

Strategic Regional Arterial

**Cumberland Avenue / First Avenue
from Interstate 55 to Interstate 90**

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation

MAY, 1997

FOREWORD

The Cumberland Avenue/First Avenue corridor is a Strategic Regional Arterial from Interstate 55 on the south to Interstate 90 on the north.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

As an SRA route, Cumberland Avenue/First Avenue is intended to function as part of a regional arterial system. It along with other SRA routes and the regional expressway and transit systems will carry high-volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are: a description of the SRA study objectives and process; a detailed explanation and analysis of the existing route conditions; recommendations for improvements; and documentation of the process including comments received.

Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

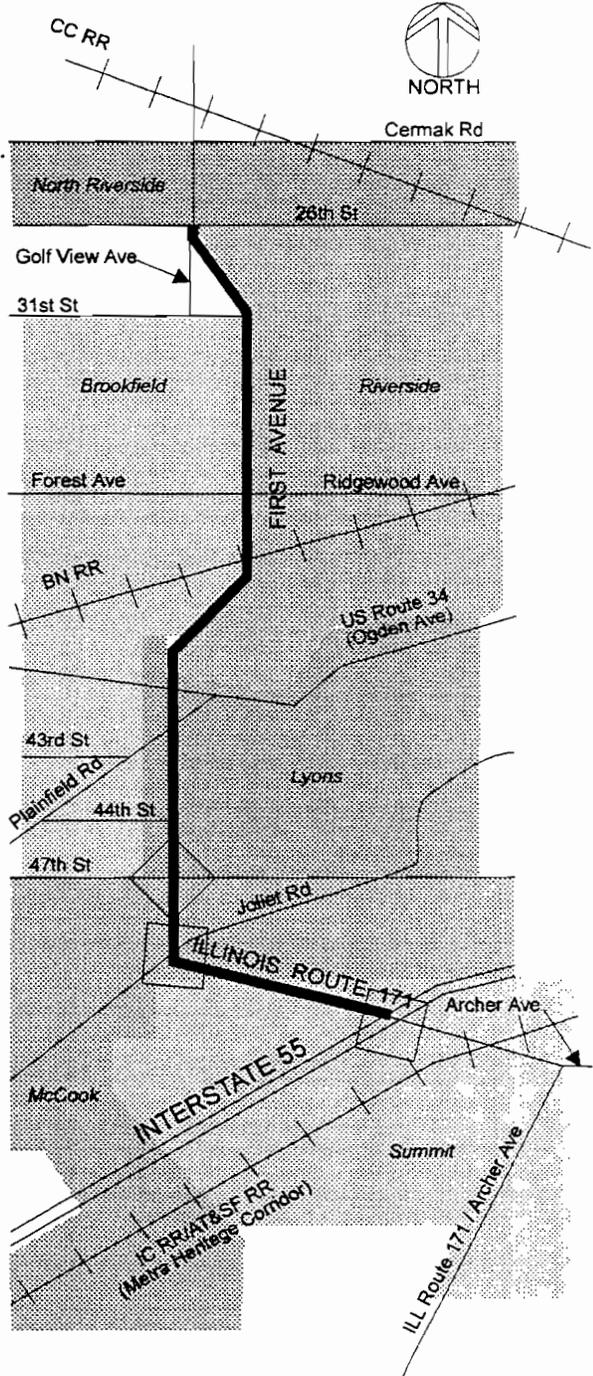
The Cumberland Avenue/First Avenue SRA is divided into seven segments. SRA studies, which began in 1992, have resulted in specific segment recommendations.

Segment 1: Interstate 55 to 44th Street

- Maintain four lane cross section with frontage roads and interchanges at Interstate 55, Joliet Road, and 47th Street.
- Improve signalized intersection at 44th Street.
- Provide sidewalk access from frontage road bus stops to industrial/commercial facilities.
- Provide bikeway crossing at bridge structures as part of regional trail.
- Provide park and ride facility near Archer Avenue.

Segment 2: 44th Street to 26th Street

- Provide two 12 ft. lanes in each direction, 18 ft. raised median, and curb and gutter within an existing 80 ft. to 100 ft. right-of-way.
- Improve signalized intersections at US Route 34 (Ogden Avenue), 31st Street, Forest Avenue/Ridgewood Avenue, and 26th Street.
- Remove signals at Plainfield Road, US Route 34 (Ogden Avenue) and Plainfield Road, and Golf View Avenue.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections.
- Reconfigure Golf View Avenue to right-in/right-out access only.
- Convert Plainfield Road to right-in/right-out.
- Provide bus pullout at Riverside Brookfield High School (both sides).
- Provide pedestrian/bicycle overpass at Forest Avenue/Ridgewood Avenue.
- Cul-de-sac west leg of 43rd Street and east leg of Plainfield Road.

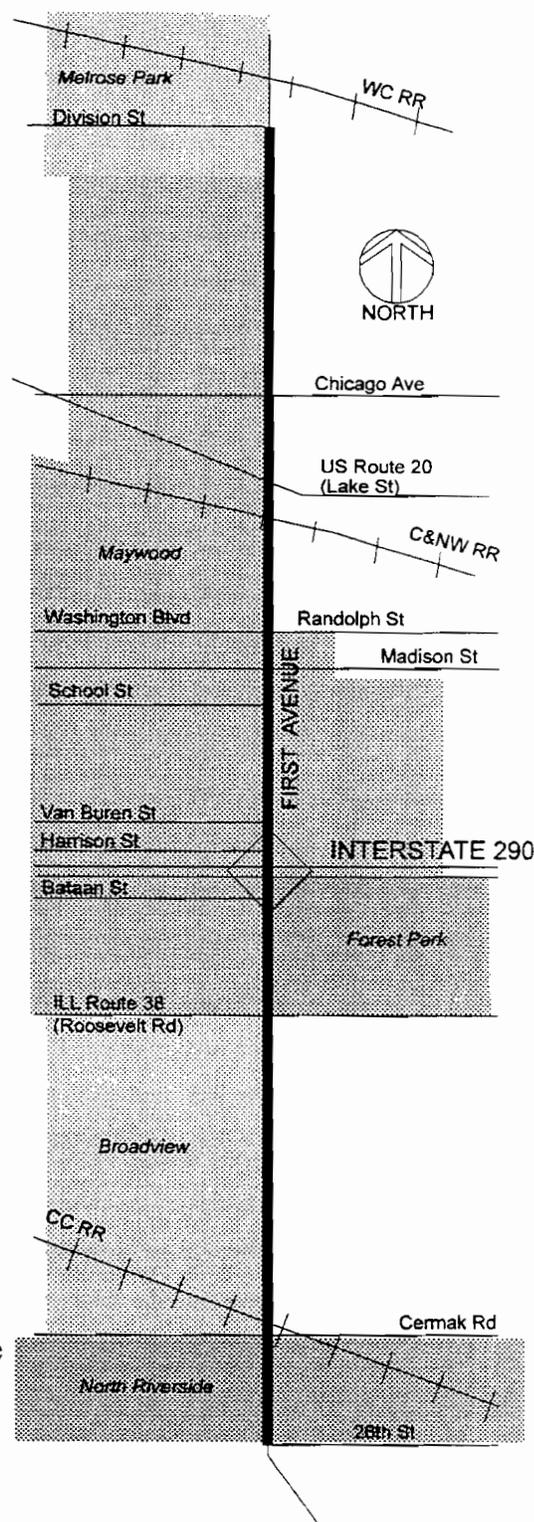


Segment 3: 26th Street to Illinois Route 38 (Roosevelt Road)

- Provide two 12 ft. lanes in each direction, 4 ft. flush median, and curb and gutter, within the existing right-of-way between 26th Street and Cermak Road.
- North of Cermak Road to Illinois Route 38 (Roosevelt Road), provide two 12 ft. lanes in the northbound direction and three 12 ft. lanes in the southbound direction, separated by an 18 ft. raised median, within a 100 ft. right-of-way.
- Improve signalized intersections at Cermak Road, Illinois Route 38 (Roosevelt Road), CC RR Road, and both north and south entrances to the Veterans Administration Hospital.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections north of Cermak Road. Northbound left turns to sidestreets will be restricted during peak hours from 26th Street to Cermak Road.
- Provide lighted bus pullouts at hospital.
- Provide at-grade pedestrian/bicycle crossings along Millers Meadows.

Segment 4: Illinois Route 38 (Roosevelt Road) to Division Street

- Provide two 12 ft. lanes in each direction, 6 ft. raised median, and curb and gutter, within an 80 ft. right-of-way between Illinois Route 38 (Roosevelt Road) and Interstate 290.
- North of Interstate 290 to Division Street, provide two 12 ft. lanes in each direction, a 14 ft. flush median, and curb and gutter within an 80 ft. right-of-way.
- Improve signalized intersections at US Route 20 (Lake Street), Chicago Avenue, Bataan Drive, Harrison Street, School Street, Van Buren Street, Madison Street/Washington Boulevard, and the C&NW RR.
- Provide a single point diamond interchange at Interstate 290 as post 2010 improvements.
- Improve at-grade pedestrian crossing at Proviso East High School.
- Provide retaining wall at the Des Plaines River south of Silver Creek.



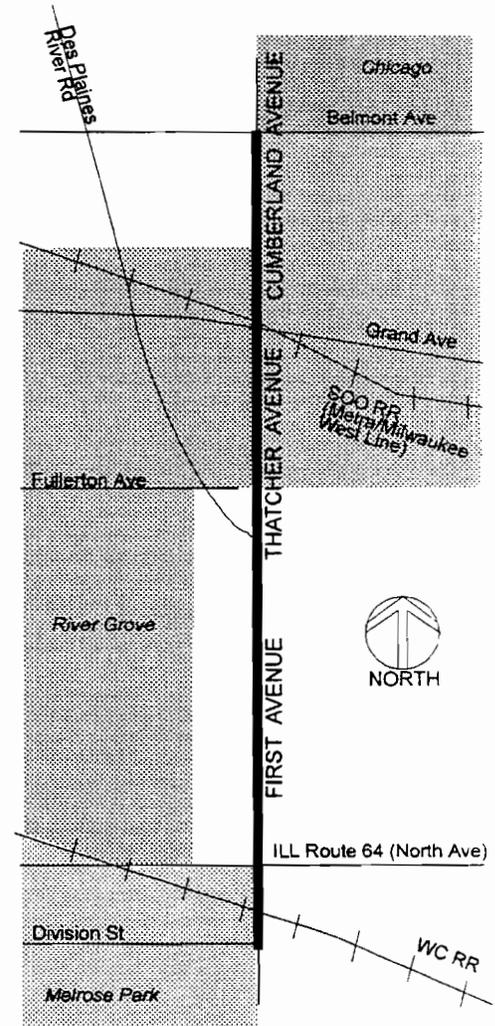
Cumberland Avenue/First Avenue

Segment 5: Division Street to Fullerton Avenue

- Provide two 12 ft. lanes with a 12 ft. auxiliary lane in each direction, 18 ft. raised median, and curb and gutter, within a 100 ft. right-of-way between Division Street and Des Plaines River Road.
- North of Des Plaines River Road to Fullerton Avenue, provide two 12 ft. lanes in each direction, separated by a 6 ft. raised median, and curb and gutter, within a 100 ft. right-of-way.
- Improve signalized intersections at Illinois Route 64 (North Avenue), Des Plaines River Road, and Fullerton Avenue.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections between Division Street and Des Plaines River Road.
- Provide park and ride facility near Illinois Route 64 (North Avenue).

Segment 6: Fullerton Avenue to Belmont Avenue

- Maintain four lane cross section within the existing 66 ft. right-of-way.
- Improve signalized intersections at the SOO RR crossing and at Belmont Avenue.
- Remove the signal at Thatcher Avenue based upon warrant analysis.
- Relocate on-street parking to side streets.
- Maintain at-grade pedestrian crossing at Metra station.

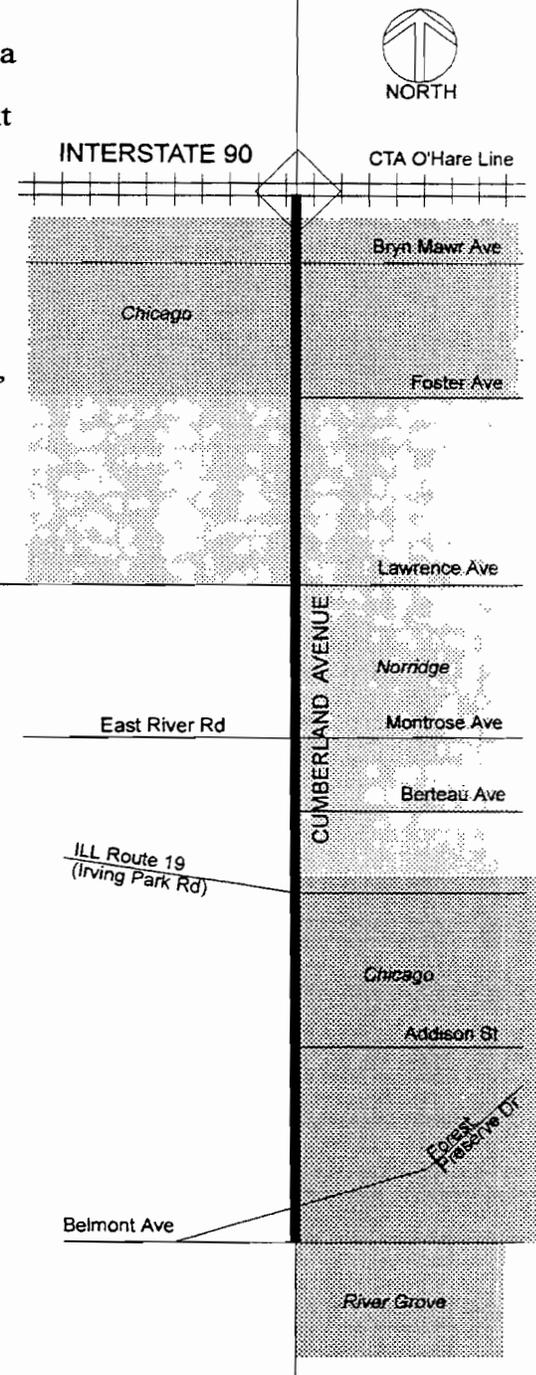


Cumberland Avenue/First Avenue

EXECUTIVE SUMMARY

Segment 7: Belmont Avenue to Interstate 90

- Provide two 12 ft. lanes in each direction, a 14 ft. flush median, and curb and gutter, within a 100 ft. right-of-way from Belmont Avenue to Addison Street.
- North of Addison Street to Bryn Mawr Avenue provide two 12 ft. lanes in each direction, an 18 ft. raised median, and curb and gutter, within a 100 ft. to 160 ft. right-of-way.
- From Bryn Mawr Avenue to Interstate 90, provide three 12 ft. lanes in each direction, an 18 ft. raised median, and curb and gutter, within a 300 ft. right-of-way.
- Improve signalized intersections at Illinois Route 19 (Irving Park Road), Lawrence Avenue, Forest Preserve Drive, Addison Street, Montrose Avenue/East River Road, Bryn Mawr Avenue, and the Interstate 90 ramp/CTA terminal.
- Relocate on-street parking between Addison Street and Berteau Avenue to side streets.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections north of Addison Street.
- Maintain at-grade pedestrian/bicycle crossing at Foster Avenue for school.



ORGANIZATION OF REPORT

This report on the Cumberland Avenue/First Avenue SRA study is divided into five sections:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight; SRA route types, study objectives; the study process; desirable route characteristics; and the study data sources and methodologies.

Chapter Two. Route Overview, presents a general description of the SRA corridor including: land use characteristics; regional transportation facilities; route area and design characteristics; projected travel demand; and roadway/right-of-way discussion.

Chapter Three. Summary of SRA Corridor Recommendations, presents a summary of existing route characteristics and recommended route improvements by segment.

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by route segments on Cumberland Avenue/First Avenue:

<u>Section</u>	<u>Route Segments</u>
Section 4.1	1. Interstate 55 to 44th Street
Section 4.2	2. 44th Street to 26th Street
Section 4.3	3. 26th Street to Illinois Route 38 (Roosevelt Road)
Section 4.4	4. Illinois Route 38 (Roosevelt Road) to Division Street
Section 4.5	5. Division Street to Fullerton Avenue
Section 4.6	6. Fullerton Avenue to Belmont Avenue
Section 4.7	7. Belmont Avenue to Interstate 90

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way, location of existing traffic signals, existing transit usage and routes, and location of existing structures.

Environmental Characteristics. The existing environmental characteristics of the route include: existing streams, wetlands and floodplains, historic buildings and districts, flora and fauna, hazardous waste and Leaking Underground Storage Tank (LUST) sites, and other environmental characteristics.

Existing and Projected Land Use and Development Characteristics.

The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, and planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short-term/low cost, and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement summarizes the public involvement process during the study, including the Cumberland Avenue/First Avenue SRA Advisory Panel Meetings, the Advisory Panel Newsletters, the Public Hearing and other efforts to promote local involvement in the study process.

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07a: Segment 7
08a: Segment 7

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- Exhibit CUMBER - 01b: Segment 1**
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ISTHA - Illinois State Toll Highway Authority

LOS - Level of Service

LRP - Long-Range Plan

LUST - Leaking Underground Storage Tank

MPO - Metropolitan Planning Organization

NAAQS - National Ambient Air Quality Standards

NB - Northbound

NIPC - Northeast Illinois Planning Commission

OB - Outbound

PACE - Suburban Bus Service

ROW - Right-of-way

RR - Railroad

RTA - Regional Transportation Authority

SB - Southbound

SRA - Strategic Regional Arterial

STP - Surface Transportation Program

TMA - Transportation Management Areas

TSD Plan - Transportation System Development Plan

USEPA - United States Environmental Protection Agency

WB - Westbound

WC - Wisconsin Central (Railroad)

WS - Wisconsin Southern (Railroad)

2010 TSD PLAN - Year 2010 Transportation System Development Plan
for the Northeast Illinois Region.

CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Cumberland Avenue/First Avenue, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration
- Improving Arterial Traffic Management
- Improving Freeway Traffic Management

Together, the components of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, complementing the regional transit and highway facilities by providing access for regional trips on these facilities, and providing for long-distance travel to supplement the regional expressway system.

1.2 SRA Route Types

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated, corresponding to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Cumberland Avenue/First Avenue is designated as suburban (See Figure 1.2.1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for movement of through traffic and accommodate future needs.

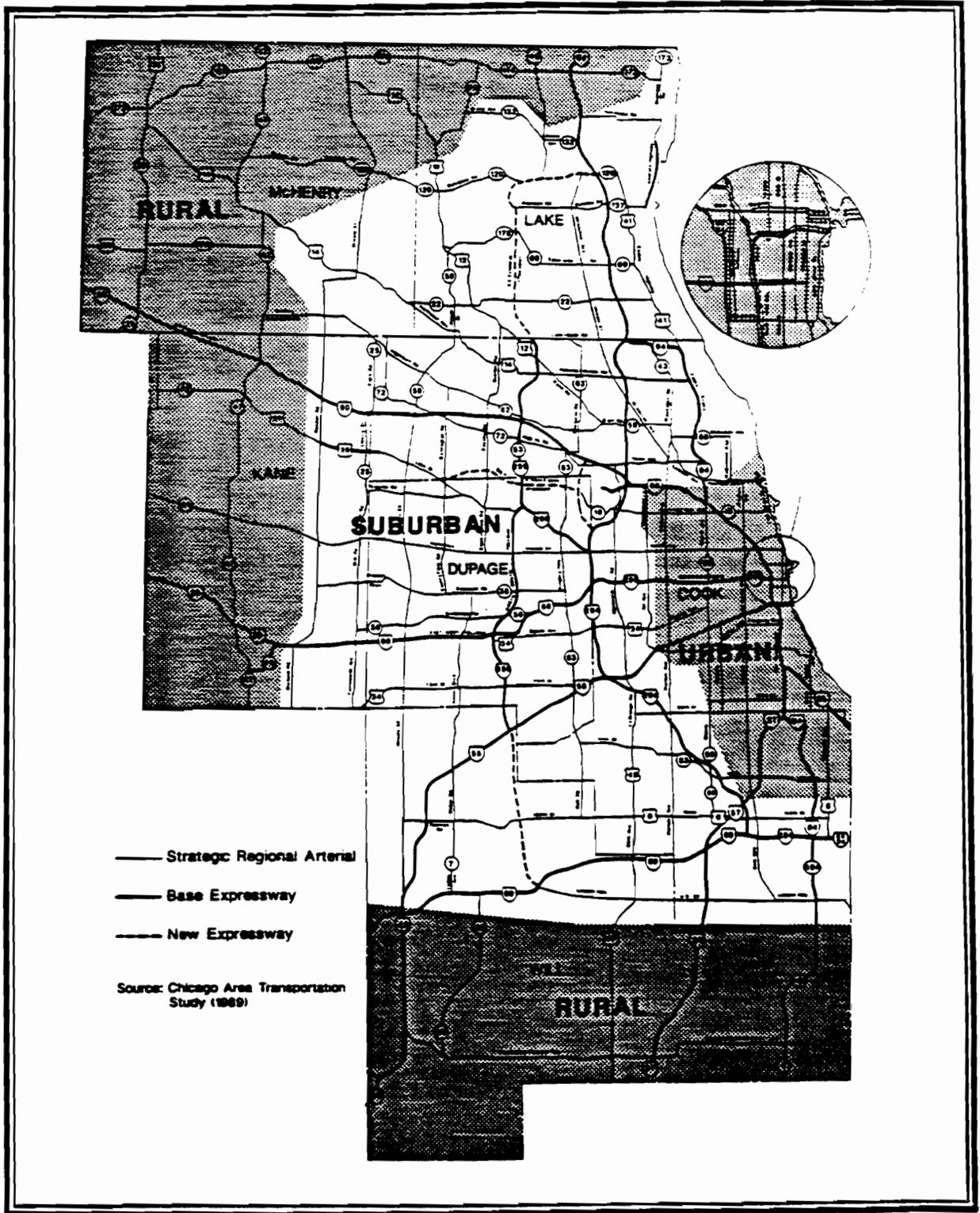


Figure 1.2.1
Cumberland Avenue/First Avenue

SRA ROUTE TYPES

GLOSSARY

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

AT&SF - Atchison Topeka and Santa Fe (Railroad)

BN - Burlington Northern (Railroad)

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CBD - Central Business District

CC - Chicago, Central & Pacific (Railroad)

CD - Collector Distributor (Road)

CERCLIS - Comprehensive Environmental Response Compensation
and Liability Act Information System

CH - County Highway

CMAQ - Congestion Mitigation and Air Quality Program

CMS - Congestion Management Systems

C&NW - Chicago and NorthWestern (Railroad)

CTA - Chicago Transit Authority

DOT - Department of Transportation

EB - Eastbound

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

HOV - High Occupancy Vehicle

IB - Inbound

IDOT - Illinois Department of Transportation

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

1.3 Study Objectives

As an SRA route, Cumberland Avenue/First Avenue is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Cumberland Avenue/First Avenue study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

- Determine needed improvements for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify access management to improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study can be used by local and state agencies to help guide implementation of improvements on Cumberland Avenue/First Avenue, so that individual public or private projects can be consistent with the coordinated long range development of the route as an integral part of the SRA system and Northeastern Illinois.

The development of a land use plan which gives appropriate recognition to the recommendations for SRA routes is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctly intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA

recommendations themselves is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA planning study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data. This data is assembled from numerous sources and includes among others right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental studies, and is evaluated to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features where necessary to accommodate local conditions or constraints. Improvements are identified as recommended, short term/low-cost or ultimate (post 2010).

Phase 3 - Environmental Issues/Screening. The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems, along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future studies and design.

Phase 4 - Cost Estimates/Identification of Right-of-Way Needs. A cost estimate is prepared for each segment of the route, both for recommended and short term/low-cost improvements. Right-of-way needs, and their costs to accommodate recommended and post 2010 improvements are identified.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted for each route, in each county which the route is in.

Phase 6 - Route Improvement Plan/Report. As the final step in the initial two year route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA rural and suburban routes. However, the SRA planning process recognizes that there may be situations along SRA routes where certain design features are not appropriate or where special treatment of some features is desirable, such as:

- Bus lane/high occupancy vehicle (HOV) lanes
- Signal preemptions capability for transit vehicles
- Demand actuated signals at transit stations
- Channelization or interchanges at high volume intersections
- Use of continuous two-way left-turn lanes
- Designation of route bypasses for constricted areas
- Location of transit, pedestrian or bicycle facilities in or adjacent to the right-of-way.

While not all of these features may be applicable to Cumberland Avenue/First Avenue, they illustrate the range of treatments which have been considered during the two year study.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the revised version of the "Strategic Regional Arterial Design Concept Report," dated February, 1994. This document is available from IDOT and CATS.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major

intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was videotaped using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data on the number of lanes, location of traffic signals and turn bays, type of access, structures, pavement width, speed limit, existence of sidewalks, frontage roads, and median. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The sources of information come mainly from Metra and Pace. Both agencies provided the "Future Agenda for Suburban Transportation" which was used for the Metra boardings, station parking information, and proposed Metra future improvements. Some information for Metra future improvements also came from its "Wisconsin Central Corridor Commuter Rail Service PROJECT PROPOSAL." Pace provided the "Quarterly Route Review: January - March, 1992," which was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to list in the tables the locations of the facilities and frequency of service. The Chicago Transit Authority, CTA, provided the "CTA Bus and Rail Systems - Operating Facts - Winter 1991-1992," which was used for CTA bus ridership. CTA also provided the "Rail System - November Weekday Entering Traffic Trends," June 8, 1992, which was used for rapid transit boardings and parking lot spaces. In addition, the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) provided the 2010 Transportation System Development Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/development characteristic uses were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. This information was used to assess potential integration of route concepts with land use and access needs.

The analysis of sensitive land uses included: schools, libraries, places of worship, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals and nursing homes.

Environmental Considerations. The objective of this aspect of the study was to identify all environmental resources which could be impacted by improvements to the SRA. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, habitats of threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks (LUST), as well as land uses which are sensitive to the affects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of environmental resources are plotted on the aerial photos included in this report. However, no representation is made regarding the accuracy of information received from government agencies with respect to chemical releases, wetland limits, or threatened or endangered species habitat, since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I Studies.

Year 2010 Traffic Demand Projections. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards (i.e. four lanes or six lanes) in the SRA Design Concept Report. This assumption was utilized to provide that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It was also intended that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 average daily traffic (ADT) projections are expressed in ranges of 10,000 vehicles per day.

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on an SRA route. Critical factors which affect capacity include the number of signals and distance between them, the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed in terms called level of service (LOS). Level of service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at its signalized intersections. Level of service is expressed in grades A through F, much like an academic report card. Level of Service "A" implies free flow at average travel speed and very low intersection delay. Level of service "C" represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection delays. Level of service "E" is characterized by significant

intersection delays and travel speeds at or below 1/3 of free flow speeds. Level of service "F" is unacceptable congestion. Levels "B" and "D" express intermediate service levels between "A" and "C" and between "C" and "E," respectively.

Planning level capacity analyses will be performed for all route segments, and at major intersections. Major intersections include those with other SRA routes, State and US routes, and cross streets with an anticipated annual average daily traffic of greater than 20,000 vehicles per day. Analysis results will be used to verify the laneage needs proposed for each SRA route.

Corridor Planning. A review of adopted municipal and regional land use transportation plans were performed to identify the new facilities that would impact the SRA, the particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Costs were developed for two types of improvements, recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-Way Acquisition.

CHAPTER TWO: ROUTE OVERVIEW

2.1 Study Area

Cumberland Avenue/First Avenue is a North-South SRA route between Interstate 55 (Stevenson Expressway) and Interstate 90 (Kennedy Expressway). The route is approximately 13.5 miles in length, is located in Cook County and passes through thirteen suburbs and the City of Chicago. (See Figure 2.1.1)

2.2 Land Use/Developmental Characteristics

The Cumberland Avenue/First Avenue corridor is approximately 13.5 miles in length and is located in Cook County. This SRA is designated a suburban route throughout its entire length.

The corridor is fully developed and includes a mixture of land uses characteristic of mature suburban development. The residential uses in the corridor are predominantly single-family and are arranged in compact neighborhoods. The homes fronting Cumberland Avenue are characterized as having shallow building setbacks and direct access to the SRA. Multiple-family developments are scattered throughout the corridor, but most occur north of Montrose Avenue/East River Road in Segment 7.

Large expanses of Cook County Forest Preserve (Des Plaines River Greenway) border the SRA throughout its entire length. Recreational opportunities include Plank Road Meadow, Zoo Woods, McCormick Woods, Miller's Meadows, Gar Woods, Maywood Grove, Thatcher Woods, Fullerton Woods East and West, Che-Che-Pin-Qua Woods and Schiller Woods North. A regional trail follows the Des Plaines River Greenway, north of Interstate 290.

Other non-residential uses include a concentration of industrial uses, north of Interstate 55 in Segment 1. The Palumbo Paving Company Quarry and the Brookfield Zoo are in Segment 2. A concentration of institutional and government uses occur from Cermak Road in Segment 3, north to Madison Street in Segment 4. These uses include an Illinois National Guard facility, Veteran's Administration Building and Hospital, Loyola University Medical Center and the Circuit Court Building.

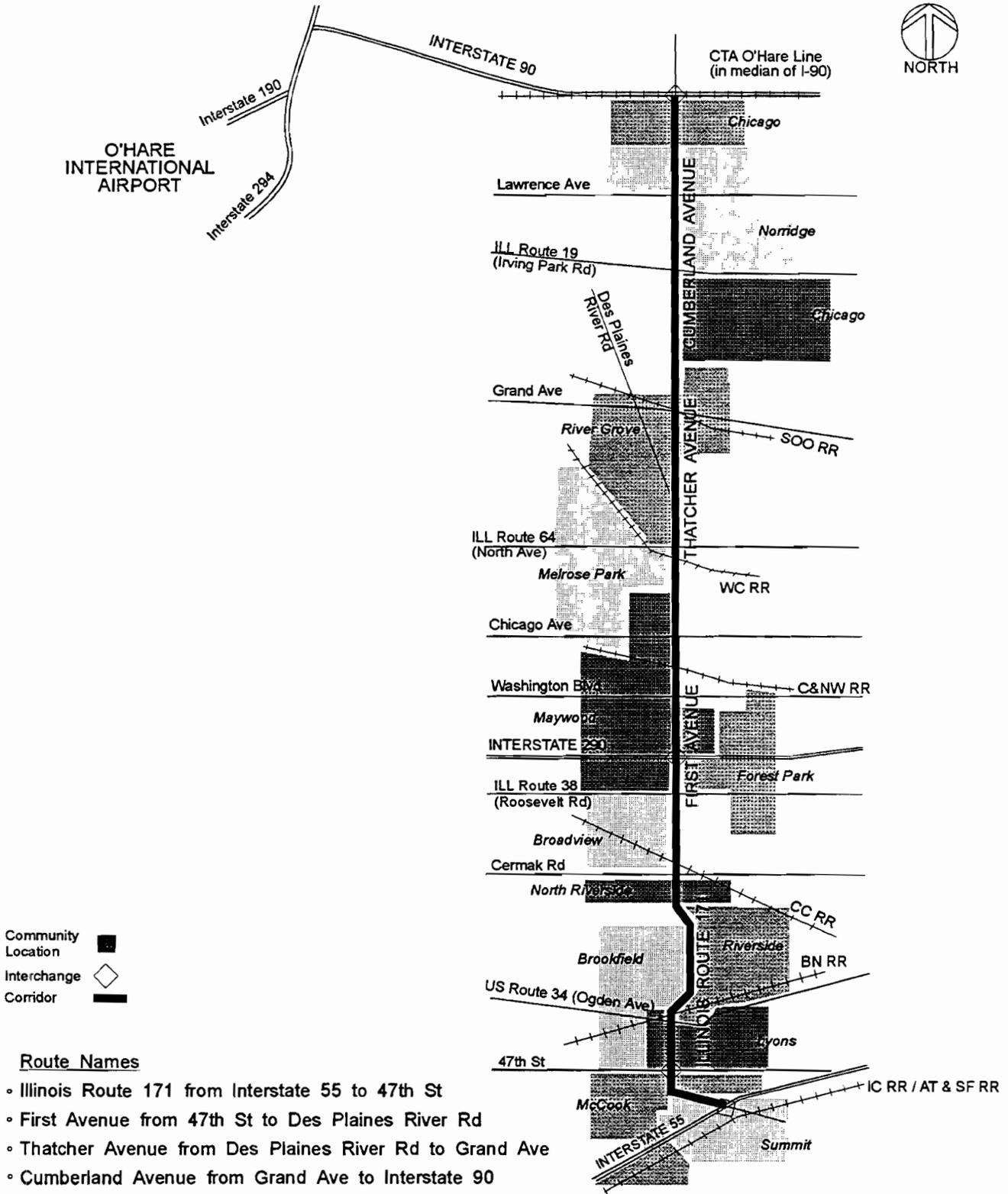


Figure 2.1.1
Cumberland Avenue/First Avenue

CORRIDOR MAP

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing and proposed facilities connecting Cumberland Avenue/First Avenue to the Regional Transportation System as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

Cumberland Avenue/First Avenue is served, in its various segments, by all three modes of public transportation: commuter rail, rapid transit and bus. Four commuter rail lines cross this corridor including the Metra Heritage Corridor, the Burlington Northern, the Chicago and Northwestern/West Line, and the Metra Milwaukee District/West Line. Each of these lines has stations on or near the corridor. The CTA Rapid Transit O'Hare Line serves Cumberland Avenue at the north end.

For much of its length, this corridor is served by bus. Six Pace bus routes and two CTA bus routes travel on the corridor. From the corridor limits, three Pace bus routes continue to the north, and one Pace bus route continues to the south. In addition, thirteen Pace bus routes and four CTA bus routes which travel on adjacent arterials intersect the Cumberland Avenue/First Avenue corridor.

There are three SRA routes that intersect this corridor: Illinois Route 19 (Irving Park Road), Illinois Route 64 (North Avenue), and US Route 34 (Ogden Avenue).

Several Phase I studies are underway in this corridor as indicated in Table 2.3.1.

Table 2.3.1: Phase I Projects Along the Corridor

Project	Project Limits	Scope of Work
Interstate 55 (NEB)	First Avenue to Western Avenue	Resurface & bridge replacement
Interstate 55 (SWB)	Interstate 355 to Western Avenue	Resurface & bridge replacement
US Route 34 (Ogden Avenue)	East/Eberly Avenue to ILL Route 43	Widening and resurfacing, bi-directional left turn lanes
ILL Route 19 (Irving Park Road)	Cumberland Avenue to Ashland	Widening and resurfacing, bridge rehabilitation, and P.E. I.

