn't appear to be a logical end point to Cicero Avenue.
 - Any widening would have a significant impact to the businesses along Cicero Avenue.
 - Not a great need for a complete sidewalk system due to the configuration of the adjacent parking lots.
 - Better traffic signal coordination would reduce need to widen Cicero Avenue to six lanes.
 - Left turn lanes are needed along Cicero Avenue at the intersections of 145th and 144th Streets.
 - Bike path system is being looked at with the Village of Oak Forest.
 - Careful consideration is needed for the transition points between the six lane and four lane sections so that they are safe, and that Cicero Avenue should not be widened sporadically between four and six lane sections..

- Village of Crestwood - Exhibits (A4-A6)
 - Favorable attitude toward constructing a six lane section.
 - Opposed to barrier medians, and the proposal to introduce common access drives.
 - Narrow bridge structure at the Calumet Sag River is the biggest problem along Cicero Avenue.
 - Favorable toward constructing additional sidewalks to provide a complete sidewalk system.
 - Additional bus stop improvements are not needed.
 - Speed limit should not be increased.
 - Improvements are needed along Central Avenue and Midlothian Turnpike to help reduce congestion along Cicero Avenue.

- 19th Ward - Exhibits (A7-A8)
 - No new developments are being planned along Cicero Avenue.
 - Six lane section could be extended south, however the bridge over the railroad would need to be reconstructed.

- Village of Oak Lawn - Exhibits (A8-A11)
 - Would like to keep the painted medians since the Village maintains the roadway.
 - No redevelopment plans along their section of Cicero Avenue. The only parcel which may be redeveloped is the trailer park located at 91st Street.
 - New signal timings have improved traffic flow along Cicero Avenue.

- City of Hometown - Exhibits (A10-A11)
 - Posted speed limit along Cicero Avenue is too high.
 - Geometric and signal improvements are needed at the Cicero Avenue and 88th Street intersection: right turn lane for northbound to eastbound traffic; left turn arrow for westbound 88th Street; pedestrian signal for 88th Street pedestrians.
 - Re-stripe median north of 89th as a two-way left turn lane.

- City of Burbank - Exhibits (A11-A12)
 - No new developments are being planned along Cicero Avenue.
 - No control over Cicero Avenue.

- Bedford Park - Exhibits (A12-A13)
 - State Road carries a lot of automobile traffic, especially northbound.
 - Operation green light reduced the green time on 73rd Street. Green time should be looked at.
 - Hotels located at the corners of 65th and 67th which generate a lot of traffic.
 - Northbound Cicero Avenue traffic is heaviest north of 67th Street.
 - Previous barrier medians were removed, therefore, no need to put them back.

- 18th Aldermanic Ward - Exhibits (A11-A12)
 - Too many drivers are using side streets as bypasses from the congestion on Cicero Avenue.
 - Favorable attitude to relocating bus stops to the far side of the intersections.

- 13th Aldermanic Ward - Exhibits (A12-A14)
 - Morning and evening parking restrictions could be looked into as a switch system, however, it would probably be controversial.
 - Favorable attitude to relocating bus stops to the far side of the intersections, however, the number of buses should not be reduced.
 - Accommodations for bicycle traffic is not practical due to parking.
 - Recommendations for barrier medians would be a touchy issue due to the number of businesses along the road.

- 23rd Aldermanic Ward - Exhibits (A14-A16)
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - Morning and evening parking restrictions could be looked into as a switch system.
 - Planter medians were already installed along sections of Cicero which caused businesses to close down. Additional planter medians should not be looked into.

- 22nd Aldermanic Ward - Exhibit (A16)
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - traffic signal is needed at 45th Street and Cicero Avenue.
 - Curb height needs to be re-established because water runs over the low curb and ponds along the sidewalk.
 - Bridge structure over the Canal needs to be replaced with a “fixed” structure rather than a moveable structure.
 - Sidewalk north of the canal needs to be replaced.

- 24th Aldermanic Ward - Exhibits (A19-A20)
 - Traffic signal is needed at Arthington to help school children cross Cicero Avenue.
 - Cicero Avenue bridge over I-290 needs to be redone.
 - Favorable attitude toward constructing planter medians to replace the painted medians.
 - Favorable attitude to relocating bus stops to the far side of the intersections.

- 28th Aldermanic Ward - Exhibits (A20-A21)
 - Potential improvements limited due to building locations at the back-of-walk.
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - Favorable attitude toward restricting parking during the peak hours.
 - Vertical clearance was increased to 13'-6"; analysis could be made to determine why the required 14'-6" clearance was not provided.

- 37th Aldermanic Ward - Exhibits (A21-A22)
 - Favorable attitude toward acquiring right-of-way to provide a proper roadway section. Cicero Avenue has remained unchanged for the last 25 years.
 - If required right-of-way was acquired, property could be redeveloped with off-street parking, which would eliminate the need for on-street parking.
 - Existing off-street lots are not used because they are not properly maintained.

- 31st Aldermanic Ward - Exhibits (A22-A24)
 - Section between Belmont and Armitage needs to be resurfaced.
 - The Grand Avenue intersection is in awful condition.
 - Favorable attitude toward constructing planter medians to replace the painted medians. However, the roadway needs to be repaired first.
 - Favorable attitude to relocating bus stops to the far side of the intersections.
 - Favorable attitude toward restricting parking during the peak hours.

- 30th Aldermanic Ward - Exhibits (A24-A25)
 - Cicero Avenue has become too fast, too wide, and too difficult to access from side streets which has effectively killed the shopping.
 - Not interested in removing parking or increasing speed. Would like to see angle parking. Not interested in using side lots for parking lots.
 - Favorable attitude toward constructing planter medians.
 - Traffic should be slowed down. More turn lanes and signals are needed.
 - Pedestrians have difficulty crossing Cicero Avenue. Pedestrian population is getting older.

- 38th Aldermanic Ward - Exhibits (A25-A26)
 - Six corners is a rough intersection.
 - Objected to use of barrier medians.
 - Separate meetings with the Six Corners Chamber of Commerce and Greater Northwest Development are needed.
 - Parking should not be removed. Angle parking should be installed.
 - Berenice Street which intersects Irving Park Road should be changed to “one-way” to stop Irving Park Road traffic from cutting through to avoid congestion.

Copies of the ICI meeting minutes are included in Appendix A.

5.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on February 4, 1999 with a second meeting held on May 24, 1999 for the suburban communities. On May 26, 1999, the Advisory Panel meeting for the City of Chicago was held. At the Panel Meetings, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for Pulaski Road and Cicero Avenue were presented. At this second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

5.4 Public Hearing

The public hearings were held on May 27, 1999 for the suburban communities and on June 2, 1999 for the City of Chicago to present recommended improvements to Pulaski Road and Cicero Avenue as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of Pulaski Road and Cicero Avenue to the overall system, and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was also present during the hearing to take oral comments and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in Appendix A.

APPENDIX A

Public Involvement

Individual Community Interview Meeting Minutes



Village of Crestwood Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: December 12, 1996

Time: 9:00 a.m.

Place: Crestwood Village Hall
13840 S. Cicero Avenue

In Attendance: Mr. Frank Gassmere, Village Services Director
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that the purpose for the meeting was to obtain input from the City before a recommended improvement plan is developed.

Mr. Golbeck then handed out an outline for the meeting and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section of Cicero Avenue within the Village (shown as a six lane roadway with a center median). Mr. Gassmere indicated that the six lane section could be constructed within the current 100' right-of-way width. Based on that, he would not object to showing a six lane section through Crestwood to accommodate the current traffic volumes.

Mr. Golbeck then asked if there were any land use changes being planned along Cicero Avenue. Mr. Gassmere said no and added that all the land fronting Cicero Avenue was commercial. Mr. Golbeck then asked if a barrier median would be acceptable along with developing common access points to reduce the number of driveways along Cicero Avenue. Mr. Gassmere said no to both suggestions since limited access would hurt the businesses and Crestwood is a pro-business community.

Mr. Gassmere then explained that the big problems along Cicero Avenue are the narrow bridge structure over the Calumet Sag River and the 127th Street and Cicero Avenue intersection. Mr. Golbeck indicated that a new six lane bridge structure could be recommended at the Calumet Sag River and that the recommended alternate in the current Phase I study for the 127th Street intersection would be shown as an existing condition.

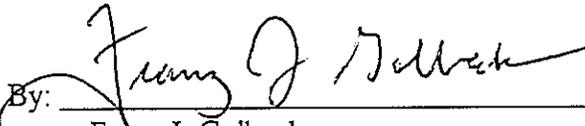
Mr. Golbeck then explained that there wasn't a complete sidewalk system along Cicero Avenue. Based on that, he wanted to know if one should be recommended. Mr. Gassmere said yes and added that as part of any new development along Cicero Avenue, new sidewalks should be constructed.

Mr. Golbeck asked about bus service and if asked if any future improvements were needed to accommodate bus service. Mr. Gassmere said the buses stop at designated intersections but he didn't feel bus ridership was that high.

Mr. Golbeck then asked if the speed limit should be raised to the 45 mph criteria for an SRA route. Mr. Gassmere said drivers exceed the posted speed limit now and it shouldn't be raised. The only thing that helps control the speed limit is the high traffic volume and congestion along Cicero Avenue.

Mr. Gassmere then explained that adjacent roadway improvements are needed to reduce congestion along Cicero Avenue. Specifically, Central Avenue needs to be extended south, and Midlothian Road needs to be widened to four lanes.

The meeting was adjourned at 9:30 a.m.

By: 

Franz J. Golbeck

Date: 12/30/96



1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(630) 773-3900 • FAX (630) 773-3975

Village of Evergreen Park Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Pulaski Road - 95th Street to Interstate 55

Date: December 10, 1996

Time: 10:00 a.m.

Place: Evergreen Park Village Hall
9418 S. Kedzie Avenue

In Attendance: Mr. John Hojik, Fire Chief
Mr. William Lorenz, Public Works Director
Mr. Robert Boehm, Frank Novotny & Assoc., Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that Pulaski Road was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that 95th Street and 87th Street were also SRA routes.

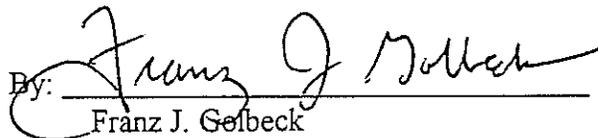
Mr. Golbeck then handed out an outline for the meeting and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section for Pulaski Road (shown as a six lane roadway with a center median). Mr. Golbeck then said that the proximity of the buildings along the edge of the existing right-of-way line limits the ability to improve Pulaski Road.

