

Strategic Regional Arterial

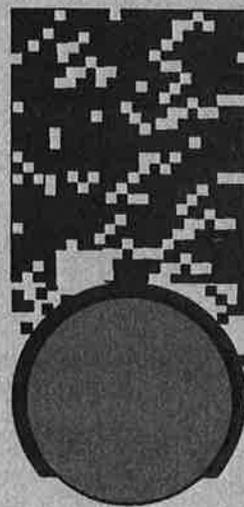
Illinois Route 43

(Harlem Avenue / Waukegan Road)

from US Route 30 (Lincoln Highway) to Lake-Cook Road

FINAL REPORT

Volume I



**Operation
GreenLight**

Illinois Department of Transportation
April, 1996

FOREWORD

Illinois Route 43 is a Strategic Regional Arterial from US Route 30 (Lincoln Highway) in Will County to Lake-Cook Road, with a project omission in the central section of the corridor. Due to the presence of on-street parking, narrow right-of-way, and intense land use, the area bounded by North Avenue and Irving Park Road has been removed from the Strategic Regional Arterial System.

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..

The Illinois Route 43 SRA 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 provide a network to 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, 847/705-4095.

EXECUTIVE SUMMARY

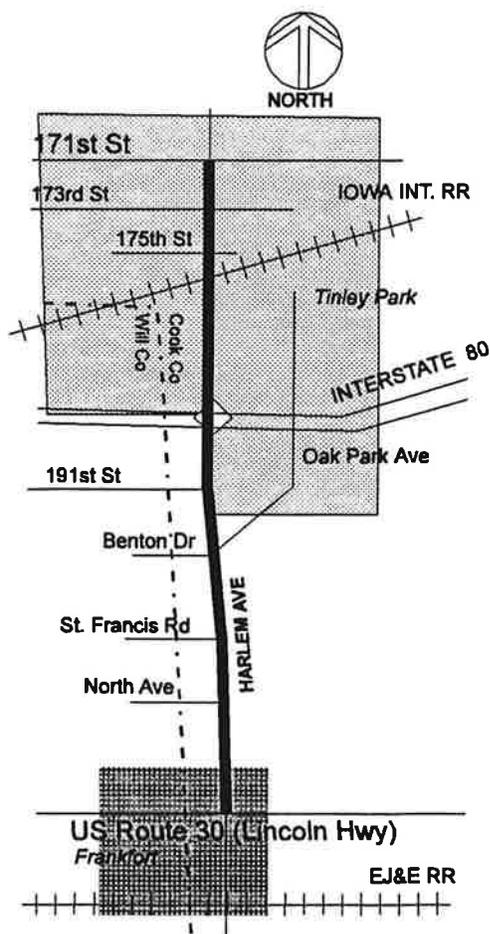
The Illinois Route 43 SRA is divided into sixteen segments. SRA studies have resulted in specific segment recommendations, as listed below:

Segment 1: US Route 30 (Lincoln Highway) to 175th Street

- Develop three 12 ft. lanes in each direction, with an 18 ft. raised median, and parkways ranging between 15 ft. - 25 ft. with curb and gutter.
- Redesign the US Route 30 intersection with double left turn bays and a single lane for north-bound right turns.
- Provide future access to Illinois Route 43 via the secondary street system, with new signals at North Avenue, and Benton Drive when warranted.
- Reserve right-of-way at the I-80 interchange for longer ramps as a post-2010 improvement.
- Realign 191st Street to the Oak Park Avenue intersection.
- Reserve right-of-way for park-and-ride at I-80 and EJ&E Railroad (future transit).