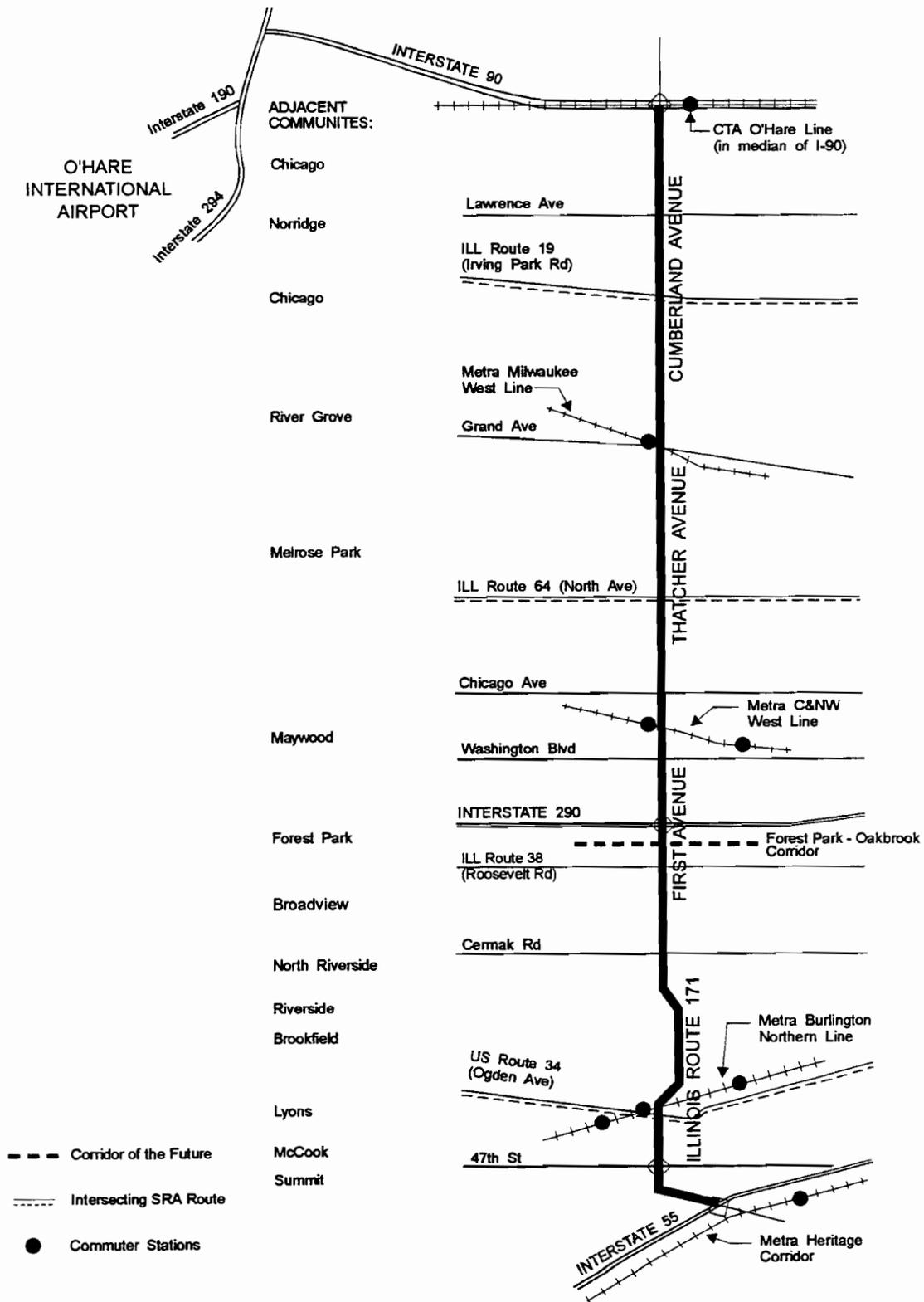


Figure 2.3.1
 Cumberland Avenue/First Avenue
TRANSPORTATION FACILITIES

2.4 Route Area Designation and Design Characteristics

Cumberland Avenue/First Avenue is classified as a suburban SRA route along its entire length from Interstate 55 (Stevenson Expressway) to Interstate 90 (Kennedy Expressway). Table 2.4.1 lists desirable characteristics for SRA suburban routes in the year 2010, including typical geometrics, operational measures, level of service and access policies. The design speed for a suburban SRA route is 45 miles per hour and the desirable minimum level of service is "C/D" at which average speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour, or about 20 miles per hour. Typically, this type of SRA route would provide for a 120 ft. to 150 ft. right-of-way consisting of three lanes in each direction with an 18 ft. to 46 ft. raised median. The typical roadway cross section desirable an SRA suburban route is shown in Figure 2.4.1.

2.5 Projected Travel Demand

The projected travel demand for the year 2010, resulting in forecast traffic for this corridor, is taken from the regional travel demand forecasts by CATS. The forecasts are generated by the regional travel simulation model in coordination with IDOT and are predicated on all SRA's built out to the Design Concept Report standards. The travel demand is summarized in Figure 2.5.1.

The 2010 traffic forecast for the corridor varies from approximately 20,000 to 30,000 Average Daily Traffic (ADT) in some central locations to 40,000 to 50,000 ADT near Interstate 55. These forecasts reflect the development characteristics and land use forecast along this route - densely developed suburban tracts.

Interstate(s) 55, 290 and 90, US Route 34 (Ogden Avenue) and Illinois Route 64 (North Avenue) are high volume facilities which cross the Cumberland Avenue/First Avenue corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic.

2.6 Roadway/Right-of-Way General Discussion

The existing right-of-way varies between 60 ft. to 100 ft., with increased widths at intersections, interchanges, and where frontage roads are provided. The route is a four lane facility throughout its length, with auxiliary lanes provided at intersecting roadways and interchanges. The existing cross section along the corridor varies with several types of

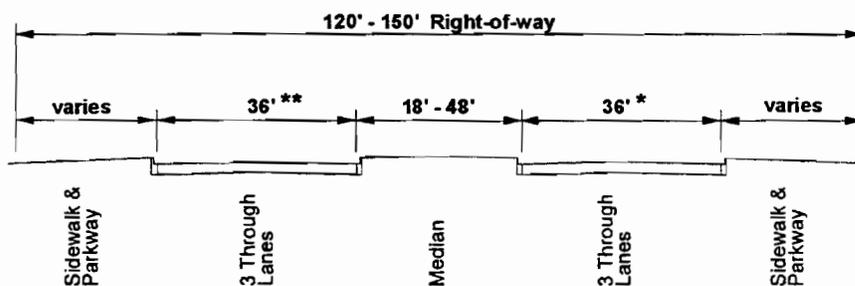
medians, areas with no median, lane width reductions, parking lanes, curb and gutter, gravel shoulders, and sidewalks adjacent to and offset from travel lanes.

The south end of the corridor, Illinois 171, is a freeway type facility with right-of-way widths that exceed the desirable SRA suburban route widths. This portion of the facility has limited access with three grade separated interchanges.

Table 2.4.1: Desirable Suburban Route Characteristics (Source: SRA Design Concept Report)	
Right-of-way Width	120' - 150'
Level of Service(Peak Hour)/ Design Speed	C or D/ 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 48', raised
Bicycle Recommendation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearance	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Off-street loading

Table 2.4.1
Cumberland Avenue/First Avenue

SUBURBAN CROSS SECTION*



* From the SRA Design Concept Report

** An additional 1' could be added to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced

Figure 2.4.1
Cumberland Avenue/First Avenue

SUBURBAN CROSS SECTION



Estimated range of 2010 average daily traffic volumes in vehicles per day.

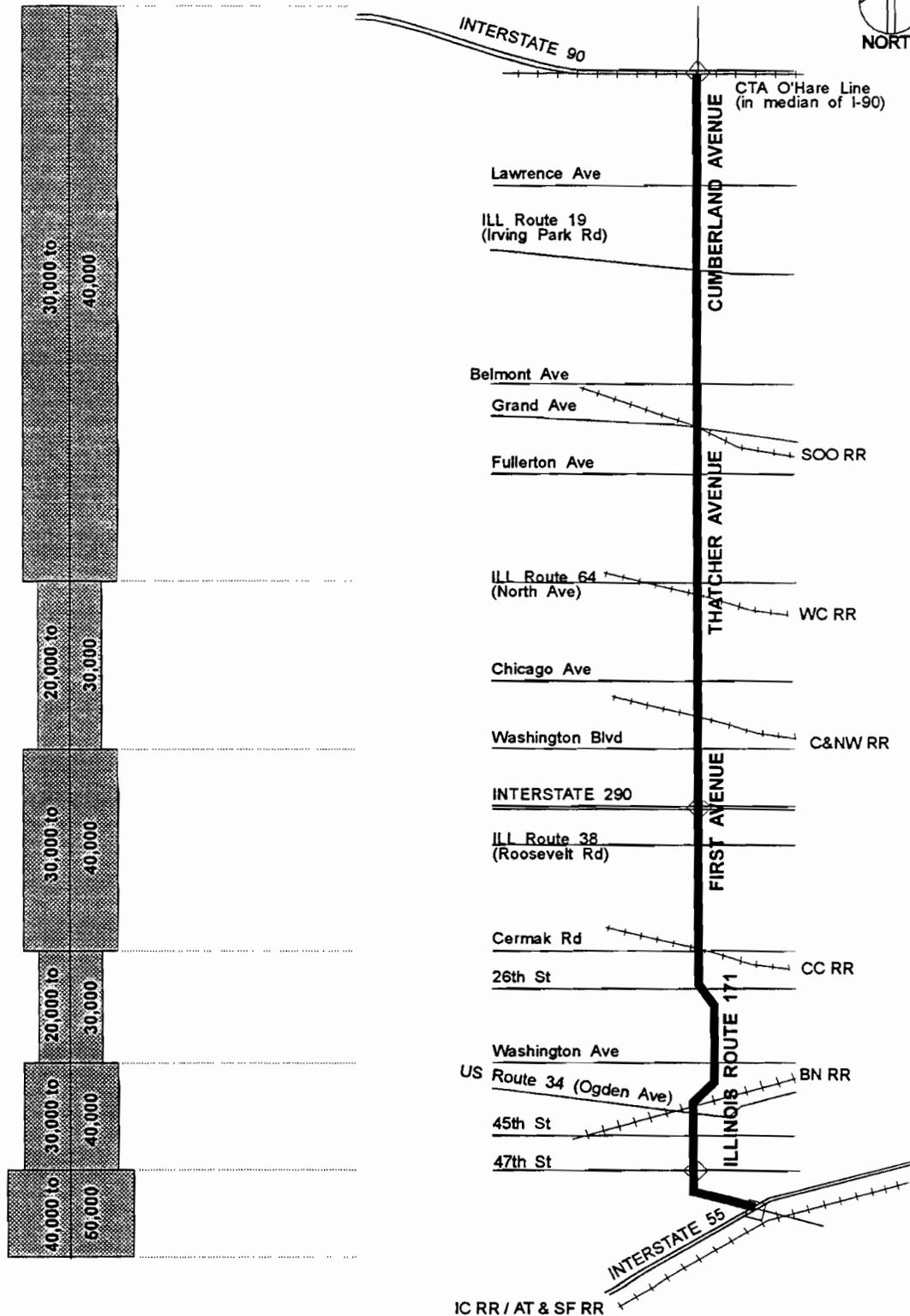


Figure 2.5.1
Cumberland Avenue/First Avenue

PROJECTED CORRIDOR TRAFFIC VOLUMES

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor consist of upgrading to the SRA suburban standard while minimizing impacts to the adjacent developments and environmental features. The detailed evaluation of various factors called for recommending four through lanes with a raised median for a majority of the route.

The roadway segment between Interstate 55 and 44th Street is a limited access facility and is to be maintained. To accommodate traffic, six through lanes with a raised median is recommended between Division Street and Des Plaines River Road. In addition, an auxiliary lane is proposed in the southbound direction between Illinois Route 38 (Roosevelt Road) and Cermak Road.

Specific areas have constraints which make implementation of the SRA suburban standard undesirable. A roadway cross section with four through lanes and a flush median is recommended between Interstate 290 and Division Street and between Belmont Avenue and Addison Street. Four through lanes with no median is proposed through River Grove because of constraints.

3.2 Proposed Transit Improvements

Several transit improvements are proposed for this corridor. Park and ride facilities should ultimately be installed to serve commuters and should be located accordingly. Further discussion in Segment 7 elaborates on CTA's Cumberland facility. Bus stops, shelters (lighted where requested), paved walkways, and pullouts (where requested) should be installed. Directional signs should be placed to transit stations. All signals should be equipped for bus pre-emption; all buses traveling on the corridor should also be equipped for signal pre-emption.

The 2010 Transportation System Development Plan does include transit improvements which affect the Cumberland Avenue/First Avenue corridor. The Wisconsin Central Line is a major project proposed by Metra to be developed on the Wisconsin Central Railroad which will use the existing SOO RR tracks north of Grand Avenue in River Grove. This line would serve peak hour commuting between the north suburbs and the Chicago Central Business District and eventual hourly commuting between the north suburbs and O'Hare Airport. This service would be limited to three peak hour trains during its early stages. Additional trains may later provide expanded service. This service is scheduled to begin in April of 1996.

Cumberland Avenue/First Avenue

Metra also proposes track improvements on the Metra Milwaukee District/West Line. An existing third track (currently used by freight) may be upgraded to provide non-stop service for selected trains, and Metra proposes a grade separation of this railroad crossing at the corridor. Metra also proposes a grade separation for the Chicago and NorthWestern/West Line crossing. These improvements should be made as ultimate (post 2010) improvements to the SRA.

One "Corridor of the Future" affects Cumberland Avenue/First Avenue. The Forest Park-Oakbrook Corridor would be an inter-connecting rail service between the CTA-Congress Rapid Transit Line and the proposed Middle Circumferential Line (to be located in DuPage County). It would also serve as a reverse commute to the Oakbrook office center and the Interstate 88 - "Research and Development" office corridor. This proposed corridor may someday cross Cumberland Avenue/First Avenue just south of Interstate 290 (Eisenhower Expressway).

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements throughout the Cumberland Avenue/First Avenue corridor consist of upgrading the intersection geometry to accommodate the CATS 2010 projected volumes.

Along the southern portion of the corridor the projected volumes generally warrant single left turn lanes and right turn lanes at several locations. Along the central and northern portions of the corridor single left and right turn lanes are generally warranted. A single point diamond interchange is proposed at Interstate 290 as a post 2010 improvement to ease congestion and improve operations at that interchange. Dual left turn lanes should be provided as volumes warrant and right turn lanes should be provided where minimal impacts to adjoining property occur.

3.4 Environmental Concerns

The characteristics of the corridor contain many environmentally sensitive features that may be negatively impacted by roadway widening. The Des Plaines River floodplain and wetlands, an identified historical site, hazardous waste and leaking underground storage tanks, and a threatened or endangered plant species need to be further investigated in the planning phase.

A major concern along this route is proximity to the Des Plaines River, wetlands and floodplains. The route crosses the river and two of its tributaries, Salt Creek and Silver Creek. According to National Inventory Wetland Maps, wetlands are located east and west of the roadway between Illinois Route 64 (North Avenue) and Fullerton Avenue. A 100-year

Cumberland Avenue/First Avenue

floodplain crosses the roadway between the BN RR structure and Forest Avenue/Ridgewood Avenue and at the Silver Creek bridge.

The Richard Cluever Residence, at 601 First Avenue in Maywood, is on the National Register of Historic Places. The cross section at the northbound approach of Chicago Avenue may need to be reduced after further examination of the site.

Several hazardous waste and leaking underground storage tank sites have been identified adjacent to the corridor.

Hazardous Waste Sites:

- 8600 Joliet Road, McCook
- First Avenue and 49th Street, McCook
- 1319 First Avenue, Maywood

LUST Sites:

- First Avenue and Joliet Road, McCook
- First Avenue and 49th Street, McCook
- First Avenue and Plainfield Road, Lyons
- 1300 S. First Avenue, Maywood
- 110 W. Madison, Maywood
- 2474 N. Thatcher, River Grove
- 2715 N. Thatcher, River Grove
- 8359 W. Grand Avenue, River Grove
- 3141 Thatcher, River Grove

A threatened or endangered plant species has been identified on the south side of 26th Street in Brookfield. This environmentally sensitive feature appears to be far enough from the improvements not to be affected.

3.5 Future Land Use/Development Perspective

Planning for future development is a power conferred on municipalities and counties for land within their jurisdictional limits by State statutes. Municipalities may indicate their preferred type and intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another municipality's jurisdiction. Unincorporated land which is not planned by a municipality within their jurisdictional limits is then subject to provisions of the County Plan.

Where vacant land lies along the SRA corridor, it provides an opportunity for local communities to coordinate their development plans with the

transportation improvements. Generally, this takes the form of minimum parking and building setbacks and management of points of access to maintain and improve safety and operational efficiency. Through the panel process the study team has reviewed plans or information on proposed projects provided by the counties, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc., in addition to available land use plans. Where specific developments have been identified, the SRA recommended concepts incorporate consideration of these developments.

Where the right-of-way is lined by suburban or urban development, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, housing, open space, commercial and institutional development.

Consideration is given to access, safety of turning movements, protection of vital parking and loading functions and coordination of improvements with areas of pedestrian/bicycle activity. For both large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I studies, as part of the roadway improvement process, in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimate

The cost estimates were developed to give IDOT and agencies involved an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates were prepared for two types of improvements, recommended and short term/low-cost. The costs were summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-way Acquisition. The estimates are provided in 1991 dollars. These segment costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimate

Construction Cost Estimate for Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$47,127,500
Intersection Improvement	\$3,000,000
Structure Modification	\$1,560,000
Interchange Improvement	\$0
Transit Improvement	\$12,753,000
Right-of-Way	\$1,200,000
Sub-Total Estimated Cost	\$65,640,500
Engineering (20%)	\$13,130,000
Contingency (20%)	\$13,130,000
Total Estimated Cost for Recommended Improvements	\$91,900,500
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$11,200,000
Right-of-Way	\$0
Sub-Total Estimated Cost	\$12,200,000
Engineering (20%)	\$2,440,000
Contingency (20%)	\$2,440,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$17,080,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Cumberland Avenue/First Avenue

**CHAPTER 3: SUMMARY OF SRA CORRIDOR
RECOMMENDATIONS**

CHAPTER FOUR: CORRIDOR ANALYSIS BY SEGMENT

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor was divided into segments for detailed discussion of the existing conditions (i.e. right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). Also, to ease in the assimilation of all relevant factors involved in the development of improvement recommendations, these subsections of the corridor are useful. The segments have been determined by several technical factors such as portions of the roadway with similar characteristics (i.e. right-of-way, travel demand, land use patterns, etc.). Cumberland Avenue/First Avenue was divided into seven segments. They are depicted in Figure 4.1.1 and are:

Segment

1. Interstate 55 (Stevenson Expressway) to 44th Street
2. 44th Street to 26th Street
3. 26th Street to Illinois Route 38 (Roosevelt Road)
4. Illinois Route 38 (Roosevelt Road) to Division Street
5. Division Street to Fullerton Avenue
6. Fullerton Avenue to Belmont Avenue
7. Belmont Avenue to Interstate 90 (Kennedy Expressway)

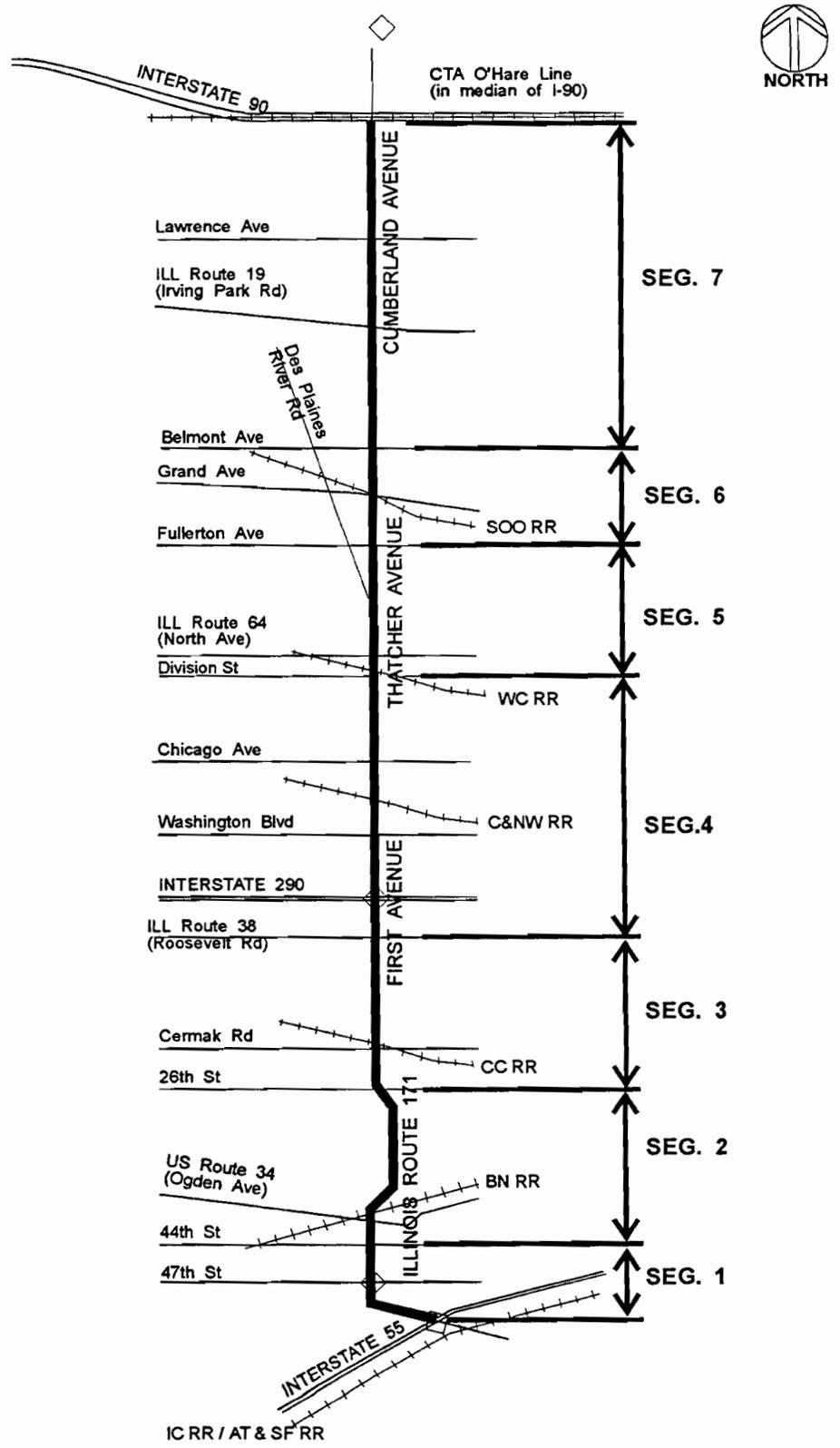


Figure 4.1.1
 Cumberland Avenue/First Avenue
CORRIDOR SEGMENTS MAP

4.1 Segment 1: Interstate 55 to 44th Street

Location

Segment 1, also known as Illinois Route 171, starts at Interstate 55 and ends at 44th Street (Refer to Figure 4.1.1). The segment length is approximately 1.6 miles and passes through Summit, McCook, and Lyons.

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-01a and -02a.

Right-of-Way. The right-of-way varies from 200 ft. to 310 ft.

Roadway Characteristics. The existing roadway facility in this segment is a four lane limited access roadway with grade separated interchanges at Interstate 55, Joliet Road, and 47th Street. The cross-section includes a 40 ft. grass median, paved shoulders, frontage roads, and open drainage. The Interstate 55 interchange is a semi-directional cloverleaf. Joliet Road and 47th Street are both diamond interchanges. At Joliet Road access to northbound Illinois Route 171 and access from southbound Illinois Route 171 are not provided. Instead, a frontage road is provided between Joliet Road and 47th Street on the west side of the facility.

Traffic Control/Intersection Configuration. There is one signalized intersection in this segment:

44th Street

Joliet Road and 47th Street are diamond interchanges with signals at the surface street ramp terminals. There are no major intersections in this segment.

Structures. There are ten mainline and three ramp structures within this segment for the three grade separated interchanges described above and the crossings of the Des Plaines River and the IC RR/AT&SF Rail Yard. In addition, four structures at the IC RR and the Chicago Sanitary and Ship Canal are just outside the project limit. See Table 4.1.1 for the Existing Structure List.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0483	ILL Route 171 SB / Des Plaines River	30.6	526.0	N/A	N/A
016-0985	ILL Route 171 NB / Des Plaines River	30.6	526.0	N/A	N/A
016-1006	ILL Route 171 NB / AT&SF RR and Joliet Rd.	30.3	350.0	N/A	N/A
016-1005	ILL Route 171 SB / AT&SF RR and Joliet Rd.	30.0	350.0	N/A	N/A
016-1000	ILL Route 171 SB / 47th St.	38.5	173.0	N/A	N/A
016-1001	ILL Route 171 NB / 47th St.	38.5	173.0	N/A	N/A

Transit. Refer to Table 4.1.2 for a description of the rail line and three bus routes that serve the corridor.

Table 4.1.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership*	Station Parking	
				Spaces	% Use
Metra Line and Nearest Stations					
Metra Heritage Corridor Summit Station	Center Street and Hanover Avenue	Weekday Morning: 2 IB Weekday Afternoon: 2 OB Peak hour service only. No Saturday, Sunday, or holiday service.	144	151	63.6%
Pace Bus Routes					
Pace 330	Along the corridor south of Joliet Road	Weekday: 11-25 NB, 9-22 SB Saturday: 10 NB, 11 SB No Sunday or holiday service.	1,297	N/A	N/A
Pace 307	Along Illinois Route 171 and Archer Ave., just east of the corridor	Weekday: 35-36 NB, 36-40 SB Saturday: 30-32 NB, 31-32 SB Sunday: 20-21 NB, 19 SB	4,126	N/A	N/A
Pace 832	Along Joliet Road, just below the corridor	Weekday: 4 NB, 4 SB No Saturday, Sunday, or holiday service.	101	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, IB=inbound, OB=outbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of the route are shown on Exhibits CUMBER-01a and CUMBER-02a and include the Des Plaines River, floodplain, hazardous waste sites and LUST sites.

Streams/Wetlands/Floodplains. The route crosses the Des Plaines River and floodplain west of the Interstate 55 interchange.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. Two properties, listed in the USEPA register of hazardous waste sites, were identified at the following locations:

- Kearney Co., 8600 Joliet Road, McCook
- Reynold's Metals Co., First Avenue and 49th Street, McCook

Two sites with leaking underground storage tanks were identified:

- Wright Industries, First Avenue and Joliet Road, McCook
- Reynold's Metals, Co., First Avenue and 49th Street, McCook

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Industrial land uses predominate this segment as shown on Exhibits CUMBER-01a and -02a. The properties in the dense single-family residential neighborhood between 47th Street and 46th Street, west of the route, front local interior streets and frontage roads which provide access to the route.

Development Access and Constraints. Segment 1 is defined by the Interstate 55 interchange which accommodates high volumes of truck traffic servicing the nearby industrial and mining land uses. The proposed roadway improvements in this segment are to occur within the existing right-of-way width and no unusual constraints exist.

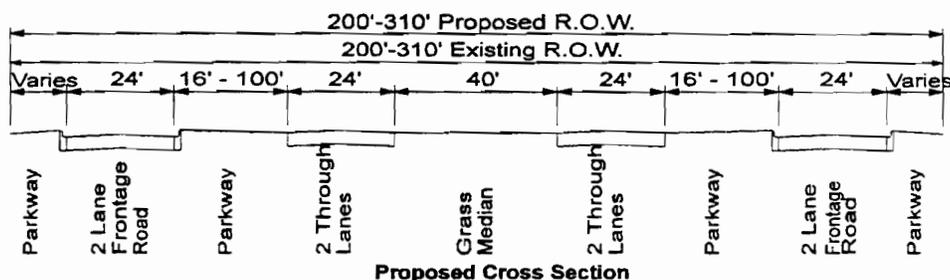
Future Development. No future development projects, which would impact this route, have been identified by the local communities along this segment.

Recommended Improvements

Improvements, which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-01b and CUMBER-02b and summarized in Table 4.1.3.

Roadway. The recommended improvements to this segment are to maintain the existing four lane cross section, frontage roads, 40 ft. grass median, and interchanges at Interstate 55, Joliet Road, and 47th Street.

Although the existing pavement alignment will be maintained, future resurfacing is recommended.



Traffic Control/Intersection Configuration. Future interchange design studies should be performed to identify any needed laneage configuration improvements to the existing interchanges at Interstate 55, Joliet Road and 47th Street. No other improvements are recommended. The expected level of service is "C."

Parking and Access. No on-street parking exists in this segment or is warranted for the future. Any additional access or modification (in the form of ramps) should be analyzed during future feasibility/design studies.

Structures. None of the structures will require modifications to accommodate the proposed improvements.

Transit Facilities. Place directional signs to the Summit Station on the Metra Heritage Corridor. Ensure the display of bus stops with shelters and paved walkways to serve industrial plants and residents along the

corridor. Reserve space for a park and ride facility for carpools and vanpools near the intersection of Illinois Route 171 and Archer Avenue. Equip signals for bus pre-emption.

Table 4.1.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Maintain existing 200 - 310 ft. of right-of-way.
2. Level of Service	LOS C
3. Number and Width of Through Lanes	Maintain existing four lane section with interchanges at Interstate 55, Joliet Road and 47th Street.
4. Median Width and Type	40 ft. grass median.
5. Parkways/Sidewalks/ Drainage Ditch	Provide sidewalk access from frontage road bus stops to industrial/commercial sites. Maintain open drainage.
6. Signalized Intersections - Major - Other	There are no major intersections in this segment. Signalized intersection at 44th Street.
7. Parking	N/A
8. Curb Cut Access	N/A
9. Transit	Future park and ride near Archer Avenue intersection. Provide directional signs to trains. Signal pre-emption at far side bus stops. Provide bus stops with shelters.
10. Pedestrian/Bicycle Facility	Provide striped pedestrian/bicycle crossing on existing Interstate 55 structures as part of regional trail.
11. Loading	N/A
12. Miscellaneous	Tie into SRA system at south project terminus via 55th Street. Archer Avenue to be studied with SRA Subset #4.

Pedestrian/Bicycle Facilities. A proposed regional trail would intersect the SRA at Interstate 55, the Stevenson Expressway. Pedestrian/Bicycle crossing should be provided at all major structures.

Short Term/Low-Cost Improvements.

Improvements which are consistent with SRA policy and are short term (and/or low-cost) are recommended for short term (1-5 year) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There is no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park and ride facility near the intersection of Archer Avenue and Illinois Route 171. Install directional signs to guide commuters to the Metra Heritage Corridor Station in Summit. Provide far side bus stops with shelters and sidewalks to serve industrial plants and residents

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Characteristics. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

No future right-of-way needs are anticipated.

Potential Environmental Concerns

Although the existing right-of-way will be retained through Segment 1, there is the potential for increased air pollution and traffic noise and displacement of mature trees. The properties listed in the USEPA register of identified hazardous waste sites and LUST list will generally not be affected by the proposed improvements.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.5.

Table 4.1.5: Cost Estimate

Construction Cost Estimate for Segment 1 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$1,500,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$328,000
Right-of-Way	\$0
Total Estimated Cost for Recommended Improvements	\$1,828,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$200,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.2 Segment 2: 44th Street to 26th Street

Location

Segment 2, also known as First Avenue, starts at 44th Street and ends at 26th Street. This segment is approximately 2.4 miles in length and passes through Lyons, Brookfield and Riverside (Refer to Figure 4.1.1).

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-02a and CUMBER-03a.

Right-of-Way. The right-of-way in this segment is 100 ft. except between 44th Street and US Route 34 (Ogden Avenue) where the width is 80 ft.

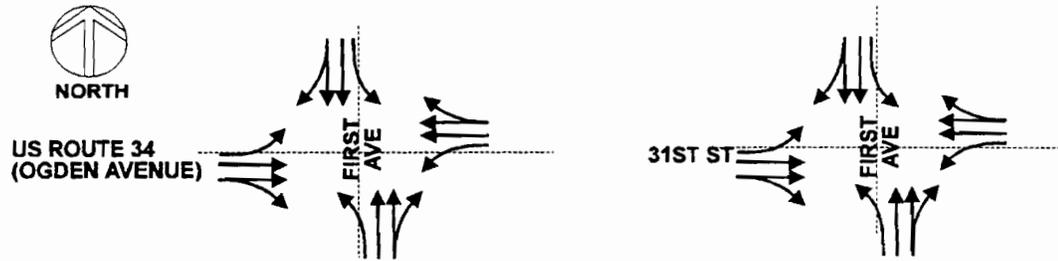
Roadway Characteristics. The existing pavement width varies from approximately 44 ft. to 70 ft. Four through lanes with curb and gutter are provided throughout, with widenings at intersections for left turn storage. The median is flush except at some left turn bays where a narrow raised median is provided. South of Forest Avenue/Ridgewood Avenue, sidewalk is provided on both sides for approximately 0.3 miles, then only on the west side for the remaining south portion of the segment.

Traffic Control/Intersection Configuration. There are 6 signalized intersections in Segment 2:

Plainfield Road	31st Street
US Route 34 (Ogden Avenue)	Golf View Avenue
Forest Avenue/Ridgewood Avenue	26th Street

Throughout this segment, First Avenue signal approaches include two through lanes in each direction with single left turn storage. No left turn is allowed from northbound First Avenue onto Golf View Avenue, but southbound right turn storage is provided. Between signals, left turns are allowed at all residential streets. Two of the intersections are considered major: US Route 34 (Ogden Avenue) and 31st Street. These are shown in Figure 4.2.2.

Figure 4.2.2: Existing Intersection Configuration



Structures. First Avenue crosses over Salt Creek north of US Route 34 (Ogden Avenue), and under the Burlington Northern Railroad south of Ridgewood Avenue. These two structures are listed in Table 4.2.1.

Table 4.2.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0702	First Ave. / Salt Creek	51.0	114.0	N/A	N/A
016-0701	BN RR / First Ave.	N/A	70.0	43.8	14.0

Transit. Refer to Table 4.2.2 for a description of the four rail line facilities and three bus routes that serve the corridor.

Table 4.2.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership*	Station Parking	
				Spaces	% Use
Metra Line and Nearest Stations					
Burlington Northern Line Brookfield Station	Prairie Avenue and Burlington Avenue	Weekday: 20 IB, 22 OB Saturday: 11 IB, 11 OB Sunday: 7 IB, 7 OB	618	215	100.0%
Burlington Northern Line Hollywood Station	Hollywood Avenue and Burlington Avenue	Weekday: 12IB, 12 OB Saturday: 6 IB, 8 OB Sunday: 5 IB, 5 OB	116	60	100.0%
Burlington Northern Line Riverside Station	Long Common Road	Weekday: 20 IB, 22 OB Saturday: 11 IB, 11 OB Sunday: 7 IB, 7 OB	468	166	83.1%
Pace Bus Routes					
Pace 304	Along the corridor between Riverside-Brookfield High School and 31st Street	Weekday: 22-23 NB, 23 SB Saturday: 12 NB, 12 SB Sunday: 10 NB, 11 SB	1,250	N/A	N/A
Pace 331	Along the corridor north of 31st Street	Weekday: 27-32 NB, 26-31 SB Saturday: 11 NB, 10 SB No Sunday or holiday service.	1,985	N/A	N/A
Pace 302	Crosses on Ogden Avenue	Weekday: 19-23 EB, 20-22 WB Saturday: 12 EB, 12 WB No Sunday or holiday service.	916	N/A	N/A
Other Rail Lines					
Burlington Northern Railroad	Crosses in Riverside, south of Parkview	42 scheduled freight trains per day (in and out)-plus extra trains	N/A	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Burlington Northern Railroad Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, IB=inbound, OB=outbound, EB=eastbound, WB=westbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of the route are shown on Exhibits CUMBER-02a and CUMBER-03a and include Salt Creek, Des Plaines River, floodplains, wetlands, a LUST site, and a threatened or endangered species.