Mr. Hojik explained that ever since the State widened 95th Street to a six lane section, traffic has been going too fast and that the lanes jog too much to accommodate the sections requiring on-street parking. At locations where on-street parking was maintained, there have been several rear end accidents involving parked cars because drivers along 95th Street don't know the widened roadway section is a parking lane. Mr. Hojik also indicated that another problem area was at 87th Street because of the railroad tracks and Southwest Highway impeding traffic. Based on those existing conditions, Mr. Hojik suggested leaving Pulaski Road as is. Mr. Lorenz and Mr. Boehm also agreed that Pulaski Road should be left alone. They also wanted to know how the limits of the

route were determined, since improvements are needed along Pulaski Road south of 95th Street. Ms. Marincic explained that the limits were determined by I.D.O.T. and a CATS subcommittee.

Mr. Golbeck indicated that if the Village wanted the SRA designation removed from this segment of Pulaski Road, they could write a letter to I.D.O.T. requesting this. Mr. Boehm asked what the consequences would be if they wrote that type of letter to I.D.O.T. Ms. Marincic explained that while no money is available to implement any improvements along Pulaski Road, the State would distribute their funds to SRA routes first. Based on that it was decided to keep Pulaski Road a designated SRA route. Mr. Lorenz stated that they had notified the I.D.O.T. regarding Pulaski Road at 94th Street because a portion of the road is undermined and needs repair. To date, the State has not responded to the Village's request to repair the roadway.

The meeting was adjourned at 10:30 a.m.

By: 

Franz J. Golbeck

Date: 12/30/96



City of Hometown Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
- Pulaski Road - 95th Street to Interstate 55

Date: January 29, 1997

Time: 4:00 p.m.

Place: City Hall
4331 Southwest Highway

In Attendance: Mayor Donald Robertson
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Cicero Avenue and Pulaski Road were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. He also said that the study which will be prepared for the Cicero Avenue and Pulaski Road routes will be similar to the study which was prepared for the intersecting 87th and 95th Street SRA routes. Mayor Robertson said he was aware of the SRA process.

Mr. Golbeck then explained that there are no funds being set aside by I.D.O.T. for any improvements at this time and that the intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that the purpose for the meeting was to obtain input from the Village before a recommended improvement plan is developed, which is different from the process followed along the 87th and 95th Street SRA routes.

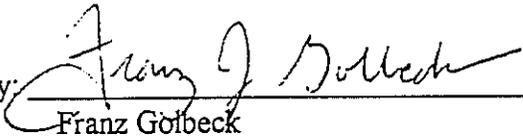
Mr. Golbeck handed out an outline which described the SRA process and goals and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section of Cicero Avenue within the City (shown as a six lane roadway with a center median). He also said that Pulaski Road has a four lane roadway cross section and that Evergreen Park wanted to keep the four lane section; Mayor Robertson agreed the four lane section along Pulaski Road should remain.

Mr. Golbeck then asked if there were any issues the City wanted addressed as part of the study along either Cicero Avenue or Pulaski Road. Mayor Robertson indicated that the City had

previously written I.D.O.T. to request that the speed limit along Cicero Avenue be reduced because traffic was going too fast. Mayor Robertson said the speed limit was not lowered but still feels it is too high. He gave us copies of his correspondence with I.D.O.T. and asked us to review it. Mayor Robertson also said that the intersection of 88th Street and Cicero Avenue is the main exit from the City and that geometric and signal timing improvements are needed. Specifically, a right turn lane should be constructed for northbound to eastbound traffic, and the signal timing should be changed so that 88th Street gets a left turn arrow indication. A pedestrian signal indication is also needed because senior citizens cross at this intersection to get to the shopping center which is across the street.

Mayor Robertson then asked that the painted median north of 89th Place be re-stripped as a two-way left turn lane since northbound traffic uses the southbound storage lane to wait and turn left into the Lincoln Tech parking lot. The existing condition could cause accidents.

There was no additional discussion. The meeting was adjourned at 4:15 p.m.

By: 
Franz Golbeck

Date: 2/13/97



Village of Midlothian Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: February 3, 1997

Time: 5:30 p.m.

Place: Midlothian Village Hall
14801 S. Pulaski Road

In Attendance: Mayor Thomas J. Murawski
Mr. Richard Hansen, Superintendent - Public Works
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mayor Murawski indicated that he was aware of the SRA system and process from his conversations with Ms. Janice Morrissy. Mayor Murawski then described his concern over making Cicero Avenue an SRA route without first considering the long range implications to the possible extension of I-355 south. Based on the possible extension of I-355 there appears to be no logical endpoint to the Cicero Avenue corridor.

Mayor Murawski then asked what widening was being planned along Cicero Avenue through the Village of Midlothian. Any widening would have a significant impact on the businesses along Cicero Avenue due their internal parking and circulation configurations. Mr. Golbeck distributed an outline which describes the SRA system and indicated that the last two pages show the recommended cross section for an SRA route; specifically, a six lane roadway with a center median. Mr. Golbeck then explained that the purpose for the meeting was to obtain input from the Village before a recommended plan is prepared. He also explained that meetings were already held in Oak Forest and Crestwood. Mayor Murawski asked what Oak Forest and Crestwood said because the Village of Midlothian is located between the two municipalities. Mr. Golbeck indicated that Oak Forest requested the existing four-lane roadway section be maintained and that a wider median be constructed to provide a mid point (refuge area) for pedestrians crossing Cicero Avenue. Crestwood, he said, did not object to the possibility of providing the six-lane section.

**ICI Meeting
Village of Midlothian
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Mr. Golbeck then said that the six-lane section could be constructed within the existing 100' right-of-way width by using narrower (11' wide) traffic lanes and turn lanes. The width of the parkways would then be reduced to 6.5' which may be too narrow for pedestrian traffic. Mr. Hansen wanted to make sure that the six lane section would include left turn lanes; Mr. Golbeck said it would. Mayor Murawski said that based on the commercial property configuration, there isn't a complete sidewalk system. He also said there probably wasn't a great need for a complete sidewalk system due to the parking lot locations. Mayor Murawski also said that the remaining parkway width would even be too narrow for snow removal operations.

Mayor Murawski then explained that Cicero Avenue would operate much better if the existing traffic signals were better coordinated to improve traffic flow along the entire Cicero Avenue corridor. If the signal timings were improved, there probably wouldn't be a great need to widen Cicero Avenue to six lanes.

Mr. Hansen asked if separate left turn lanes could be constructed at the intersections of Cicero Avenue with 145th and 144th Streets. A review of the aerial photograph showed the referenced intersections have two-way left turn lanes. Mr. Golbeck asked if any of the intersections within the Village would be considered for a traffic signal in the future. Mayor Murawski said no and repeated his statement that the existing traffic signal system should be coordinated better. He then said that the Village has been working with Oak Forest on a bicycle trail along Cicero Avenue. They have reached an impasse because the Metra viaduct structure located north of 159th Street does not provide a sufficient width between the road and the retaining wall to meet the minimum bike path width requirements.

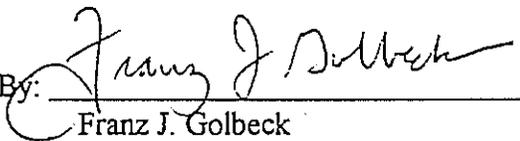
Mr. Golbeck indicated that during the Crestwood meeting it was mentioned that an east-west arterial improvement was needed which could help reduce traffic along Cicero Avenue. Mayor Murawski indicated that the only road that could be improved and extended an adequate distance was 151st Street. Midlothian Road can not be extended because it would require the acquisition of the Boy Scout Camp and would still not extend a sufficient distance to be that much of an improvement.

Mayor Murawski then said that he would like to have additional meetings to review the recommended plan. Mr. Golbeck explained that the next step was to develop a preliminary plan and submit it to I.D.O.T. for review. Once I.D.O.T. approves the preliminary plan two separate Advisory Panel meetings would be held with all of the Villages and Chicago Aldermen. A formal public hearing would also be held. Mayor Murawski indicated he would still like to have other meetings.

ICI Meeting
Village of Midlothian
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At the end of the meeting Mayor Murawski said he realizes that Cicero Avenue may be widened to six lanes at various locations. His concern is that the transition between the four lane and the six lane section was safe and that it did not increase the potential for accidents. He and Mr. Hansen then said that Cicero Avenue shouldn't sporadically widen either from four to six and then back to four lanes the entire length of the corridor.

The meeting was adjourned at 6:00 p.m.

By: 

Franz J. Golbeck

Date: 2/6/97



City of Oak Forest Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: December 9, 1996

Time: 6:00 p.m.

Place: City Hall
15440 S Central Avenue

In Attendance: Mayor James Richmond
Mr. Peter Strutynski, City Administrator
Mr. Mike Scofield, Trustee
Mr. Franklynn Albert, Community Planning Services
Mr. Phillip Simon, Community Planning Services
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that the purpose for the meeting was to obtain input from the City before a recommended improvement plan is developed, which is different from the process followed along the 159th Street SRA route.

Mr. Golbeck then handed out an outline for the meeting and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section of Cicero Avenue within the City (shown as a six lane roadway with a center median). Mr. Golbeck indicated that the ultimate cross section could fit within the current 100' right-of-way width by incorporating 11 foot wide traffic lanes. Mr. Golbeck said that it appeared the current lane widths along Cicero Avenue were wider than 12 feet, therefore, the overall appearance of the road would not change significantly with a six lane section. Mayor Richmond asked if a median would be recommended in addition to the left turn lane; Mr. Golbeck said yes but added it could only be approximately 2 feet wide. Mr. Golbeck also said that with this alternative there would no longer be a parkway but rather a 10 foot wide sidewalk immediately adjacent to the curb and gutter.

Mr. Simon explained that they were in the process of developing a new comprehensive plan for the City which included modifications to the land use along Cicero Avenue. He explained the types of land uses and indicated that property along Cicero Avenue currently consists of narrow, deep lots. Therefore, the intent of the comprehensive plan will be to consolidate lots for redevelopment and introduce green space along the roadway right-of-way line with common access points. Mr. Golbeck said that common access points would be consistent with the SRA guidelines. Because the traffic signals along Cicero Avenue, within Oak Forest, are spaced greater than the SRA criteria, the common access points may meet warrants for installation of traffic signals. Mr. Simon said he would meet with Civiltech once their plans are more complete.