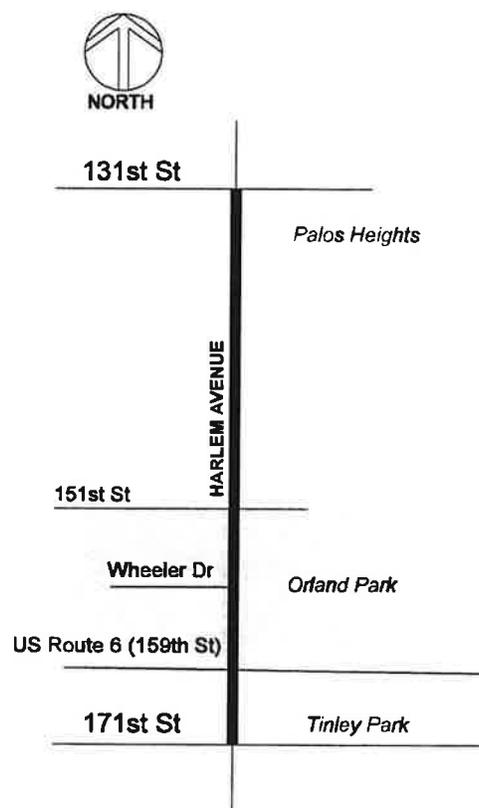
Segment 2: 175th Street to 171st Street

- Expand the existing right-of-way to 120 ft. - 130 ft., with three 12 ft. through lanes in each direction, an 18 ft. raised median and 15 ft. - 20 ft. parkways with curb and gutter.
- Provide a new signal at 173rd Street when warranted.
- Manage access to Illinois Route 43 with right-in/right-out movements only.



Segment 3: 171st Street to 131st Street

- Develop three 12 ft. lanes in each direction, with an 18 ft. raised landscaped median except between 151st Street and 131st Street where two 12 ft. lanes in each direction are recommended.
- Expand the right-of-way between 171st Street and 170th Street and at 167th Street to 120 ft. - 140 ft., with 15 ft. - 25 ft. parkways.
- Expand the right-of-way from the existing 110 ft. to 120 ft. between Wheeler Drive and 151st Street, with 15 ft. parkways.
- Provide double left turn bays at the US Route 6 (159th Street) intersection.
- Manage access with right-in/right-out movements only, with median breaks at important intersections and near 159th Street. Provide future access to Illinois Route 43 via the secondary street system at existing signalized intersections.
- Provide bus turnouts at 159th Street and every 1/2 mile with signal pre-emption for buses.

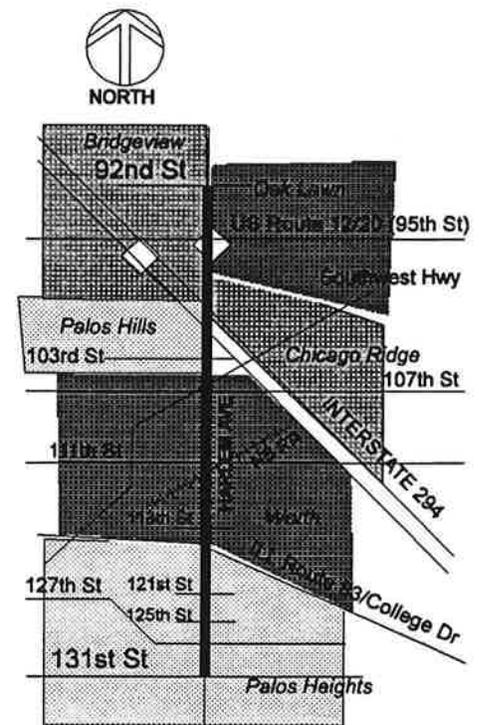


Segment 4: 131st Street to I-294

- Maintain existing right-of-way of 100 ft., with two 12 ft. lanes in each direction, a 14 ft. flush median and 19 ft. parkways with curb and gutter.
- Provide new signals at 125th Street, 121st Street, and 113th Street when warranted.
- Provide single right turn bays at all major intersections; provide dual left and single right turn bays at 103rd Street.
- Reserve space for bus stops at 1/2 mile intervals, and a park-and-ride at I-294.

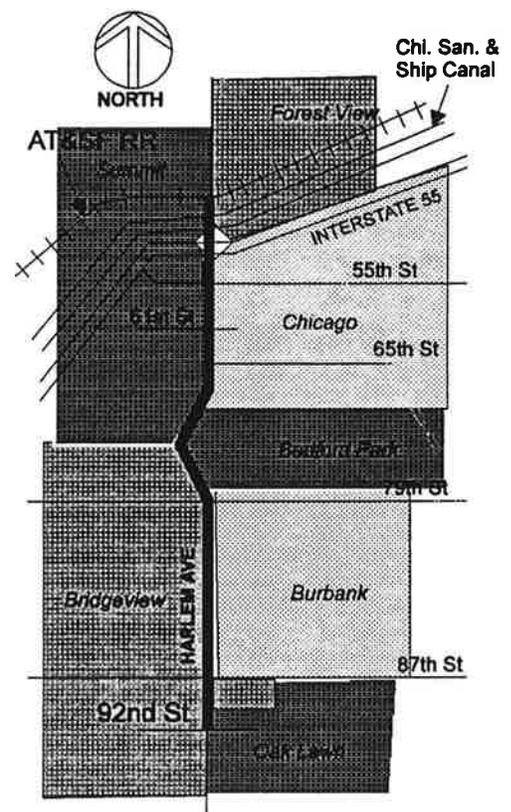
Segment 5: I-294 to 92nd Street

- Maintain the existing 280 ft.-380 ft. right-of-way to accommodate two 12 ft. lanes in each direction, an 18 ft. raised median, and variable parkways with curb and gutter.
- Maintain existing signal locations.
- Manage access with SRA criteria.