Streams/Wetlands/Floodplains. Of primary concern in this segment is the proximity of the route to Salt Creek, the Des Plaines River, and their floodplains. The route crosses Salt Creek north of US Route 34 (Ogden Avenue). The Des Plaines River comes within 50 feet of the roadway at Golf View Avenue and the floodplain crosses the route at several locations. Wetlands have been identified along the river at 26th Street.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. No hazardous waste sites were identified along the route, according to the USEPA register of hazardous waste sites. The following property reportedly contains a leaking underground storage tank.

- Zephyr Service, Plainfield Road and First Avenue, Lyons.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. A threatened or endangered plant species is known to exist west of the route, south of 26th Street, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The predominant land use in Segment 2 include the Palumbo Paving Co. Quarry, expanses of Cook County Forest Preserve and the Brookfield Zoo. North from US Route 34 (Ogden Avenue), the route follows the path of the Des Plaines River. Forest Preserve areas in this segment include: Plank Road Meadow, north of US Route 34 (Ogden Avenue); Zoo Woods, north of Ridgewood Avenue; and McCormick Woods, north of 31st Street. The Brookfield Zoo occupies grounds west of the route between Ridgewood Avenue and 31st Street, as seen on Exhibit, CUMBER-03a.

Single-family residential neighborhoods, without direct access to the route, are along the remainder of the segment. These properties extend east from the Des Plaines River, east of the route, and north of US Route 34 (Ogden Avenue), west of the route. Riverside Brookfield High School is on the northwest corner of Ridgewood Avenue and First Avenue.

Development Access and Constraints. The existing right-of-way is 80 ft. from 44th Street north to US Route 34 (Ogden Avenue) where it widens to 100 feet. At the Plainfield Road intersection, commercial businesses would lose parking spaces and signs with any widening of the roadway. Expansion is constrained on the east of the route by the Palumbo Quarry, which begins approximately 10 feet from the existing roadway, and on the west by industrial and commercial structures.

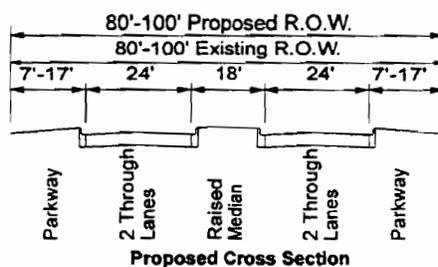
Roadway expansion north of US Route 34 (Ogden Avenue) may impact the single-family homes built adjacent to the route. This section is constrained by the Forest Preserve holdings which line the east side of the route.

Future Development. One vacant parcel, north of 44th Street and west of the route, occurs in this segment. This L-shaped parcel fronts the route right-of-way and would most likely be developed for non-residential uses or multiple-family uses, given the existing development trends in this area. However, no future development projects, which would impact this route, have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-02b and 03b, and summarized in Table 4.2.3.

Roadway. The proposed improvements will be constructed within the existing 80 ft. to 100 ft. right-of-way. The cross section will consist of four 12 ft. through lanes, curb and gutter, an 18 ft. raised median, and parkways 7 ft. to 17 ft. wide. The roadway will be widened at the signalized intersections for turning storage lanes.



Traffic Control/Intersection Configuration. All signalized intersections in this segment should be left turn phase actuated and interconnected. It is recommended that the signals at Plainfield Road and Golf View Avenue be removed. The northeast leg of Plainfield Road will be converted to a cul-de-sac with access maintained from US Route 34 (Ogden Avenue). It is recommended that the signal at Plainfield Road and US Route 34 (Ogden Avenue) also be removed. Traffic traveling northeast on Plainfield Road can turn left (north) at the signal at 44th Street. Single left and right turn lanes are proposed at US Route 34 (Ogden Avenue). Golf View Avenue is recommended to be converted to right-in/right-out access only. Northbound traffic can access First Avenue at the 31st Street intersection. This improvement should be coordinated with the Brookfield Zoo's parking plans. Single left turn lanes are recommended at 31st Street. The expected level of service is "C."

Table 4.2.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Maintain existing 80 - 100 ft. of right-of-way.
2. Level of Service	LOS C
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	No sidewalk along quarry. Provide sidewalks along forest preserves in existing locations.
6. Signalized Intersections - Major - Other	Major intersections are US Route 34 (Ogden Avenue) and 31st Street. Signalized intersections include Forest Avenue/Ridgewood Avenue and 26th Street. Remove signals at Plainfield Road, Ogden Avenue and Plainfield Road intersection, and Golf View Avenue.
7. Parking	N/A
8. Curb Cut Access	Access should be managed by right-in/right-out only except at 1/4 mile median breaks and signalized intersections. Median breaks at 1/4 mile spacing. Golf View Avenue will be converted to right-in / right-out access only.
9. Transit	Provide signal pre-emption at far side bus stops. Provide directional signs to transit. Install bus stops, shelters, walkways, and pullouts at Brookfield High School, 31st Street, and 26th Street.
10. Pedestrian/Bicycle Facility	Provide pedestrian/bicycle overpass across route at Forest Avenue / Ridgewood Avenue.
11. Loading	N/A
12. Miscellaneous	Cul-de-sac west leg of 43rd Street and east leg of Plainfield Road. Convert west leg of Plainfield Road to right-in/right-out.

At all other signal locations left turn bays should be provided within the proposed right-of-way. Southbound left turn access should also be provided at the Zoo Woods. All other access should be right-in/right-out only. Access along the west side of the corridor between 45th Street and Plainfield Road should be relocated to Plainfield Road.

Parking and Access. There is no on-street parking in Segment 2 at the present time nor is parking warranted for the future. Median breaks should be provided at the northern Zoo Woods entrance. Any remaining driveways and cross streets should be limited to right-in/right-out access only.

Structures. A new BN RR structure should be constructed to provide necessary horizontal and vertical clearances as shown in Table 4.2.4.

Table 4.2.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0701	BN RR/First Avenue	N/A	Provide new structure to improve clearances

Transit Facilities. Directional signs are needed to the Brookfield, Hollywood, and Riverside Stations on the Burlington Northern Line. Signs should be placed at the Parkview and Ridgewood intersections. Install marked bus stops, shelters, walkways, and pullouts at Riverside Brookfield High School, 31st Street, and 26th Street. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. The Cook County Forest Preserve District has holdings along both sides of the route between US Route 34 (Ogden Avenue) and 26th Street. An existing sidewalk that extends along both sides of the SRA through the southern portion of the holdings should be maintained.

Pedestrian and bicycle activity in Segment 2 occurs between the Burlington Northern Railroad and 31st Street. Land uses in this section include Riverside Brookfield High School, the Brookfield Zoo, Zoo Woods and an adjacent residential neighborhood. A grade separated pedestrian and bicycle crossing is recommended near Forest Avenue/Ridgewood Avenue to provide a safe crossing for pedestrians. The Village of Riverside and Riverside Public School System requested such a structure based upon the volume of students that cross the route near that intersection.

SRA improvements could link the Forest Preserve in this segment (Des Plaines River Greenway) with the existing regional trail system that extends northwest from US Route 34 (Ogden Avenue).

Short Term/Low-Cost Improvements

Improvements which are consistent with the SRA policy for suburban routes and are short term (and/or low-cost) are recommended for short term (1-5 year) implementation.

Roadway. Short term improvements should include the cul-de-sacing of the east leg of Plainfield Road and the west leg of 43rd Street. To prepare local residents for future access control the west leg of Plainfield Road and Golf View Avenue should be converted to right-in/right-out.

Traffic Control/Intersection Configuration. The US Route 34 (Ogden Avenue) intersection should be upgraded to SRA standards. Traffic signals should be removed at Plainfield Road/US Route 34 (Ogden Avenue), and Golf View Avenue.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Directional signs are needed to the Brookfield, Hollywood, and Riverside Stations on the Burlington Northern Line. Signs should be placed at the Parkview and Ridgewood intersections. Install marked bus stops, shelters, walkways, and pullouts at Riverside Brookfield High School, 31st Street, and 26th Street. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Characteristics. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The only additional right-of-way needed is at the signalized intersections to accommodate turning lanes.

Potential Environmental Concerns

No additional right-of-way will be required for these improvements, except for acquisitions at the US Route 34 (Ogden Avenue) and 31st Street intersections. There is potential for floodplain encroachment along Salt Creek and the Des Plaines River as the roadway is widened. The identified LUST site at Plainfield Road will need to be further examined in Phase I studies. The threatened or endangered plant species south of 26th Street within the forest preserve appears to be far enough from the roadway to be affected by these improvements.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.5.

Table 4.2.5: Cost Estimate

Construction Cost Estimate for Segment 2 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$8,050,000
Intersection Improvement	\$1,000,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$2,025,000
Right-of-Way	\$0
Total Estimated Cost for Recommended Improvements	\$12,075,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,800,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$2,800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.3 Segment 3: 26th Street to Illinois Route 38 (Roosevelt Road)

Location

Segment 3, also known as First Avenue, starts at 26th Street and continues 1.5 miles north to Illinois Route 38 (Roosevelt Road) (Refer to Figure 4.1.1). This segment passes through North Riverside, Broadview, and Forest Park.

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-03a and CUMBER-04a.

Right-of-Way. The right-of-way in this segment varies from 72 ft. to 115 ft.

Roadway Characteristics. The existing pavement width varies between approximately 44 and 84 ft. Four through lanes with curb and gutter or gravel shoulder are provided throughout. Intersection approaches include widenings for turning movement storage. The median is flush except between Cermak Road and the CC Railroad where raised median is provided. A retaining wall is on the east side of First Avenue along the Riverside Golf Course south of Cermak Road. Sidewalk is located along the Riverside Golf Course as well as along the residential land uses between 26th Street and Cermak Road.

Traffic Control/Intersection Configuration. There are 5 signalized intersections in Segment 3:

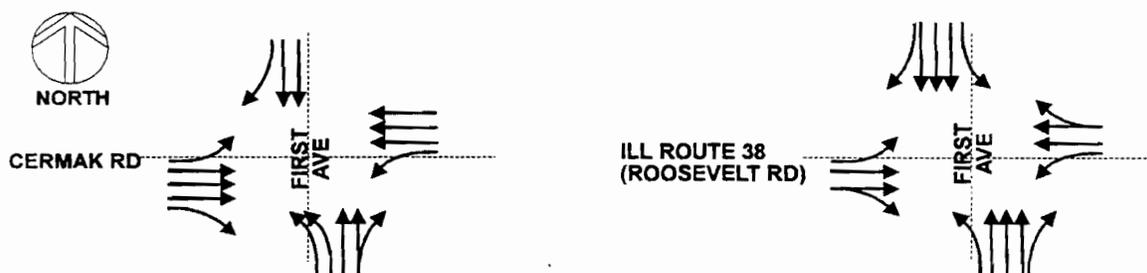
Cermak Road	CC Railroad Road
VA Hospital (south)	VA Hospital (north)/13th Street
Illinois Route 38 (Roosevelt Road)	

In this segment, First Avenue signal approach laneage includes two through lanes in each direction with single left turn storage, except at Cermak Road where the southbound left turn access is provided just north of the CC Railroad crossing, and northbound at Cermak Road double left turn storage is provided. Right turn storage is provided only at the southbound approach to Cermak Road. No right turn is allowed at First Avenue from westbound Cermak Road. This is currently provided on the CC Railroad Road. This road is one lane in each direction located

on the northeast quadrant of the Cermak intersection. Three through lanes and single left and right turn lanes are provided at Illinois Route 38 (Roosevelt Road).

Between signals, left turns are allowed at all residential streets and driveway locations. Cermak Road and Illinois Route 38 (Roosevelt Road) are considered major intersections and are shown in Figure 4.3.2.

Figure 4.3.2: Existing Intersection Configuration



Structures. There are no structures along or crossing this segment of the Cumberland Avenue/First Avenue corridor.

Transit. Refer to Table 4.3.2 for a description of the four bus routes that serve the corridor.

Table 4.3.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership*	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 331	Along the corridor between 31st Street and Roosevelt Road	Weekday: 27-32 NB, 26-31 SB Saturday: 11 NB, 10 SB No Sunday or holiday service.	1,985	N/A	N/A
Pace 308	Along the corridor between Roosevelt Road and the Loyola Medical Center/Dental School (SB)	Weekday: 44 SB, 42 EB Saturday: 31 SB, 31 EB Sunday: 30 SB, 30 EB	1,157	N/A	N/A
Pace 332	Crosses on Cermak Road	Weekday: 34-35 EB, 36-37 WB Saturday: 22 EB, 25 WB Sunday: 9 EB, 12 WB	3,635	N/A	N/A
Pace 301	Crosses on Roosevelt Road	Weekday: 28 EB, 29 WB Saturday: 11 EB, 11 WB Sunday: 8 EB, 8 WB	1,393	N/A	N/A
Sources: Pace, "Quarterly Route Review: January - March 1992" (June 1992) Pace, Individual route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of the route are shown on Exhibits CUMBER-03a and CUMBER-04a and include floodplains, wetlands, and Cook County Forest Preserve Holdings.

Streams/Wetlands/Floodplains. The Des Plaines River floodplain is within 200 feet of the route at 26th Street. Wetlands are located within the Riverside Golf Course northeast of 26th Street.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. No sites are located along Segment 3.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. A mixture of land use occurs in Segment 3 of the route. Recreation and Forest Preserve areas continue from Segment 2 along the eastern side of the route and include the Riverside Golf Club, north of 26th Street, and Millers Meadows Forest Preserve, north of Cermak Road. A large manufacturing operation also occupies this segment, north of Cermak Road.

Residential and institutional uses occur west of the route. A single-family neighborhood extends from 26th Street, north to Cermak Road. The homes fronting the route are setback approximately 25 ft. from the right-of-way and have direct access. Mature trees line the parkway adjacent to this neighborhood. A concentration of institutional uses occur from Cermak Road, north to Illinois Route 38 (Roosevelt Road). These uses include the Illinois National Guard, Veteran's Administration Building and Hospital (Hines) and the John J. Madden Mental Health Center. (Refer to Exhibit CUMBER-04a).

Development Access and Constraints. The existing right-of-way varies between 72 ft. and 115 ft. Roadway expansion is constrained between 26th Street and Cermak Road by the adjacent neighborhood and golf course. Widening the right-of-way to the west would adversely impact the front yards of the adjacent homes and the mature trees lining the parkway. An eastward expansion may impact several golf holes.

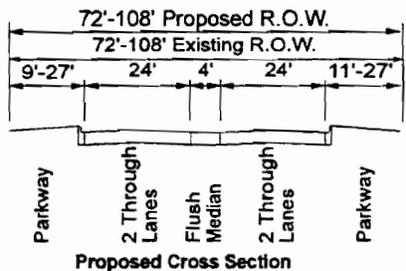
North of Cermak Road, right-of-way acquisition is constrained by the ability to acquire Forest Preserve land. The Veteran's Administration Building and Hospital parking areas constrain westerly expansion of the roadway.

Future Development. No future development projects, which would impact this route, have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-03b to CUMBER-04b, and summarized in Table 4.3.3.

Roadway. From 26th Street to Cermak Road, a 72 ft. to 108 ft. right-of-way accommodates two 12 ft. through lanes in each direction, a 4 ft. flush median, and 9 ft. to 27 ft., and 11 ft. to 27 ft. parkways (includes curb and gutter). Within the parkway on both sides of the route a sidewalk will be provided for the residential neighborhood.



From Cermak Road to Illinois Route 38 (Roosevelt Road), the recommended 100 ft. to 115 ft. right-of-way section provides for two 12 ft. through lanes in each direction and an auxiliary lane for the southbound traffic. Other features include an 18 ft. raised median and parkways 13 ft. to 15 ft. wide on the west and 7 ft. to 24 ft. wide on the east.

For the entire segment, the roadway will widen at the intersections to accommodate turning lanes.

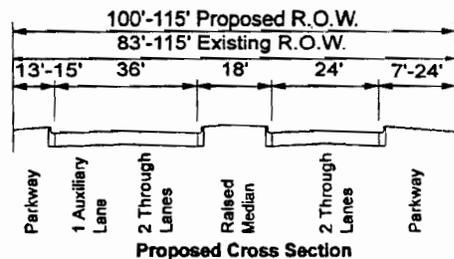


Table 4.3.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Segment 3A: 72 - 108 ft. right-of-way - 26th Street to Cermak Road. Segment 3B: 100 - 115 ft. right-of-way - Cermak Road to Roosevelt Road.
2. Level of Service	LOS C TO F
3. Number and Width of Through Lanes	Segment 3A: Two 12 ft. through lanes in each direction. Segment 3B: Two 12 ft. through lanes in each direction with southbound auxiliary lane for hospital.
4. Median Width and Type	Segment 3A: 4 ft. flush median. Segment 3B: 18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	Provide sidewalks on both sides of route.
6. Signalized Intersections - Major - Other	Major intersections are Cermak Road and Illinois Route 38 (Roosevelt Road). Signalized intersections include the CC RR Road, and the Veterans Administration Hospital North / 13th Street and South entrances.
7. Parking	N/A
8. Curb Cut Access	North of Cermak Road access should be managed by right-in/right-out only except at 1/4 mile median breaks and signalized intersections. Northbound left turns should be restricted to the sidestreets during peak hours from 26th Street to Cermak Road.
9. Transit	Provide lighted bus pullouts at hospital and signal pre-emption at far side bus stops. Install bus stops, shelters, and walkways on each block in the residential area.
10. Pedestrian/Bicycle Facility	Provide at-grade pedestrian/bicycle crossings at Millers Meadows.
11. Loading	N/A
12. Miscellaneous	None

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be left turn phase actuated and interconnected. Cermak Road intersection approach laneage will include three through lanes at all but the south approach, where two through lanes will be maintained.

Dual left turn lanes are recommended at Illinois Route 38 (Roosevelt Road). The expected level of service is "C" to "F."

Parking and Access. No on-street parking is presently allowed or warranted for the future in Segment 3. North of Cermak Road access will be provided at 1/4 mile median breaks and signalized intersections from 26th Street to Cermak Road. Northbound left turns should be restricted to side streets. Signs will be placed at appropriate locations for this restricted movement.

Transit Facilities. Install marked bus stops, shelters, and walkways on each block in the residential area. Some bus stop shelters now exist in the medical centers. They should be lighted, and their spacing should be reviewed and possibly improved. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. A pedestrian at-grade crossing would provide the adjacent institutional uses with safe and efficient access to the Millers Meadow Forest Preserve area.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy for suburban routes and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation. No short term/low-cost improvements are recommended in this segment.

Right-of-Way Requirements

Additional right-of-way is needed on the east side from Cermak Road to Illinois Route 38 (Roosevelt Road). To accommodate the turning lanes at the signalized intersection, additional right-of-way is needed.

Potential Environmental Concerns

The Des Plaines River, floodplain, and wetlands located within the golf course occur east of the route and are generally not affected by the proposed improvement. Widening the roadway may negatively impact noise and air quality as the traffic is brought closer to sensitive receptors such as housing and the V.A. Hospital. This issue should be further investigated in the planning phase.

Cost Estimate

The cost estimate for Segment 3 is shown in Table 4.3.5.

Table 4.3.5: Cost Estimate

Construction Cost Estimate for Segment 3 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$5,547,500
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right-of-Way	\$255,000
Total Estimated Cost for Recommended Improvements	\$7,002,500
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

Segment 4: Illinois Route 38 (Roosevelt Road) to Division Street

Location

Segment 4, also known as First Avenue, starts at Illinois Route 38 (Roosevelt Road) and continues 2.5 miles north to Division Street (Refer to Figure 4.1.1). This segment passes through Forest Park, Maywood, and Melrose Park.

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-04a and CUMBER-05a.

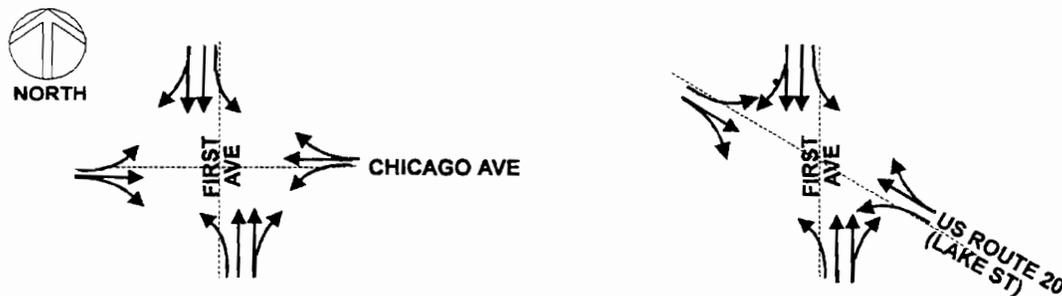
Right-of-Way. The right-of-way in this segment varies from 60 ft. to 133 ft.

Roadway Characteristics. The existing pavement width varies from approximately 44 to 55 ft. and carries four through lanes, except at Illinois Route 38 (Roosevelt Road) where the width is approximately 84 ft.. Reduced lane widths and left turn bays are provided in several areas along this segment. Other cross-section components include flush median, curb and gutter, and sidewalks throughout. A retaining wall is between the Des Plaines River and First Avenue 0.25 miles north of Chicago Avenue.

Traffic Control/Intersection Configuration. There are 8 signalized intersections in Segment 4:

Bataan Drive	Harrison Street	Van Buren Street
Madison Street	School Street	Randolph Street/ Washington Blvd.
US Route 20 (Lake Street)	Chicago Avenue	

Throughout this segment, First Avenue signal approach laneage includes two through lanes in each direction with single left turn storage. Between signals, left turns are allowed at all residential streets and driveway locations. At Interstate 290 ramp signal approach laneage includes only two through lanes in each direction. Left and right turn movements are stored in these two through lanes. US Route 20 (Lake Street) and Chicago Avenue are considered major intersections and are shown in Figure 4.4.2.

Figure 4.4.2: Existing Intersection Configuration

Structures. First Avenue crosses over Interstate 290 north of Illinois Route 38 (Roosevelt Road) and over Silver Creek north of Chicago Avenue. These two structures are listed in Table 4.4.1.

Table 4.4.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0699	First Ave. / Interstate 290	54.0	209.0	N/A	N/A
016-0698	First Ave. / Silver Creek	48.0	33.0	N/A	N/A

Transit. Refer to Table 4.4.2 for a description of the three rail facilities and nine bus routes that serve the corridor.

Table 4.4.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership*	Station Parking	
				Spaces	% Use
Metra Line and Nearest Stations					
Chicago and Northwestern/ West Line Maywood Station	450 W. St. Charles	Weekday: 20 IB, 19 OB Saturday: 9 IB, 10 OB Sunday: 5 IB, 5 OB	88	84	27.4%
Chicago and Northwestern/ West Line, River Forest Station	8001 W. Central Street	Weekday: 10 IB, 13 OB Saturday: 6 IB, 7 OB Sunday: 2 IB, 4 OB	292	150	88.7%
Pace Bus Routes					
Pace 320	Along the corridor between Madison Street and Maybrook Court	Weekday: 27-29 NB, 24-26 SB Saturday: 10 NB, 10 SB No Sunday or holiday service.	579	N/A	N/A

Table 4.4.2: Transit Facilities and Operations (Cont.)

Pace 737	Crosses on Interstate 290 (Eisenhower Expressway)	Weekday Morning: 4 WB Weekday Evening: 4 EB Reverse peak hour service only. No Saturday, Sunday or holiday service.	139	N/A	N/A
Pace 747	Crosses on Interstate 290 (Eisenhower Expressway)	Weekday: 17 EB, 17 WB No Saturday, Sunday, or holiday service.	519	N/A	N/A
Pace 303	Crosses on Madison Street	Weekday: 79-86 EB, 78-79 WB ** Saturday: 48 EB, 46 WB ** Sunday: 29 EB, 30 WB **	1,130	N/A	N/A
Pace 310	Crosses on Madison Street	Weekday: 79-86 EB, 78-79 WB ** Saturday: 48 EB, 46 WB ** Sunday: 29 EB, 30 WB **	1,461	N/A	N/A
Pace 317	Crosses on Madison Street	Saturday: 48 EB, 46 WB ** Sunday: 29 EB, 30 WB ** No Weekday service.	0 #	N/A	N/A
Pace 309	Crosses on Lake Street	Weekday: 25-27 EB, 27 WB Saturday: 14 EB, 13 WB Sunday: 9-10 EB, 9 WB	1,266	N/A	N/A
Pace 313	Crosses on Lake Street	Weekday: 27 EB, 25 WB Saturday: 13 EB, 14 WB Sunday: 10 EB, 10 WB	1,702	N/A	N/A
CTA Bus Route					
CTA 17	Crosses on Madison Street	Weekday: 79-86 EB, 78-79 WB ** No Saturday, Sunday, or holiday service.	503	N/A	N/A
Other Rail Lines					
Chicago and Northwestern/ West Line	Crosses in Maywood, at Main	40-60 freight trains per day	N/A	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Chicago Transit Authority, "CTA Bus and Rail Systems-Operating Facts-Winter 1991-92" Chicago and Great Western Railroad, Chicago, Illinois Chicago and Northwestern Railroad, Chicago, Illinois Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

** The information for Pace Bus Routes 303, 310, 317, and CTA Bus Route 17 is a combined total of all three routes.

Pace Bus Route 317 does not operate on weekdays. Saturday ridership is 556. Sunday ridership is 469.

* Pace ridership is reported as average weekday ridership for 1992.

CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Ridership is based on Winter 1991-92 report.

Other Characteristics. There are no unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of the route are shown on Exhibits CUMBER-04a and CUMBER-05a and include the Des Plaines River, Silver Creek, wetlands, floodplains, Cook County Forest Preserve Holdings, a historic site, a hazardous waste site, and two LUST sites.

Streams/Wetlands/Floodplains. Of primary concern in this segment is the proximity of the route to the Des Plaines River, wetlands, and floodplains. The river is adjacent to the route at several locations along this segment.

Historical Significance. The Richard Cluever Residence is located southeast of Chicago Avenue and is on the National Register of Historic Places.

Hazardous Waste/LUST Sites. The property at the following address appears on the USEPA register of hazardous waste sites:

- Commonwealth Edison Company Technical Center, 1319 South First Avenue, Maywood.

Two properties with leaking underground storage tanks were identified at the following locations:

- McCarthy Brothers Company, 1300 South First Avenue, Maywood.
- First Chicago Trust Company of Illinois, 110 W. Madison, Maywood.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type or Intensity of Development. The corridor passes between a fully developed single-family residential area west of the route and institutional uses and Forest Preserve holdings to the east. The single-family homes have direct access to the route and shallow building setbacks. Uses interspersed throughout the neighborhood include: Lexington School at Lexington Street; Emerson School at Randolph Street/Washington Boulevard; Maywood Park at Oak Avenue; several religious institutions and local commercial uses.

Institutional/government uses east of the route include: Loyola University Medical Center, north of Illinois Route 38 (Roosevelt Road); the Circuit Court Building, north of Interstate 290; and Proviso East High School, north of Madison Street. The high school's parking lot, tennis courts and ball field are located across the route from the main building. The Forest Home and Waldheim Cemeteries are also in this segment, between Filmore Street and Interstate 290, the Eisenhower Expressway, as seen on Exhibits CUMBER-04a and -05a. Adjacent to the route on the east, north of Randolph Street/Washington Boulevard are Gar Woods, Maywood Grove, and Thatcher Woods. Woodside Bible Chapel is on the southeast corner of Chicago Street and First Avenue.

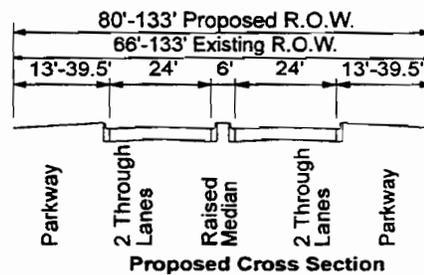
Development Access and Constraints. Existing land uses constrain the ability to widen the roadway along the entire length of Segment 4. The single-family homes west of the route have shallow building setbacks that would be further reduced by any roadway expansion. In addition, mature trees would be removed from the parkway. Other constrained areas include those adjacent to the cemeteries, Proviso East High School and along the Des Plaines River, north of Oak Avenue. Roadway expansion near the high school would displace a portion of the school's parking lot, its tennis courts and ball field. Roadway expansion could also impact a commercial building north of the C&NW Railroad.

Future Development. Segment 4 is fully developed and no future development projects, which would impact this route, have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-04b and CUMBER-05b, and summarized in Table 4.4.3.

Roadway. From Illinois Route 38 (Roosevelt Road) to Interstate 290, recommendations are to widen the roadway to two 12 ft. through lanes in each direction, and provide a 6 ft. raised median and 13 ft. to 39.5 ft. parkways (including curb and gutter). Sidewalk is to be provided within the western parkway to serve the residential neighborhood. The roadway at signalized intersections will be widened for turning lanes.



North of Interstate 290 to Division Street, the roadway is to be widened to two 12 ft. through lanes in each direction, and provide a 14 ft. flush median and 9 ft. to 29 ft. parkways (includes curb and gutter). Sidewalks are recommended for both parkways. The roadway will be widened at the signalized intersections for turning lanes.

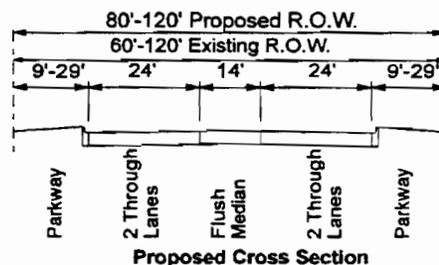


Table 4.4.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Segment 4A: 80 - 133 ft. right-of-way - Roosevelt Road to Interstate 290. Segment 4B: 80 - 120 ft. right-of-way - Interstate 290 to Division Street; Maintain existing where it exceeds 80 ft.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	Segment 4A: 6 ft. raised median. Segment 4B: 14 ft. flush median.
5. Parkways/Sidewalks/ Drainage Ditch	Segment 4A: No sidewalk along cemetery. Sidewalk on west side. Segment 4B: Provide sidewalks on both sides of roadway.
6. Signalized Intersections - Major - Other	Major intersections are US Route 20 (Lake Street) and Chicago Avenue. Signalized intersections include Bataan Drive, Harrison Street, Van Buren Street, Madison Street, School Street, and Randolph Street/Washington Boulevard.
7. Parking	N/A
8. Curb Cut Access	Segment 4A: Northbound access to Maywood residential area south of Interstate 290 via Roosevelt Road. Segment 4B: Flush median.
9. Transit	Directional signs to transit stations. Bus stops, shelters, and walkways at every block. Provide signal pre-emption at far side bus stops.
10. Pedestrian/Bicycle Facility	Maintain at-grade pedestrian/bicycle crossing for Proviso East High School.
11. Loading	N/A
12. Miscellaneous	Provide single point interchange at Interstate 290 as ultimate (post 2010) recommendation. Maintain retaining wall at Des Plaines River south of Silver Creek. Consolidate access to Circuit Court and Commonwealth Edison.

Traffic Control/Intersection Configuration. All signalized intersections along this segment should be left turn phase actuated and interconnected. Northbound access to Maywood south of Interstate 290 should be provided via Illinois Route 38 (Roosevelt Road). The expected level of service is "F."

Parking and Access. There is no on-street parking allowed at the present time in Segment 4 nor is any warranted for the future. Northbound access to the residential neighborhood northwest of the Illinois Route 38 (Roosevelt Road) intersection will be prohibited due to the constrained right-of-way. North of Interstate 290 the flush median will provide unlimited access.

Structures. The structures in this segment will not require modification to accommodate the proposed improvements.

Transit Facilities. Directional signs are needed to the Maywood and River Forest Stations on the Chicago and NorthWestern/West Line. Signs should be placed at Main and at Lake Street. Install marked bus stops, shelters, and walkways at approximately every other street from Maybrook Court to Madison Street. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. Special provisions for pedestrian and bicycle linkages to Proviso East High School should be investigated. Where possible, bicycles should be routed to residential streets parallel to the SRA. A linkage across the route would provide pedestrians and bicyclists from nearby neighborhoods with access to the existing trail system in the Forest Preserve.

Other Characteristics. The existing retaining wall along the Des Plaines River should be rebuilt along the proposed roadway.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and/or low-cost) are recommended for short term (1-5 year) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Directional signs are needed to the Maywood and River Forest Stations on the Chicago and NorthWestern/West Line. Signs should be placed at Main and at Lake Street. Install marked bus stops, shelters, and walkways at approximately every other street from Maybrook Court to Madison Street. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Characteristics. There is no other input.

Right-of-Way Requirements

Fourteen additional feet of right-of-way is needed on the east side of the roadway from the Loyola University Medical Center to Interstate 290. North of the Interstate to Adams Street, 14 ft. of right-of-way is needed from the east side. North to Chicago Avenue, 7 ft. of right-of-way is desirable from both sides of the roadway. Ten feet of right-of-way is needed just north of Chicago Avenue from both sides of the route.

Potential Environmental Concerns

Widening this segment will generally require 14 ft. of additional right-of-way south of the Silver Creek crossing. Approximately 0.5 acres of cemetery property will be needed although it does not appear that gravesites will be disturbed. North of the Circuit Court Building, an identified hazardous waste site and LUST site need to be further examined. The widening of the southbound approach of the Chicago Avenue intersection is constrained by an identified historic site on the National Register of Historic Places, the Richard Cluever residence at the southeast corner. Additional impacts include the acquisition of approximately 0.1 acres of Cook County Forest Preserve holdings, potential floodplain encroachment of the Des Plaines River and increased air and noise pollution to the adjacent neighborhoods.

Cost Estimate

The cost estimate for Segment 4 is shown in Table 4.4.5.

Table 4.4.5: Cost Estimate

Construction Cost Estimate for Segment 4 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$10,500,000
Intersection Improvement	\$0
Structure Modification	\$560,000
Interchange Improvement	\$0
Transit Improvement	\$2,400,000
Right-of-Way	\$945,000
Total Estimated Cost for Recommended Improvements	\$14,405,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$2,400,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$2,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration.

Roadway. There are no ultimate improvements recommended in this segment.

Traffic Control/Intersection Configuration. Provide three through lanes in each direction, Illinois Route 38 (Roosevelt Road) to Interstate 290.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. Metra in its Future Agenda for Suburban Transportation (April, 1992) has identified the need for a grade separation of the Chicago NorthWestern/West Line in Maywood. This should be made as an ultimate improvement. Provide a single point diamond interchange at Interstate 290.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Characteristics. There are no ultimate improvements recommended in this segment.

Segment 5: Division Street to Fullerton Avenue

Location

Segment 5, also known as First Avenue, starts at Division Street and continues 1.6 miles north to Fullerton Avenue. This segment passes through Melrose Park (Refer to Figure 4.1.1).

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-05a and CUMBER-06a.

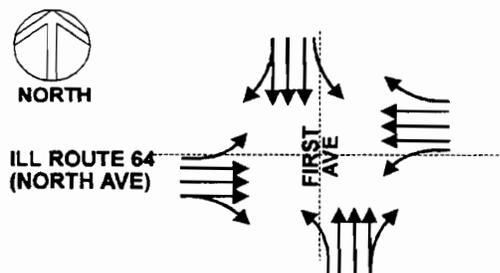
Right-of-Way. The right-of-way in this segment is 100 ft.