Mr. Albert added that the comprehensive plan would include land on both sides of Cicero Avenue and that based on that they would want to make sure cars and pedestrians can get from one side of Cicero Avenue to the other without a lot of difficulty. Mr. Albert then said that if Cicero Avenue was widened to six lanes it would be more difficult for people to get across the street. Mr. Strutynski stated that cars exceed the speed limit now, and felt that if six lanes were constructed, traffic would go even faster. He was also concerned with pedestrian safety, because it would be more difficult for pedestrians to cross the road with a wider roadway. Mr. Strutynski also asked if the railroad structure would need to be widened to accommodate a six lane section. The general consensus was that the structure would need to be modified to accommodate a six lane section. Mr. Golbeck pointed out that the vertical clearance of the structure would also be examined as part of the SRA study. Currently the vertical clearance is 13' - 10" but the SRA criteria is 14' - 6" for vertical clearance. Mayor Richmond indicated that the viaduct doesn't flood any more because of improvements made by the State, therefore he did not have a problem with Civiltech looking into whether the vertical clearance could be increased.

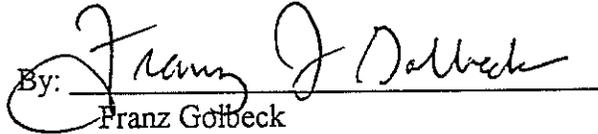
After additional discussion, it was requested by the City that their section of Cicero Avenue remain a four lane roadway. Mr. Scofield added that the median could be widened to accommodate dual left turn lanes at major intersections. Mr. Scofield then asked what would happen if other towns didn't want a six lane roadway. Mr. Golbeck said that a recommended plan would be developed after meetings are held with each town, and that a determination regarding a six lane section would be made at that time. Mr. Golbeck then asked if a wider median width be shown as part of the four lane section, and that the minimum right-of-way width (120') be preserved as part of the comprehensive plan. The requested conditions were acceptable.

Mr. Golbeck then said that since common access points were going to be shown as part of the comprehensive plan, a barrier median (with planting) could be shown which would provide a pedestrian refuge area. Mr. Scofield said that landscaping often doesn't survive well and therefore did not recommend it. Mr. Strutynski added that some type of barrier would be needed between the back-of-curb and the sidewalk to protect the pedestrians. Mr. Golbeck asked if that barrier would be a guardrail which is similar to the condition along the east side of Cicero Avenue, north of 167th Street. Mr. Strutynski said it could be.

Mr. Scofield asked if utility conflicts, such as the Commonwealth Edison poles, are taken into consideration as part of the SRA study. Ms. Marincic said not at this time; potential utility conflicts would be addressed when actual improvements are being considered for implementation.

Mr. Scofield also asked why Interstate 57 was used as the terminus of the study. Mr. Golbeck said that the actual terminus would probably be 167th Street but added that based on the angle of Cicero Avenue with I-57, an entrance ramp (for southbound Cicero and northbound Cicero) could be constructed to reduce potential congestion at 167th Street. After general discussion it was determined that ramps at I-57 from Cicero Avenue would not be needed.

The meeting was adjourned at 6:40 p.m.

By: 
Franz Golbeck

Date: 12/30/96



Village of Oak Lawn Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
- Pulaski Road - 95th Street to Interstate 55

Date: January 29, 1997

Time: 3:00 p.m.

Place: Oak Lawn Village Hall
5252 West Dumke Drive

In Attendance: Mr. Lynn Krause, Village Engineer
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Cicero Avenue and Pulaski Road were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. He also said that the study which will be prepared for the Cicero Avenue and Pulaski Road routes will be similar to the study which was prepared for the intersecting 87th and 95th Street SRA routes. Mr. Krause said he received and reviewed copies of the 87th and 95th Street routes and was aware of the SRA process.

Mr. Golbeck then explained that there are no funds being set aside by I.D.O.T. for any improvements at this time and that the intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that the purpose for the meeting was to obtain input from the Village before a recommended improvement plan is developed, which is different from the process followed along the 87th and 95th Street SRA routes.

Mr. Golbeck handed out an outline which described the SRA process and goals and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section of Cicero Avenue within the Village (shown as a six lane roadway with a center median). Cicero Avenue through the Village already meets the SRA cross section criteria. Mr. Golbeck then said that the SRA route along Pulaski Road started at 95th Street, and that the roadway had a four lane cross section. Mr. Golbeck also said the Evergreen Park wanted to keep the four lane section; Mr. Krause agreed. Mr. Golbeck then asked if there were any issues the Village wanted addressed as

part of the study along either Cicero Avenue or Pulaski Road. Mr. Krause said he had no concerns over these routes.

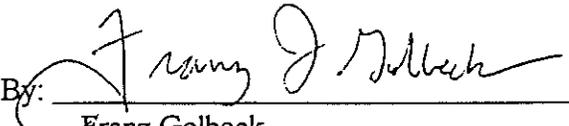
Mr. Golbeck then asked if the Village would consider changing sections of painted median along Cicero Avenue to barrier medians which would concentrate left turning traffic to specific locations. Mr. Krause said the painted medians work better especially since the Village maintains this section of Cicero Avenue.

Mr. Golbeck then asked if there were any plans being prepared for redeveloping sections of Cicero Avenue. Mr. Krause indicated that the only section which may be redeveloped in the future was the trailer park located on the east side of Cicero Avenue, at 91st Street. Previous vacant parcels were already developed as the Saturn dealership at 92nd Street and Cicero Avenue, and the Del Ray Farms store at 95th Street and Cicero Avenue.

Mr. Krause then explained that the Village hasn't had many complaints about Cicero Avenue ever since the State improved the signal timings along Cicero Avenue. He also said that along the other SRA routes (87th Street and 95th Street), the biggest concern was over the loss of parking. Mr. Golbeck then asked if the standard dual left turn lane arrangement at two intersecting SRA routes was acceptable to the Village. This could be proposed at the 87th and 95th Street intersections with Cicero Avenue. Mr. Golbeck also said that the dual left turn lane arrangement would require the acquisition of additional right-of-way. Mr. Krause said that, at 95th Street, the southwest corner of the intersection was being redeveloped right now; the White Castle on the southeast corner is being removed and relocated further away from the intersection; the northwest corner is the new Del Ray Farms store; and the northeast corner is a pancake house. Mr. Krause then said additional analysis was needed to see how the intersections would be impacted by the proposed dual left turn lane configurations at both Pulaski Road and Cicero Avenue intersections with 87th Street and 95th Street. *(A subsequent review of the 87th and 95th Street SRA report following the meeting showed that dual left turn lanes were not proposed at the intersections of 87th Street and 95th Street with either Cicero Avenue or Pulaski Road).*

There was no additional discussion regarding Pulaski Road.

The meeting was adjourned at 3:20 p.m.

By: 

Franz Golbeck

Date: 2/6/97

13th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
Pulaski Road - 95th Street to Interstate 55

Date: November 22, 1996

Time: 9:00 a.m.

Place: 13th Aldermanic Ward Office
6500 S. Pulaski Road

In Attendance: Alderman Frank J. Olivo
Mr. Tim Lynch, Alderman's staff
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Robert J. Andres, Civiltech Engineering, Inc.
Mr. Franz Golbeck, Civiltech Engineering, Inc.

After general introductions, Bob Andres began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Pulaski Road and Cicero were designated by the Illinois Department of Transportation (IDOT) as SRA routes. He also explained that there are no funds being set aside by IDOT for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. He also indicated that the study should determine if the route should in fact be designated an SRA route. Alderman Olivo asked Mr. Privett if the City wanted Pulaski to be an SRA route, and Mr. Privett replied that the City agreed to let IDOT conduct the study and that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study.

Mr. Andres indicated that one possible improvement measure along Pulaski Road would be to restrict on-street parking to help traffic flow. Alderman Olivo indicated that a parking ban would not be possible as the on-street parking was needed to serve numerous small businesses along several sections of Pulaski Road and because it helps encourage traffic to slow down. Alderman Olivo felt, at best, that consideration could be given to restricting parking during AM & PM rush hours as a "switch" system; restricted 7:00 to 9:00 am (northbound), and then switched to 4:00 to 6:00 pm (southbound). This would also be controversial. It was suggested that such restrictions be implemented on a temporary basis during the Cicero Avenue relocation project to better assess the

impacts and public acceptance. Alderman Olivo agreed that would be a good time to test parking restrictions.

Mr. Andres also suggested relocating the near side bus stops to the far side of an intersection which would also improve bus service. Alderman Olivo agreed that relocating the bus stops should be considered as a means of enhancing transit service.

The possibility of converting sections of "painted medians" to "barrier medians" was discussed next. Mr. Andres explained that a barrier median would be approximately 6" high and would prohibit cars from turning until designated points, such as at signalized intersections. Alderman Olivo said that would be a touchy issue due to the number of businesses along Pulaski Road, especially between 55th and 71st Streets. Mr. Golbeck then said that the only other items which could be looked into included adding an additional foot of pavement along the curb to accommodate bicycles, and reducing the number of bus stops during the AM & PM rush hours to help with the flow of traffic. Alderman Olivo said that reducing the number of bus stops would not work. He also said a separate bicycle accommodations would not be practical because of the parking lanes.

Alderman Olivo then said that one area that should be looked at is the section of Pulaski between 74th and 77th Streets because drivers keep running off the road and hitting the fence. Guardrail was installed and drivers continue to drive over the curb and hit the guardrail.

Mr. Andres said that a preliminary improvement plan would be developed based on this meeting and the it would be presented as part of the next meeting which should take place in April 1997.

The meeting was adjourned at 9:20 a.m.

By: Frank J. Della

Date: 12/2/96



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14th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 17, 1997

Time: 8:30 a.m.

Place: Room 302, City Hall

In Attendance: Mr. John Buckley, Assistant Chief Administrative Officer
to Alderman Edward M. Burke
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Buckley began the meeting by detailing concerns within the Ward. He explained that this section of Pulaski handles a significant amount of daily truck traffic. Approximately 500 trucks turn at 47th Street, 200 trucks turn at 40th Street and J B Hunt handles approximately 80 trucks per day. Based on that, longer left turn lanes are needed at 47th Street; separate left turn arrow indications are needed on the east and west approaches of 47th Street at Pulaski Road; improved geometric to accommodate turning movements are needed at 47th Street; and a right turn lane for southbound-to-westbound turns is needed at 40th Street.