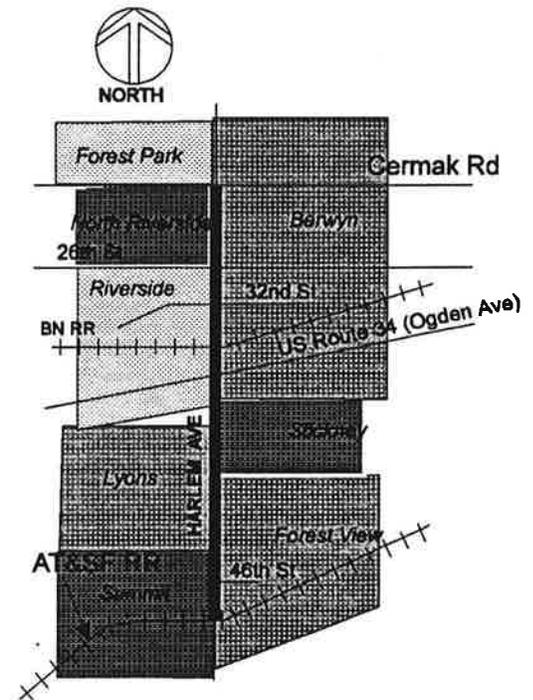
Segment 6: 92nd Street to AT&SF Railroad

- Maintain the existing 100 ft.-115 ft. right-of-way from 92nd Street to 65th Street and 60th Street to Summit Street with two 12 ft. lanes in each direction, a 14 ft. flush median and 19 ft.-34 ft. parkways, with curb and gutter.
- Develop two 12 ft. lanes in each direction with a 14 ft. flush median and 9 ft.-29 ft. parkways from 65th Street to 60th Street.
- Develop three 12 ft. lanes in each direction with an expanded right-of-way to 120 ft. from Summit Street to Interstate 55, with an 18 ft. raised median and 15 ft. parkways.
- Maintain the existing 130 ft.-140 ft. right-of-way to accommodate two 12 ft. lanes in each direction, an 18 ft. raised median, and parkways of 32 ft.-37 ft. width between Interstate 55 and the AT&SF Railroad (north).
- Provide a new traffic signal at 73rd Street when warranted.
- Provide dual left turn lanes and a single right turn lane at 87th Street, 79th Street, and 55th Street (Archer Avenue).
- Manage access by right-in/right-out only between Summit Street and Interstate 55 except at existing signalized intersections.
- Accommodate on-street bus stops every major block.
- Provide bike/pedestrian access at 83rd Street, Argo High School, and the forest preserve.



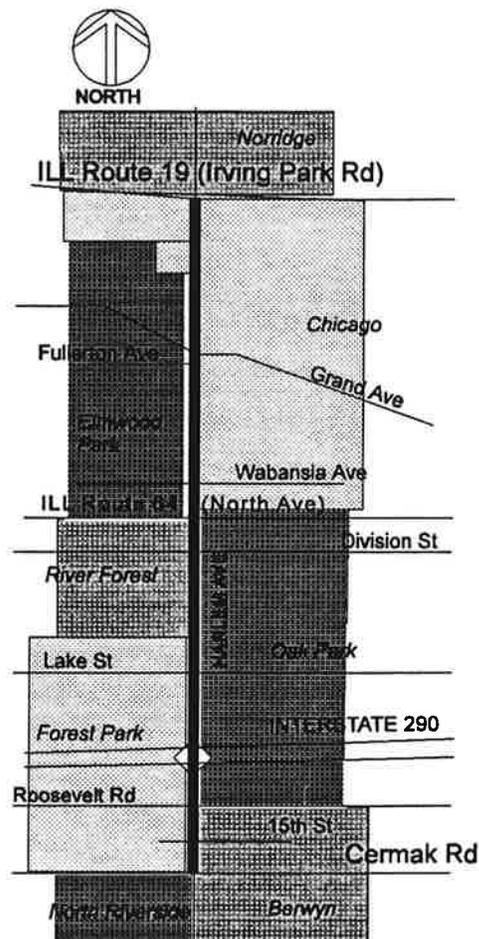
Segment 7: From AT&SF Railroad to Cermak Road