Roadway Characteristics. The existing pavement width varies from approximately 44 ft. to 84 ft. Four through lanes with curb and gutter are provided throughout, with significant widenings at Illinois Route 64 (North Avenue) for six through lanes and turning movement storage. Other cross-sectional features include a flush median throughout and sidewalk on the west side of the corridor south of Illinois Route 64 (North Avenue).

Traffic Control/Intersection Configuration. There are three signalized intersections in Segment 5:

Illinois Route 64 (North Avenue)	Des Plaines River Road
Fullerton Avenue	

The signal approach laneage at Illinois Route 64 (North Avenue) includes three through lanes in each direction with single left turn storage and right turn storage provided at the east approach. At Des Plaines River Road and Fullerton Avenue, the approach laneage includes two through lanes in each direction with one left turn lane and a right turn lane provided at the north approach of Des Plaines River Road. Left turns are allowed at residential streets and driveway locations. Illinois Route 64 (North Avenue) is consider a major intersection and is shown in Figure 4.5.2.

Figure 4.5.2: Existing Intersection Configuration

Structures. First Avenue crosses over the Des Plaines River 0.25 miles north of Des Plaines River Road. This structure is listed in Table 4.5.1.

Table 4.5.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0697	Thatcher Ave. / Des Plaines River	60.0	198.0	N/A	N/A

Transit. Refer to Table 4.5.2 for a description of the bus routes that service the corridor.

Table 4.5.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/Ridership*	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 441	Along the corridor south of Braddock Drive	Weekday: 7-14 NB, 7-14 SB Saturday: 5-10 NB, 5-10 SB No Sunday or holiday service	119	N/A	N/A
Pace 318	Crosses on North Avenue	Weekday: 36 EB, 41 WB Saturday: 21 EB, 21 WB Sunday: 16 EB, 18 WB	1,981	N/A	N/A
Sources: Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual route timetable. (EB=eastbound, WB=westbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 5 of the route are shown on Exhibits CUMBER-05a and CUMBER-06a and include the Des Plaines River, floodplain, wetlands, and Cook County Forest Preserve Holdings.

Streams/Wetlands/Floodplains. The Des Plaines River, floodplain, and wetlands are adjacent to and cross the route in this segment.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. No sites are located along Segment 5.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land uses east of the SRA include a shopping center, south of Illinois Route 64 (North Avenue), and the Fullerton Woods East Forest Preserve and Des Plaines River, as seen on the Exhibits CUMBER-05a and -06a. The primary land uses west of the SRA in this segment include the Maywood Park Race Track, south of Illinois Route 64 (North Avenue). The Kiddie Land Amusement Park, and Triton Community College are all located north of Illinois Route 64 (North Avenue).

A narrow band of multiple-family residential buildings line the west side of the SRA from Silver Creek to the Race Track. These buildings have front yard parking and are backed up by a single-family residential neighborhood.

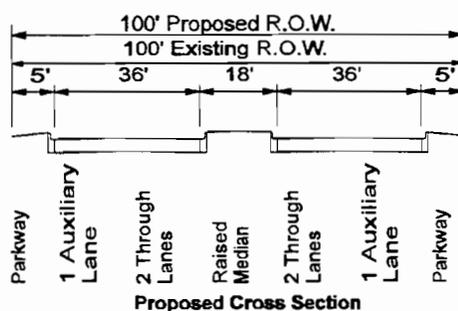
Development Access and Constraints. The proposed roadway improvements in Segment 5 are to occur within the existing right-of-way.

Future Development. No future development projects, which would impact this SRA, have been identified by the local community.

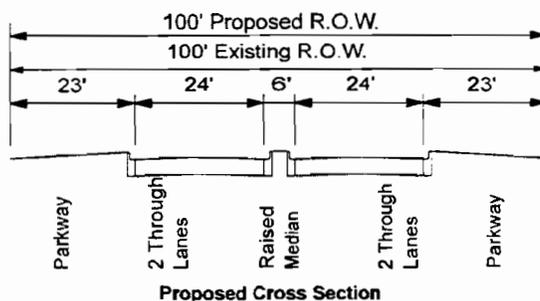
Recommended Improvements

Improvements which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-05b and CUMBER-06b, and summarized in Table 4.5.3.

Roadway. The existing 100 ft. right-of-way will accommodate three 12 ft. through lanes in each direction, an 18 ft. raised median and 5 ft. parkways with curb and gutter, between Division Street and Des Plaines River Road.



North of Des Plaines River Road to Fullerton Avenue, the 100 ft. cross section includes two 12 ft. through lanes in each direction, a 6 ft. raised median and 23 ft. parkways (includes curb and gutter).



Along the entire segment the roadway will be widened at signalized intersections to accommodate turning lanes. No sidewalk is proposed for the parkways in this segment.

Table 4.5.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Segment 5A: Maintain existing 100 ft. right-of-way - Division Street to Des Plaines River Road. Segment 5B: Maintain existing 100 ft. right-of-way - Des Plaines River Road to Fullerton Avenue.
2. Level of Service	LOS C
3. Number and Width of Through Lanes	Segment 5A: Two 12 ft. through lanes in each direction with northbound and southbound auxiliary lanes - South of Des Plaines River Road. Segment 5B: Two 12 ft. through lanes in each direction - North of Des Plaines River Road.
4. Median Width and Type	Segment 5A: 18 ft. raised median. Segment 5B: 6 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	No sidewalk.
6. Signalized Intersections - Major - Other	A major intersection is Illinois Route 64 (North Avenue). Signalized intersections include Des Plaines River Road and Fullerton Avenue
7. Parking	N/A
8. Curb Cut Access	Segment 5A: Access should be managed by right-in/right-out only except at 1/4 mile median breaks and signalized intersections. Segment 5B: No median breaks.
9. Transit	Provide park and ride facility near North Avenue and signal pre-emption at far side bus stops.
10. Pedestrian/Bicycle Facility	Maintain at-grade pedestrian/bicycle crossings in Fullerton Woods.
11. Loading	N/A
12. Miscellaneous	None

Traffic Control/Intersection Configuration. The existing signals at Illinois Route 64 (North Avenue), Des Plaines River Road and Fullerton Avenue should be left turn phase actuated and interconnected. Dual left and single right turn lanes should be provided at Illinois Route 64 (North Avenue).

Between Division Street and Des Plaines River Road an auxiliary lane should be provided in each direction. The expected level of service is "C."

Parking and Access. There is no on-street parking allowed and none warranted for the future. Median breaks should be provided at Braddock Drive to access the residential area and at Triton Community College. The remaining driveways and cross streets along this segment should be limited to right in/right out access only.

Structures. The structure in this segment will not require modification to accommodate the proposed improvements.

Transit Facilities. Reserve space for a park and ride facility for carpools and vanpools at the Illinois Route 64 (North Avenue) intersection. The intent of locating such a facility at this intersection is to collect residents using the corridor for work trips to Illinois Route 64 (North Avenue) into carpools, vanpools and buses and distribute them to job sites in the Illinois Route 64 (North Avenue) corridor. This facility should be constructed as part of a region-wide “pooling” program. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. The existing at-grade crossings, near Des Plaines River Road, should be maintained and incorporated into SRA improvements. A linkage across the route would provide pedestrians and bicyclists from nearby neighborhoods access to the existing trail system in the Forest Preserve.

Short Term/Low-Cost Improvements

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park and ride facility for carpools and vanpools at the Illinois Route 64 (North Avenue) intersection. The intent of locating such a facility at this intersection is to collect residents using the corridor for work trips to Illinois Route 64 (North Avenue) into carpools, vanpools and buses and distribute them to job sites in the Illinois Route 64 (North Avenue) corridor. This facility should be constructed as part of a region-wide “pooling” program. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Characteristics. There are no short-term improvements recommended in this segment.

Right-of-Way Requirements

The only additional right-of-way needed in this segment is at the signalized intersections to accommodate turning lanes.

Potential Environmental Concerns

Although the existing 100 feet right-of-way will be retained through this segment, there is still potential for disruption of a large wetland, displacement of mature trees, and possible encroachment of floodplains. These impacts to the environmental features will need to be quantified in the planning phase.

Cost Estimate

The cost estimate for Segment 5 is shown in Table 4.5.5.

Table 4.5.5: Cost Estimate

Construction Cost Estimate for Segment 5 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$6,480,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$200,000
Right-of-Way	\$0
Total Estimated Cost for Recommended Improvements	\$7,680,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$200,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

Segment 6: Fullerton Avenue to Belmont Avenue

Location

Segment 6, also known as Thatcher Avenue, starts at Fullerton Avenue and continues north one mile to Belmont Avenue passing through River Grove. (See Figure 4.1.1.).

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibit CUMBER-06a.

Right-of-Way. The right-of-way in this segment varies from 66 ft. to 100 ft.

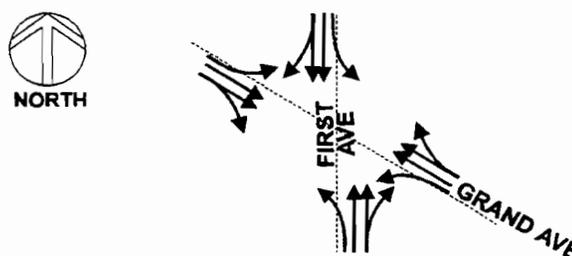
Roadway Characteristics. The existing pavement width varies from approximately 44 to 55 ft. and carries four through lanes. Reduced lane widths and narrow left turn bays are provided in several areas along this segment. Other cross-section components include flush median, curb and gutter, and sidewalks throughout most of the segment.

Traffic Control/Intersection Configuration. There are 4 signalized intersections in Segment 6:

Thatcher Avenue	Grand Avenue
Thatcher Woods Shopping Center	Belmont Avenue

Signalized intersections include two through lanes in each direction with left turn storage. No right turn storage is provided, except at the Thatcher Woods Shopping Center entrance. Between signals, left turns are allowed at all residential streets and driveway locations. Grand Avenue is considered a major intersection and is shown in Figure 4.6.2.

Figure 4.6.2: Existing Intersection Configuration



Structures. There are no structures along or crossing this segment.

Transit. Refer to Table 4.6.2 for a description of the rail line and four bus routes that serve the corridor.

Table 4.6.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/Ridership*	Station Parking	
				Spaces	% Use
Metra Line and Nearest Stations					
Milwaukee District/ West Line, River Grove Station	8421 Arnold Avenue	Weekday: 20 IB, 21 OB Saturday: 11 IB, 11 OB Sunday: 6 IB, 6 OB	244	109	48.6%
Pace Bus Routes					
Pace 331	Along the corridor north of Grand Avenue	Weekday: 31-32 NB, 31 SB Saturday: 11 NB, 11 SB No Sunday or holiday service.	1,985	N/A	N/A
Pace 307	Terminates at the corridor on Grand Avenue, also uses the corridor north of Grand Avenue during peak hours	Weekday: 9 NB, 10 SB Weekday: 47 EB, 47 WB Saturday: 31 EB, 32 WB Sunday: 19 EB, 20 WB	4,126	N/A	N/A
Pace 319	Crosses on Grand Avenue	Weekday: 35 EB, 32 WB Saturday: 11 EB, 12 WB No Sunday or holiday service.	702	N/A	N/A
CTA Bus Routes					
CTA 77	Terminates at the corridor on Belmont Avenue	Weekday: Every 4.9 to 12 minutes Saturday: Every 8 to 15 minutes Sunday: Every 10 to 15 minutes Owl Service: Every 30 minutes	1,325	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Chicago Transit Authority, "CTA Bus and Rail Systems-Operating Facts-Winter 1991-92" Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

*Pace ridership is reported as average weekday ridership for 1992.

CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Ridership is based on Winter 1991-92 report.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 6 of the route are shown on Exhibit CUMBER-06a and include four leaking underground storage tank sites.

Streams/Wetlands/Floodplains. No streams, wetlands, or floodplains exist along this segment.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. Four leaking underground storage tanks have been identified along the route;

- Clark Oil, 2474 North Thatcher Avenue, River Grove
- Forrest Security System, 2715 North Thatcher Avenue, River Grove
- Mobil Oil Company, 8359 West Grand Avenue, River Grove
- Zayre-Ames, 3141 Thatcher Avenue, River Grove

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land-use north of Fullerton Avenue and extending to the Metra/Milwaukee West Line is single-family residential, as shown on the Exhibit CUMBER-06a. These homes have direct access to the route which results in multiple curb cuts and turning movement conflicts. A band of non-residential uses extends along both sides of Grand Avenue and north from Grand Avenue to the railroad crossing. Included in this section are the River Grove Elementary School, Village offices, and multiple-family, commercial and office land uses.

The St. Joseph and Elmwood Cemeteries line both sides of First Avenue, north of the railroad. The Thatcher Woods Shopping Center is on the southeast side of the Belmont Avenue and First Avenue intersection. The Shopping Center is backed up by multiple-family residential housing.

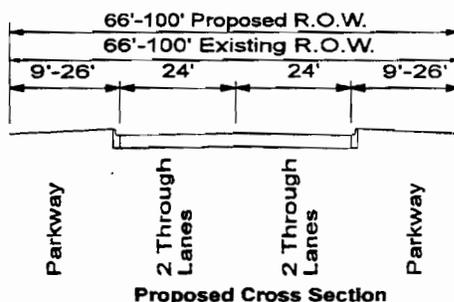
Development Access and Constraints. The primary constraint area is in the River Grove commercial district from Wrightwood Avenue, north to the railroad. The buildings have shallow setbacks and there is little or no parkway separating the uses from the roadway. Future roadway expansion is also constrained between the cemeteries in this segment.

Future Development. This segment is fully developed and no future development projects, which would impact this route, have been identified by the local communities.

Recommended Improvements

Improvements which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit CUMBER-06b, and summarized in Table 4.6.3.

Roadway. The existing roadway in this segment will be maintained. Two 12 ft. through lanes in each direction and 9 ft. to 26 ft. parkways will be provided. Sidewalks will be maintained.



Traffic Control/Intersection Configuration. At Thatcher Avenue the signal should be removed and the roadway converted to right-in/right-out access only. The expected level of service is "E."

Parking and Access. The existing on-street parking should be mitigated to sidestreets. With no raised median, access is unlimited in this segment.

Table 4.6.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way	Maintain existing 66 - 100 ft. right-of-way.
2. Level of Service	LOS E
3. Number and Width of Through Lanes	Maintain existing 4 lane section.
4. Median Width and Type	Maintain existing median.
5. Parkways/Sidewalks/ Drainage Ditch	Maintain existing sidewalk.
6. Signalized Intersections - Major - Other	Grand Avenue is a major intersection in this segment. The Belmont Avenue intersection is signalized. Remove signal at Thatcher Avenue as warranted.
7. Parking	Relocate on-street parking.
8. Curb Cut Access	Southbound left turn access to Thatcher Avenue via Fullerton Avenue. Convert Thatcher Avenue to right-in / right-out access only.
9. Transit	Directional signs to transit station. Install bus stops, shelters, and walkways to connect bus stops at Grand and Belmont. Provide signal pre-emption at far side bus stops.
10. Pedestrian/Bicycle Facility	Maintain at-grade pedestrian crossing at Metra station.
11. Loading	N/A
12. Miscellaneous	Provide grade separation at SOO RR as Post 2010 Improvement.

Transit Facilities. Directional signs are needed to the River Grove Station on the Metra/Milwaukee West Line. Place signs at the Arnold intersection. Pace and CTA bus stops, and shelters should be connected by walkways at the southeast corner of the Grand and Belmont Avenue intersection. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. An existing carriage walk extends along both sides of the SRA between the cemeteries in this segment. Special provisions for pedestrian and bicycle linkages to River Grove Elementary School and the River Grove commercial district should be investigated. Where possible, bicycles should be routed to residential streets parallel to the SRA.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and/or low-cost) are recommended for short term (1-5 year) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. In the short term, the traffic signal at Thatcher Avenue should be removed, based on appropriate traffic signal analysis. The Thatcher Avenue intersection should be converted to right-in/right-out.

Parking and Access. There are no short term improvements in this segment.

Transit Facilities. Directional signs are needed to the River Grove Station on the Metra/Milwaukee West Line. Place signs at the Arnold intersection. Pace and CTA bus stops, and shelters should be connected by walkways at the southeast corner of the Grand and Belmont Avenue intersection. Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. There are no short term improvements in this segment.

Other Characteristics. There are no short term improvements in this segment.

Right-of-Way Requirements

The existing roadway in this segment will be maintained, therefore no right-of-way acquisition is needed.

Potential Environmental Concerns

No additional right-of-way will be required for the improvements in this segment. The identified hazardous waste sites and LUST sites need to be further identified in the planning phase to determine any impacts from intersection widening.

Cost Estimate

The cost estimate for Segment 6 is shown in Table 4.6.5.

Table 4.6.5: Cost Estimate

Construction Cost Estimate for Segment 6 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$3,500,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right-of-Way	\$0
Total Estimated Cost for Recommended Improvements	\$4,700,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration.

Roadway. There are no ultimate improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no ultimate improvements recommended in this segment.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. The Metra/Milwaukee West Line should be grade separated and access from parking lots to the platform should be reconfigured. Metra has included a grade separation of the rail line in its "Future Agenda for Suburban Transportation," published in April 1992.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Characteristics. There are no ultimate improvements recommended in this segment.

Segment 7: Belmont Avenue to Interstate 90

Location

Segment 7, also known as Cumberland Avenue, starts at Belmont Avenue and continues 3.2 miles north to Interstate 90 which is the north terminus to the corridor (Refer to Figure 4.1.1). This segment passes through the City of Chicago and Norridge.

Existing Facility Characteristics

The existing facility characteristics for this segment of Cumberland Avenue/First Avenue are shown on Exhibits CUMBER-07a and CUMBER-08a.

Right-of-Way. The right-of-way in this segment is 100 ft. except at Illinois Route 19 (Irving Park Road), Bryn Mawr Avenue and the Interstate 90 interchange, where it is 120 ft. (also 160 ft. just north of Berteau Avenue).

Roadway Characteristics. The existing pavement width varies from approximately 44 to 110 ft. Four through lanes with curb and gutter are provided throughout most of the segment, with widenings at intersections for turning movement storage. As the corridor approaches Interstate 90, six through lanes are provided. The median varies between flush, raised, and grass with widths ranging from 4 ft. to 30 ft. The parkways also vary in width including many areas with a 20 ft. grass strip separating sidewalks from travel lanes. Sidewalks are generally provided except along Cook County Forest Preserve Holdings.

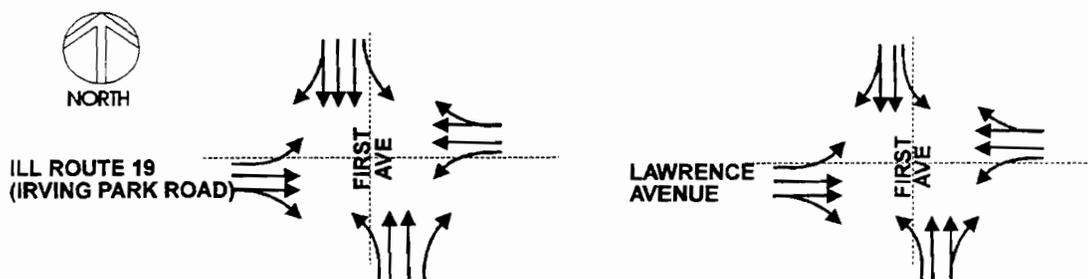
Traffic Control/Intersection Configuration. There are 8 signalized intersections in Segment 7:

Forest Preserve Drive	Addison Street
Illinois Route 19 (Irving Park Road)	Montrose Avenue/East River Road
Lawrence Avenue	Foster Avenue
Bryn Mawr Avenue	Interstate 90 South Ramp/CTA Terminal

Throughout this segment, Cumberland Avenue signal approach laneage includes two through lanes in each direction with single left turn storage. However, Cumberland Avenue southbound approach laneage at Illinois Route 19 (Irving Park Road) has three through lanes and left turn storage, and at Bryn Mawr the southbound approach has 3 through lanes with left and right turn storage. Between signals, left turns are allowed at all

residential streets and driveway locations. Illinois Route 19 (Irving Park Road) and Lawrence Avenue are considered major intersections and are shown in Figure 4.7.2.

Figure 4.7.2: Existing Intersection Configuration



Structures. The only structure in this segment is at Interstate 90. This structure is listed in Table 4.7.1.

Table 4.7.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0700	Cumberland Ave. / Interstate 90	74.0	236.0	N/A	N/A

Transit. Refer to Table 4.7.2 for a description of the rail line and nine bus routes that serve the corridor.

Table 4.7.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership*	Station Parking	
				Spaces	% Use
CTA Rapid Transit Line and Nearest Station					
O'Hare Line Cumberland Station	At the corridor where it meets Interstate 90 (Kennedy Expressway)	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service.	5,050	1500	N/A
Pace Bus Routes					
Pace 331	Along the corridor	Weekday: 31-32 NB, 31 SB Saturday: 11 NB, 11 SB No Sunday or holiday service.	1,985	N/A	N/A

Table 4.7.2: Transit Facilities and Operations (Cont.)

Pace 326	Crosses on Irving Park Road	Weekday: 21 EB, 20 WB No Saturday, Sunday, or holiday service.	446	N/A	N/A
Pace 241	North of the corridor on Cumberland Avenue	Weekday: 16-17 NB, 17-20 SB No Saturday, Sunday, or holiday service.	609	N/A	N/A
Pace 240	North of the corridor on Cumberland Avenue	Weekday: 22 NB, 22-23 SB No Saturday, Sunday, or holiday service.	1,011	N/A	N/A
Pace 290	North of the corridor on Cumberland Avenue	Weekday: 44 NB, 46 SB Saturday: 26 NB, 28 SB Sunday: 22 NB, 23 SB	5,258	N/A	N/A
CTA Bus Routes					
CTA 81W	Along the corridor between Lawrence Avenue and Interstate 90 (Kennedy Expressway)	Weekday: Every 12 to 20 minutes Saturday: Every 30 minutes Sunday: Every 30 minutes No Sunday morning or Owl Service.	315	N/A	N/A
CTA 69	Along the corridor between Lawrence Avenue and Interstate 90 (Kennedy Expressway)	Weekday: Every 20 minutes No Weekday Evening, Saturday, Sunday, or Owl Service.	200	N/A	N/A
CTA 152	Terminates at the corridor on Addison Street	Weekday: Every 2.5 to 20 minutes Saturday: Every 12 to 20 minutes Sunday: Every 15 to 20 minutes No Sunday Morning or Owl Service.	2,229	N/A	N/A
CTA 80	Terminates at the corridor on Irving Park Road	Weekday: Every 8 to 15 minutes Saturday: Every 10 to 15 minutes Sunday: Every 12 to 15 minutes No Owl Service.	832	N/A	N/A
Sources: Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Chicago Transit Authority, "CTA Bus and Rail Systems-Operating Facts-Winter 1991-92" CTA, "Rail System-November Weekday Entering Traffic Trends" June 8, 1992 Pace, Individual route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound)					

*Pace ridership is reported as average weekday ridership for 1992.

CTA bus ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Ridership is based on Winter 1991-92 report.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 7 of the route are shown on Exhibits CUMBER-07a and CUMBER-08a and include Cook County Forest Preserve Holdings and wetlands.

Streams/Wetlands/Floodplains. Two wetlands have been identified within the adjacent Cook County Forest Preserve Holdings.

Historical Significance. No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites. No sites are located along Segment 7.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along this segment, according to the Illinois Division of Natural Heritage.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Segment 7 includes a mixture of land uses. A forest preserve area, which includes the Indian Boundary Golf Course, the Che-Che-Pin-Qua Woods, and Schiller Woods North, extends north from Belmont Avenue to Montrose Avenue/East River Road Avenue along the west side of the route (Refer to Exhibit CUMBER-07a). The predominant land use east of the route is single-family residential. Interspersed are extensions of the forest preserve at Forest Preserve Avenue and Berteau Avenue; multiple-family residential uses at Addison Street; and several commercial uses at Illinois Route 19 (Irving Park Road). On-street parking exists along the east side of the route from Belmont Avenue to Montrose Avenue/East River Road.

Single-family residential areas continue north of Montrose Avenue/East River Road. However, commercial, office and multiple-family uses are more often in this section of Segment 7 than in the southern section. Prominent institutions in this section of the corridor include St. Joseph's Ukrainian Catholic Church, north of Argyle Avenue. The Everett McKinley Dirksen and Pennoyer Schools and the Northwest Citadel Corps Salvation Army are all located at Foster Avenue. These land uses are shown on the Exhibits CUMBER 07a and 08a.

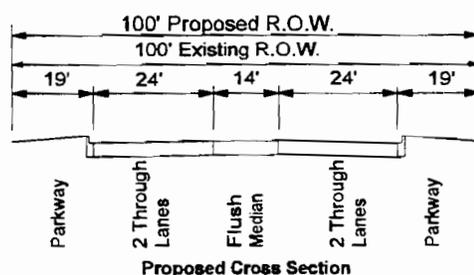
Development Access and Constraints. Acquiring right-of-way south of Illinois Route 19 (Irving Park Road) would eliminate on-street parking along the single-family properties between Addison Street and Berteau Avenue. The front yard parking used by commercial uses north of Montrose Avenue would be affected by roadway expansion, as would the front yards of the adjacent residential uses.

Future Development. No future development projects, which would impact this route, have been identified by the local communities.

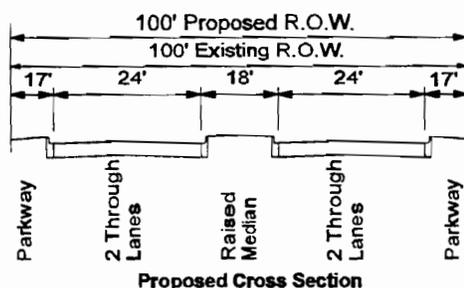
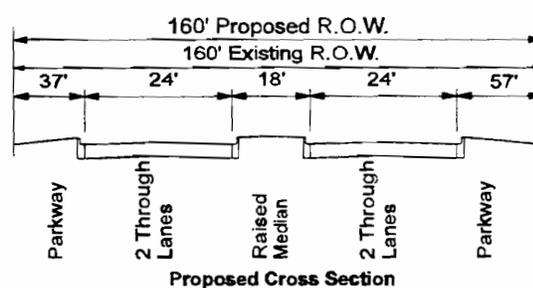
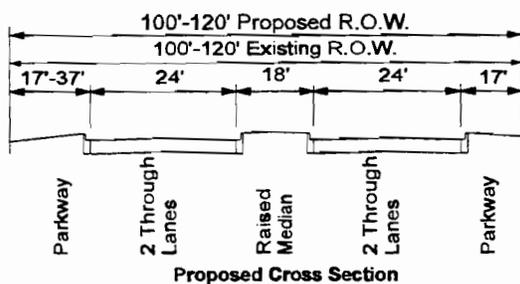
Recommended Improvements

Improvements which are consistent with SRA policy for suburban routes, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits CUMBER-07b and CUMBER-08b, and summarized in Table 4.7.3.

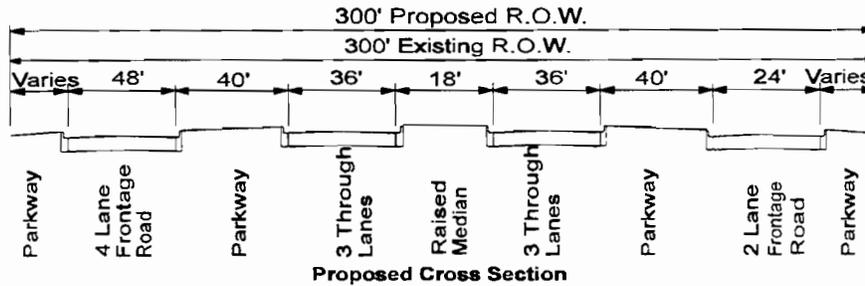
Roadway. Proposed improvements from Belmont Avenue to Addison Street are to provide two 12 ft. through lanes in each direction separated by a 14 ft. flush median. The 19 ft. parkways include curb and gutter and sidewalk.



From Addison Street to Bryn Mawr Avenue, recommendations are to provide two 12 ft. through lanes in each direction, an 18 ft. raised median, and variable parkways (include curb and gutter and sidewalk).



North of Bryn Mawr Avenue to Interstate 90, three 12 ft. through lanes in each direction, an 18 ft. raised median and variable parkways with curb and gutter and sidewalk are to be provided. Frontage roads which run parallel to Cumberland Avenue on both sides of the roadway will be maintained.



Along the same entire segment the roadway will widen at the signalized intersections to accommodate turning movements.

	Recommendations
1. Right-of-Way	Segment 7A: Maintain 100 ft. right-of-way from Belmont Avenue to Addison Street Segment 7B: Maintain 100 ft.-120 ft. right-of-way from Addison Street to Berteau Avenue Segment 7C: Maintain 160 ft. right-of-way just north of Berteau Avenue Segment 7D: Maintain 100 ft. right-of-way from just north of Berteau Avenue to Bryn Mawr Avenue Segment 7E: Maintain existing right-of-way (~300 ft.) from Bryn Mawr Avenue to Interstate 90
2. Level of Service	LOS C to F
3. Number and Width of Through Lanes	Segments 7A - 7D: Two 12 ft. through lanes in each direction. Segment 7E: Three 12 ft. through lanes in each direction.
4. Median Width and Type	Segment 7A: 14 ft. flush median. Segments 7B - 7E: 18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	Parkways will vary from 17 ft.- 57 ft. Provide sidewalk in residential and commercial areas.
6. Signalized Intersections - Major - Other	Major intersections include Illinois Route 19 (Irving Park Road) and Lawrence Avenue. Signalized intersections include Forest Preserve Drive, Addison Street, Montrose Avenue/East River Road, Foster Avenue, Bryn Mawr Avenue and the Interstate 90 South Ramp / CTA terminal.
7. Parking	Remove on-street parking between Addison Street and Berteau Avenue. Mitigate to side streets.
8. Curb Cut Access	Segment 7A: flush median. Segments 7B - 7E: Access should be managed by right-in/right-out only except at 1/4 mile median breaks and signalized intersections.
9. Transit	Directional signs to transit station. Install bus stops, shelters, and walkways at every full block. Provide signal pre-emption at far side bus stops.
10. Pedestrian/Bicycle Facility	Maintain at-grade pedestrian/bicycle crossing at Foster Avenue.
11. Loading	N/A
12. Miscellaneous	None

Traffic Control Intersection/Configuration. All signalized intersections along this segment should be left turn phase actuated and interconnected. Between Belmont Avenue and Illinois Route 19 left turn storage should be provided at all signals within the existing right-of-way, except at Addison Street. Between Illinois Route 19 and Interstate 90 left turn access should be provided within the proposed right-of-way at all traffic signal locations. Dual left turn lanes and single right turn lanes are recommended at all approaches of the Lawrence Avenue intersection. The expected level of service ranges from "C" to "F."

Parking and Access. On-street parking is currently allowed on the east side of the road between Addison Street and Berteau Avenue. This parking will be removed and mitigated to the sidestreets. A flush median between Belmont Avenue and Addison Street will provide unlimited access. North of Addison Street, access should be provided at Grace, Berteau Avenue, Agatite Avenue, Argyle Avenue and at the fire department. All other driveways and cross streets should be right-in/right-out access only.

Structures. The structure in this segment will not require modification to accommodate the proposed improvements.

Transit Facilities. Directional signs are needed to the Cumberland Station on the CTA Rapid Transit O'Hare Line. Install marked bus stops, shelters, and walkways at every intersection from Belmont Avenue to Interstate 90 (Kennedy Expressway). Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. An at-grade crossing would provide pedestrians and bicyclists from nearby neighborhoods with access to the forest preserve. Special provisions for pedestrian and bicycle linkages to the Everett McKinley Dirksen and Pennoyer Schools, at Foster Avenue, should be investigated. Where possible, bicycles should be routed to residential streets parallel to the SRA.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy and are short term (and/or low-cost) are recommended for short term (1-5 year) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. Prohibit left turns where median is too narrow to allow vehicle storage.

Parking and Access. There are no short term improvements in this segment.

Transit Facilities. Directional signs are needed to the Cumberland Station on the CTA Rapid Transit O'Hare Line. Space in the CTA parking facility should be reserved to accommodate outbound commuters who join carpools and vanpools at this location. Those commuters could either drive to this location and park, or arrive on the CTA rapid transit system. Install marked bus stops, shelters, and walkways at every intersection from Belmont Avenue to Interstate 90 (Kennedy Expressway). Equip signals for bus pre-emption.

Pedestrian/Bicycle Facilities. There are no short term improvements in this segment.

Other Characteristics. There are no short term improvements in this segment.

Right-of-Way Requirements

The existing roadway in this segment will be maintained, therefore no right-of-way acquisition is needed.

Potential Environmental Concerns

To achieve the desired right-of-way of 110 feet north of Illinois Route 19 (Irving Park Road) will require land acquisition of approximately 0.2 acres of Cook County Forest Preserve Holdings and minimal displacement of residential and commercial structures north of Montrose Avenue/East River Road. Widening of the roadway to three lanes in each direction will create negative impacts to noise and air quality to the surrounding residential areas.

Cost Estimate

The cost estimate for Segment 7 is shown in Table 4.7.5.

Table 4.7.5: Cost Estimate

Construction Cost Estimate for Segment 7 of Cumberland Avenue (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$11,550,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$5,400,000
Right-of-Way	\$0
Total Estimated Cost for Recommended Improvements	\$17,950,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$5,400,000
Right-of-Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$5,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. With the study beginning in 1992, there is ongoing two-way communication between the study team and the public - which includes governmental units, involved agencies, business, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and solutions for the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement include data collections, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive check list of solicitation to gain data early in the study. During the next twelve months, additional material has been obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for Cumberland Avenue/First Avenue was composed of communities and governmental units along the corridor in Cook County.

Advisory Panel Membership:

- City of Chicago
- Village of Norridge
- Village of Melrose Park
- Village of Maywood
- Village of Brookfield
- Village of Lyons
- Village of McCook
- Village of Forest Park
- Village of Summit
- Village of River Grove
- Village of North Riverside
- Village of Riverside
- Cook County Highway Dept.

Advisory Panel meetings were held at three times in the study process. The first, on June 18, 1992, was a combined meeting with the Illinois Route 43 Central SRA route. The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other county, city, and village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed. The second meeting, held on July 15, 1993, was combined with the Illinois 43 Central SRA segments, to present the preliminary recommendations of the route to the panel, city and village representatives and interested parties along the route. Corridor issues and opportunities were discussed with the intent of gathering input prior to a draft report submittal. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. The third meeting, on June 1, 1994, reviewed the Draft Report which documents the study and recommendations for the Cumberland Avenue/First Avenue corridor. Oral and written comments were received, and many written comments were obtained several weeks after the meeting. The comments were implemented into panel meeting minutes. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire is shown in Exhibit 5.3.

Newsletters

Newsletters were supplied to the panel, anyone who had requested one and all who asked to be on the newsletter mailing list. They were published bimonthly, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are shown in Exhibit 5.4.

Public Hearings

The public hearing for Cumberland Avenue/First Avenue was held on June 30, 1994. Public comments were documented as shown in Exhibit 5.5.