Mr. Golbeck explained that the study is being conducted for the Illinois Department of Transportation (I.D.O.T.) and at this time there are no funds available for specific improvements. A letter would be written to I.D.O.T. requesting that the left turn indications be addressed and turn lane improvements be implemented as soon as possible, as separate projects from the SRA study. The Alderman would be sent a copy of the letter.

Mr. Golbeck then asked if the current on-street parking conditions could be changed so that the same rush hour parking restrictions would apply throughout the Ward. Mr. Buckley said that previous restrictions were lifted to help out businesses which had no off-street parking. Since they have not received any complaints regarding the current parking conditions, they would like to leave it the way it is.

Ms. Marincic then asked if the bus stop locations could be relocated to the far side of the intersection which would improve turning movements at the intersection. Mr. Buckley said that would be acceptable. He also said that a similar problem exists at 79th Street in Alderman Murphy's Ward. At that intersection buses stop and pick up school children. At times there are two buses and up to 40 students getting on the buses. The location of the bus stop causes long back-ups along northbound Pulaski Road. The bus stop should be relocated south away from the intersection.

Ms. Marincic explained that Civiltech was still in the data collection stage and that once an improvement is developed another meeting would be held. Mr. Golbeck added that once I.D.O.T. approved the preliminary plan two joint advisory meetings would be held with all of the Alderman followed by an official public hearing. The public hearing will be held to receive input from the adjacent property owners and local residents.

Mr. Golbeck thanked Mr. Buckley for his input. The meeting was adjourned at 9:00 a.m.

By: Franz J. Golbeck
Franz J. Golbeck RLA

Date: 1/27/97

18th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
Pulaski Road - 95th Street to Interstate 55

Date: December 5, 1996

Time: 11:00 a.m.

Place: City Hall, Room 209
Chicago

In Attendance: Alderman Thomas W. Murphy
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Mr. Brian Scifers, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Pulaski Road and Cicero were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Privett said that the City's role for the SRA study was to ensure that the Alderman's concerns were addressed in the study.

Alderman Murphy stated that Cicero Avenue couldn't handle any more traffic than what already exists. At this time Mr. Golbeck mentioned restricting parking in the peak hours to relieve some of the congestions, also known as a "switch parking" system. By definition a "switch parking" system restricts parking 7:00 to 9:00 a.m. (northbound), and then switches the restriction to 4:00 to 6:00 p.m. (southbound). The possibility of converting sections of "painted medians" to "barrier medians" was discussed next. Mr. Golbeck explained that a barrier median would prohibit cars from turning until designated points, such as at signalized intersections. Barrier medians would also provide a refuge for pedestrians crossing the street. Mr. Golbeck then proposed another improvement may be to synchronize the signals more efficiently than they may already be.

Alderman Murphy mentioned that the speed of traffic was not a concern of his. Alderman Murphy remarked that he would like to see the streets accessing residential areas be "cut off" from the main

roads. Too many drivers are using the residential streets as bypasses from the congestion of the main streets.

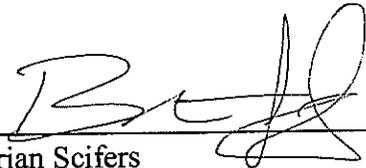
Mr. Golbeck stated that 87th Street was an intersecting SRA route. Alderman Murphy said there had been complaints from residents about the speed on 87th street and believed that adding signals might help. Mr. Golbeck then mentioned that Urban SRA routes should have 1/4 mile signal spacing. Mr. Golbeck stated that another improvement possibility is to move the bus stops to the far side of the intersections. Alderman Murphy agreed to moving the bus stops.

Alderman Murphy stated that a major problem intersection was at 86th Street and Pulaski Road. Drivers are using 86th Street, a residential street, to avoid the back-up of cars at 87th Street. Alderman Murphy mentioned that many accidents occur in this area from drivers trying to access 86th Street from northbound Pulaski Road. When the northbound traffic attempts to turn left onto 86th Street they can't see oncoming traffic due to the back-up of cars. This then causes an accident when the northbound traffic attempts there movement onto 86th Street. Alderman Murphy remarked that this happens at least once a week. Too many drivers are using the residential streets as bypasses to the major roads. Mr. Golbeck said an alternative is to put in right-in/right-out access to the streets. Alderman Murphy liked this idea for the shopping center.

Alderman Murphy mentioned that there had been previous talk about putting an overpass at 87th Street & the Southwest Highway to carry 87th Street over Southwest Highway. Currently the signals at 87th Street and the Southwest Highway break down quite often.

Mr. Golbeck stated that a preliminary improvement plan would be developed based on this meeting and the it would be presented as part of the Advisory Panel Meeting which should take place in April 1997. Alderman Murphy stressed that his major concern was at 86th Street. Alderman Murphy thought of making 86th Street a one-way street, a right turn only, or creating a cul-de-sac at the intersection.

The meeting was adjourned at 11:25 a.m.

By: 
Brian Scifers

Date: 12-7-96



19th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 30, 1997
Time: 11:00 a.m.
Place: 19th Aldermanic Ward Office
10231 S. Western Avenue

In Attendance: Ms. Marybeth Waller, Assistant to Alderman Virginia Rugai
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting explaining that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as a Strategic Regional Arterial (SRA) route. He also said that the Cicero Avenue study is similar to the study prepared for the 95th Street SRA route. Ms. Waller indicated that Alderman Rugai was aware of the SRA process and said the only problem with the 95th Street SRA was the loss of parking. The Cicero Avenue corridor does not affect parking in their Ward therefore they have no objections to the Cicero Avenue SRA study. Mr. Privett indicated the City's role was to ensure the recommendations of the Alderman were taken into consideration during the study and if the Alderman wanted to voice additional concerns about the 95th Street SRA route he would relay them to I.D.O.T.

Mr. Golbeck then explained that there are no funds being set aside by I.D.O.T. for any improvements at this time and that the intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Golbeck also indicated that the purpose for the meeting was to obtain input from the Alderman before a recommended improvement plan is developed, which is different from the process followed along the 95th Street SRA route.

Mr. Golbeck handed out an outline which described the SRA process and goals and explained that the SRA cross section, shown in the back of the handout, was the ultimate cross section of Cicero Avenue. Along this section of Cicero Avenue, a six lane section would be justified, and based on that Mr. Golbeck asked if the Alderman would object to extending the existing six lane section south past 111th Street. Currently the six lane section ends at the north leg of 111th Street. Ms. Waller said there didn't seem to be any problem with extending the six lane section except that the bridge over the railroad (also south of 111th Street) would also need to be widened which may not be cost effective. She then explained that the only traffic generating land use in this section of the Ward was the expansion of Merris High School off 115th Street. The school has no direct access to Cicero Avenue.

ICI Meeting
19th Ward
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Mr. Golbeck then explained that the next step was to hold two advisory panel meetings where all of the Aldermen would meet at one time to review and comment on the recommendations for both Cicero Avenue and Pulaski Road. After that a formal public hearing would be held where the public can comment on the study. Mr. Privett indicated he would try to schedule the advisory panel meetings after a City Council meeting since all of the Alderman would already be together. The first meeting would be held at the end of April or early May.

The meeting was adjourned at 4:15 p.m.

By: 

Franz J. Golbeck RLA

Date: 2/6/97



22nd Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 22, 1997

Time: 1:00 p.m.

Place: 22nd Aldermanic Ward Office
2500 S. Millard

In Attendance: Alderman Ricardo Muñoz
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help improve the flow of traffic. Mr. Privett indicated that the City agreed to let I.D.O.T. conduct the study and that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study.

Mr. Golbeck handed out an outline which summarized the intent of the study and explained that the last two sheets of the outline show the minimum guidelines for Cicero Avenue. Mr. Golbeck added that the section of Cicero Avenue through the 22nd Ward exceeds the minimum requirements.

Alderman Muñoz asked that the minimum four lane condition shown in the outline be explained since there are six lanes through the 22nd Ward. Mr. Golbeck said that the outline shows minimum lane requirements which are used as a guide. Based on the 49,000 vehicles which travel along Cicero Avenue per day, the existing six lane configuration was justified.

Mr. Golbeck asked what the limits of the Ward were. Alderman Muñoz said that the Ward extended from 46th Street north to 39th Street. He also said he is interested with what happens north of his Ward, in the Town of Cicero since there are traffic problems due to the race track. Mr. Golbeck then asked about on street parking and bus stop locations. Alderman Muñoz said there is no on-street

parking through the Ward but that there were bus stops at 43rd and 45th Streets. Mr. Golbeck asked if a recommendation could be made to relocate the bus stops to the far side of the intersection to improve traffic operations at the intersection. Alderman Muñoz said that would be acceptable.

Mr. Golbeck then asked if the Alderman would agree to replacing the painted medians with the City planter medians. Alderman Muñoz said the planted medians were installed last year. The aerial exhibit would need to be updated to show their locations.

Alderman Muñoz then detailed his concerns along this section of Cicero Avenue. Based on the six lane condition and high traffic volumes along Cicero Avenue, it is very difficult for cars to cross or turn onto Cicero Avenue from 44th, 45th, or 46th Streets. Therefore he had previously petitioned the State for a traffic signal at 45th Street. Mr. Golbeck said that the minimum signal spacing on an SRA route is a quarter mile, and that a signal at 45th Street would meet the signal spacing requirement.

Alderman Muñoz also said that based on the number of times Cicero Avenue has been replaced, the curb height has been eliminated which has allowed cars to run off the road and on to the sidewalk. The reduced curb height has also affected drainage patterns; the curbs and sidewalks are now lower than the roadway elevation which causes water to pond along the sidewalk. The water problem needs to be corrected. Alderman Muñoz then said there is very little pedestrian traffic between the Stevenson and Expressway and the canal, but that north of the canal the sidewalk is in very poor condition. He then asked about the bridge structure over the canal. Alderman Muñoz said that the bridge structure over the canal north of Pulaski was replaced as a fixed structure and that the moveable bridge structure north of Cicero Avenue should also be replaced with a fixed structure. Alderman Muñoz also said he was very pleased with the new interchange of Pulaski Road with the Stevenson Expressway.

Alderman Muñoz asked if community groups or State Representatives would get involved with the study. Ms. Marincic said yes. Alderman Muñoz said he would contact the Archer Heights Neighborhood Association and find out their concerns. After his meeting with the Association, he will either write Civiltech a letter detailing the Associations' concerns or he would ask that another meeting be held with them.