- Maintain existing right-of-way to accommodate two 12 ft. lanes in each direction from the AT&SF Railroad to 26th Street, with a 12 ft. flush median and parkways of 4 ft. - 20 ft. width, with curb and gutter. North of 26th Street the recommended cross section includes three 12 ft. lanes in each direction with an 18 ft. raised median, and 5 ft. parkways with curb and gutter.
- See separate report for grade crossing at the Burlington Northern Railroad in Appendix A.
- Develop single left turn lanes at 46th Street and 32nd Street (Addison Avenue) and a single left and single right turn lane at 26th Street and US Route 34 (Ogden Avenue) intersections.
- Relocate parking to side streets, alleys, and vacant lots.
- Remove the existing signal approximately 600 ft. south of the Cermak Road intersection.
- Manage access by permitting left turns within the flush median and at signalized intersections. All other movements will be right-in/right-out only.
- Provide on-street bus stops every block.
- Provide pedestrian access at Morton West High School and the forest preserve.



Segment 8: Cermak Road to Illinois Route 64 (North Avenue)

- Provide three 12 ft. lanes (southbound) and two 12 ft. lanes (northbound) from Cermak Road to 16th Street with an 18 ft. raised median and 56 ft. parkways with curb and gutter. From 16th Street to Division Street, provide two 10 ft. - 11 ft. lanes in each direction, with a 10 ft. flush median or no median, and parkways varying from 8 ft. - 30 ft. in width, including curb and gutter.
- From Division Street to Illinois Route 64 (North Avenue), provide two 12 ft. lanes in each direction, a 14 ft. flush median, an 8 ft. parking lane on the east side of the roadway, and 11 ft. - 19 ft. parkways.
- Develop single right turn lanes at southbound approach at Roosevelt Road and Lake Streets.
- Manage access by permitting left turns within the flush median and at signalized intersections, otherwise permit right-in/right-out only.
- Provide far side bus stops on every major block.
- Provide space for park-and-ride near the I-290 interchange.
- Accommodate bike/pedestrian access to churches, colleges, and parks.



Segment 9: Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road)

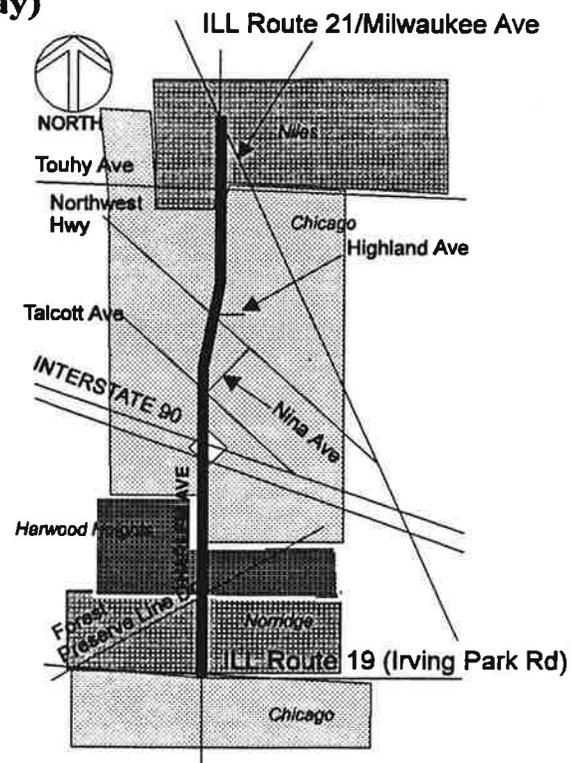
- This segment of IL 43 has been removed from the Strategic Regional Arterial System due to narrow right-of-way and intense land use along the corridor.
- From North Avenue to Grand Avenue maintain existing right-of-way for two 10 ft. lanes in each direction, a 7 ft. parking lane on the east side of the roadway, a 10 ft. flush median, and 8 ft. parkways, including curb and gutter.
- From Grand Avenue to Irving Park Road, maintain existing right-of-way to provide two 10 ft. lanes in each direction, a 10 ft. flush median, and 8 ft. parkways. During off peak hours parking will be allowed along the roadway.
- Provide single left and single right northbound turn lanes at North Avenue; single left turn lane at Grand Avenue.
- Provide on-street bus stops at every major block.