Exhibit 5.1
Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.
2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

(Date)
Page 2

3. Official Map (if adopted).
4. Brief information on the type and magnitude of major developments along the SRA route which are anticipated (see attached checklist).
5. Land use information, adopted or upcoming, that will impact the character along the SRA route significantly.
6. Name and phone number of appropriate local contact person(s) for land use and transportation issues.

Please attempt to supply these materials within two weeks of receiving this letter. The project schedule calls for data collection to be completed during April. If you have questions please feel free to contact John Mick at CRSS (312) 714-7253 or Eugene Ryan at the Chicago Area Transportation Study (312) 793-3460. This information will be very important in planning for the region's future in a way that is compatible with your community's plans. Thank you for your cooperation.

Very truly yours,

Mayor/President _____
City/Village of _____
Chairman of _____ Regional Council

JMS/ack

(Draft: Data Checklist/Return Letter)

Mr. John P. Mick, II, PE
Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr Avenue
Chicago, Illinois 60631

Subject: SRA-3
Municipal Data Collection

Dear Mr. Mick:

Enclosed is the material you requested for the SRA study of Route (s)
_____ (and _____).

	Enclosed	Not Avilable	
1a.	_____	_____	Zoning Map
b.	_____	_____	Zoning Ordinance
c.	_____	_____	We anticipate a major revision of the zoning ordinance in _____.
2a.	_____	_____	Comprehensive plan
b.	_____	_____	or Land Use Stand alone plans on:
c.	_____	_____	Highways
d.	_____	_____	Transit
e.	_____	_____	Environmental Resources
3.	_____	_____	Official Roadway Map
4.	Regarding major developments affecting SRA Route: _____ in our community, we anticipate the following new residential developments of over 500 units and the following commercial or industrial developments of twenty five or more acres:		
	name: _____		
	location: _____		
	estimated start: _____ estimated completion: _____		
	status: under construction / in rezoning / in discussion (circle one)		
	No. of units residential: _____		units
	No. of acres commercial: _____		acres
	No. of acres industrial: _____		acres
	Current zoning of property: _____		
	Future zoning expected: _____		

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

(Attach copies of this page with more developments as necessary.)

Mr. John Mick
Page 5

If you have questions regarding:

Land use and development in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Transportation and related facilities in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Very truly yours,

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2
Panel Meeting Minutes

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 18, 1992 - 9:00 A.M.

LOCATION: The Elmer Wolf Community Center
2621 N. Thatcher Avenue
River Grove

ATTENDANCE:

Kevin Close	Village of Brookfield
Charles Mae	Village of Melrose Park
Brian Gaseor	Village of Norridge
Duane Davy	City of Chicago
Jim Budrick	Village of Oak Park
Chet Kendzior, Jr.	Village of Riverside
Greg Kramer	Village of River Forest
Brent Leder	Village of River Grove
Martin Becklinberg	Chicago Department of Transportation
Joel Golan	Edwin Hancock Engineers
John Zeiasco	
Rich Starr	Illinois Department of Transportation
Don Killmer	North Central Council of Mayors
Kathleen Rodi	Chicago Area Transportation Study
Douglas Knuth	Project Director, CRSS
John Mick	Project Manager, CRSS
Mark Thomas	Corridor Manager, CRSS

TOPIC ROUTE: Illinois Route 43 (Central Presentation Area) - Cumberland/ First Avenue

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and then method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

IDOT also described the close proximity of the two topic SRA routes, and the fact that one of them may be eliminated as a SRA route during the alternatives development process.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS in charge and several disciplines with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS discussed the Illinois Route 43 and Cumberland/First Avenue corridors and presented corridor overviews. The design concept was then presented with respect to how the corridor fits into the concept.

The presentation area of the Illinois Route 43 and Cumberland/First Avenue corridors were both described as starting at the Stevenson Expressway and proceeding north to the Kennedy Expressway.

The Cumberland/First Avenue corridor follows Illinois Route 171, First Avenue, Thatcher Avenue, Pueblo Avenue and Cumberland Avenue. Illinois Route 43 is Harlem Avenue throughout the presentation area.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Municipal information requests were discussed and response from remaining municipalities was requested.

CRSS discussed the concept of access vs. mobility on all roadway facilities, and how an SRA route addresses both of these issues.

CRSS then presented the alternatives developments as described in the Panel Briefing Booklet.

CRSS discussed the design concept with suburban and urban cross sections that will be the starting point on Cumberland/First Avenue and Illinois Route 43 respectively.

1. Corridor specific examples of issues and possible alternatives were then presented using the aerial photography.

Comments:

- a. Concern was expressed about the process of determining SRA route alternatives (Illinois Route 43 vs. Cumberland/First Avenue). CRSS will study between Panel Meeting 1 and Panel Meeting 2, then recommend a solution to the SRA subcommittee after the second panel, and the subcommittee will make a final recommendation.
 - b. The amount of existing right-of-way vs. the proposed right-of-way was questioned. Both routes are on the border of the suburban/urban design concept areas. The existing rights-of-way are generally 66 and 100 ft. on Illinois Route 43 and Cumberland/First Avenue respectively. Also, the two existing corridors already have urban and suburban characteristics; with wider pavements, more turn bays, less on street parking and larger building set backs on Cumberland/First Avenue than on Illinois Route 43.
2. CRSS described detailed information on Cumberland/First Avenue.
 - a. The south end is an Interstate type facility.
 - b. Other SRA routes could tie the south and north ends of Cumberland/First Avenue back into Illinois Route 43, along with the Kennedy and Stevenson Expressways. The 55th Street (south end tie) and Illinois Route 72 (north end) will be studied in later subnetworks.
 - c. The adjacent Palumbo paving quarry was described with a several hundred foot drop very close to the edge of the existing roadway.
 - d. Many industrial facilities in the area (Illinois 171) will have to be considered in terms of truck volumes and access.
 - e. The adjacent Des Plaines River floodway will be a concern if roadway/right-of-way widenings are considered.
 - f. The Brookfield High School and Brookfield Zoo are issues in terms of pedestrian access and safety.

Comment:

- g. There are not a lot of pedestrians accessing the Zoo, however, the intersection at First Avenue that accesses Brookfield High School does move many pedestrians.

CRSS:

- h. Cook County Forest Preserve holdings are adjacent to right-of-way throughout the corridor. Environmental issues will be addressed along with pedestrian access issues. In many areas, holdings are very large residential areas.

- i. Immediately south of the Eisenhower Expressway, there are many health care facilities where noise and emergency access will be considered.
- j. The Eisenhower interchange will be analyzed for efficiency.

Comment:

This is the first area moving north along Cumberland/First Avenue where congestion problems occur.

- k. "At grade" train crossings also create capacity problems in this area.

CRSS:

There are several "at grade" crossings throughout the corridor. Separated grade crossings can also be an issue where bridge decks and bridge spans are narrow.

- l. Sight distance and building offset issues were discussed in Melrose Park near the intersection of Iowa Street.
- m. Maywood Park Racetrack, Kiddieland, and the Triton College were presented with special event and pedestrian access issues.
- n. Sensitive cemetery land uses on both sides of the corridor in River Grove (St. Joseph and Elmwood Cemeteries) could become a constraint as the future corridor concept is developed.
- o. At the north end of Cumberland Avenue, there are many residencies and store fronts on the corridor with a high density of accesses.

Comments:

- p. There are many pedestrian issues in the River Grove area, at Forest Preserve at Fullerton, Village Hall Complex, the school across the street, Grand Avenue, Soo Railroad/Metra train depot, Thatcher Woods shopping center, Belmont Avenue and the water reservoir at the southwest corner of Foster Avenue.
- q. River Grove has been working with CATS to move the Soo Line Metra station across First Avenue so that people don't have to park then cross the street to get to the station.
- r. There are school crossings at Lawrence and Foster Avenues.
- s. High northbound left turn volume at Foster. There are many conflicts between Foster Avenue and the Kennedy Expressway, including the health club, lunch traffic, and PM peak hour traffic.
- t. In Melrose Park around Iowa Street (Chicago Avenue and Washington Blvd. etc), turning vehicles must nearly stop before making the movement because the radius returns are too tight. This existing geometric figure reduces through capacity and increases speed differentials between through and turning vehicles.

3. CRSS described detailed information on Illinois Route 43.
 - a. CRSS reiterated the fact that the Illinois Route 43 study area starts at US Route 30 and not at the Stevenson Expressway, but that the Stevenson Expressway is where the presentation area starts.
 - b. The Stevenson interchange is comprised of wide bridge decks and therefore no critical issues are foreseen in this area. However, at the AT&SF and IC railroads bridge spans are very narrow.
 - c. The Cook County Forest Preserve near Stickney was described similar to those along Cumberland Avenue.
 - d. On street parking was also addressed in the Stickney area.

Comment:

In Berwyn, the parking is on the west side of the street, where lane widths were reduced and the centerline was moved in order to maintain four through lanes.

CRSS:

- e. The Morton West High School was mentioned, where pedestrian access will be considered.
- f. Adjacent parks in the Forest Park area (Kriz and Maple Parks) will be reviewed in terms of pedestrian access.

Comment:

- g. Narrow sidewalks adjacent to traffic lanes are the result of narrow right-of-way widths and are a safety issue to pedestrians.

CRSS:

- h. Churches are an environmentally sensitive area where proximity and noise are addressed.

Comment:

There are many churches along the corridor that have not been labeled, please check inventory.

- i. There is a Phase I plan by IDOT between 16th Street and Division that will provide a center turn lane. What is the plan, and how does it fit into the SRA?

The SRA study is a long term large scale project that will not affect current Phase I plans. Current Phase I plans will be considered as existing information to an SRA corridor study.

- j. How does the SRA project deal with narrow bridge spans?

SRA project will only denote a substandard vertical clearance.

- k. Who fixes the structures when the work does get done?

On Illinois State Routes, IDOT provides funding. On other SRA routes that are not state routes, improvements will require other funding sources.

- l. Many railroad structures are in plans due to the American with Disabilities Act to be modified in the next few years. The SRA should coordinate with these plans. We would hope that IDOT plans and the ADA would modify structures simultaneously.

CRSS:

- m. CRSS demonstrated the understanding that the Illinois Route 43 corridor has many restraints and that the proposed cross section may have to be reduced, and that issues such as parking, transit, and access may be a major portion of the recommended improvement.

Comment:

- n. Elmwood Park has removed peak hour parking but, the adjacent City of Chicago has not. There is a way to coordinate this effort.

- o. Off street parking may be a possibility to soften the impacts of on street parking restrictions. Will IDOT assist in developing these off street parking areas?

On past SRA studies, IDOT agreed not to remove on street parking until there was an acceptable off street parking plan.

- p. In Norridge, the movie theater and many shopping centers are high traffic generators. There are also many access points throughout this area.

- q. As far as a choice between SRA routes, Cumberland Avenue is better because impacts would be fewer, however, Illinois Route 43 would be better as far as north/south travel continuity.

- r. Will IDOT abandon improvements on Illinois Route 43 if Cumberland/First Avenue is chosen as the SRA route?

There is no funding available at all right now, and IDOT will continue to maintain all state routes.

General

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS closed the meeting asking for additional input via the questionnaire in the Panel Briefing Booklet.

Minutes of Meeting
June 18, 1992
Page 7 of 7

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS



Mark Thomas

MST/ack

Attachments

cc: Rich Starr	IDOT
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JULY 15, 1993 - 10:00 A.M.

LOCATION: River Grove Village Hall
2621 N. Thatcher Avenue
River Grove

ATTENDANCE:

Tony Speciale	Village of Stickney
Tim Geary	Frank Novotny & Assoc.
John Litrenta	Village of Elmwood Park
Joel Golan	Edwin Hancock Eng. Co.
Rick Saks	Village of Riverside
Jack Kubik - State Rep.	Village of Riverside
Angie Kiefer	Village of Riverside
Joseph Sieb	Village of Norridge
Joanna Wheeler	Village of Norridge
William Connerty	Village of Maywood
Wayne Pesak	Village of North Riverside
Vincent Akhimie	Village of Oak Park
Joe Barzano	Village of River Grove
Joseph Compell	Village of River Grove
Rich Starr	Illinois Department of Transportation
Don Killmer	North Central Council of Mayors
Kathleen Rodi	Chicago Area Transportation Study
Michael Brown	Planning Resources, Inc.
Robert Giurato	Corridor Manager, Meridian
John Mick	Project Manager, Meridian
Joseph Bement	Civil Engineer, Meridian

TOPIC ROUTE: Illinois 43 Central / First Avenue Panel 2 Presentation

GENERAL:

1. The purpose of this meeting was to present the preliminary recommendations of the route to the panel, city and village representatives and interested parties along the route. Corridor issues and opportunities were discussed with the intent of gathering input prior to a draft report submittal.
2. Robert Giurato, the Meridian Corridor Manager, welcomed all attendees to the Illinois 43 / First Avenue Panel 2 Meeting. The project limits for both Illinois 43 Central and First Avenue run from the Kennedy Expressway on the north to the Stevenson Expressway on the south.
3. Mr. Giurato spoke of the previous Panel 1 Meeting and what activities have taken place since then. He stated that the purpose of the Panel 2 Meeting is to exchange information about the route with the panel members and interested parties prior to recommendations in a draft report. The next step would be a draft report submittal to the panel members at a Panel 3 Meeting. In the fall a Public Hearing would be held to gather any final comments. Then a

final report would be completed. All recommendations would be subject to a screening through Phase I and II design criteria.

4. Mr. Giurato described the cards on the wall that would be used in the presentation. As questions and comments were made throughout the meeting they were written on cards and taped to the wall. The audience was asked to clarify any misrepresented comments on the wall of cards. The cards would be used in completing the draft report.
5. Meridian described their approach to the project. The design concept cross sections for urban and suburban routes were overlayed on the Illinois 43 Central and First Avenue Corridors, respectively. A charette was held by the consultant and subconsultants to discuss opportunities and impacts if the design standards were recommended. One issue that was apparent through the segments of both routes was that the desirable cross sections would have tremendous impacts upon existing land uses and environmental features. For this reason, reduced cross sections were recommended that would minimize impacts but provide increased capacities.
6. It has been recommended by IDOT at this time to continue with the SRA studies of both Illinois 43 Central and First Avenue.
7. A method to increase capacity and level of service on both routes without major right-of-way acquisition is to provide a 14 foot flush median that can provide storage for left turning vehicles. This will reduce the number of potential vehicular conflicts in the through lanes. Another method is to restrict left turning movements during peak hours or cul de sac selected sidestreets and funnel the traffic to major arterials where there are traffic signals.
8. Grade separation of selected railroad crossings are recommended along both routes as suggested in the IDOT Design Concept Report. It was mentioned that these overpasses must be long enough to provide the low grades that trains can traverse. Grade separated structures also may impact adjacent land uses and are very costly to build.

ILLINOIS 43 CENTRAL CORRIDOR PRESENTATION

1. The important issue of removing the on-street parking along Illinois 43 Central was discussed at the meeting. The reality of having both 4 through lanes and curbside parking on Illinois 43 is impossible with the constrained existing conditions. Numerous adjacent parcels would have to be displaced. Meridian proposed that the on-street parking be moved to the sidestreets with newly configured angle parking where it is currently parallel parking. Three options were presented.
2. Option 1 recommends that selected sidestreets be converted to one-way with 45 degree parking in the first block of the sidestreet. It involves the acquisition of approximately 6 feet of parkway along the sidestreet and landscaping the end islands. This option will provide approximately 12 additional parking spaces more than currently exist on the sidestreets with parallel parking.
3. Option 2 is similar to Option 1 except that this alternative only requires the change to 45 degree parking in the first half block of the sidestreets. This alternative involves the acquisition of approximately 6 feet of parkway along the sidestreet and landscaping the end

islands. This option is less disruptive to the existing parkways, however, it only adds approximately 6 additional parking spaces more per sidestreet.

4. Option 3 entails the conversion of the first half of the sidestreet to 90 degree parking. This option requires the acquisition of approximately 18 feet of parkway but allows two way traffic on the sidestreet. This alternative provides an additional 16 parking spaces per sidestreet where parallel parking exists on both sides. It is the most disruptive to the parkways.
5. Another alternative for parking mitigation is to provide an off-street parking lot within close proximity to the local businesses. This facility could accommodate the displaced parking if it were constructed within a half block of the businesses. It is also important for the parking lots to be located frequently at that spacing where blocks and blocks of businesses are located along Illinois 43.

Questions:

1. You say that the original suburban cross section was dropped?

The recommended 120-150 feet right-of-way for the suburban cross section would require the acquisition of up to approximately 50 feet of adjacent property. This would have tremendous impacts upon the adjacent developments. For this reason, the recommended right-of-way has been reduced with narrower medians and parkways.

2. Will IDOT make some adjacent land available for off-street parking facilities?

If the state and municipalities can agree upon an acceptable parking mitigation plan then that may be possible. But acquiring enough parcels in the vicinity of the businesses is another issue. Putting one or two lots for off-street parking within a half mile or three quarter mile is not going to work. You need a lot within a half block of the businesses where the on-street parking will be displaced. The state wants to work for some kind of plan. The state will not remove the on-street parking until there is such a plan that the municipalities agree to.

3. Why are both First Avenue and Illinois 43 Central still being studied as SRA Routes? It is clear that First Avenue has less constraints and should be the sole SRA Route.

Both routes have expansion constraints with regards to proposed pavement widening. IDOT is still studying both routes to find that additional capacity.

Comments:

1. The off-street parking recommendation will not work in Riverside. First of all the sidestreets where the parking would be redesigned at an angle are currently two-way streets with parking on one side. There is room for parallel parking on both sides of the street but Riverside does not want this. If the parallel parking that now exists on the one side of the sidestreets were changed to angle parking there would not be enough room for two-way traffic.
2. State Representative Jack Kubik agrees with Rick Saks that there is no room for off-street parking in Riverside. And any small businesses that now exist along Illinois 43 would be killed with the removal of their parking.

FIRST AVENUE CORRIDOR PRESENTATION

1. First Avenue is categorized as a suburban SRA Route along its entire length from I-55 on the south to I-90 on the north.
2. Overall corridor recommendations include 6 through lanes from I-55 to I-290 and from Irving Park Road to I-90 and 4 through lanes from I-290 to Irving Park Road.

Questions

1. Are you recommending additional through lanes north of I-55 within the existing median because you have the space for them?

The Design Concept Report recommends 6 through lanes for the suburban cross section. Any place where constraints do not limit this cross section the 6 lanes are being recommended. Unfortunately, this is not possible everywhere.

2. Where do you propose to acquire the additional right-of-way that you are recommending from 26th Street to Cermak Road?

If this cross section were recommended it would be looked into acquiring land on both sides of the route. Due to potential constraints along the residential properties on the west the majority of right-of-way may have to come from the east side of the road.

3. How easy is it to acquire land from the Cook County Forest Preserve District?

The state is meeting with the District about other SRA Routes that recommend forest preserve acquisitions. It is important to present the case to the District that the widening is crucial and that land cannot be acquired elsewhere.

4. Would modifications to the I-290 structure require additional right-of-way?

The bridge would be widened and would require minimal right-of-way.

5. If the traffic signal is eliminated at the Grove Shopping Center, how would one get out of the shopping center?

The median cut at the existing intersection would remain and left turning movements would still be allowed. Vehicles could also turn left from the signalized Belmont Avenue intersection just to the north.

6. Has a signal warrant analysis been done at the Grove Shopping Center that recommends the removal?

This is beyond the scope of the current Pre-Phase I Study. However, the Design Concept Report recommends its removal because of the minimal spacing between the shopping center access and the Belmont Avenue intersection.

Minutes of Meeting
July 15, 1993
Page 5 of 5

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

Robert Giurato

Robert Giurato

cc: Rich Starr	IDOT
Joy Schaad	Meridian
Kerry Wigginton	Meridian
Robert Giurato	Meridian
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: June 1, 1994 - 9:30 A.M.

LOCATION: Elmer Wolf Community Center
2621 Thatcher Avenue
River Grove, Illinois

ATTENDANCE:

Bobby Stevens	Representative of Senator Judy Baar Topinka
Tom Tarpey	Mayor of River Grove
Joe Barzano	Village of River Grove
Brent Leder	Village of River Grove
Don Killmer	North Central Council of Mayors
Kathleen Rodi	CATS
Rich Starr	IDOT
Bob Giurato	Meridian
Sherl White	Meridian
Joe Bement	Meridian

TOPIC ROUTE: Cumberland Avenue / First Avenue Panel 3

The purpose of this meeting was to present recommendations to members of the panel and receive comments.

ISSUES:

1. Bob Giurato of Meridian explained proposed recommendations for Segments 1 through 3 for Senator Topinka's representative. Issues of concern to the Senator were impacts to adjacent buildings with the previously recommended six through lanes. Mr. Giurato explained that the six lane cross section has been scaled down to four lanes after further discussion. Impacts to forest preserve, floodplain, and the Brookfield Zoo were some of the constraints that led to this decision. Exceptions to this include the five lane cross section from Cermak Road to Roosevelt Road to accommodate the VA Hospital traffic.
2. Recommendations for Segment 2 include the elimination of traffic signals at Plainfield Road, US 34 (Ogden Avenue) and Plainfield Road, and Golf View Avenue. Cul-de-sacs are proposed at 43rd Street and the east leg of Plainfield Road. Golf View Avenue will be redesigned as one way southbound with no access allowed from the northbound direction.
3. A barrier median is proposed for Segments 2 and 3 to minimize conflicts with left turning vehicles. Vehicles wishing to make left turns into the neighborhood northwest of the 26th Street intersection must turn at 26th Street or Cermak Road. Those vehicles in the neighborhood wishing to go northbound on First Avenue will use 26th Street or Cermak Road.
4. North of Cermak Road to Roosevelt Road an auxiliary lane is recommended to accommodate VA Hospital traffic. This will require additional right-of-way along both

Minutes of Meeting
June 1, 1994
Page 2 of 3

sides of the roadway. The state is in the process of discussing right-of-way requirements with the Cook County Forest Preserve District.

5. Previously, there were recommendations to provide a grade separation of the CC Railroad and eliminate the CC Railroad Road north of the track. These issues were dropped after further discussion.

6. Joe Barzano of River Grove mentioned that a pre-construction meeting is to be held next week for the repaving of Des Plaines River Road west of the route. To his knowledge no geometric changes are proposed for the intersection with First Avenue.

7. Six through lanes are proposed from Division Street to Des Plaines River Road, four through lanes from Des Plaines River Road to Irving Park Road, and six through lanes from Irving Park Road to Interstate 90.

8. The traffic signal at Thatcher Avenue and First Avenue is to be removed and access is to be right-in/right out only. Vehicles traveling southbound on Thatcher Avenue (First Avenue) wishing to go eastbound on Fullerton Avenue or southbound on Thatcher Avenue will turn left at Fullerton Avenue.

9. A grade separation of the SOO RR / Metra Milwaukee West Line is recommended as a post 2010 improvement. Currently, approximately 100 trains cross First Avenue each day with an anticipated 8 more trains a day once the Wisconsin Central RR begins commuter service in April 1996.

10. Other proposed improvements for Segment 6 in River Grove involve removing the traffic signal in front of the Thatcher Woods Shopping Center and providing a new signal on Belmont Avenue east of Thatcher Avenue. These improvements will be justifiable if warranted by traffic signal warrant analyses.

11. Mr. Rich Starr of IDOT explained that once all the SRA reports are completed recommendations will be prioritized to determine funding needs. The reports will be used as guides with ultimate proposed improvements coming from Phase I & II studies.

12. Mr. Giurato ended the meeting by thanking all that attended and reminding everyone that the Public Hearing for Cumberland Avenue / First Avenue will be held across the street at the River Grove Public School on June 30, 1994, from 2 to 7 pm.

ACTION ITEMS:

1. Find out whether the traffic signal to be removed in front of the Thatcher Woods Shopping Center is privately or publicly owned.

Meridian Engineers & Planners, Inc.

Robert S. Giurato

Robert S. Giurato, P.E.
Project Engineer

Minutes of Meeting
June 1, 1994
Page 3 of 3

cc: Attendees
Elizabeth McLean
Pete Pointner
Norman Din
John Paige
Neil Ferrari
Mike Williamsen
Pete Franz
Eugene Ryan
Meeting Minutes File

EJM Engineering
Planning Resources
Din & Pangrazio
NIPC
IDOT - DPT
IDOT - OPP
IDOT - BLE
CATS

Exhibit 5.3
Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

- a. General:

- b. Right-of-Way:

- c. Existing Roads:

- d. Transit:

- e. Public Facilities:

Page 1 of 2

Exhibit 5.4

Newsletters



SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 1
July/August 1992

Illinois Route 43 Cumberland Avenue

Illinois Route 43 Overview

Illinois Route 43 is one of the longer SRAs in the study, running 44 miles, north from US 30 in Will County to Lake Cook Road. IDOT/CATS has divided this SRA into three presentation areas, north, central and south.

Illinois Route 43 is commonly called Harlem Avenue. However, from Oakton Street in Niles north to Lake Cook Road, Waukegan Road is the common designation.

Illinois Route 43 runs through three counties and 31 communities, directly intersecting or crossing over/under key arteries such as Ill 58/Golf Road, US 34/Ogden Avenue, US 12-20/95th Street, I-90/94, I-290, I-55, I-294, and I-80.

In the CRSS study, the north presentation area begins at the Kennedy Expressway/I-

90/94 near Irving Park Road and runs north to Lake Cook Road. The south presentation area begins at US 30/Lincoln Highway and runs north to the Stevenson Expressway/I-55. The central presentation area begins at the Stevenson Expressway and extends to the Kennedy Expressway on the north.

CRSS has provided briefing booklets to Illinois Route 43 north, south and central advisory panels. These publications explain the corridors in detail with aerial photographs, maps, work plans, milestone schedules, details of urban and suburban cross section design concepts, lists of alternatives development and questionnaires. Issues and ideas presented by those advisory panels are categorized into a special information card system and integrated into the planning process.

Cumberland Overview

The Cumberland Avenue SRA covers 13 miles of Cook County and runs through 17 communities. The northern boundary is Interstate 90 in Rosemont and the southern terminus is Interstate 55 near Lyons.

The corridor intersects directly or runs over/under key roadways including: Illinois 19/ Irving Park Road, Grand Avenue, Cermak Road and the Eisenhower Expressway/I-290.

This SRA corridor is identified by several names along its length. Cumberland Avenue applies from I-90 south to East River Road. From East River Road to Grand Avenue it is Pueblo Avenue. It is called Thatcher Avenue from Grand Avenue to

Des Plaines River Road. From Des Plaines River Road south to 47th Street, First Avenue applies, and Illinois Route 171 is the designation from 47th Street to I-55.

CRSS has provided briefing booklets to the Cumberland Avenue/First Avenue advisory panel. These publications explain the corridors in detail, with aerial photographs, maps, work plans, milestone schedules, details of urban and suburban cross section design concepts, lists of alternatives development and questionnaires. Issues and ideas presented by those advisory panels are categorized into a special information card system and integrated into the planning process.

SRA System Overview

When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation Greenlight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation Greenlight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation Greenlight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs

continued on page 5

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Illinois 43 Panel Meeting Summaries

The purpose of the meetings was to acquaint the Panel and other municipal officials with the SRA team. The SRA team is made up of CRSS, IDOT and CATS staff augmented by local municipal officials and interested parties.

The Chicago Area Transportation Study (CATS) also discussed the 2010 Transportation Plan and how the SRA system is one of the seven points in that overall plan.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

Ill. 43 Corridor: The Illinois 43 corridor starts at US Route 30 on the south and proceeds north along Harlem Avenue, Oakton Street and Waukegan Road to Lake Cook Road. The corridor is divided into three presentation areas, south, central and north.

South presentation area: Harlem Avenue from US Route 30 to Interstate 55.

Central presentation area: Harlem Avenue north from Interstate 55 to the Kennedy Expressway.

North presentation area: Kennedy Express-

way north via Harlem Avenue, Oakton Street and Waukegan Road to Lake-Cook Road.

South Presentation Area June 19, 1992 Bridgeview Village Hall

Right-of-way issues along the corridor were discussed. The existing right-of-way is approximately 100 feet and carries two lanes in each direction. Proposed right-of-way is 120 feet. There is an opportunity to accommodate future growth in this area because many adjacent corridor properties are undeveloped. In addition, concern was expressed about the right of way between 95th Street and Interstate 55.

There was discussion concerning extending 151st Street from Harlem Avenue to Oak Park Avenue. Oak Forest would prefer a cut through at 147th Street. The Cook County Forest Preserve and the Southwest Council of Mayors is opposed to that because it would divide sections of Forest Preserve property.

There are many railroad bridges that will not accommodate recommended right of way guidelines. Lack of railroad crossings also add significantly to congestion.

In addition, the "on structure" portion of Harlem Avenue between 71st and 63rd Streets was described as being very dangerous. The high speed of traffic flow causes several vehicles to be involved when accidents occur.

Left hand turns are not allowed in some areas (63rd and 65th Streets). This restriction should be considered in other areas, as a means of improving traffic flow.

Central Presentation Area June 18, 1992 The Elmer Wolf Community Center River Grove

Cumberland Avenue is being considered as an alternative or supplemental route. A discussion of existing right of way vs. proposed right of way was presented on both routes.

Narrow sidewalks adjacent to traffic lanes are the result of narrow right of way widths and are a safety issue to pedestrians. Adjacent parks, schools and shopping areas will be reviewed in terms of pedestrian access.

Some areas prohibit peak hour parking but coordination of all areas along the corridor is necessary to improve traffic flow.

North Presentation Area June 9, 1992 Glenview Village Hall

Concerns were expressed in reference to access to the Edens Expressway, the Kennedy Expressway, and the Tri-State Tollway. The desire was expressed to provide access to the Edens Expressway via Golf Road, a future SRA route.

Location of the adjoining leg, between Harlem Avenue and Oakton Avenue, was discussed. Alternatives will be developed by CRSS and presented at the second panel meeting.

Right of way north of Willow Road was discussed, including access to Techny, the pedestrian bicycle path adjacent to Northbrook Junior High School, and the narrow right of way north of Shermer along the Forest Preserve.

Terms to know...

Actuation:

The sensing or detection of a vehicle as it passes over a detector in the roadway pavement for the purpose of communicating information about traffic flow to a master traffic signal controller.

Class II Truck Route:

Any highway, other than an interstate highway or controlled access highway with four or more lanes, which is designated as such and capable of handling size and weight limits for trucks.

Delineators:

A light-reflecting device mounted at the side of a roadway, in series with others, to indicate the alignment of the roadway.

Demand Management:

Techniques such as carpooling, staggered work hours and controlled development which are employed to reduce the number of vehicles utilizing a roadway.

Cumberland Avenue Panel Meeting Summary

June 18, 1992 The Elmer Wolf Community Center River Grove

This corridor was presented with the Illinois Route 43 central presentation area.

A number of parking and access concerns were addressed. One access consideration is the possibility of linking the route into the Illinois 43 corridor at the north and south ends.

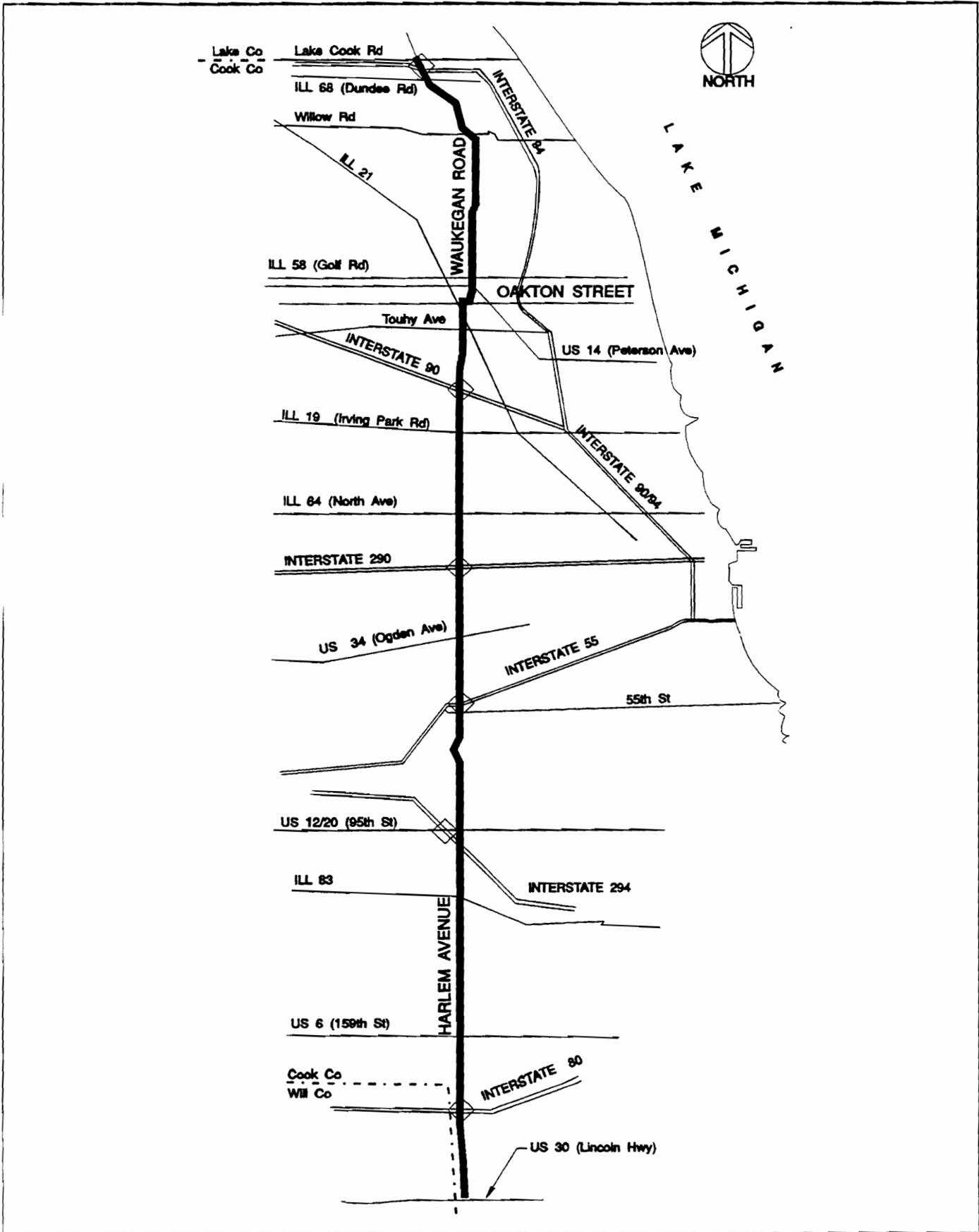
Several forest preserve properties border

this corridor. Consequently, access and right of way issues that may affect these properties were discussed.