Mr. Golbeck explained that the next step is to develop a recommended plan which is reviewed by the Illinois Department of Transportation (I.D.O.T.). Once I.D.O.T. approves the recommended plan two advisory panel meetings would be held. All of the Aldermen along Cicero Avenue as well as the Town of Cicero, would be invited to attend. Following those meetings revisions are made and then a formal public hearing is held where people can voice their concerns regarding the project. Mr. Golbeck added that the first advisory meeting would be held in April.

The meeting was adjourned at 2:00 p.m.

By: Frank J. Golbeck
Date: 1/27/97



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23rd Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
Pulaski Road - 95th Street to Interstate 55

Date: November 25, 1996

Time: 9:00 a.m.

Place: 23rd Aldermanic Ward Office
5838 S. Archer Avenue

In Attendance: Alderman Michael R. Zalewski
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Mr. Brian Scifers, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Pulaski Road and Cicero were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. Mr. Golbeck then remarked that Archer Avenue was another SRA route that went through the 23rd Ward and was previously reviewed by the Alderman for any concerns. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic.

Mr. Golbeck indicated that one possible improvement measure along Pulaski Road would be to restrict on-street parking during the peak hours of the day to help traffic flow. Mr. Golbeck also suggested relocating the near side bus stops to the far side of an intersection which would improve bus service. Alderman Zalewski agreed with relocating the bus stops, as long as no bus stops were removed or severely relocated, making access more difficult for senior citizens. The Alderman also agreed to consider restricting the parking during the peak hours, also known as a "switch parking" system. By definition a "switch parking" system restricts parking 7:00 to 9:00 a.m. (northbound), and then switches the restriction to 4:00 to 6:00 p.m. (southbound).

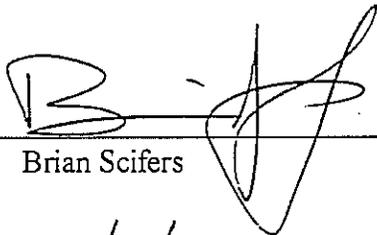
The possibility of converting sections of "painted medians" to "barrier medians" was discussed next. Mr. Golbeck explained that a barrier median would prohibit cars from turning until designated points,

such as at signalized intersections. Alderman Zalewski stated that planters were previously installed by the Mayor along sections of Cicero Avenue. Several businesses closed down due to the planters. Numerous complaints were also phoned into the Alderman's office. Therefore, Alderman Zalewski did not wish to pursue barrier medians.

Alderman Zalewski then asked Mr. Privett when the Cicero Avenue project would be under construction. Mr. Privett said he did not know, since the Department of Aviation is the lead agency, but that he would get an answer for the Alderman. Mr. Privett also said he would obtain a set of plans to send to Civiltech so the Cicero Avenue relocation project (due to the Midway Airport expansion) could be shown on the SRA exhibits as an existing condition. Mr. Privett also said that the City's role for the SRA study was to ensure that the Alderman's concerns were addressed in the study.

Mr. Golbeck said that a preliminary improvement plan would be developed based on this meeting and the it would be presented as part of the next meeting which should take place in April 1997.

The meeting was adjourned at 9:10 a.m.

By:  _____
Brian Scifers

Date: 12/2/96 _____



24th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 14, 1997

Time: 2:00 p.m.

Place: 24th Aldermanic Ward Office
4325 W. Roosevelt Road

In Attendance: Alderman Michael D. Chandler
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

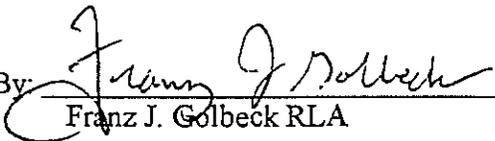
After general introductions, Mr. Golbeck began the meeting by handing out an outline which highlighted the objectives of the project. He then gave a description of the Strategic Regional Arterial (SRA) system and explained that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. Mr. Privett indicated that the City agreed to let I.D.O.T. conduct the study and that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study. Mr. Golbeck then referred the Alderman to the last two pages of the outline which showed the minimum roadway cross section needed for an urban SRA route; Cicero Avenue already meets the minimum criteria for the number of traffic lanes, however, the right-of-way width is 73' at a minimum while 83' is the minimum width for an SRA corridor.

Since Cicero Avenue meets the minimum roadway criteria, Mr. Golbeck asked if there were any improvements the Alderman would like addressed. Alderman Chandler indicated that the Island Community Group has been asking him to look into having a traffic signal installed at Arthington since many school children cross Cicero Avenue at this location. He added that the signal could be interconnected into the signals at I-290 so traffic flow along Cicero Avenue would not be disrupted. Alderman Chandler also said that the bridge over I-290 needs to be redone. Mr. Golbeck asked if sections of the painted medians could be changed to planted medians. Alderman Chandler said the Island Community Group also requested planter medians in the past, therefore he would not be against them at the Arthington and Cicero Avenue intersection.

Mr. Golbeck asked if the industrial building on the northwest corner of Roosevelt and Cicero was occupied; Alderman Chandler said it was being used by a trucking company. Mr. Golbeck then said that the study also looks at vertical clearances at railroad viaducts, however, it appeared that the viaduct north of Roosevelt was already improved. One last item which would be studied would be to relocate bus stops to the far side of an intersection to improve bus service. Alderman Chandler said that would be acceptable.

Ms. Marincic indicated that this SRA project was a long range planning study and that it would be used as a guide for funding future improvement projects. She also said that another meeting will be scheduled with all of the Alderman along Cicero Avenue sometime in April to present a recommended improvement plan. No money has been set aside by I.D.O.T. for any improvements at this time.

The meeting was adjourned at 2:30 p.m.

By: 

Franz J. Golbeck RLA

Date: 1/27/97

28th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: November 21, 1996
Time: 4:00 p.m.
Place: 28th Aldermanic Ward Office
9 N. Cicero Avenue

In Attendance: Alderman Ed H. Smith
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by handing out an outline which highlighted the objectives of the project. He then gave a description of the Strategic Regional Arterial (SRA) system and explained that Pulaski Road was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. Mr. Privett indicated that the City agreed to let I.D.O.T. conduct the study and that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study. Mr. Golbeck then referred the Alderman to the last two pages of the outline which showed the minimum roadway cross section needed for an urban SRA route; Pulaski Road already meets the minimum criteria.

Since Pulaski Road meets the minimum criteria, Mr. Golbeck indicated that typical improvements which could be analyzed along Pulaski Road would include restricting on-street parking during the morning and evening peak hours of the day to help traffic flow. He also said that, where required, vertical clearances would be recommended for improvement to 14' - 6". One last item which would be studied would be to relocate bus stops to the far side of an intersection to improve bus service. No further improvements would be required.

Alderman Smith agreed that potential improvements along his ward were limited because the buildings are located at the back-of-sidewalk. He did agree that restricting parking during specific times of the day could be looked into. He then said that the viaduct was improved a few years ago to the current 13' - 6" clearance. At that time traffic was very congested, therefore, if any improvements are implemented, he hopes they are done efficiently. Mr. Golbeck said the required vertical clearance along an SRA route is 14' - 6", therefore he will contact the City and find out why a 13' - 6" clearance was constructed. Ms. Marincic indicated that this SRA project was a long range planning study and that it would be used as a guide for future improvement projects. She also said that another meeting will be scheduled sometime in April to present a recommended improvement plan. No money has been set aside by I.D.O.T. for any improvements at this time.

The meeting was adjourned at 4:15 p.m.

By: 

Franz J. Golbeck RLA

Date: 12/2/96

30th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
Pulaski Road - 95th Street to Interstate 55

Date: December 5, 1996

Time: 10:00 a.m.

Place: 30th Aldermanic Ward Office
3616 North Pulaski Road

In Attendance: Alderman Michael A. Wojcik
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Mr. Brian Scifers, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Pulaski Road and Cicero were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. Mr. Privett said that the City's role for the SRA study was to ensure that the Alderman's concerns were addressed in the study.

Alderman Wojcik asked when the study would begin. Mr. Golbeck replied that the study is being done now. The Alderman stated that the last time Cicero Avenue was worked on by the State of Illinois the street became a "highway" and felt that any more work done would turn Cicero Avenue into a "super-highway". Alderman Wojcik believed the street was too wide, too fast, and difficult to access from the side streets. Alderman Wojcik thinks that this transformation of Cicero Avenue effectively killed the shopping along Cicero Avenue. He then referred to the "Six Corners" shopping district. The Alderman commented that the City of Chicago and State of Illinois would like to remove the parking in this area. From the Alderman's position this is not a feasible alternative. Alderman Wojcik stated that he was not interested in removal of parking or increasing the speed of traffic through his ward.

At this time Mr. Golbeck mentioned the possibilities of using barrier medians. Alderman Wojcik

agreed to using barrier medians through his ward. Mr. Privett then asked if the planter medians placed by the Mayor of Chicago were O.K. Alderman Wojcik stated that the planter medians were fine.

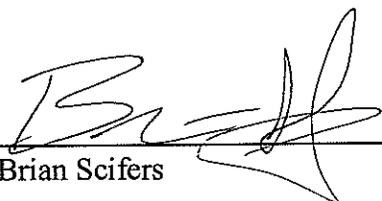
Alderman Wojcik commented that Cicero Avenue is a "nightmare". He would like to see all previous changes undone. The Alderman wants to keep parking as is and move traffic along but slow the traffic as well. Alderman Wojcik remarked that at the Bible Church School a bus will attempt to pull out into traffic and it is difficult due to the speed of the oncoming cars. The Alderman is fearful of a fatal accident. Alderman Wojcik is concerned about the pedestrians trying to get across the street. He felt that the pedestrians did not have enough time to clear the streets before oncoming traffic appeared. Alderman Wojcik stated that the population is getting older and more difficult for the seniors to maneuver within the neighborhoods. Due to these difficulties the seniors are moving out of Chicago and into the suburbs.

Alderman Wojcik felt that the neighborhoods are essentially "bi-sected" by the main streets. The traffic is moving too fast. The Alderman commented that Montrose Street to Belmont Avenue is a "fast stretch" of traffic. He would like to see more turn lanes, left and right, and more signalization.

Alderman Wojcik stressed that removal of parking was unacceptable. The Alderman also stated that widening the road was a bad idea due to the fact that it was difficult enough to cross the street in time to clear the oncoming traffic. He would like to have angle parking if possible and does not want side lots as these lots will only attract loitering problems.