Segment 10: Illinois Route 19 (Irving Park Road) to Interstate 90 (Kennedy Expressway)

- Provide two 12 ft. lanes in each direction, a 12 ft. flush median, and 10 ft. - 20 ft. parkways with curb and gutter in an expanded right-of-way of 80 ft. - 100 ft.
- Relocate parking to side streets, alleys, and vacant lots.
- Provide single left turn lane at Irving Park Road. Permit left turn access to Illinois Route 43 only where turn bays can be provided.
- Provide bus stops at every major block.
- Accommodate pedestrian access to shopping centers.

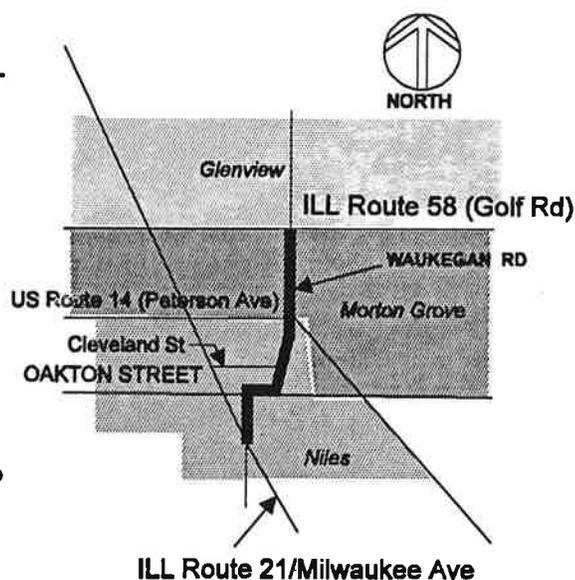
Segment 11: Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue)

- Maintain existing right-of-way from I-90 to Touhy Avenue with two 12 ft. lanes in each direction, no median, and 9 ft. parkways with curb and gutter. From Touhy Avenue to Illinois Route 21 (Milwaukee Avenue), expand the right-of-way to accommodate a 14 ft. flush median.
- Relocate parking to side streets, alleys, or vacant lots.
- Develop turn lanes at four major intersections; provide left turn access at existing signalized intersections.
- Provide bus stops at every major block.
- Accommodate pedestrian/bike access to churches, Resurrection High School, Niles College, and Brooks Park.
- Cul-de-sac Nina Avenue at Talcott Avenue and Highland Avenue at Northwest Highway.



Segment 12: Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue).

- Maintain existing right-of-way for two 12 ft. lanes in each direction and a 14 ft. flush median from Illinois Route 21 (Milwaukee Avenue) to Cleveland Street. From Cleveland Street to US Route 14 provide parkways varying between 16 ft. to 19 ft. with curb and gutter, and no median.
- Maintain a 10 ft. local frontage road from Cleveland Street to US Route 14.
- Relocate parking to side streets, alleys, and vacant lots.
- Develop left turn lanes at three major signalized intersections, with peak hour restrictions from Oakton Street to US Route 14.
- Provide new signal at Shermer Road when warranted.
- Accommodate far side bus stops on every major block.
- Accommodate pedestrian/bike access to churches, schools, retirement center.