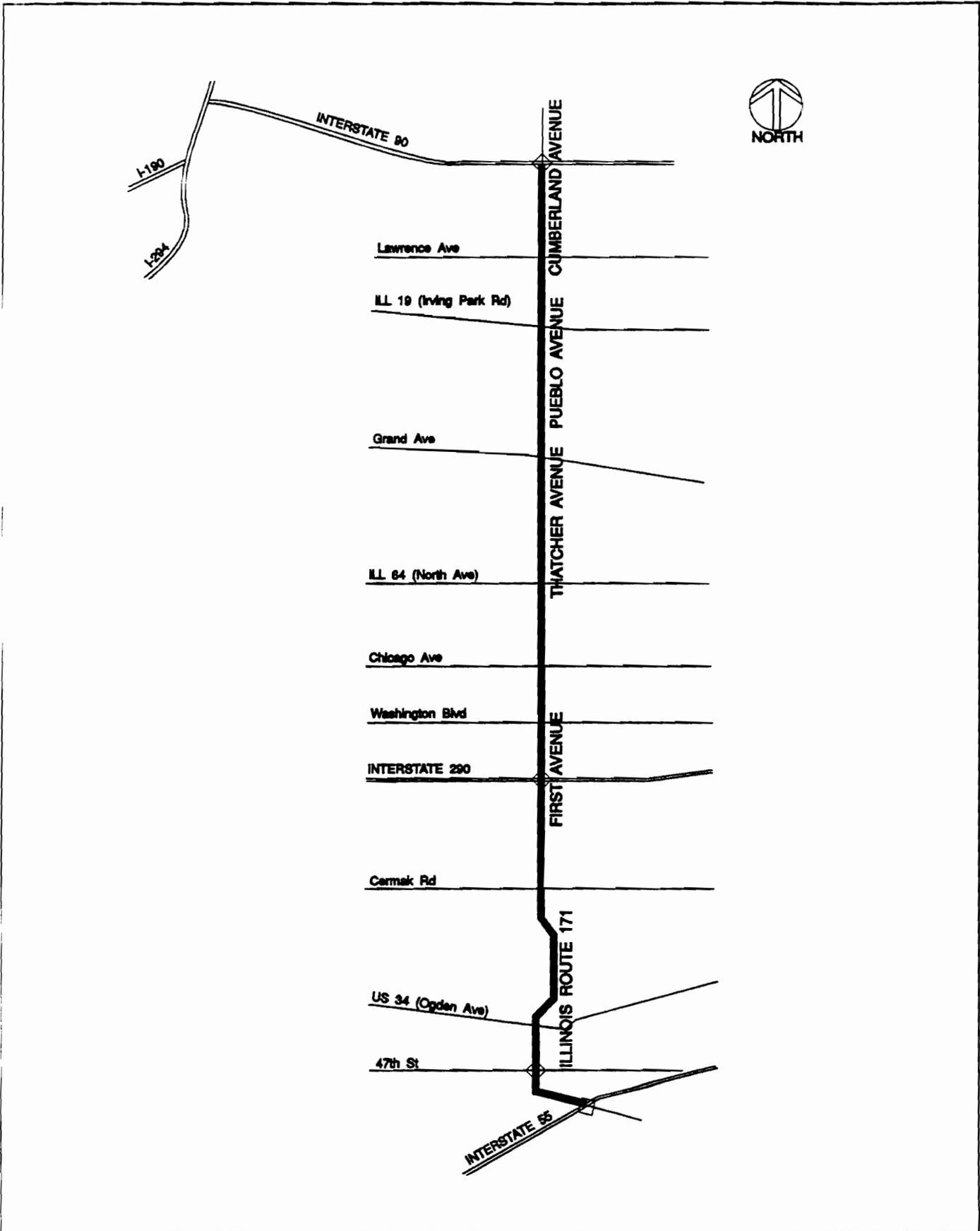
In Lyons, the several hundred feet drop at the Palumbo Quarry was discussed as being an important safety concern.

Safety issues for pedestrians are found throughout the corridor. Forest preserves and parks, schools and colleges, and shopping centers are some areas where pedestrian access is an issue.

Illinois Route 43



Cumberland Avenue



Q & A

Q Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?

A The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering how to incorporate these programs into the traffic considerations in this study.

Q Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?

A An EIS (Environmental Impact Statement) is conducted as one of many requirements to obtain Federal funds for specific transportation projects. It is conducted once a specific project has been well defined in the study (Phase 1) portion of a project's implementation. The SRA does not involve an EIS because it does not define specific improvements or define a specific project. The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)
- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route 14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive
- Illinois Route 47 from McHenry County/Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)

- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)

The CRSS of Illinois study and four other similar surveys are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation Greenlight. Those objectives are:

- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors.
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concepts Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column.

Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the appropriate person listed on page 6. Likewise, if you have a term/question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

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Illinois Route 43/Cumberland Avenue SRA Study Schedule

Task	Summer 1992	Autumn 1992	Winter 1992/93	Spring 1993	Summer 1993
First Panel Meeting	▲				
Second Panel Meeting			▲		
Draft Final Report				✻	
Third Panel Meeting				▲	
Public Hearing				▲	
Final Report					✻

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SRA Strategic Regional Arterial SPOTLIGHT

Project update for
panel members and
interested citizens

Issue 2
October/November 1992

Illinois Route 43 Cumberland Avenue

SRA Route Selection Process

Illinois Route 43 and Cumberland Avenue are being studied in tandem for consideration as Strategic Regional Arterial routes. The Cumberland Avenue corridor extends approximately 13.8 miles between the Stevenson (I-55) and Kennedy (I-90) Expressways. The Illinois Route 43 SRA runs 44.4 miles from US Route 30 /Lincoln Highway to Lake-Cook Road.

These corridors do not meet the spacing guidelines for SRA routes as described in the Strategic Regional Arterial Design Concept Report prepared for the Illinois Department of Transportation. This report states that, "Spacing of routes in the SRA system was determined based upon the projected levels of future travel demand within the different parts of the region, ranging from about three miles apart in the most densely developed areas to about eight miles apart in predominantly rural areas." The spacing guideline for urban SRA routes is three miles and approximately eight miles for rural SRA routes.

Starting at Lake Michigan, in the City of Chicago, the north-south SRA routes in the overall SRA system are Lake Shore Drive, Western Avenue, Cicero Avenue, and Illinois Route

43. These routes are three miles apart as specified in the Strategic Regional Arterial Design Concept Report discussed above. Proceeding west from Illinois Route 43, the next SRA routes are Cumberland Avenue and Mannheim Road. Similarly, the spacing between these two routes is three miles.

However, between Illinois Route 43 and Cumberland Avenue, the spacing does not meet the standard noted above. The spacing between these two SRA routes is about one-and-one-half miles.

At the time the system routes were chosen, it was not evident which corridor would best serve the approximately eight mile wide area between Cicero Avenue and Mannheim Road. While Illinois Route 43 is the longer route and serves a greater regional travel demand, Cumberland Avenue may be used to serve the area between the Kennedy and the Stevenson Expressways. It may also be determined that, for this corridor, both routes are needed to adequately serve the area.

It was decided that the choice should be made after a more detailed analysis by the project team. This decision will be based on three factors. The

ability to recommend feasible improvements, which will meet the SRA design standards without creating great impacts to the existing corridor, will be important to this decision. If the Cumberland Avenue route is chosen, it will connect back to Illinois Route 43 near the Kennedy and Stevenson Expressways. Therefore, the effectiveness of diverting proposed traffic from Illinois Route 43 to Cumberland Avenue and back to Illinois Route 43 again will be a determining factor. Finally, the public's response to and acceptance of the recommended improvement will be involved in the decision process.

The results of this analysis will be presented at the second panel meeting (scheduled for winter this year). After the second panel meeting, these findings, and the panel members' reactions to them, will be presented to the Chicago Area Transportation Study's SRA Subcommittee for a final decision.

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Land Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity

to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount

continued

SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A(best) to F(worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

WB-50 (60) Design Vehicle - A large semi-trailer vehicle with a wheelbase dimension of 50(60) feet which is used to establish the minimum requirements of roadway design so that the roadway can safely accommodate such a vehicle.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 2010 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant revisions to the concept. After this input is addressed, the recommendations will be fine tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including your participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Cumberland Avenue Initial Concept Thoughts

The Cumberland Avenue corridor, located in the near Chicago suburbs on the western edge of the city, extends approximately 13.8 miles between the Stevenson and Kennedy Expressways. Other names for portions of this north-south SRA route are Illinois Route 171, First Avenue, Thatcher Avenue, and Pueblo Avenue. Throughout its length, the Cumberland Avenue corridor is a four lane facility. In addition, the Illinois 171 portion of the route is a freeway type facility with right of way widths that exceed the desirable SRA suburban route widths. See also "SRA Concept Development Process" on Page 2.

This SRA route is classified as a suburban route with desired design characteristics that include a 45 mph design speed, "C/D" level of service, (See "Terms to Know", page 2) a minimum 120 ft. right of way, and three through lanes in each direction. The Cumberland Avenue corridor has been divided into seven segments to simplify the presentation of recommended improvements. This article will examine each segment of the corridor and will present important issues being considered in the concepting process as described in "SRA Concept Development Process" on Page 2.

Segment 1, which is 1.6 miles long, starts at I-55 and ends 0.4 miles north of 47th Street at the south end of Palumbo Quarry. This segment exists as a limited access type facility with over 200 ft. of right of way, consequently the recommended improvements should be achievable within the existing right of way. However, several bridge modifications will be required to accommodate the recommended cross section.

Segment 2 extends 2.4 miles from north of 47th Street to 26th Street. The existing right of way in this segment is 100 ft. except at the Palumbo Quarry where it is 80 ft. Issues in this segment include environmentally sensitive Cook County Forest Preserve holdings, pedestrian needs at the Riverside Brookfield High School, and narrow right of way near

the Palumbo Quarry. Special event access to Brookfield Zoo is another issue to consider. The structures over Salt Creek and the BN Railroad may be recommended for modification.

Segment 3 begins at 26th Street and continues 1.5 miles north to Roosevelt Road. The existing right of way in this segment varies from 70 to 115 ft. Considerations along this segment include the narrow right of way between the Riverside Golf Course and the residential area of North Riverside. Other issues are the emergency and non-emergency access needs of the Veterans Administration Hospital and the adjacent Miller's Meadows park land. A grade separation may be recommended at the CC Railroad crossing in this segment.

Segment 4 starts at Roosevelt Road and continues 2.5 miles north to Division Street. The existing right of way in this segment varies from 60 to 133 ft. The Forest Home and Waldheim Cemeteries, Cook County Forest Preserve, Loyola University Medical Center, Circuit Court Building, Proviso East High School and the Woodside Bible Chapel are adjacent land uses in this segment that could be impacted. In addition, the high pollution area around I-290 (Eisenhower Expressway) will be considered. In order to accommodate the recommended cross section, the I-290 structure may be modified. The close proximity of the Des Plaines

River is also a constraint in this segment.

Segment 5, which has a 100 ft. existing right of way, starts at Division Street and continues 1.6 miles north to Fullerton Avenue. While there are not many major constraints in this area, concepting will be sensitive to the needs of the Cook County Forest Preserve holdings and the Des Plaines River floodplain. Event access at the Maywood Park Race Track near North Avenue is another issue that will be considered. A grade separation may be considered at the Soo Railroad crossing and the bridge over the Des Plaines River may be recommended for modification.

Segment 6 starts at Fullerton Avenue and continues north 1.0 mile to Belmont Avenue. The existing right of way in this segment varies from 66 to 100 ft. Residential and commercial developments, along with the St. Joseph and Elmwood Cemeteries are adjacent land uses in this highly constrained area.

Segment 7 starts at Belmont Avenue and continues 3.2 miles to I-90, the north terminus of the Cumberland Avenue corridor. The existing right of way varies from 100 to 160 ft. except at the I-90 interchange where additional width has been acquired. Critical issues in this segment include impacts on adjacent Chicago and Norridge residential areas and Cook County Forest Preserve holdings.

Illinois Route 43 Initial Concept Thoughts

The Illinois Route 43 SRA runs from US Route 30 (Lincoln Highway) on the south to Lake-Cook Road on the north, a total distance of 44.4 miles. From US Route 30 to Interstate 55 and from Interstate 90 to Lake-Cook Road, the route is classified as suburban. From Interstate 55 to Interstate 90, the route is classified as urban. The desired design characteristics for a suburban route are as follows: 45 mph design speed, "C/D" level of service (See "Terms to know" page 2), a minimum 120 ft. right of way,

and three through lanes in each direction. The desired design characteristics for an urban route are as follows: 35 mph design speed, "D" level of service, a minimum 96 ft. right of way, and two through lanes in each direction. This corridor is divided into 16 segments. This article will examine each segment and present issues being considered as part of the SRA concepting process. See also "SRA Concept Development Process" on page 2.

continued

Illinois Route 43 Initial Concept Thoughts

Segment 1 starts at Lincoln Highway and ends at 175th Street, a total distance of 4.7 miles. The existing right of way varies from 66 to 130 ft. except at the I-80 interchange where it is greater than 150 ft. The new roadway widening will impact agricultural land, widen several bridges, and may affect adjacent parcels like the Tinley Park Mental Health Center property.

Segment 2 extends 0.6 miles from 175th to 170th Street. Due to restricted right-of-way, which varies from 66 to 100 ft., throughout the segment, the suburban six lane cross section will have a more restricted improvement recommendations to avoid impacting residential developments.

Segment 3 travels 4.9 miles from 170th Street to 131st Street. The existing right of way varies from 100 to 140 ft. The recommended cross section may impact Forest Preserve District property.

Segment 4 runs from 131st Street to Interstate 294, a total distance of 4.1 miles. The existing right of way is 100 ft. except at the I-294 interchange where it is 130 ft. storefront parking and bridge widenings are issues in this segment.

Segment 5, which has sufficient existing right of way for a suburban segment, starts at Interstate 294 and ends at 92nd Street, a total distance of 0.9 miles. To accommodate the recommended cross section, several structures will need to be modified.

Segment 6 travels 5.8 miles from 92nd Street to Interstate 55. Along most of the segment, the existing right of way is 100 ft. However, it varies from 75 to 112 ft. between 71st and 79th Streets and is greater than 150 ft. at the I-55 interchange. One issue in this segment is existing building setbacks, and the impact of traffic on commercial/industrial access in Bedford Park.

Segment 7 runs 3.0 miles from Interstate 55 to Cermak Road. This is the first segment in the urban area. The existing right of way varies from 66

to 110 ft. One issue is the continued ability to provide on-street parking in this segment.

Segment 8 travels from Cermak Road to North Avenue, a total distance of 4.2 miles. Most of the segment has a 66 ft. existing right of way, but it widens to 100 ft. at North Avenue. Existing constrained right-of-way width with several historical areas exist along this segment and will be considered.

Segment 9 extends 3.0 miles from North Avenue to Irving Park Road. The existing right of way is 66 ft. One issue in this segment will be on-street parking.

Segment 10 extends 2.4 miles from Irving Park Road to Interstate 90. Offset intersections and commercial access will be two important issues in this segment.

Segment 11 travels from Interstate 90 to Milwaukee Avenue, a total distance of 2.5 miles. The highly constrained right-of-way width and adjacent residential land uses are key considerations.

Segment 12, which begins at Milwaukee Avenue and ends at Caldwell Avenue, is 1.5 miles long. The exist-

ing right of way varies from 66 to 100 ft. The choice of connecting route between Harlem and Waukegan Avenues is a major issue in this segment.

Segment 13 travels 3.0 miles from Caldwell Avenue to Lake Avenue. The existing right of way varies from 66 to 120 ft. as the segment progresses northward. The main issue in this segment is commercial access.

Segment 14 extends 1.8 miles from Lake Avenue to Willow Road. Along with future development issues, commercial access and parking will be key issues.

Segment 15 runs from Willow Road to Walters Avenue, a total distance of 1.8 miles. The existing right of way varies from 140 to 66 ft. The coordination with proposed development along this segment is an important issue to be considered.

Segment 16 extends 0.9 miles from Walters Avenue to Lake-Cook Road. The existing right of way varies from 66 to 100 ft. except at the I-94 interchange where it is greater than 150 ft. The adjacent forest preserve properties and the future configuration of the Interstate 94 interchange are two issues in this segment.

Land Use Concerns (continued)

of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses.

Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

2. Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

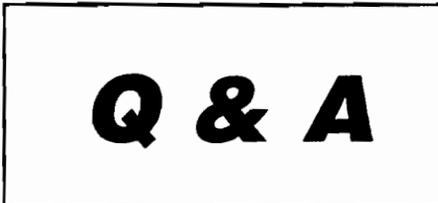
3. Frequent Driveways and Access Points Along SRA - High volumes of

Q *What is the timing for SRA route decisions?*

A *The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3 routes, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.*

Q *How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?*

A *IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to*



manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.

Q *Are funds for the SRA project included in the Intermodal Surface Transportation Efficiency Act of 1991?*

A *No. The SRA studies are funded by the Illinois Department of Transportation from the Operation GreenLight Program. Operation GreenLight is an action program meant to carry out the programs and projects identified in the 2010 Transportation Plan to address the region's current and future traffic congestion problems. Operation GreenLight funds the conceptual planning to develop the SRAs as a framework for future projects, both on the roadway and in the roadway's community adjacent to its right of way. No SRA projects are funded for detailed study or design.*

Land Use Concerns (continued)

through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation systems; reduction in the need for travel through better land use planning; staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that

connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each

of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

We're here to help...

Please contact us with your comments, concerns, or questions

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 for the
 **Illinois Department of Transportation**

Illinois Route 43/Cumberland Avenue SRA Study Schedule

Task	Jul. 92	Aug. 92	Sep. 92	Oct. 92	Nov. 92	Dec. 92	Jan. 93
Initial Concept	✘						
Charette			▼	▲			
IDOT Review				▼	▲		
Revise Alternatives					▲	▲	
Panel No. 2					▼	▼	▲

▲ Cumberland Avenue
 ▲ Completed

▼ Illinois Route 43
 ▲ Target Dates

Chicago Area Transportation Study

Mr. Eugene Ryan
 Deputy Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

Illinois Route 43 Cumberland Avenue

Issue 3
December 1992/January 1993

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by sincerely obtaining and incorporating input. Consensus building promotes trust between all involved agencies.

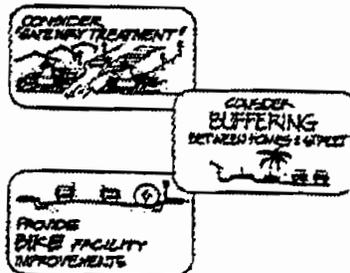
CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This technique, developed by CRSS, is known as "Programming", and assists the public to understand how their comments fit into a logical planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Uncovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The

process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.
2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.
3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting).

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

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Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to focus federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The exact roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeast-

ern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built, but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over \$12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a \$13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities

are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates \$10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a conceptor come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is conceived. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving or maintaining the system may affect the concept.

continued

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**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Nov. 92	Dec. 92	Jan. 93	Feb. 93	Mar. 93
IDOT Review		▲ ●			
Revise Alternatives		△	○		
Panel No. 2			△	○	

Cumberland Avenue

△ Target Dates
 ▲ Completed

Illinois Route 43

○ Target Dates
 ● Completed

Chicago Area Transportation Study

Mr. Eugene Ryan
 Deputy Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

Illinois Route 43 Cumberland Avenue

Panel Meeting No. 2 to Discuss Route Alternatives

The SRA study team is interested in public input and believes the characteristics of successful public participation are early involvement, inclusiveness, and clear, accurate information. Early participation by representatives of all areas along the corridor allows panel members to have a hand in planning for the future of the corridor while the decisions are being evaluated. The appropriateness of panel participation is to be measured by how inclusive the process is; whether it involves the relevant participants and reflects the communities and corridor for which the plans in question are developed. Panelists are to bring their constituents' ideas and concerns to the panel meeting.

The Federal Highway Administration guidance on participation in transportation planning, written in 1978, remains apt today:

"If too much time elapses between the beginning of the [planning] process and the beginning of public involvement, several problems may develop: it may be difficult to still be flexible, rumors may have spread misinformation, local leaders may feel ignored and become distrusting. Early involvement saves time and agony for the planner."

Even when the final outcome is controversial, corridorwide participation helps prevent dissatisfaction, legal challenge, and stalemate.

The SRA public involvement procedures are intended to afford opportunity for effective participation. The three panel meetings and public hearing held along the corridor, help to insure participation and input from public agencies

and private organizations, as well as individuals.

Panel Meeting No. 2 is an informational meeting which will discuss alternatives developed since the first meeting. It will

Panel Meetings provide an opportunity to assemble a group of key individuals, familiar with a particular SRA route. The meeting will allow panel members and the study team to:

- confirm the existing issues or problems along the arterial corridor,
- understand some of the factors involved in planning arterial improvements,
- review work to date and understand future tasks to complete,
- listen to additional ideas for the future vision of the arterial corridor,
- discuss the conceptual improvement alternatives under consideration,
- reach consensus on conceptual improvement ideas.

This process attempts to assure that possible economic, social, and environmental effects of recommended improvements will be fully considered in the development of corridor proposals. Decisions which are in the best overall public interest providing for safe, economic, and efficient transportation with minimal adverse effects will result from a process that is open and receives input from involved panelists.

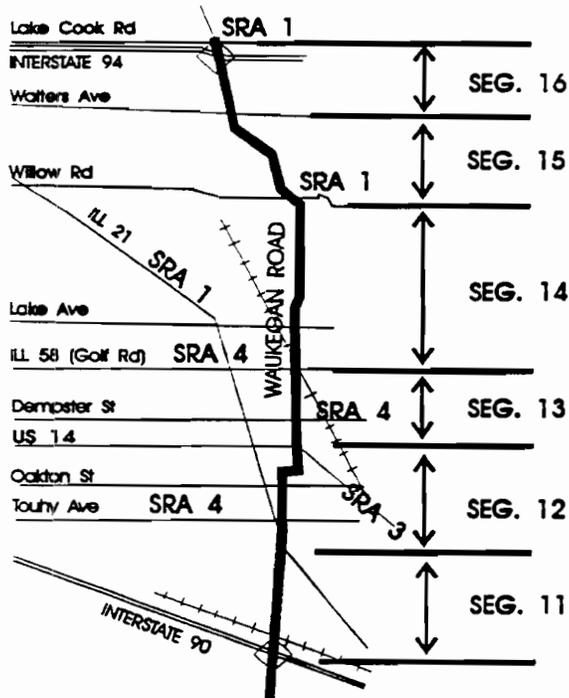
North Panel Meeting No. 2
Time: 1:30 P.M.
Date: Thursday, July 15, 1993
Location:Glenview Village Hall 1225 Waukegan Road Glenview, Illinois
Central Panel Meeting No. 2
Time: 10:00 A.M.
Date: Thursday, July 15, 1993
Location:River Grove Village Hall 2621 Thatcher Avenue River Grove, Illinois
South Panel Meeting No. 2
Time: 10:00 A.M.
Date: Tuesday, July 20, 1993
Location:Bedford Park Village Hall 6701 S. Archer Road Bedford Park, Illinois

include an informal discussion, a formalized presentation, a group question and answer period, and, if questions still remain, additional informal discussion. The Department of Transportation encourages panelists to put their comments in writing, if possible. However, study team representatives present at the Panel Meeting will properly note all non-written comments and document them on a "wall of cards". These are then recorded in the Meeting Minutes and entered on the project file.

In this issue...

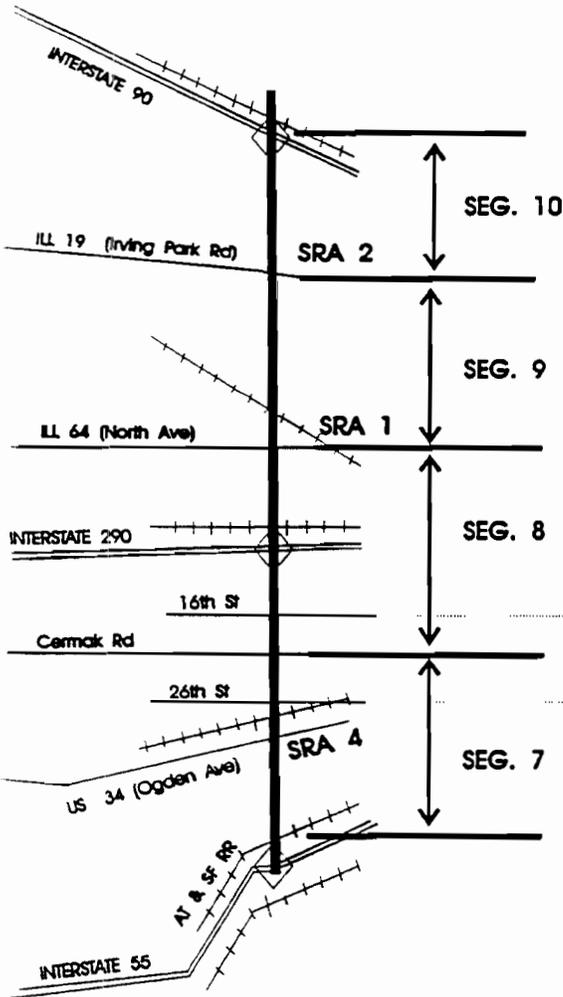
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HARLEM NORTH



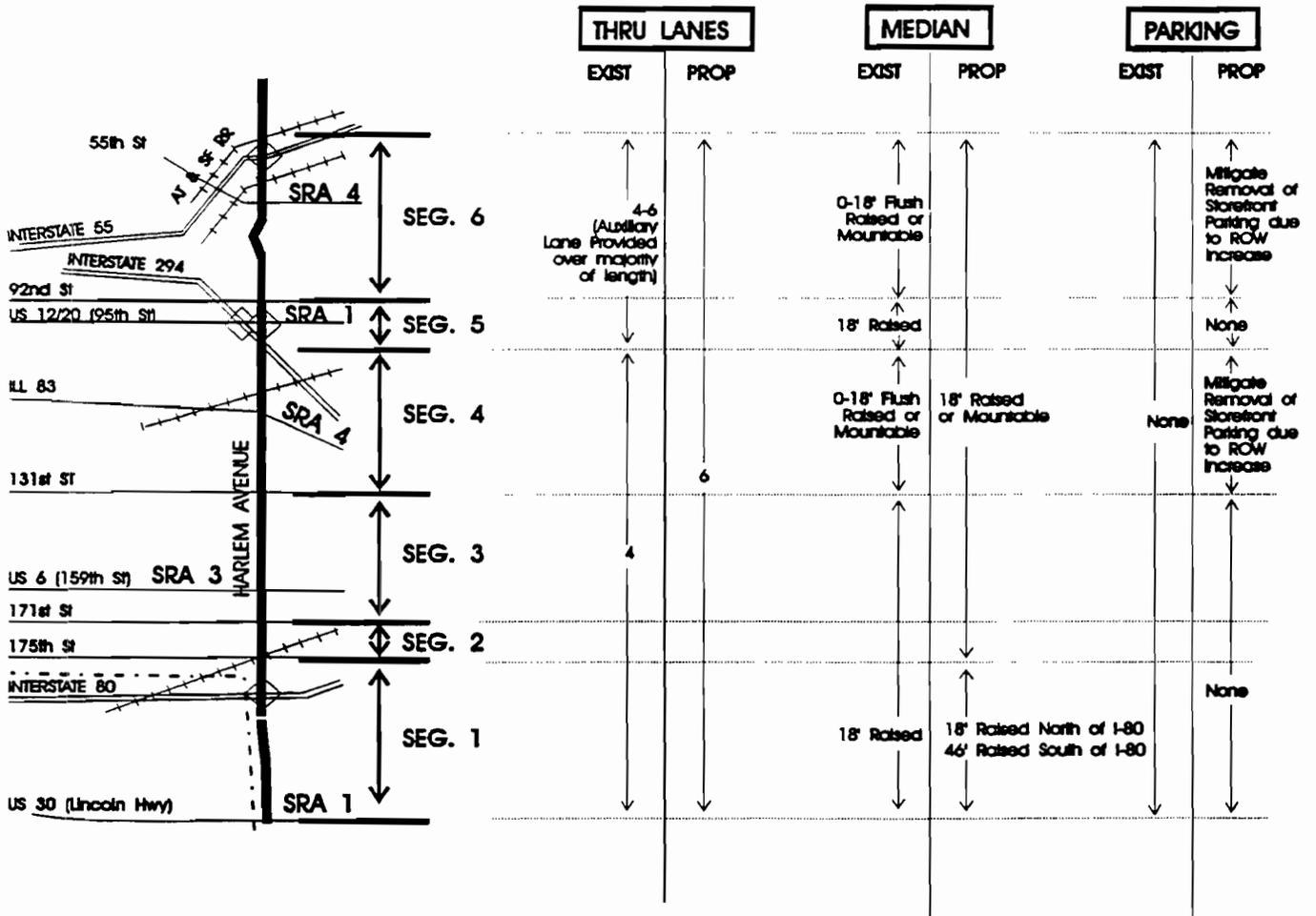
THRU LANES		MEDIAN		PARKING	
EXIST	PROP	EXIST	PROP	EXIST	PROP
	4	None Left Turn Provision	18' Raised or Mountable	None	None
4	4 TSM Measures Only	0-18' Flush Raised or Mountable	18' Raised or Mountable	On Street Many Locations	Maintain or Remove / Mitigate Off Street
	6	0-18' Flush/Raised W/ Left Turn Provision	18' Raised	On Street Spot Locations	
		0-18' Flush Raised or Mountable	Harlem-14' Mountable Oakton-18' Raised Waukegan- None		Remove / Mitigate Off Street
	4 TSM Measures Only	None	4' Mountable None	Off Peak Spot Locations	

HARLEM CENTRAL

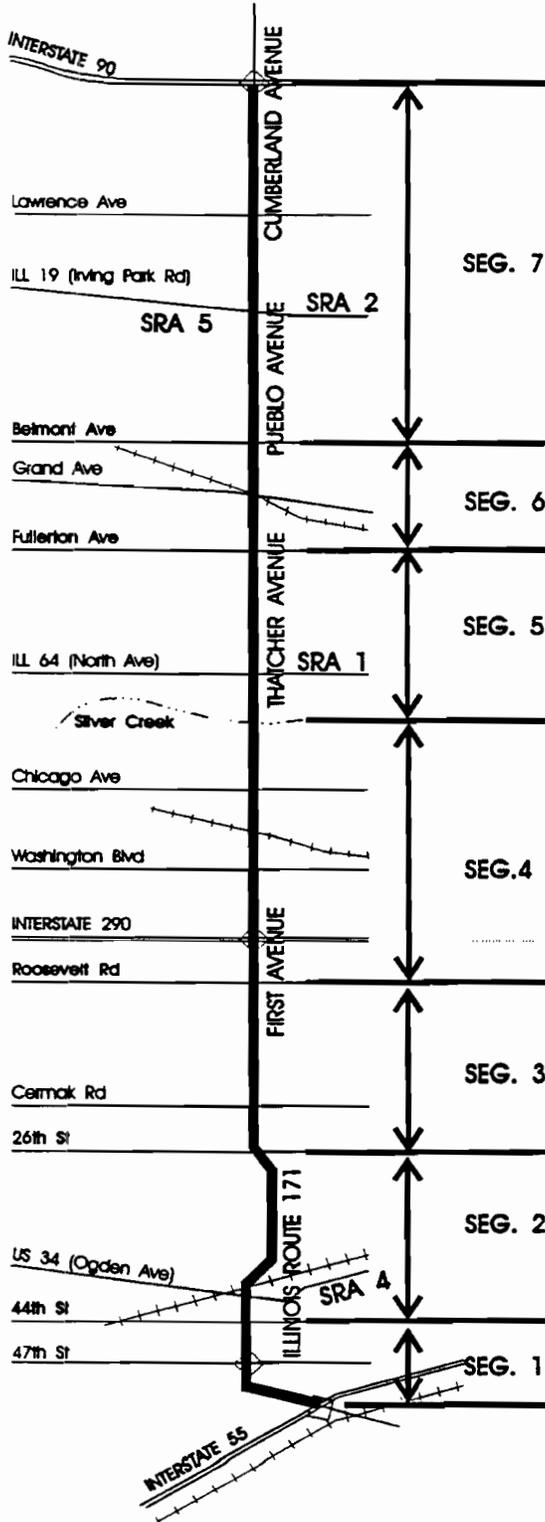


THRU LANES		MEDIAN		PARKING	
EXIST	PROP	EXIST	PROP	EXIST	PROP
4 (One Lane NB Foster to Higgins)	4	0-18' Raised or Flush	14' Flush	East Side Foster to Higgins Only	Remove / Mitigate Off Street
2	4	None Some Left Turn Provision	None TSM Measures Only	On Street Parking Both Sides	Remove / Mitigate Off Street (Full Time or Peak Period)
4	4	None Some Left Turn Provision	None TSM Measures Only	East Side Division to North	Remove / Mitigate Off Street
6 @ Cermak	6	18' Raised	18' Raised	None	Remove / Mitigate Off Street (or maintain if 2 thru lanes prov in each dir)
4 (One Lane NB Off Peak 31st to Longcommon)	4	0-16' Flush	14' Flush	On Street Spot Locations	

HARLEM SOUTH



CUMBERLAND AVENUE / FIRST AVENUE



THRU LANES		MEDIAN		PARKING	
EXIST	PROP	EXIST	PROP	EXIST	PROP
4	6	6' - 30' Flush or Raised Grass	18' Raised	None	None
4	4	No Median Some Left Turn Provision	14' Flush	Parking East side	Remove/Mitigate Off Street
6 @ North Ave	(4+2 Aux. Lanes North Ave to Des Plaines River Rd)	6-18' Flush	18' and 30' Raised	Parking East side	Remove/Mitigate Off Street
4	4	0-18' Flush	14' Flush or No Median TSM Measures Only	None	None
6 @ Roosevelt Rd		0-30' Flush	6-24' Raised	None	None
4	6	0-30' Flush	18' Raised (6' Raised at Riverside)		
4	(Surface HOV corridor considered I-55 to I-290)	No Median Some Left Turn Provision	18' Raised (6' Raised at Quarry)		
4		40' Grass	16' Barrier Separated		

Illinois Route 43 and Cumberland Avenue/First Avenue Preliminary Recommendations

Illinois Route 43 is a primary north-south arterial in central Cook County and provides connecting links to Will and Lake Counties. As a major north-south urban/suburban arterial this SRA connects Interstate 80, the Tri-State Tollway, Interstate 55, Interstate 290, Interstate 90 and the Edens Spur to serve higher volume regional trips.

Cumberland Avenue/First Avenue is also a primary north-south arterial in Cook County. As a major north-south suburban arterial this SRA connects Interstate 55, Interstate 290, and Interstate 90 to serve higher volume regional trips. Cumberland Avenue/First Avenue and Illinois Route 43 offer access to a wide mix of land uses throughout the corridor.

The Strategic Regional Arterial (SRA) Design Concept Report has identified objectives for the SRA system and desirable design features for three classes of SRA facilities. The north and south sub-areas of Illinois Route 43 and Cumberland Avenue/First Avenue are classified as suburban SRA's. This classification recognizes the settings and functions of these routes as serving suburban type development and areas maturing into suburban development. The central sub-area of Illinois Route 43 is classified as an urban SRA due to the higher density of development and the greater constraints imposed on the SRA concept by the existing land uses.

A key objective of the SRA plan for both routes is to enhance its utility as a high quality arterial by providing consistent design features and capacity throughout the corridors, identifying and eliminating bottlenecks, improving intersection design and operations, coordinating and rationalizing access and parking conditions, more fully integrating transit services, and generally increasing the efficiency of traffic flow.