Mr. Golbeck said that a preliminary improvement plan would be developed based on this meeting and the it would be presented as part of the next meeting which should take place in April 1997.

The meeting was adjourned at 10:50 a.m.

By:  _____
Brian Scifers

Date: 12-9-96



1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(630) 773-3900 • FAX (630) 773-3975

31st Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 16, 1997

Time: 10:00 a.m.

Place: 31st Aldermanic Ward Office
4502 W. Fullerton Avenue

In Attendance: Alderman Regner "Ray" Suarez
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by handing out an outline which highlighted the objectives of the project. He then gave a description of the Strategic Regional Arterial (SRA) system and explained that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route. Mr. Privett indicated that the City agreed to let I.D.O.T. conduct the study and that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study. Mr. Golbeck then referred the Alderman to the last two pages of the outline which showed the minimum roadway cross section needed for an urban SRA route; Cicero Avenue already meets the minimum criteria.

Alderman Suarez said the only concern within his Ward was the section between Belmont and Armitage which is in poor condition and needs to be added to the yearly resurfacing program. He also said the intersection of Grand Avenue was in awful condition.

Mr. Golbeck asked if sections of the painted flush medians could be changed to planted medians. Alderman Suarez said he would not be against them but would like the roadway improved first. Mr. Golbeck then asked about the on-street parking conditions; specifically, if the areas where there are no restrictions could be changed to match the areas where rush hour restrictions are already in place. Alderman Suarez said he would not object but added the roadway work was his top priority.

Alderman Suarez then said that a new Walgreens was being built at the corner of Pulaski and Fullerton which could affect traffic at Cicero and Fullerton.

Mr. Golbeck then said that one last item which would be studied would be to relocate bus stops to the far side of an intersection to improve bus service and allow traffic to flow better through the

ICI Meeting
31st Ward
Page 2

intersection. Alderman Suarez said that would be a good idea.

Ms. Marincic indicated that this SRA project was a long range planning study and that it would be used as a guide for future improvement projects. She also said that another meeting with all of the Alderman along Cicero Avenue will be scheduled sometime in April to present a recommended improvement plan. No money has been set aside by I.D.O.T. for any improvements at this time.

The meeting was adjourned at 11:00 a.m.

By: 
Franz J. Golbeck RLA

Date: 1/27/97



37th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94

Date: January 9, 1997

Time: 2:30 p.m.

Place: 37th Aldermanic Ward Office
5255 W. North Avenue

In Attendance: Alderman Percy Z. Giles
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by handing out an outline which highlighted the objectives of the project. He then gave a description of the Strategic Regional Arterial (SRA) system and explained that Cicero Avenue was designated by the Illinois Department of Transportation (I.D.O.T.) as an SRA route and that it was part of the 5th subset being studied by I.D.O.T. Mr. Golbeck also indicated that North Avenue was an SRA route which was studied in an earlier subset. Mr. Privett indicated that the City's role was to ensure that the recommendations of the Alderman were taken into consideration during the Study. Mr. Golbeck then referred the Alderman to the last two pages of the outline which showed the minimum roadway cross section needed for an urban SRA route.

Cicero Avenue already meets the minimum SRA criteria in terms of the number of through lanes. However, the narrow right-of-way does not allow for construction of a continuous median. Based on the existing composition of the roadway, Mr. Golbeck asked Alderman Giles if he had any concerns with Cicero Avenue within his Ward. Alderman Giles explained that if additional right-of-way was needed to construct a proper improvement then the need to acquire right-of-way should be shown on the proposed cross section. Alderman Giles added that during the 25 years he has been involved with the City Cicero Avenue has remained unchanged. He suggested that it was time to look toward the

future and show the type of roadway needed for accommodating traffic.

Mr. Privett asked Alderman Giles if the proposed roadway cross section should include parking. Alderman Giles indicated that if the required right-of-way was purchased, the remaining property would be open for redevelopment. Individual parking lots could be constructed and properly maintained as part of the redevelopment. Therefore on-street parking would not be needed. Alderman Giles also indicated that the current off-street parking lots are not used because they are not properly maintained.

Ms. Marincic explained that Civiltech was still in the data collection stage and that once a recommended plan improvement is developed, another meeting would be held. Mr. Golbeck added that once I.D.O.T. approved the preliminary plan, two joint advisory meetings would be held with all of the Alderman followed by an official public hearing. The public hearing is held to receive input from the adjacent property owners and local residents.

Mr. Golbeck thanked Alderman Giles for his input. The meeting was adjourned at 4:15 p.m.

By: 
Franz J. Golbeck RLA

Date: 1/27/97

38th Ward Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 9 - Cicero Avenue - Interstate 57 to Interstate 94
Pulaski Road - 95th Street to Interstate 55

Date: December 5, 1996

Time: 11:30 a.m.

Place: City Hall, Room 209
Chicago

In Attendance: Alderman Thomas R. Allen
Mr. Keith Privett, Chicago Department of Transportation, Bureau of
Administration and Planning
Mr. Franz Golbeck, Civiltech Engineering, Inc.
Mr. Brian Scifers, Civiltech Engineering, Inc.

After general introductions, Mr. Golbeck began the meeting by giving a description of the Strategic Regional Arterial (SRA) system and by explaining that both Pulaski Road and Cicero were designated by the Illinois Department of Transportation (I.D.O.T.) as SRA routes. He also explained that there are no funds being set aside by I.D.O.T. for any improvements at this time. The intent of the study is to establish long range improvements and guidelines which would be implemented as the need arises to help regulate development and improve the flow of traffic. From this meeting a preliminary improvement plan will be developed and presented as part of an Advisory Panel Meeting which should take place in April 1997. Mr. Privett said that the City's role for the SRA study was to ensure that the Alderman's concerns were addressed in the study.

Alderman Allen stated that for any widening the sidewalks would need to be removed. He then remarked that the "Six Corners" intersection was a rough intersection.

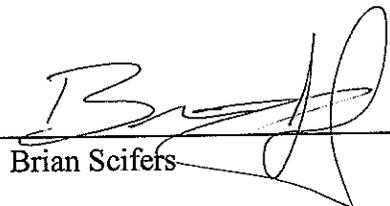
Mr. Golbeck pointed out the SRA cross section in the handout. Possible alternatives for improvement include peak hour restricted parking, moving bus stops to the far side of intersections, and placing a barrier median to restrict access and provide a refuge for pedestrians crossing the street. Alderman Allen objected to barrier medians at the "Six Corners" intersection because it would hurt businesses. Alderman Allen asked if there had been a meeting with the Chamber of Commerce yet. Mr. Golbeck stated that such a meeting had not taken place. Alderman Allen then suggested that there should be a meeting with the Chamber of Commerce. He stated his recommendations depended

on what the Chamber of Commerce had to say. Mr. Golbeck asked if Jeanne was still with the Chamber of Commerce. The Alderman said that she was.

Mr. Golbeck remarked that barrier medians restrict access to the street and forces traffic to use designated access points. A barrier median could also help prevent certain types of accidents and lower the accident rates in the area. The Alderman said that he had mixed feelings about the barrier medians and not to remove any parking. Mr. Golbeck said that barrier medians would provide pedestrian refuge. The Alderman stated that barrier medians give the road an expressway look, and that pedestrians should cross at the intersections rather than at mid-block. Alderman Allen stressed not to remove any parking in the "Six Corner" area. Angle parking is what the Alderman would like to see in place of the parallel parking that currently exists. Alderman Allen said that Irving Park Road gets backed-up often and that making Bernice Street a one-way street to alleviate the number of people using Bernice Street to "cut around" the congestion. Alderman Allen stated that the "Six Corners" shopping and businesses were going to be "pumped-up" and heavily promoted.

Alderman Allen asked what the timetable for the project was. Mr. Golbeck replied that the planning study would be a two year process and the SRA study is a ten year study. Alderman Allen commented that he believed the physical conditions of the study were already met. The Alderman said to meet with the Six Corner Chamber of Commerce and Greater Northwest Development.

The meeting was adjourned at 11:50 a.m.

By: 
Brian Scifers

Date: 12-9-90

First Advisory Panel Meeting Minutes



MINUTES OF MEETING

Subject: Strategic Regional Arterial
Cicero Avenue/Pulaski Road
Advisory Panel Meeting

Date: February 4, 1999

Time: 10:00 A.M.

Place: Oak Lawn Village Hall
Oak Lawn, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the proposed recommendations for the Cicero Avenue and Pulaski Road corridors. Pulaski Road extends from 95th Street north to Interstate 55. The limits of the Cicero Avenue corridor are from Interstate 57 north to Interstate 94. This meeting concentrated on the first segment of the Pulaski Road corridor and on the first four segments of Cicero Avenue. These are the portions of each roadway which are encompassed by the suburban communities along both routes. The scope of the SRA study and specific recommendations included in the concept plan were presented relative to the suburban communities. Following is a summary of comments made at the meeting:

PULASKI ROAD

- **Segment 1 - 95th Street to 87th Street**

- Exhibits C-1 and C-2 - Senator O'Malley indicated that there is an agreement with IDOT that no barrier medians (non-mountable) would be constructed on Pulaski Road nor Cicero Avenue south of 87th Street. Also, any existing barrier medians would consequently be removed.

It was then indicated by Civiltech that no new barrier medians are proposed south of 87th Street and the information provided by the Senator would be considered.

CICERO AVENUE

- **Segment 1 - Interstate 57 to 147th Street**
 - Exhibit C-2 - President Murawski from Midlothian questioned if any additional widening was to be proposed at the Rock Island/Metra bridge structure just north of 159th Street. His concern is in regards to a bike path along the east side of Cicero Avenue that cannot be continuous due to the limiting opening width at this structure. Civiltech indicated that a recommendation could be made so that when the structure is reconstructed, it also be widened.
 - Exhibit C-3 - Senator O'Malley commented that having a bi-directional left-turn lane for the roadway's median is very helpful due to the large older population of motorists in the area. With the numerous driveways and the characteristics of the drivers, a flush median creates a safer situation since they are sometimes reluctant to drive on mountable medians.
- **Segment 2 - 147th Street to 111th Street**
 - Exhibit C-4 - Again, Senator O'Malley indicated that the mountable median, which is proposed, is not desirable. President Murawski then strongly indicated that a six lane roadway in this area is not desirable either. He stated that pedestrians have enough difficulty crossing a four lane roadway. Other concerns that arose with a six lane cross section is the loss of the parkway as well as the traffic problems that can arise with a lane drop. President Murawski commented that signal coordination could aide the traffic situation in the area.

The general need for six lanes in the area was also questioned relative to the possible future interchange at I-57 with I-294. Comments are that Cicero Avenue is used as a by-pass between 127th Street and 147th Street for traffic that would ultimately use an interchange at the I-57/I-294 junction. Civiltech will review the traffic data.

A copy of a letter was presented to Civiltech by Senator O'Malley. The letter was addressed to President Murawski from Mitchell Barloga, the Program Specialist from the South Suburban Mayors and Managers Association (SSMMA) dated February 3, 1998. The letter, which is attached to these minutes, stated that the SSMMA supports the Village of Midlothian's stance against a six lane widening in the area.

It was noted that Crestwood was not opposed to a six lane cross section and that it could begin north of the Midlothian Turnpike. (See Exhibit C-5)

President Murawski indicated that a traffic signal at 145th Street should be considered. Civiltech commented that the 1/4 mile required spacing between signals would be satisfied at that location.

- Exhibit C-5 - The Village of Crestwood indicated that they favor a six lane cross section as it would help with congestion between the Midlothian Turnpike and 127th Street. They also favor the widening of the bridge over the Cal-Sag Channel to six lanes.
- Exhibit C-6 - It was remarked that the on-ramp for southbound I-294 from 127th Street is to be removed with the proposed improvements. Civiltech stated that this removal should and will be incorporated on the Exhibits. Civiltech also commented that a detail of the entire I-294/127th Street improvement would be provided in the final report.
- Exhibit C-7 - Alsip indicated that the auto auction between 119th and 120th Streets would be relocated. The area would most likely be redeveloped, possibly as commercial.

- **Segment 3 - 111th Street to 31st Street**

- Exhibit C-8 - Oak Lawn stated that a bike link-up is desired between 115th Street and 111th Street where a gap in the system currently exists. According to the Senator, IDOT would prefer the path to be located on the east side of Cicero Avenue within the Casimir Cemetery rather than within the Cicero Avenue right-of-way and is supported by the DNR. It was also stated that portions of the Cemetery could redevelop as a senior living community.

The need for dual left turn lanes at the 111th Street intersection was recommended by the Village of Oak Lawn. They also stated that a traffic signal at 109th Street may be warranted.

- Exhibit C-9 - Again, the Senator indicated that barrier medians are not acceptable south of 87th Street. The barrier median shown as existing between 102nd Street and 99th Street needs to be verified. Civiltech stated that the intention was to match the existing conditions only.
- Exhibit C-10 - In regards to the portion of Cicero Avenue between 95th Street and Southwest Highway, Oak Lawn had several comments. They suggested that dual left turn lanes are needed on all approaches at the 95th Street intersection. At 94th Street, they pointed out that there is a very high volume of traffic entering and exiting developments on either side of Cicero Avenue. Access problems arise due to the proximity of the adjacent N&W R.R. tracks. A signal currently exists at 94th Street, but additional turn lanes on Cicero Avenue and 94th Street would aide in the flow of traffic. Oak Lawn did comment that dual left turn lanes at Southwest Highway are not needed.
- Exhibit C-11 - A correction to the Exhibit was stated by Civiltech that a northbound right turn lane at 88th Street should be shown as proposed. Civiltech then asked if dual left turn lanes were needed at 87th Street. It was stated that the Senator from that area should be contacted regarding this issue.

- Exhibit C-12 - The comment was made that there is a high traffic demand to use State Road to travel to Midway Airport. . Consequently, it was recommended that turn lane improvements be made at this intersection for the corresponding movements.
 - Exhibit C-13 - It was pointed out to Civiltech that a new traffic signal was installed at 66th Street; however, the signals have yet to be turned on. Civiltech stated that it would be incorporated into the report.
- **Segment 4 - 31st Street to North Avenue**

There were no substantial comments made regarding the suburban portions of Segment 4.

It was requested that communities submit any major comments in writing within three weeks. Minor comments can be given directly to Civiltech. The meeting was adjourned at 12:00 noon.

By: Jeff Young (Jeff Young)

Date: February 22nd, 1999

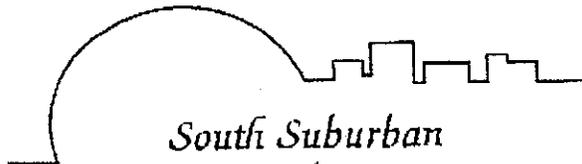
ATTENDANCE ROSTER

Project Description: Cicero Avenue / Pulaski Rd. SRA
Advisory Panel Meeting

Meeting Location: Oak Lawn Village Hall

Date: 2/4/99 Time: 10:00 AM PM

NAME: (Please Print)	REPRESENTING:	PHONE:
Jeff Young	Civiltech	630/773-3900
Kathy Meyerford	Civiltech	"
W.C. Hirsch	Village of Crestwood	
Ken Hemstreet	Civiltech Engineering	630/221-3900
Rox Wasap	Village of Crestwood	708-371-4800
Lynn Travis	Village of Oak Lawn	708/499-7816
Megan Swanson	West Central Municipal Conference	708-450-0100
Vicky Smith	SW Council of Mayors	708/458-2067
LISA HEAVEN-BAUM	IDOT	(847) 705-4567
TOM MURAWSKI	MIDLOTTIAN	389-0200
PATRICK O'MALLEY	STATE SENATOR	708/396-1818
STEVE MARTINEZ	VILL OF AUSTIN	708/3385 8900



*South Suburban
Mayors and Managers
Association*

William J. Asselborn, Jr.
President

Beth Ruyte
Executive Director

February 3, 1998

President Thomas Murawski
Village of Midlothian
14801 South Crawford Avenue
Midlothian, Illinois 60445

RE: Cicero Avenue / SRA

Dear President Murawski:

On February 13, 1997, an Individual Community Interview for the fifth subset of the Strategic Regional Arterial Study (SRA) was held with the Village of Midlothian concerning Cicero Avenue. A copy of the meeting minutes has been enclosed herein as part of this letter.

As read in the minutes, you expressed serious concerns about how the proposed 6-lane widening of the road would negatively impact businesses due to their internal parking and circulation configurations. You also presented an idea for signal coordination along Cicero Avenue instead of widening.

With this said, please be informed that the South Suburban Mayors and Managers Association supports the Village of Midlothian on these issues, and will continue to support the Village on any other concerns which may arise as the final plan is formulated by IDOT. The Association does support long-range regional planning efforts, but not to the extent of undermining the health of a community's citizenry and economy.

Sincerely

Mitchell W. Darloga II
Program Specialist/Planner

enclosures

CHICAGO SOUTHLAND

1904 West 174th Street • East Hazel Crest, Illinois 60429 • (708) 206-1155 • Fax (708) 206-1133

Second Advisory Panel Meeting Minutes



MINUTES OF MEETING

Subject: Strategic Regional Arterial
Cicero Avenue/Pulaski Road
Advisory Panel Meeting

Date: May 24, 1999

Time: 10:00 A.M.

Place: Oak Lawn Village Hall
Oak Lawn, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the Draft Report for the Cicero Avenue and Pulaski Road corridors. Pulaski Road extends from 95th Street north to Interstate 55. The limits of the Cicero Avenue corridor are from Interstate 57 north to Interstate 94. This meeting concentrated on the portion of Cicero Avenue through the Village of Midlothian.

Mr. Ken Hemstreet with Civiltech Engineering, Inc. began the meeting by stating that instead of proceeding through the report page by page, the discussion would center around comments and concerns of those present.

The Mayor of Midlothian, Mr. Thomas Murawski, stated that he is strongly opposed to the dual left turn lanes proposed at 147th Street due to the amount of right-of-way necessary for this improvement. This portion of Cicero Avenue is an important area of economic vitality to the Village with recent and anticipated development. As a result, the Mayor is concerned with this improvement being shown at the Public Hearing as it may have a negative backlash on future development in the area.

Mr. Rich Starr with the Illinois Department of Transportation stated that he would attempt to contact his supervisors to see if this information could be removed before the Public Hearing. Through discussions, it was determined that a closer examination of the intersection would be pursued to assess how much right-of-way would actually be necessary for dual left turn lanes.

Mayor Murawski then commented that he would be less opposed to widening Cicero Avenue to three through lanes in each direction versus the dual left turn lanes. His comment was based on the premise that the additional through lanes would not require any right-of-way. The Mayor also stated that this type of improvement would only be acceptable provided it was extended entirely through the Village of Midlothian so that the transition from three to two lanes would not occur

ATTENDANCE ROSTER

Project Description: Cicero Avenue / Pulaski Road SRA
Second Advisory Panel Meeting - Suburban Communities

Meeting Location: Village of Oak Lawn

Date: May 24th, 1999 Time: 10:00 AM

NAME: (Please Print)	REPRESENTING:	PHONE:
Jeff Young	Civiltech Engineering	630-773-3900
Ken Hemstreet	Civiltech	630/773-3900
Kathy Meyerkord	Civiltech	630/773-3900
MITCH BARLOGA	SSMMA	708/206-1155
RICH STAER	IDOT	847/705-4095
Vicky Smith	SWC of Meyers	(808) 458-2067
LISA HEAVEN-BAUM	IDOT	(847) 705-4567
THOS. J. MURAWSKY	MIDLONTIAN	708-389.0200



MINUTES OF MEETING

Subject: Strategic Regional Arterial
Cicero Avenue/Pulaski Road
Advisory Panel Meeting

Date: May 26, 1999

Time: 10:00 A.M.

Place: 30 N. La Salle Street - 32nd Floor Conference Room
Chicago, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the Draft Report for the Cicero Avenue and Pulaski Road Strategic Regional Arterial (SRA) corridors. Pulaski Road extends from 95th Street north to Interstate 55. The limits of the Cicero Avenue corridor are from Interstate 57 north to Interstate 94. This meeting concentrated on the portions of Cicero Avenue and Pulaski Road through the City of Chicago.

Mr. Ken Hemstreet with Civiltech Engineering, Inc. began the meeting by stating that instead of proceeding through the report page by page, the discussion would center around comments and concerns of those present. With only representatives present from the 13th and 19th Aldermanic Wards, these areas of Pulaski Road and Cicero Avenue were discussed.

Ms. Hughes representing the 19th Ward commented on the current construction along 111th Street as to whether the SRA report took this project into consideration. In response, the plans at 111th Street were incorporated into the SRA report. Also, the SRA Draft Report recommends additional improvements to Cicero Avenue at this intersection. It was also stated that the SRA plans are a long range planning tool and that no funding for these improvements is programmed.