The Summary of Preliminary Concept exhibits in this newsletter illustrate the lane, median and parking characteristics for each of the sixteen segments along Illinois Route 43 and the seven segments along Cumberland Avenue/First Avenue. Three sub-areas or segment groups have been identified with the preliminary SRA recommendations tailored to balance the SRA design standards with the existing conditions and the projected future needs. Illinois Route

43 has north, central, and south segment groups with dividing lines at Interstate 90 and Interstate 55. Cumberland Avenue/First Avenue is part of the central segment of Illinois Route 43 but is listed separately.

The Illinois Route 43 North sub-area traverses the north edge of the City of Chicago along Harlem Avenue, the fully developed near north suburbs along Harlem Avenue, Oakton Street and Waukegan Road, and the rapidly developing suburbs near the Edens Spur along Waukegan Road. The City of Chicago and portions of the north suburbs are primarily residential with significant commercial, office and light industrial land uses along Waukegan Road. Future development along the northern portion of this sub-area is likely to consist of a similar variety of land uses. While a six lane cross section is desirable throughout this portion of Illinois Route 43, it is felt that in many locations a four lane facility, which could be provided with minimal right-of-way acquisition, will achieve SRA goals with lower impacts.

Illinois Route 43 Central extends along the western edge of the City of Chicago, through approximately twelve communities between Interstate 90 and Interstate 55. Existing development patterns in this sub-area include dense residential and commercial land uses with several parks, forest preserves and historic lands adjacent to the roadway. Four through lanes are currently provided along much of Harlem Avenue except in spot locations where two through lanes and on street parking is provided. The preliminary concept for the central segments would provide a consistent four lanes and rely on system management techniques (as opposed to major right-of-way acquisitions) such as coordinating signals, provision of turn bays, access management and the relocation of on street parking to near-by side streets and vacant lots to achieve capacity improvements. In several locations these management techniques have already been implemented.

Cumberland Avenue/First Avenue extends along the western edge of Chicago, through approximately twelve communities between Interstate 90 and Interstate 55. Existing development patterns in this sub-area include some areas of dense residential and commercial,

with long stretches of forest preserve and the Des Plaines River in the corridor. There are several high schools, hospitals, and cemeteries in this corridor. The preliminary recommendation provides for six lanes from the beginning of the route to Adams Street. The recommendation is to remain at four lanes to Irving Park Road and then six lanes to the end of the route. The right of way requirements have been minimized to save on forest preserve land in the corridor. A variety of techniques were used to accomplish this including one which would reduce the medians and eliminate sidewalks in certain areas.

Illinois Route 43 South traverses fourteen southwest communities, including the City of Chicago, with dense development in the northern portion of the sub-area and rapidly developing open lands near Will County. The development characteristics include agricultural lands, major commercial areas, forest preserve, many industrial sites, and scattered dense areas with residential and strip commercial developments. The preliminary recommendation provides a six lane cross section with an eighteen foot median. These improvements would be coupled with management systems such as special provisions for commercial vehicle access, coordination of traffic signals, development of transit interface facilities and consolidating access. In most areas a ten foot strip of additional right-of-way will be required on both sides of Harlem Avenue. A variety of mitigation measures such as alignment shifts, median treatment and parkway width reductions are proposed to reduce the impacts of the preliminary concept.

Taken together the recommended concepts in each segment would upgrade the level of service offered in the Illinois Route 43 SRA corridor. These improvements would integrate the routes into the SRA network and provide design consistency throughout the SRA system.

Detailed studies have determined that both Illinois Route 43 and Cumberland Avenue/First Avenue should remain SRA routes.

The preliminary concept for the corridor will be discussed at the Panel 2 meeting where local input will aid in the further development of the concept.

Q. What are the planning requirements in "ISTEA"?

A. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs), in this case, CATS, to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment" at several junctures in the transportation planning process. In addition, Governors

Q & A

are directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.

Q. What is a TIP?

A. The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit opera-

tors, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.

Environmental Impacts Assessed

by Joseph Bement, CRSS

Within this Pre-phase I study it is important to research and identify environmental features along each of the SRA corridors which may potentially be affected by improvements to the routes. Identification of environmentally sensitive characteristics was imperative in order to determine potential negative impacts. This list of environmental features will be used in a Phase I study where they will be verified and examined with respect to a given roadway design. It is in this phase that Environmental Assessments and Environmental Impact Statements will be performed, if they are required.

While each route varies in terms of overall environmental characteristics, each corridor was examined using several resources, including:

- Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) in the form of Flood Boundary and Floodway Maps and Flood Insurance Rate Maps.
- Local land use plans, United States Geological Survey Maps, National Wetland Inventory Maps, and the Lake County Advanced Identification of Wetland Study were used in the identification of wetlands and bodies of water.
- The Illinois Department of Conservation (IDOC), the Division of Natural

Heritage, and the Illinois Department of Transportation (IDOT) provided lists of Illinois threatened or endangered species and natural areas along each SRA corridor.

- Prime farmland maps were obtained from the Department of Conservation of each county.
- Historic structures, landmarks, districts, and bridges were located from the National Register of Historic Places, Illinois Register of Historic Places, Illinois Inventory of Historic Structures, Illinois Inventory of Historic Landmarks, Historic Bridges of Illinois List, IDOT, county historical societies, field inspections, and local agency input.
- The Illinois Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) list provided information about sites along the corridors that have reportedly accepted hazardous waste or possess a record of accidental or illegal spills or disposal. Leaking Underground Storage Tank (LUST) Sites were identified with LUST Inventory Reports.
- The analysis of environmentally sensitive land uses included residential housing, schools, churches, cemeteries, parks, forest preserves, industrial developments, commercial buildings, hospitals, and recreational facilities. The

impacts of SRA improvements on these land uses with regard to air and noise quality may require further examination in the Phase I study.

After the initial concept was developed for each route by the SRA corridor manager, the environmental staff of planners and engineers reviewed the proposed improvements with regard to its potential impact upon the surrounding environmental features. While it is difficult to eliminate all potential effects of increased pavement widths, grade crossings, and intersection modifications, the information gathered was used to determine ways to modify the concept to minimize its impacts. For example, in an area with adjacent wetlands along the route, required land acquisition may be proposed for the other side of the roadway. In other environmentally sensitive areas, reduced median widths or landscaped medians with native prairie plants and seeding can be proposed. Mitigation of wetlands or other features may be required in roadway segments with constraints on both sides of the route.

Overall, the list of adjacent environmental features enabled the SRA corridor manager and environmental staff to develop a proposed concept that will improve the SRA network, identify important resources, and maintain the surrounding environmental characteristics.

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**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Panel No. 2	△					
Draft Report				△		
Panel No. 3					△	
Public Hearing						△

Cumberland Avenue

△ Target Dates

Illinois Route 43

○ Target Dates

Chicago Area Transportation Study

Mr. Eugene Ryan
 Deputy Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

Illinois Route 43 Cumberland Avenue



Panel Meeting No. 2 Provides Direction for Further Study and Concept Development

The Panel 2 discussions for the Illinois Route 43 and Cumberland Avenue corridors were conducted at three meetings in mid-July. The consultant team, led by Meridian Engineers and Planners, presented the preliminary recommendations for these Strategic Regional Arterial routes (see June/July Spotlight) to the panel members and to county, city, and village representatives as well as interested parties along the routes. Corridor issues and opportunities were discussed amongst the panel with the intent of gathering input prior to developing route recommendations and developing a draft report. During and after explanations of the routes and preliminary recommendations, several major issues and questions were discussed.

An issue that was apparent through the segments of both routes was that the desirable cross sections would have tremendous impacts upon existing land uses and environmental features. For this reason reduced cross sections were recommended that would ideally minimize

impacts but provide increased capacities in the existing corridors. The original suburban cross section concept, with a 120 to 150 ft. right-of-way, would require acquisition of approximately 50 ft. of adjacent property. The recommended right-of-way has been reduced in some of the heavily developed areas.

At the Illinois Route 43 South Panel Meeting, there were some concerns in the vicinity of Palos Community Hospital and the Palos United Methodist Church. The properties have several important parking spaces that would be affected by the proposed cross section. It was explained that as the project moves forward toward design and construction, there will be coordination with local communities and businesses for parking and land use modification.

The issue of the new bridge at 71st Street was raised. The proposed roadway recommendations include a wider right-of-way that would need to be accommodated. A wide barrier median controls turning movements and provides left turn storage for left turning vehicles but on this structure there are no turning vehicles. The existing structures do not require the wide barrier median so the bridge will not need to be widened.

It was suggested that Mannheim Road to the west be considered for

these recommendations instead of Harlem because of the large amount of space available on either side of the road. However, Mannheim Road already is an SRA, currently under study in the second SRA subset.

At the Illinois 43 Central and Cumberland Avenue panel meeting, the question was asked of why both routes are still being studied as SRAs when it would

Panel 2, cont., pg. 2

* * * *

The attendees included representatives of **Orland Park, Bedford Park, Bridgeview, Palos Hills, Summit, Stickney, Riverside, Norridge, Maywood, North Riverside, Oak Park, River Grove, Morton Grove, Niles, Northbrook, Northfield, Glenview, Deerfield.** If you or your agency have comments or wish to supply more information to the study team, please contact the appropriate panel coordinator on the back of this newsletter.

* * * *



In this issue...

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Municipal Data Requested	2
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Panel Meeting No. 2..., cont. from pg. 1

appear that First Avenue/Cumberland Avenue has less constraints and should be the sole SRA route. It was explained by the study team that both routes have expansion constraints with regard to proposed widening and the Illinois Department of Transportation is still studying both routes to find any additional capacity.

It was indicated that the off-street parking recommendation will not work in Riverside. The side streets where the parking would be redesignated at an angle are currently two-way streets with parking on one side. If the parallel parking that now exists on the one side of the side streets were changed to angle parking, there would not be enough room for two-way traffic. State Representative Jack Kubik agreed that the off-street parking proposal may not be feasible and that small businesses along Harlem Avenue will be greatly affected by the removal of on-street parking. These concerns will be reflected in new possible options for Riverside and other segments with similar parking issues.

At the Illinois 43 North panel meeting, the possibility of connecting Harlem Avenue and Waukegan Road with Howard Street was discussed. Although it seems the constraints are less along Waukegan with this connector, there are constraints along Howard Street, for example, the Niles Village Hall and the Illinois Route 21 intersection. The impacts to Howard Street outweigh the benefits of using the stretch of Waukegan Road so Oakton Street remains the best connector.

In areas along Waukegan Road, comments indicated that the mitigation of on-street parking to side streets might not be locally accepted. It was suggested that curb protected parking, requiring an additional 5 ft. of right-of-way, be recommended as an alternate. This suggestion will be reviewed when developing further recommendations concerning parking and commercial access as part of the draft report.

Concern was shown over the proposed

raised median from Dempster Street north to Golf Road. Left turning restrictions into adjacent driveways would adversely effect businesses along this section. As a result, other alternatives will be looked at that may lessen the impacts to neighboring businesses.

The issue was raised over the recommended removal of the traffic signal at Carillon Square in Northfield. The signal was installed as a result of a court order agreement to consolidate access for the shopping centers on both sides of Waukegan Road. Meridian explained that the recommendation to remove the traffic signal was a matter of signal spacing, and that later studies could investigate removal. Later recommendations for the Carillon Square signal may include improving the synchronization with nearby signals.

Along the Cumberland Avenue route, concern was shown over the removal of the traffic signal at the Grove Shopping Center and subsequent access constraints. The median cut at the existing intersection would remain and left turns would still be allowed into and out of the center. Vehicles could also exit onto Belmont Avenue and turn left from the signalized Belmont intersection just to the north. Although a signal warrant analysis is beyond the scope of this study, the signal removal is recommended because of the minimal spacing between the shopping center access and the Belmont Avenue intersection.

The question was raised of where additional right-of-way would be acquired for the proposed 6 lane cross section along Cumberland Avenue between 26th Street and Cermak Road. If this cross section were recommended, land would optimally be acquired on both sides of the route. However, because of potential constraints of the residential properties along the west, the majority of right-of-way may have to come from the east side of the road. The final recommended cross section in this segment is still under review.

The question was asked if IDOT will

make some adjacent land available for off-street parking facilities. If the state and municipalities can agree on an acceptable parking mitigation plan, then that may be possible. However, acquiring enough land in the vicinity of businesses is an issue; there were comments indicating that lots must be located within a half block of the businesses where on-street parking will be displaced. IDOT wants to work towards an acceptable plan and will not remove on-street parking until there is a plan the municipalities can agree to.

A question was raised asking when the recommendations of this study will be constructed. At present, no funds are available to implement SRA planning recommendations.

Meridian staff, IDOT, and CATS thanked all those who attended. The input was described as very valuable in further developing concepts for the corridors. Knowing the thoughts, suggestions, and especially concerns of those most affected along this route will help shape locally based recommendations for the Illinois Route 43 and Cumberland Avenue SRA routes.

Municipal Data Requested

We have not yet received municipal data request responses from the following communities:

Lyons	North Riverside
LaGrange	River Forest
Oak Forest	Elmwood Park
Summit	Northbrook
Oak Park	Chicago Ridge
Berwyn	Bridgeview
Stickney	River Grove
Worth	Bedford Park
Harwood Heights	

Materials needed include comprehensive plans, transportation studies, and related reports prepared by local and regional agencies. Information is still being collected, so please contact the Panel Coordinator to contribute your community's data to the study. Thanks!

SRA Public Transit Considerations

by Paul Byrne, EJM Engineering, P.C. and Joanne Schroeder, Vleccides-Schroeder Associates, Inc.

The success of today's transportation network and the viability of its future depend on a "balanced system", one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. In addition, public transit adds to the passenger carrying capacity of the arterial system. The balance of providing a well planned and integrated public transit system will help ensure mobility in future years. Public transit improvements can be accomplished through several transit considerations including signing, passenger facilities, bus-related improvements, pedestrian grade separations, actuated traffic signals, HOV lanes, and parking facilities. Following is a detailed description of each consideration:

Signing— Transit facilities should be easy to find for the potential transit user. All rail stations should be clearly marked with signs to aid potential transit users and directional signs to the station should be installed on the SRA.

Passenger Facilities— These are waiting areas equipped with shelters, heat, light, and seating where a multitude of transit operations intersect. Passengers use these waiting areas for transfers between buses or other modes of travel. Walkways should be constructed to connect these facilities to local businesses, shopping areas, residences, and bus stops.

Bus-Related Improvements— Different types of facilities may be appropriate for bus stops between urban, suburban, and rural bus service. Turnouts are recommended only in suburban and rural areas. Frequency of bus stops should be approximately one stop per block in urban areas, one stop per half mile (preferably at intersecting bus routes and at significant development) in suburban areas, and one stop per two to five miles (as public-private cooperative ventures at activity centers) in rural areas. The shoulder can be used as a turnout in rural areas. Near-side and far-side bus stops should be coordinated to minimize distance between intersecting services. Bus stops should be removed when conflicting with designated turning lanes. Parking restrictions provide additional space for buses and help facilitate bus movement. In addition, signal preemption should be installed for buses to provide higher volumes of bus service, quickly and conveniently.

Pedestrian Grade Separations— These crosswalk bridges and tunnels should be considered where transit stations are located across major streets from parking facilities, commercial areas, or public buildings. These facilities should be designed with a clear, unobstructed passage as well as light. This would improve safety and convenience for the pedestrians.

Actuated Traffic Signals— Incorporating traffic signals with phasing and timings that are responsive to the varying levels of traffic during the day will make transit stations more accessible and reduce delays. Left turn signals and lanes will help increase access to transit stations.

HOV Lanes— On certain SRA routes, these are designated lanes for high occupancy vehicles which include vanpools, carpools, buses, and other vehicles with multiple passengers. In urban and suburban areas, if the roadway occupies at least three lanes in each direction, then one lane can be designated as an HOV lane, or parking eliminations can be established to designate a curbside HOV lane.

Parking Facilities— Parking facilities at rail stations are under investigation for expansion where parking demand is at capacity. Preferential treatment for HOV users at transit stations and corporate campuses can be implemented. Provisions should be made to establish secure bicycle parking facilities, preferably with covered shelters, at rail stations and park-and-ride facilities. Also, locations for park-and-ride facilities are being identified at major express bus stops and at intersecting SRA's.

Terms to Know

Bikeway - A facility intended to accommodate bicycle travel for recreation or commuter purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Paratransit - Alternatively known as special transportation when applied to social service systems. Applies to a variety of smaller, often flexibly-scheduled and routed non-profit oriented transportation services using low capacity vehicles,

such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Fixed-Route - Term applied to transit service which is regularly scheduled, operating over a set route. Usually refers to bus service.

Dial-a-Ride - Term for demand-responsive systems usually delivering door-to-door service to clients who make requests by telephone on

an as-needed reservation, or subscription basis.

Shuttle - Usually a service provided with a 20-or-less passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis. Shuttles can provide feeder service to main transit routes, or operate in a point-to-point or circular fashion.

Transit Dependent - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

We're here to help...

Please contact us with your comments, concerns, or questions

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Produced by Meridian Engineers and Planners, Inc., formerly CRSS of Illinois, Inc. for the Illinois Department of Transportation

The change from CRSS to Meridian is a corporation change which maintains the Chicago office, original staff, their IDOT experience, and previous team and management practices.

**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Jul.	Aug./ Sept.	Oct.	Nov./ Dec.	Jan.	Feb.
Panel No. 2	▲					
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

Cumberland Avenue

Illinois Route 43

▲ Completed

● Completed

△ Target Dates

○ Target Dates

Chicago Area Transportation Study

Mr. Eugene Ryan
 Associate Executive Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 6

Cumberland Avenue / First Avenue

May 1994

In This Issue...

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Access Management	1
Reducing and Improving Access Points	2
Right-of-Way Needs	3

Panel Meeting No. 3

Date: Wednesday, June 1, 1994

Time: 9:30 AM

Location:

Elmer Wolf Community Center

2621 Thatcher Avenue

River Grove, Illinois

Public Hearing

Date: Thursday, June 30, 1994

Time: 2:00 PM to 7:00 PM

Location:

River Grove Public School

2650 Thatcher Avenue

River Grove, Illinois

Public Involvement

Panel Meeting No. 3 to Discuss Development of Draft Plan

During the past two years this Strategic Regional Arterial (SRA) Route has been examined as part of a network of arterials designed to supplement the expressway system. As we approach the final stages of our pre-phase I study, the draft report has been prepared and

includes specific recommendations. These recommendations will be discussed at the Cumberland Avenue / First Avenue corridor third advisory panel meeting to be held at the above location on June 1, 1994. The corridor has been evaluated by five disciplines examining the need for improvements to roadway, transit, and traffic control/intersection configuration. Further in this newsletter is a summary of some of the recommendations included in the draft report.

Panelists are encouraged to provide input to the corridor recommendations at Panel Meeting No. 3. This is the last of the three panel meetings to be held during the corridor study. At this meeting, panelists can provide input to specific recommendations prior to the public hearing.

Public Hearing to Display and Discuss Draft Plan

The Cumberland Avenue / First Avenue Public Hearing will be held a few weeks after the panel meetings. The hearings will be held in an open house format, with IDOT, CATS and Meridian staff available to discuss the recommendations, answer questions and receive comments.

Aerial photography showing recommended improvements will be on display. A slide presentation consisting of the SRA overview plan and corridor-related objectives will be presented. A court reporter will be available to document the public's comments. Written statements can also be made at the public hearing and will be accepted up to 30 days after the public hearing.

Access Management

Obtaining and maintaining a smooth flow of traffic is a key to the Strategic Regional Arterial Study. Managing access is an important technique that helps improve through traffic movement and reduces conflicts. This is accomplished by constructing medians in the center of the roadway, reducing access points at side street and driveway intersections, or using sign restrictions to limit movements.

The SRA Routes serve regional and local traffic movements which sometimes conflict with one another. High numbers of access points and multiple movements necessary for local trips restrict the flow of through traffic and increase accident potential.

The Median as a Tool for Access Management

The three SRA route types; urban, suburban and rural; each has different needs when dealing with access management, but one tool that can be utilized with all three route types is the median. The median is the area of the roadway that separates traffic traveling in opposite directions. The goal of specific median treatments utilized on differing SRA route types will be discussed later. Medians serve three basic purposes:

- Provide separation between oncoming traffic
- Prevent left turning vehicles from conflicting with through traffic
- Channel left turning vehicles to preferred locations

There are many advantages to providing a separate left turn lane in the median. Capacity is increased because the through lanes are not blocked by left-turning traffic and the likelihood of rear-end accidents is reduced because through traffic no longer has to brake for vehicles turning left from a through lane.

Median Treatment vs. SRA Route Type

As mentioned earlier, the median is a successful tool for access management on all types of SRA routes. However, the median treatment varies depending on the type of route.

The typical **urban SRA** corridor is located within a constrained right-of-way where existing building setbacks may prohibit the use of a median. Where setbacks permit, a flush median is typically recommended. A flush median is a painted center lane (usually 14 ft. wide) intended to provide storage for vehicles turning left in either direction. Flush medians are generally implemented where there is a large concentration of commercial or residential access points. Where left turn access is not needed a flush median is useful in preventing accidents which result from oncoming traffic drifting into the opposing through lanes.

The typical **suburban SRA** corridor may or may not have an existing median. Where neighboring commercial parcels are able to share an access point onto an SRA, a raised median is both feasible and desirable. In areas where a raised median may adversely affect access to the existing land uses, a flush median can be utilized. A raised median is usually 4 ft. to 18 ft. wide, has a 6 in. high curb and can be landscaped. Raised medians are intended to direct traffic (channelize) to specific turning points and should be implemented where conflicts occur between turning vehicles in opposite directions or where cross traffic interferes with the SRA operations. Breaks in the median, which allow for left turns, are generally limited to 1/4 mile

intervals. Raised medians are a more effective safety device than flush medians because they provide a physical barrier between traffic traveling in opposite directions.

The function of the median in a **rural SRA** corridor is similar to that in a suburban SRA corridor. The median is generally wider (up to 46 ft.) and is typically grass with no curb. Breaks in the median would be provided at no less than 1/4 mile spacing. These median breaks could be utilized for left turns or U-turns where appropriate.

Reducing and Improving Access Points

Access management, when applied to entering/exiting traffic, can greatly enhance traffic flow and safety along the corridor, especially in the right lane of through traffic, where most turbulence with the entering/exiting traffic occurs. In congested areas, where driveways and side streets are common, several techniques can be implemented to reduce access points. Each alternative is dependent on local circumstances. The following is a list of techniques:

1. Realignment of side streets
2. Consolidation of driveways
3. Frontage roads
4. Right-in/right-out only
5. Cul-de-sacs

1) Where intersection complications are the result of offset or multi-leg intersections, then **realignment** may be necessary. Sometimes, good access management can be achieved if access is relocated rather than eliminated. This technique has the least negative impact on cross-street mobility.

2). A **consolidated driveway** is an effective access management technique where shopping centers and large parking lots are adjacent to the SRA. Traffic should be channeled through the parking lot to designated driveways. A consolidated driveway reduces the number of access points to the SRA.

3). Where right-of-way is available, **frontage roads** may be developed parallel to the SRA. Frontage roads present an access management alternative useful for side streets and driveways in residential areas and for driveways in commercial areas. Frontage roads are also useful in undeveloped areas where sufficient right-of-way is still available. Easy access from the frontage road to the SRA can be accomplished through the use of signalized intersections.

4). In areas where a raised median is recommended, minimum spacing for median breaks (typically 1/4 mile) is specified. The application of a raised median creates a **right-in/right-out only restriction** at locations

where median breaks are not provided.

5). Where intersection complications necessitate the total restriction of access, then a **cul-de-sac** should be installed. Where a cul-de-sac eliminates access at a location, access to the SRA will be maintained through another facility or location. A cul-de-sac may be favorable in a residential area where residents would prefer privacy and less traffic.

Right-of-Way Needs

Because the Cumberland Avenue / First Avenue corridor has been chosen as a Strategic Regional Arterial, various roadway modifications may be warranted as traffic volumes increase and adequate budget funding is identified. Therefore, adequate right-of-way should be reserved as soon as possible, so future development will not conflict with the SRA needs.

Right-of-way will not be obtainable from all adjacent land users. Understandably, sensitive areas will be dealt with carefully. Federal laws exist which protect forest preserve and other public recreation lands. Also, any wetland acquisition requires minimization and mitigation. Right-of-way acquisition in commercial and industrial areas can cause economic impacts to local businesses. Residential acquisition can have recognizable impacts as well. Care and consideration will be planned to minimize negative

repercussions and to avoid serious impacts. The detailed evaluation for minimizing right-of-way acquisition and mitigation of impacts will take place during Phase I Studies.

However, at the SRA Study level, in order to minimize impacts to neighboring land uses, proposed cross-section widths originally recommended in the Design Concept Report have been reduced in many areas. This will still enable the recommendation of an appropriate cross-section but will have less of an impact on neighboring parcels due to a narrower proposed right-of-way width.

Our Appreciation

We would like to thank you for your participation and involvement at the previous panel meetings and we encourage you to attend the public hearing.

We're here to help...

Please contact us with your comments, concerns, or questions

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Produced by **Meridian Engineers & Planners, Inc.**
for the
Illinois Department of Transportation

Cumberland Avenue / First Avenue SRA Study Schedule

Task	May	June	July	August
Draft Report	▲			
Panel No.3		△		
Public Hearing		△		
Final Report				△

▲ **Completed** △ **Target Dates**

Chicago Area Transportation Study
Mr. Eugene Ryan
Associate Executive Director
300 West Adams Street
Chicago, Illinois 60606

Addressee

Exhibit 5.5

Public Hearing

**Summary of Public Hearing Stenographic Report
Cumberland Avenue/First Avenue
River Grove Public School, River Grove, IL
June 30, 1994 between 2:00 p.m. and 7:00 p.m.**

Pedestrian Safety Issues

The proposed improvements will have an effect on the young people in this area. Having a highway or an expressway through this area where there are so many schools, and there is the Brookfield Zoo, and the Forest Preserve will be bad for the pedestrians.

Parking

Businesses along Cumberland Avenue will be affected by the recommendation to remove and relocate existing on-street parking.

Other Safety Issues (Cars, houses, etc...)

Many accidents will occur at the Thatcher Woods Shopping Center if the existing signal is removed. The signal was placed to reduced the number of accidents at this location. The idea of moving the existing signal to Belmont Avenue is not a good one due to the inadequate spacing from the shopping center entrance to 1st Avenue.

Roadway Design Issues

The recommended improvement to install a six foot wide raised median between 26th Street on the south and 22nd Street on the north will create major problems for the adjacent Riverside Golf Club. IDOT took approximately 30 feet of their land five years ago and brought the existing roadway closer to the golf course. This required the golf course to build a retaining wall and a berm at a significant cost to the Riverside Golf Club, exceeding \$200,000. The golf club can not afford to give away anymore land for these improvements. The recommendation for this median would also prevent residents that live on the west side of 1st Avenue, and who have driveways onto 1st Avenue, from entering their driveways from a northbound direction.

The recommendations to widen Cumberland Avenue will increase traffic and still cause a bottle neck within the village of River Grove.

The villages along this route should accommodate twenty and thirty years in advance for zoning variances that would allow for future widening without disruption of so much commercial and residential properties.

Intersection Channelization/Access Issues

The site distance south of Waubensee Road and 1st Avenue is really bad. It makes quite a bit of a curve, so people cannot see far enough to their right if they are coming out of Waubensee and making left turn to go north. This is a high accident location and perhaps something should be done to alleviate the problem.

A traffic signal should be placed at the intersection of Addison Avenue and Cumberland Avenue because of the bottle neck effect that happens during rush hour.

Space/Constraints Issues

There is a lack of room available for houses now. If the state decides to acquire more land, it will be detrimental to the adjacent residents.

Underpass/Overpass Issues

An overpass should be recommended at the Soo Line Crossing in River Grove.

LIST OF DRAWINGS

Existing Conditions/Environmental /Land Use Aerials

- Exhibit CUMBER - 01a: Segment 1
02a: Segments 1, 2
03a: Segments 2, 3
04a: Segments 3, 4
05a: Segments 4, 5
06a: Segments 5, 6
07a: Segment 7
08a: Segment 7

Proposed Improvements - Aerials

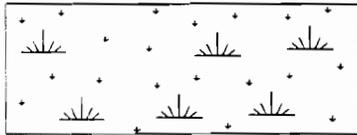
- Exhibit CUMBER - 01b: Segment 1
02b: Segments 1, 2
03b: Segments 2, 3
04b: Segments 3, 4
05b: Segments 4, 5
06b: Segments 5, 6
07b: Segment 7
08b: Segment 7

Geometric Details of Proposed Intersection Improvements

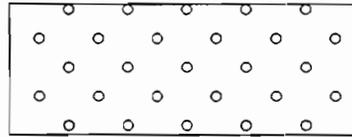
- Exhibit ID - 2 - 1: First Avenue at US Route 34 (Ogden Avenue)
2 - 2: First Avenue at 31st Street
3 - 1: First Avenue at Cermak Road
3 - 2: First Avenue at Illinois Route 38 (Roosevelt Road)
4 - 1: First Avenue at US Route 20 (Lake Street)
4 - 2: First Avenue at Chicago Avenue
6 - 1: First Avenue at Grand Avenue
7 - 1: First Avenue at Lawrence Avenue

Legend

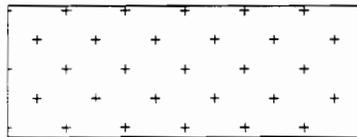
Environmental Characteristics



Wetland



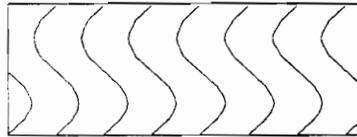
Historic District



Prime Farmland



Floodplain Boundary
(100 Year)



Forest Preserve

◆ Threatened or Endangered Species

✕ Hazardous Waste Site

⊗ Leaking Underground Storage Tank

* Historic Site/Structure/Bridge

Land Use Characteristics

R	Single Family	*	Cemetery
RM	Multiple Family	G	Institution/Government
RH	High Rise - up to 3 floors	P	Park/Forest Preserve
O	Office	U	Utility
OH	Office High Rise	M	Gravel/Mining
C	Commercial	A	Agricultural
CA	Commercial Agricultural	V	Vacant Land
CR	Commercial Recreation	W	Woodland
I	Industry/Warehouse	OS	Open Space
+	Church/Temple	()	Planned Development
S	School		

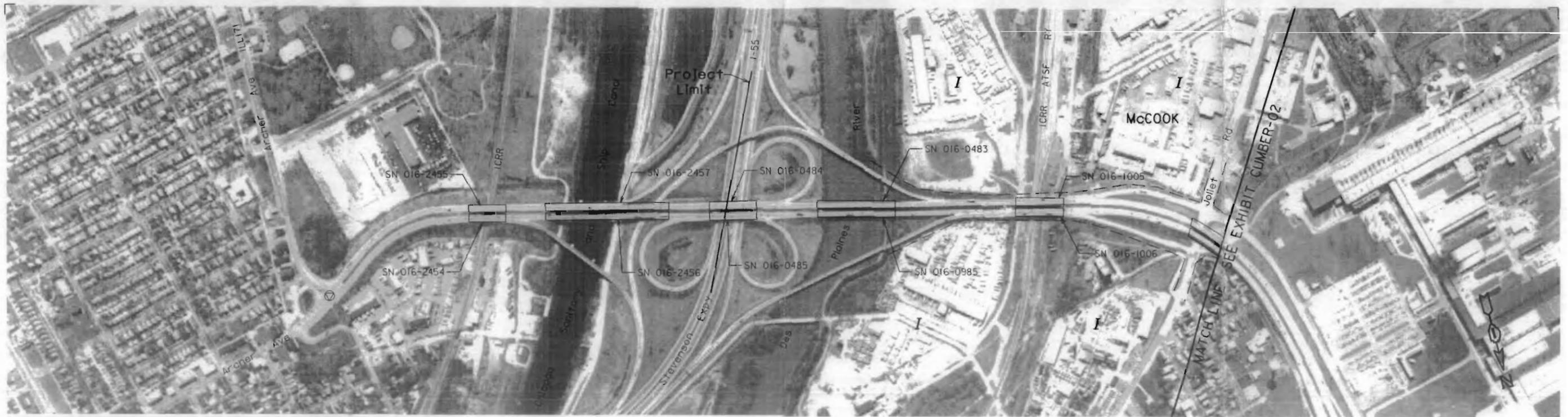
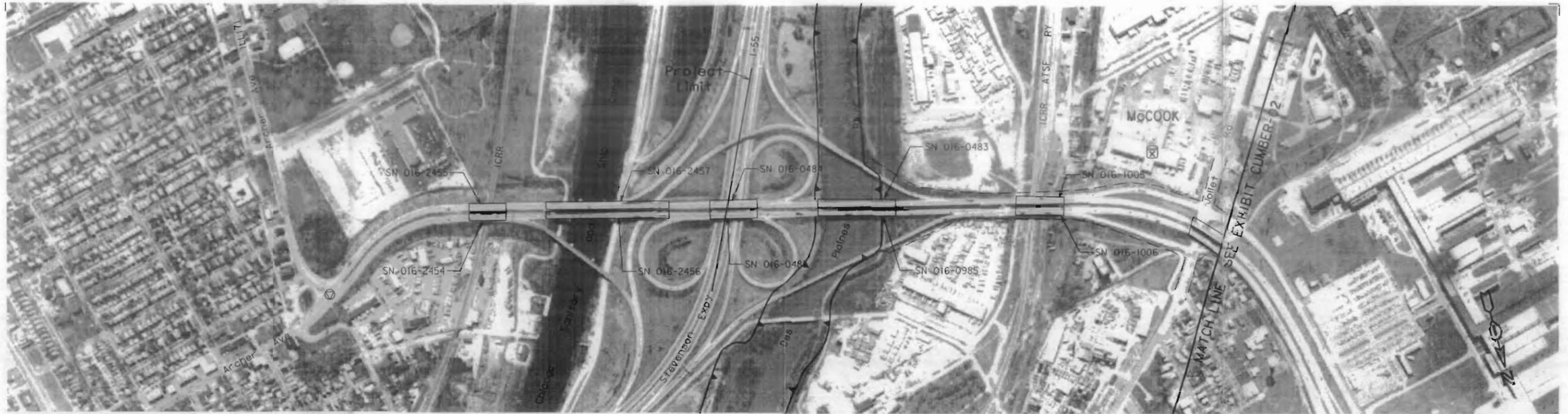


Exhibit CUMBER-01a
 Cumberland Avenue (First Avenue / Illinois Route 171)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

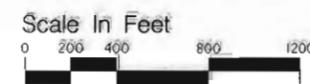
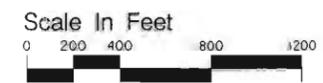




Exhibit CUMBER-02a
Cumberland Avenue (First Avenue / Illinois Route 171)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