Due to the nature of the Draft Report through the City of Chicago, there are very few areas of substantial recommendations. The most common recommendations are to prohibit on-street parking during the morning and afternoon peak hours, relocate bus stops to the far side of intersections, and to provide better signal coordination along both routes.

It was requested that comments should be submitted in writing within three weeks after the Public Hearing. A court reporter would be present at the hearing to record public comments. The meeting was adjourned at 10:30 a.m.

By: Jeff Young

Jeff Young

Date: June 7, 1999

ATTENDANCE ROSTER

Project Description: Cicero Avenue / Pulaski Road SRA
Advisory Panel Meeting - City of Chicago

Meeting Location: 30 N. LaSalle 32 Floor Conference Room

Date: 5/26/99 Time: 10:00 a.m.

NAME: (Please Print)	REPRESENTING:	PHONE:
Jeff Young	CivilTech	630-773-3700
Kathy Meyerkord	CivilTech	630/773-3908
Ken Hemstreet	CivilTech	cc cc
Rich Starr	IDOT	847/705-4095
Keith Privett	CDOT	773 312/744-1981
ALBERT ALEVEDO	ALDERMAN OLIVO 13TH W	773/581-8000
Noirine Hughes	ALT Rugai 19th W	773 238-8766

Public Hearing Record

SRA

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

*Illinois Route 50 from I-57 to I-94 and Pulaski Road
from 95th Street to I-55 in Cook County*

*Thursday, May 27, 1999
Holiday Inn Oak Lawn Hotel
4140 West 95th Street
Oak Lawn, Illinois*

*Wednesday, June 2, 1999
Holiday Inn Midway Airport Hotel
7353 South Cicero Avenue
Chicago, Illinois*

**Rich Starr - Highway Systems Engineer
(847) 705-4095**



Illinois Department of Transportation

Division of Highways/District 1

Executive Summary

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

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

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for two of the routes on the SRA system: Pulaski Road and Cicero Avenue. The Pulaski Road portion of the study extends from 95th Street north to Interstate 55 while the Cicero Avenue corridor extends between Interstate 57 and Interstate 94. The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these

improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Pulaski Road/Cicero Avenue corridor pass through can the ultimate improvement plan be realized.

The Pulaski Road/Cicero Avenue SRA corridor was divided into ten segments for the purposes of this study, two for Pulaski Road and eight for Cicero Avenue. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Pulaski Road - 95th Street to 87th Street

- Maintain existing two 11-foot through lanes in each direction separated by a painted median.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- No additional right-of-way is required.

Segment 2: Pulaski Road - 87th Street to Interstate 55

- The existing cross section consisting of three lanes in each direction which includes on-street parking in designated areas should be maintained except from 77th Street to 70th Place and also from 42nd Street to Interstate 55. For these portions of Pulaski Road, providing three lanes in each direction is recommended. No additional right-of-way is required.
- Construct a barrier median between Southwest Highway and 85th Street.
- Widen the bridge over the Belt R.R. between 75th Street and 71st Street.
- Peak hour parking restrictions are desirable.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Relocate bus stops to the far side of signalized intersections.

Segment 1: Cicero Avenue - Interstate 57 to Midlothian Turnpike

- Maintain the existing cross section of two travel lanes in each direction separated by a 16-foot median.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Relocate bus stops to the far side of signalized intersections.

Segment 2: Cicero Avenue - Midlothian Turnpike to 111th Street

- Provide three lanes in each direction with a 14-foot painted median.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Widen the bridge over the B&O Railroad to provide a six lane section.
- Replace the Cal-Sag bridge with a six lane structure.
- Relocate bus stops to the far side of signalized intersections.

Segment 3: Cicero Avenue - 111th Street to 31st Street

- Maintain the existing cross section of three travel lanes in each direction separated by a median.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Improve vertical clearances at selected structures over Cicero Avenue as the railroads rebuild their structures.
- Relocate bus stops to the far side of signalized intersections.

Segment 4: Cicero Avenue - 31st Street to North Avenue

- Maintain the existing cross section of two travel lanes in each direction separated by a median at selected locations.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Relocate bus stops to the far side of signalized intersections.

Segment 5: Cicero Avenue - North Avenue to Armitage Avenue

- Maintain the existing cross section of two to three travel lanes in each direction separated by a painted median at selected locations.
- Signal coordination is recommended.
- Relocate bus stops to the far side of signalized intersections.

Segment 6: Cicero Avenue - Armitage Avenue to Addison Street

- Maintain the existing cross-section of two travel lanes in each direction separated by a painted median.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Relocate bus stops to the far side of signalized intersections.

Segment 7: Cicero Avenue - Addison Street to Grace Street

- Provide two travel lanes with an additional on-street parking lane.
- Acquire 17 feet of additional right-of-way as properties redevelop.
- Signal coordination is recommended.
- Relocate bus stops to the far side of signalized intersections.

Segment 8: Cicero Avenue - Grace Street to Interstate 94

- Maintain the existing cross section of two travel lanes in each direction separated by a median at selected locations.
- Signal coordination is recommended.
- Relocate bus stops to the far side of signalized intersections.
- Improve the vertical clearances of selected structures over Cicero Avenue when railroads rebuild their structures.
- Construct a southbound to westbound right turn lane at Irving Park Road.

**Illinois Department of Transportation
PUBLIC HEARING**



You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning Illinois Route 50 from I-57 to I-94 and Pulaski Road from 95th Street to I-55 in Cook County

Thursday, May 27, 1999
2:00 p.m. - 7:00 p.m.
Holiday Inn Oak Lawn Hotel
4140 West 95th Street
Oak Lawn, Illinois

Wednesday, June 2, 1999
2:00 p.m. - 7:00 p.m.
Holiday Inn Midway Airport Hotel
7353 South Cicero Avenue
Chicago, Illinois

Purpose of the Hearing:

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System
- To obtain public input

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096
Attn: Rich Starr

PUBLIC HEARING REGISTER

Project: IL 50 from I-57 to I-94 & Pulaski Road from 95th Street to I-55

Location: Holiday Inn - Oak Lawn

Date: 5/27/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E P R I N T	1 RICK HANSEL	14801 PULASKI MIDLOT # 111 IL Zip 60443	Self _____ Other _____
	2 VICKY SMITH SW Council of Mayors	6701 S. Archer RD. POB Bedford Park, IL 128 Zip 60521	Self _____ Other _____
	3 FRANK CASMARE	_____ _____ Zip _____	Self _____ Other _____
	4	_____ _____ Zip _____	Self _____ Other _____
	5	_____ _____ Zip _____	Self _____ Other _____
	6	_____ _____ Zip _____	Self _____ Other _____
	7	_____ _____ Zip _____	Self _____ Other _____
	8	_____ _____ Zip _____	Self _____ Other _____
	9	_____ _____ Zip _____	Self _____ Other _____
	10	_____ _____ Zip _____	Self _____ Other _____
	11	_____ _____ Zip _____	Self _____ Other _____
	12	_____ _____ Zip _____	Self _____ Other _____

IN RE:)
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 STRATEGIC REGIONAL ARTERIAL)
)
)
 ILLINOIS ROUTE 50 FROM I-57 to I-94 AND)
 PULASKI ROAD FROM 95TH STREET TO I-55)
 IN COOK COUNTY)

OAK LAWN, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary of
recommendations, taken before Joan M. Kenny, C. S. R.,
a Notary Public in and for the County of DuPage, State of
Illinois, at the Holiday Inn Oak Lawn Hotel, 4140 West
95th Street, Oak Lawn, Illinois, on Thursday, the 27th day
of May, A. D. 1999, between the hours of 2:00 P. M.
and 7:00 P. M.

STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Thursday, the 27th day of May, A. D. 1999, at Holiday Inn Oak Lawn Hotel, 4140 West 95th Street, Oak Lawn, Illinois, no comments were requested to be reported at the public hearing of the above-captioned route.

IN TESTIMONY WHEREOF I have hereunto set my hand and affix my notarial seal this 31st day of May, A. D. 1999.

Joan M. Kenny

Notary Public



PUBLIC HEARING REGISTER

Project: IL 50 from I-57 to I-94 & Pulaski Road from 95th Street to I-55

Location: Holiday Inn Midway Airport **Date:** 6/2/99 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A R S E P R I N T	1	Keith Privett 30 N. LaSalle #500 Chicago, IL Zip 60602	Self _____ Other Chicago DOT
	2	PETER L. STRUMYNSKI CITY OF OAK FOREST 15440 S. CENTRAL OAK FOREST Zip 60457	Self _____ Other _____
	3	Steven Jankowski 1400 S. WOLF RD. HILLSIDE IL. Zip 60162	Self _____ Other Catholic Cemeteries
	4	MIKE AACKIEWICZ ST. CASIMIR CEMETARY CATHOLIC CEMETERIES HILLSIDE, 1400 WOLF Zip 60162	Self _____ Other <input checked="" type="checkbox"/>
	5	_____	Self _____ Other _____
	6	_____	Self _____ Other _____
	7	_____	Self _____ Other _____
	8	_____	Self _____ Other _____
	9	_____	Self _____ Other _____
	10	_____	Self _____ Other _____
	11	_____	Self _____ Other _____
	12	_____	Self _____ Other _____

IN RE:)
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STRATEGIC REGIONAL ARTERIAL)
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ILLINOIS ROUTE 50 FROM I-57 to I-94 AND)
PULASKI ROAD FROM 95TH STREET TO I-55)
IN COOK COUNTY)

CHICAGO, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary of
recommendations, taken before Joan M. Kenny, C. S. R., a
Notary Public in and for the County of DuPage, State of Illinois,
at the Holiday Inn Midway Airport Hotel, 7353 South Cicero
Avenue, Chicago, Illinois, on Wednesday, the 2nd day of June,
A. D. 1999, between the hours of 2:00 P. M. and 7:00 P. M.

STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public
in and for the County of DuPage, State of Illinois, do hereby
certify that between the hours of 2:00 P. M. and 7:00 P. M., on
Wednesday, the 2nd day of June, A. D. 1999, at Holiday Inn
Midway Airport Hotel, 7353 South Cicero Avenue, Chicago,
Illinois, no comments were requested to be reported at the
public hearing of the above-captioned route.

IN TESTIMONY WHEREOF I have hereunto set
my hand and affix my notarial seal this 4th day of June,
A. D. 1999.

Joan M. Kenny

Notary Public