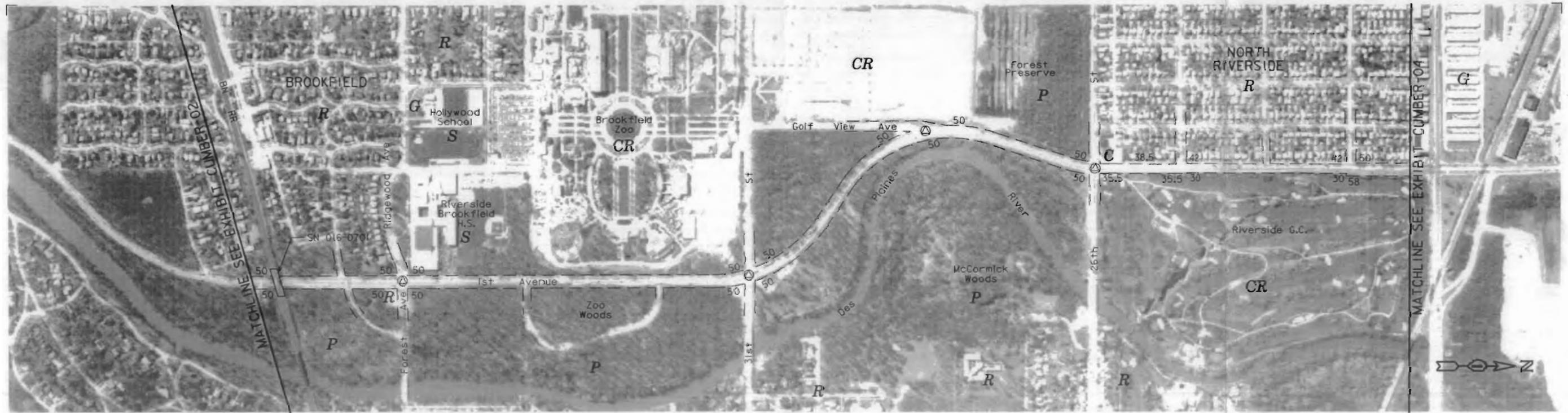
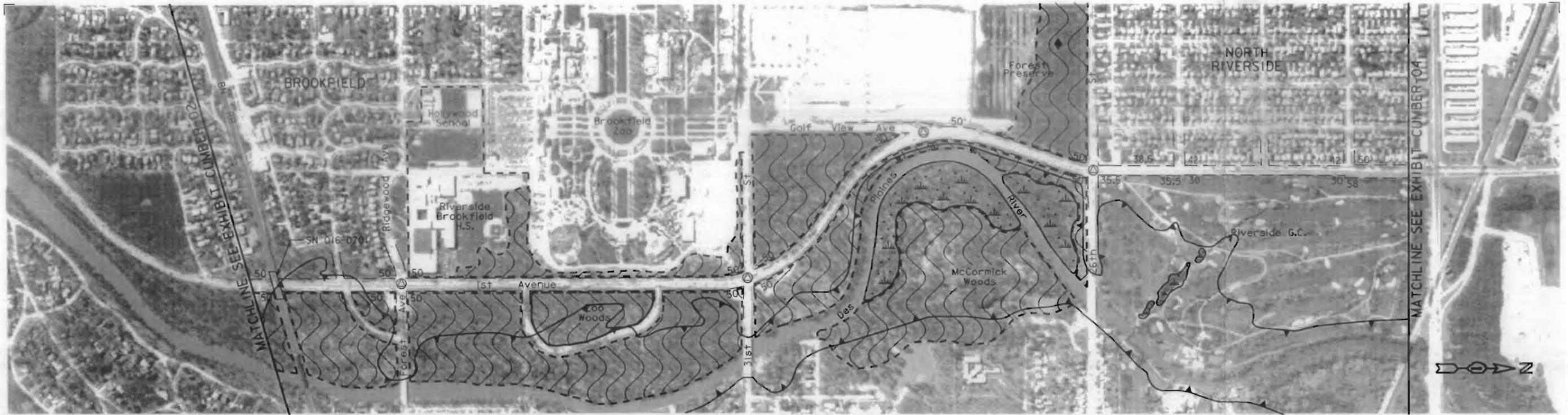


Exhibit CUMBER-03a
Cumberland Avenue (First Avenue)

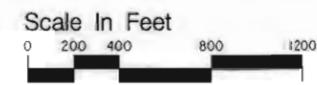
EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE





Exhibit CUMBER-04a
Cumberland Avenue (First Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



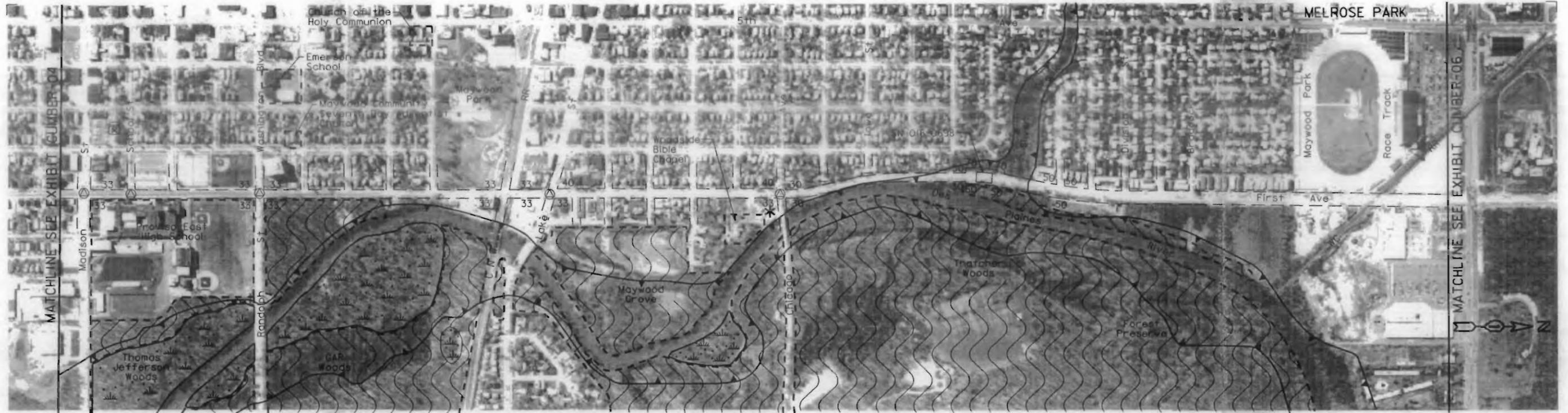


Exhibit CUMBER-05a
Cumberland Avenue (First Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

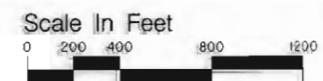




Exhibit CUMBER-06a
Cumberland Avenue (First Avenue / Thatcher Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE





Exhibit CUMBER-07a
Cumberland Avenue (First Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

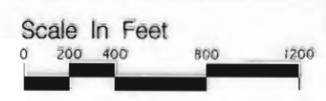
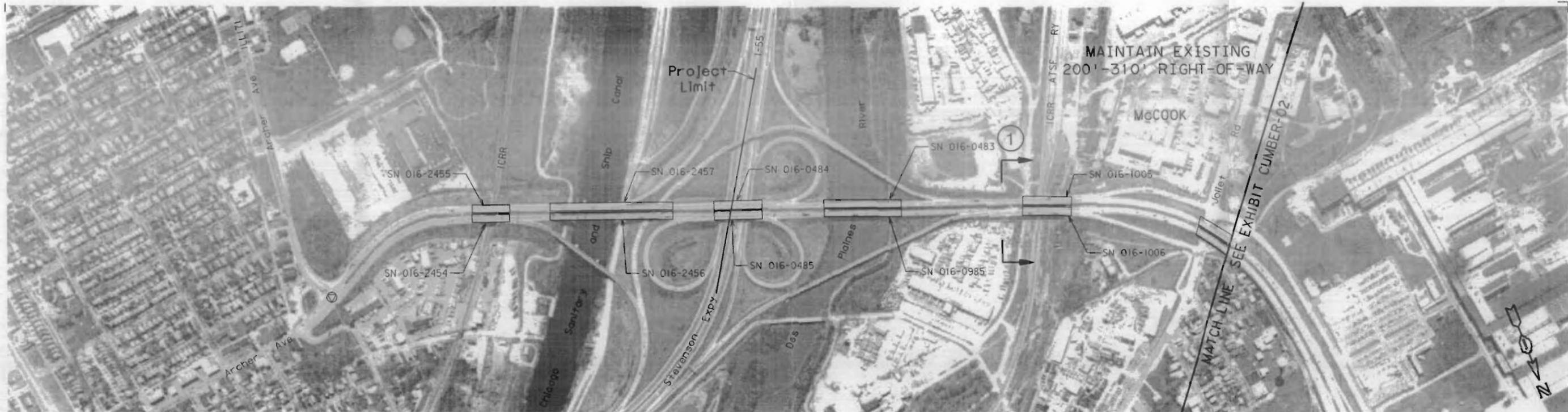




Exhibit CUMBER-08a
Cumberland Avenue

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

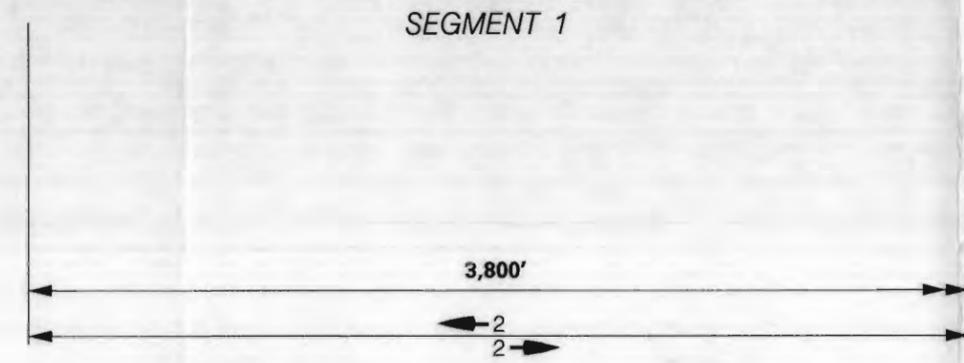




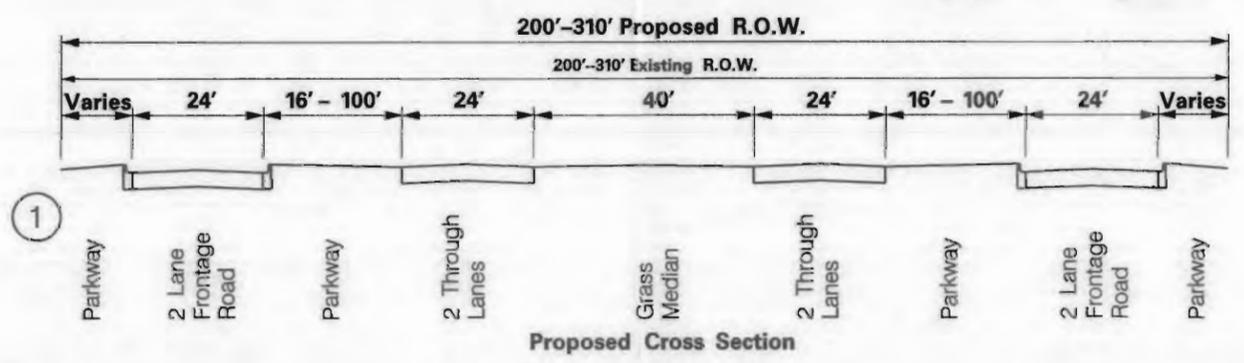
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



- NOTES
- MAINTAIN FRONTAGE ROADS BETWEEN JOLIET ROAD AND 44TH STREET
 - PROVIDE FAR SIDE BUS STOPS WITH SHELTERS
 - PROVIDE DIRECTIONAL SIGNS TO TRANSIT STATION
 - PROVIDE PARK AND RIDE NEAR ARCHER AVE
 - PROVIDE PEDESTRIAN/BICYCLE PROTECTED CROSSING ON BRIDGES
 - INSTALL SIGNAL PREEMPTION

Exhibit CUMBER-01b
Cumberland Avenue (First Avenue / Illinois Route 171)

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
+	Existing Structure	+20 Additional Right-Of-Way	Existing Signal	Remove Signal
⌋	Median Break	Proposed Right-Of-Way		

Scale In Feet

SRA Strategic Regional Arterial Planning Study

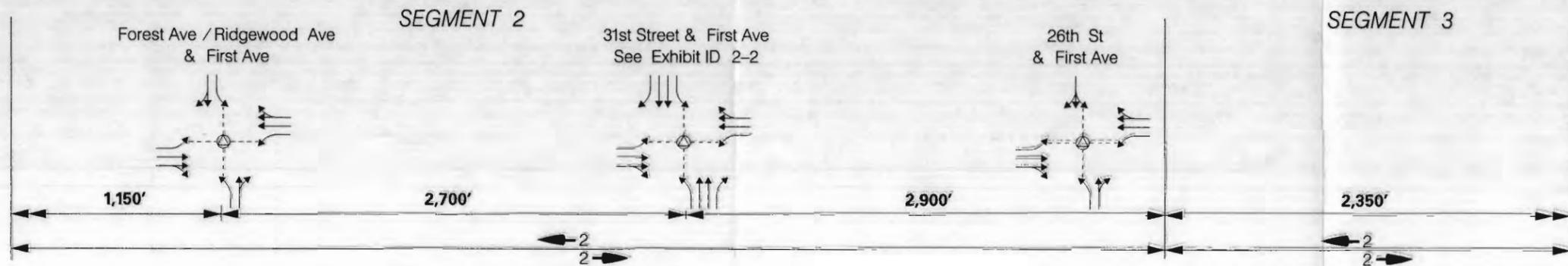
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INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE BUS STOPS, SHELTERS, WALKWAYS AND PULLOUTS AT RIVERSIDE BROOKFIELD HIGH SCHOOL (BOTH SIDES) AND FAR SIDE BUS STOPS AT 31ST ST AND 26TH ST
- REMOVE SIGNAL AT GOLF VIEW AVE; CONVERT TO RIGHT-IN / RIGHT-OUT ACCESS
- PROVIDE PEDESTRIAN OVERPASS AT RIVERSIDE BROOKFIELD H.S.

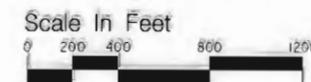
- PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING SOUTH OF 26TH ST
- PROVIDE NEW STRUCTURE AT BN RR
- FROM 26TH ST TO CERMAK RD LEFT TURN ACCESS TO SIDE STREETS WILL BE RESTRICTED DURING PEAK HOURS
- PROVIDE DIRECTIONAL SIGNS TO TRANSIT STATIONS
- INSTALL BUS STOPS, SHELTERS AND WALKWAYS ON EACH BLOCK NORTH OF 26TH ST
- INSTALL SIGNAL PREEMPTION

Exhibit CUMBER-03b
Cumberland Avenue (First Avenue)

PROPOSED IMPROVEMENTS

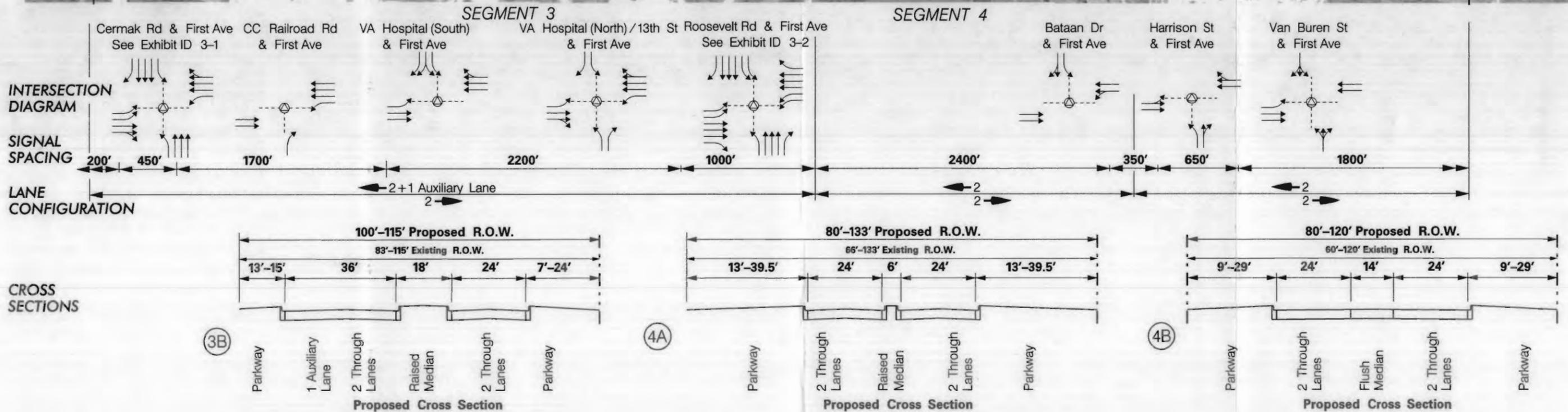
Legend

- SN
- Structure Number
- Existing Structure
- Median Break
- +20
- Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



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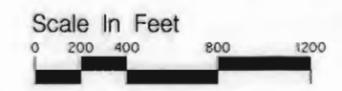
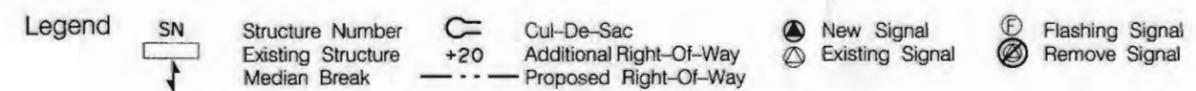


- NOTES**
- PROVIDE SOUTHBOUND AUXILIARY LANE BETWEEN ROOSEVELT ROAD AND CERMAK ROAD
 - PROVIDE LIGHTED BUS PULLOUTS AT HOSPITAL
 - INSTALL FAR SIDE BUS STOPS, SHELTERS AND WALKWAYS ON EACH FULL BLOCK IN RESIDENTIAL AREA

- PROVIDE NORTHBOUND ACCESS TO MAYWOOD RESIDENTIAL AREA SOUTH OF I-290 VIA ROOSEVELT ROAD
- NO SIDEWALK PROPOSED ALONG CEMETERIES
- PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING BETWEEN CERMAK ROAD AND ROOSEVELT ROAD
- INSTALL SIGNAL PREEMPTION

Exhibit CUMBER-04b
Cumberland Avenue (First Avenue)

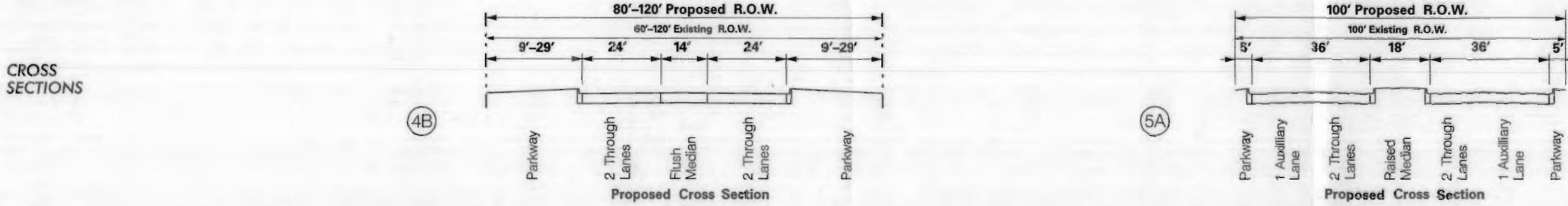
PROPOSED IMPROVEMENTS





SEGMENT 4

SEGMENT 5



- NOTES**
- PROVIDE RETAINING WALL ALONG DES PLAINES RIVER NORTH OF CHICAGO AVE
 - PROVIDE BUS STOPS, SHELTERS AND WALKWAYS ON EVERY OTHER BLOCK
 - INSTALL SIGNAL PREEMPTION
 - PROVIDE DIRECTIONAL SIGNS TO TRANSIT STATIONS
 - PROVIDE 5TH AND 6TH AUXILIARY LANES NORTH OF DIVISION STREET TO DES PLAINES RIVER ROAD
 - NO SIDEWALK PROPOSED NORTH OF DIVISION STREET
 - PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING NORTH OF DIVISION STREET

Exhibit CUMBER-05b
Cumberland Avenue (First Avenue)

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	C	Cul-De-Sac	⊙	New Signal
↓	Existing Structure	+20	Additional Right-Of-Way	⊙	Existing Signal
	Median Break	---	Proposed Right-Of-Way	⊙	Flashing Signal
				⊙	Remove Signal

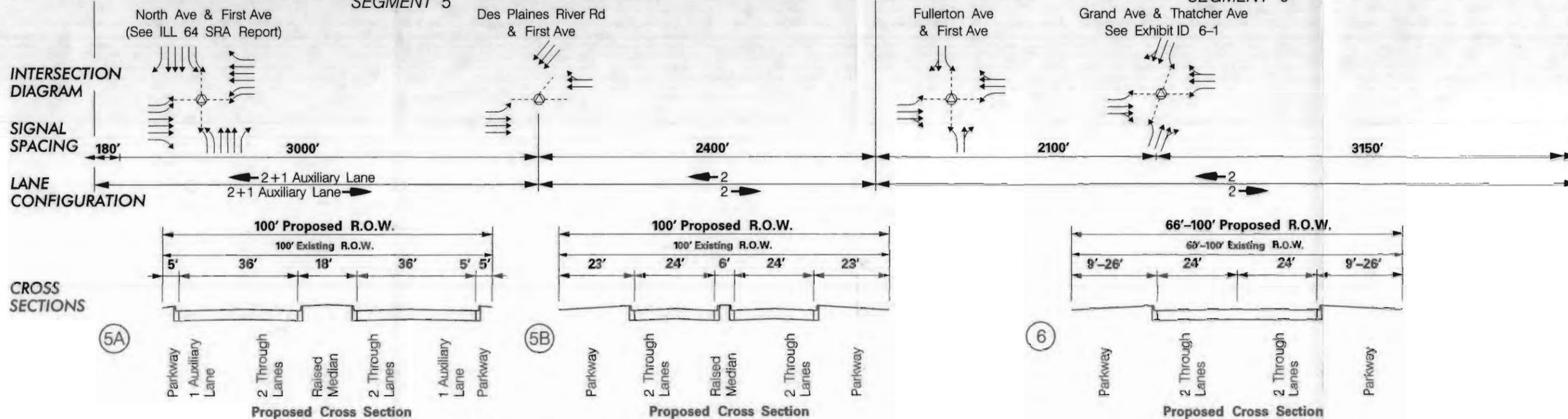
Scale In Feet
0 200 400 800 1200

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SEGMENT 5

SEGMENT 6



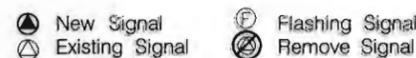
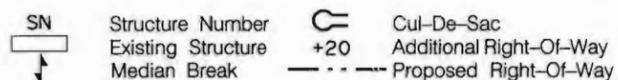
- NOTES**
- PROVIDE 5TH & 6TH AUXILIARY LANES SOUTH OF DES PLAINES RIVER ROAD
 - NO SIDEWALK PROPOSED SOUTH OF FULLERTON AVENUE
 - PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING BETWEEN NORTH AVENUE AND DES PLAINES RIVER ROAD
 - PROVIDE DIRECTIONAL SIGNS TO TRANSIT STATION

- REMOVE SIGNAL AT THATCHER AVE AND CONVERT TO RIGHT-IN / RIGHT-OUT ONLY
- RELOCATE ON-STREET PARKING
- PROVIDE PARK AND RIDE NEAR NORTH AVENUE
- INSTALL BUS STOPS, SHELTERS AND WALKWAYS TO CONNECT BUS STOPS AT GRAND AVE AND BELMONT AVE
- PROVIDE GRADE SEPARATION AT SOO RR AS POST 2010 IMPROVEMENT
- INSTALL SIGNAL PREEMPTION

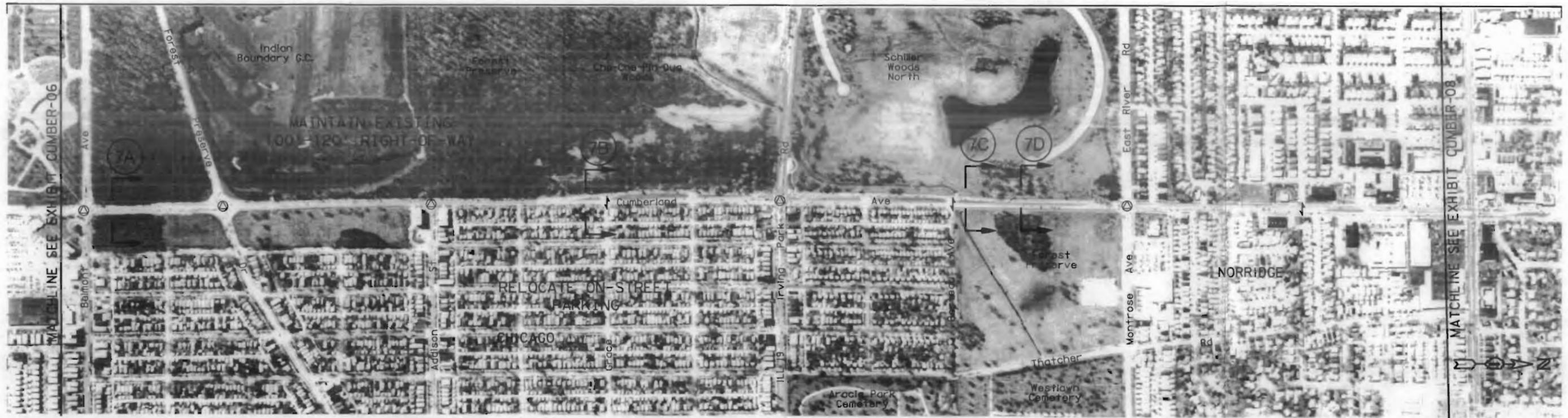
Exhibit CUMBER-06b
Cumberland Avenue (First Avenue /Thatcher Avenue)

PROPOSED IMPROVEMENTS

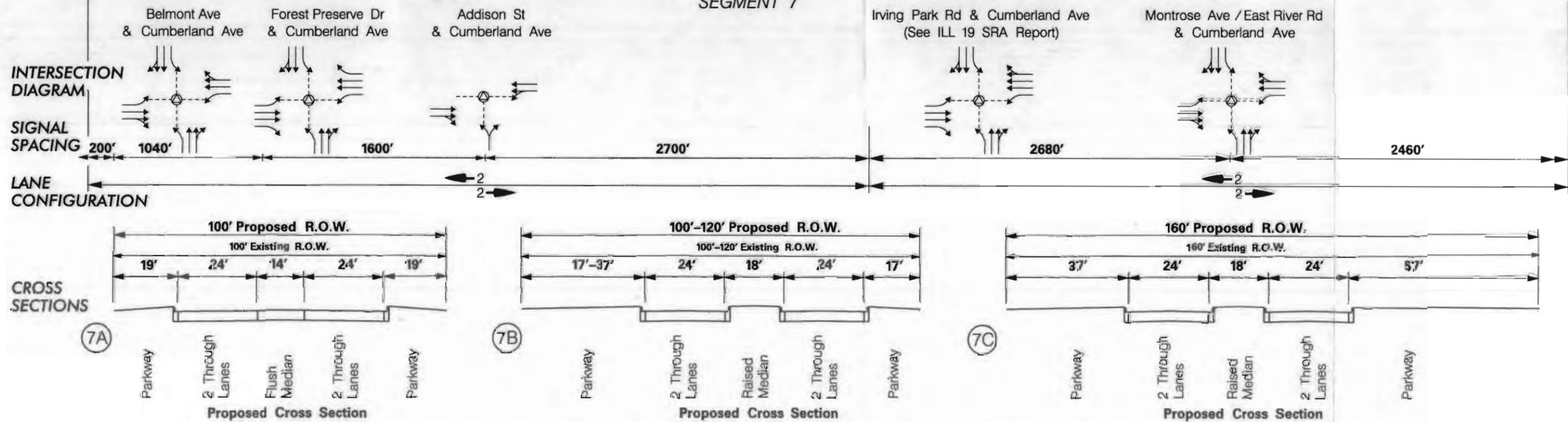
Legend



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SEGMENT 7



- NOTES**
- RELOCATE ON STREET PARKING BETWEEN ADDISON ST AND BERTEAU AVE
 - INSTALL BUS STOPS, SHELTERS AND WALKWAYS AT EVERY FULL BLOCK
 - PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING BETWEEN ADDISON ST AND BRYN MAWR AVE
 - INSTALL SIGNAL PREEMPTION

Exhibit CUMBER-07b
Cumberland Avenue (First Avenue)

PROPOSED IMPROVEMENTS

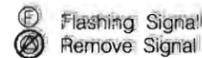
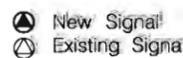
Legend



Structure Number
Existing Structure
Median Break



+20
Additional Right-Of-Way
Proposed Right-Of-Way



Scale In Feet



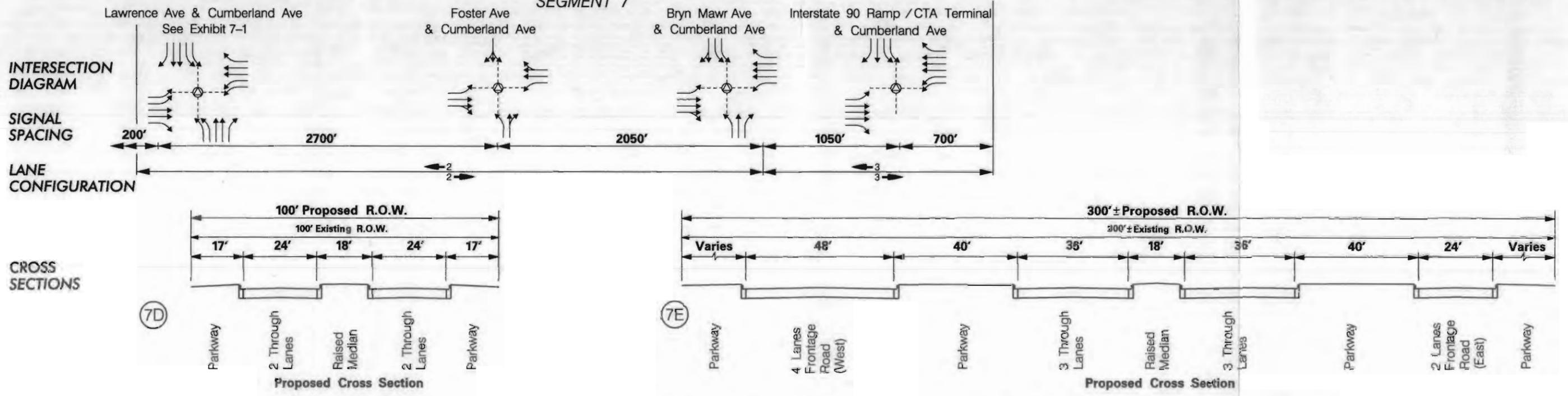
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SEGMENT 7



- NOTES**
- PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING BETWEEN IRVING PARK RD AND BRYN MAWR AVE
 - RESERVE SPACE IN EXISTING CTA RAPID TRANSIT PARK AND RIDE FACILITY FOR OUTBOUND COMMUTERS
 - INSTALL BUS STOPS, SHELTERS AND WALKWAYS AT EVERY FULL BLOCK
 - PROVIDE DIRECTIONAL SIGNS TO RAPID TRANSIT STATION
 - INSTALL SIGNAL PREEMPTION

Exhibit CUMBER-08b
Cumberland Avenue (First Avenue)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number

Existing Structure

Median Break

Cul-De-Sac

+20 Additional Right-Of-Way

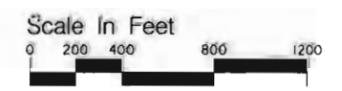
Proposed Right-Of-Way

New Signal

Existing Signal

Flashing Signal

Remove Signal



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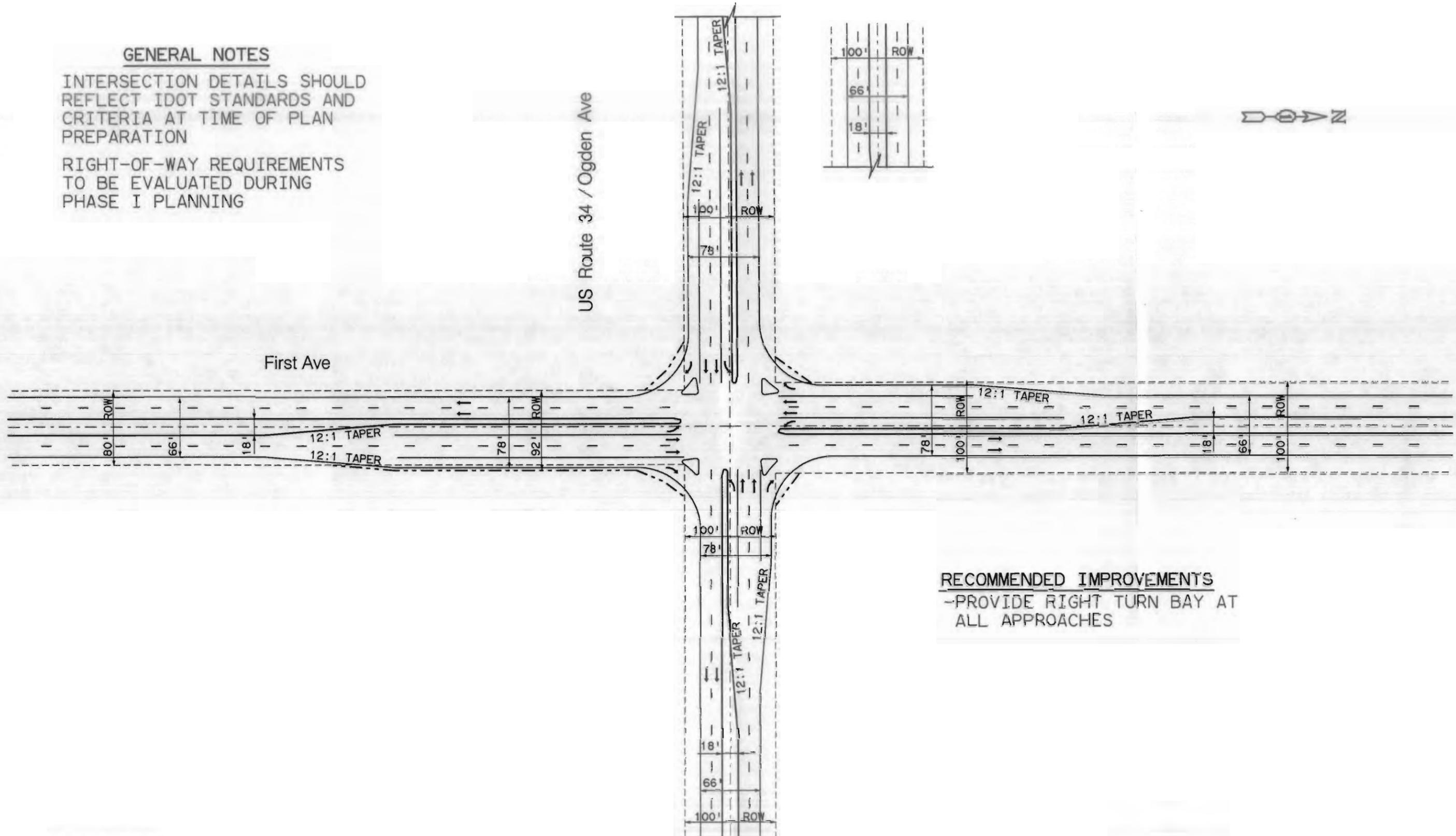
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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

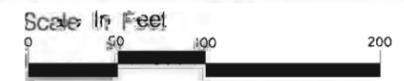


RECOMMENDED IMPROVEMENTS
 -PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 2-1
 First Ave at US Route 34 / Ogden Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



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