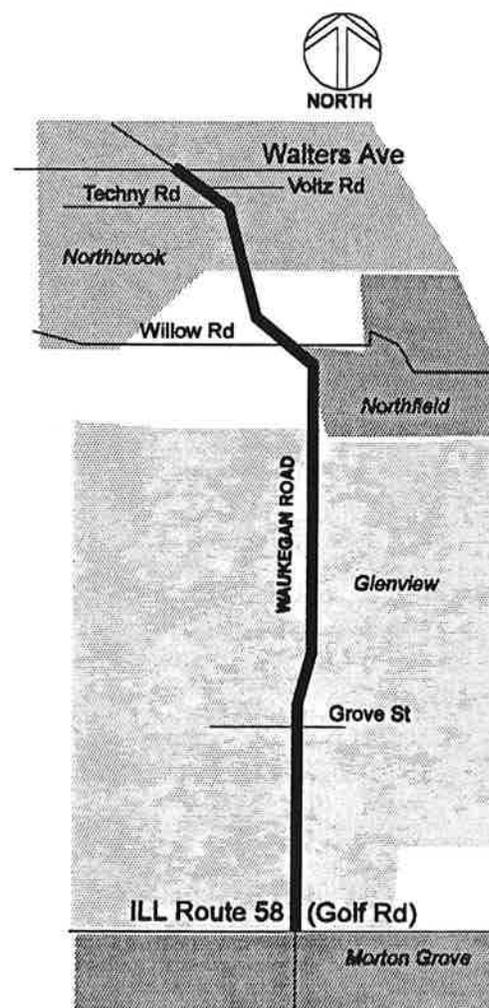


Segment 13: US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road)

- Develop three 12 ft. lanes in each direction in expanded right-of-way, with 4 ft. to 18 ft. raised median, and 12 ft. to 15 ft. parkways with curb and gutter.
- Relocate parking to side streets and vacant lots.
- Provide turn lanes at two major intersections; provide median breaks every 1/4 mile for left turn access.
- Provide far side bus stops one every major block.
- Accommodate bike/pedestrian access to churches, schools, retirement center, and shopping center.

Segment 14: Illinois Route 58 (Golf Road) to Willow Road.

- Develop two 12 ft. through lanes in each direction from Illinois Route 58 (Golf Road) to Christian Heritage Academy, and three 12 ft. lanes in each direction from Christian Heritage Academy to Willow Road.
- Develop 14 ft. flush and 18 ft. raised median, and 12 ft. to 34 ft. parkways with curb and gutter.
- Maintain existing on street parking.
- Provide turn lanes at three major intersections, and permit left turn access at median breaks every 1/4 mile.
- Provide pedestrian/bike access to nearby schools and churches.
- Provide bus stops every 1/4 mile.

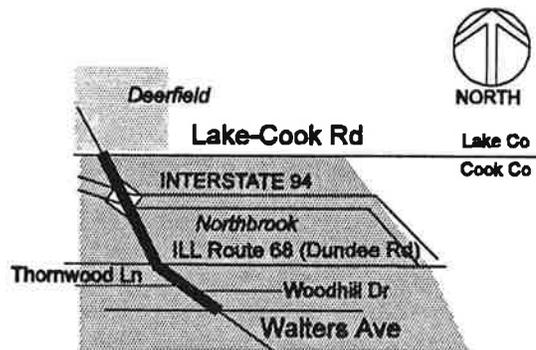


Segment 15: Willow Road to Walters Avenue

- Develop three 12 ft. lanes in each direction within expanded right-of-way from Willow Road to Techny Road, and two lanes in each direction from Techny Road to Walters Avenue, with an 18 ft. raised median, variable parkways and curb and gutter.
- Provide turn lanes at Willow Road intersection.
- Provide new traffic signals south of Techny Road and at Voltz Road when warranted.
- Manage left turn access at median breaks every 1/4 mile.
- Realign Techny Road to a T- intersection with Waukegan Road.
- Reserve space for bus turnouts at 1/2 mile intervals.
- Accommodate bike/pedestrian access to Northbrook Junior High School, and Divine World Mission Center.

Segment 16: Walters Avenue to Lake-Cook Road.

- Expand the right-of-way to develop two 12 ft. lanes in each direction from Walters Avenue to Illinois Route 68 (Dundee Road), and three 12 ft. lanes in each direction from Illinois Route 68 (Dundee Road) to Lake-Cook Road, with an 18 ft. raised median, and 5 ft. to 17 ft. parkways, with curb and gutter.
- Provide new signal at the I-94 eastbound off-ramp when warranted.
- Develop turn lanes at three major intersections. Provide median breaks at Woodhill Drive, Thornwood Lane and signalized intersections, with right-in/right-out only otherwise.
- Provide bus stops at every major block.
- Accommodate pedestrian access to forest preserve, Crest School, Crestwood Senior Housing, Deerbrook Shopping Center.



ORGANIZATION OF REPORT

This report on the Illinois Route 43 SRA route study is divided into five chapters:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight; SRA route types, desirable route characteristics; study objectives and the study process; and the organization of the report.

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

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

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements by segment.

<u>Section</u>	<u>Route Segments</u>
Section 4.1	1: US Route 30 (Lincoln Highway) to 175th Street
Section 4.2	2: 175th Street to 171th Street
Section 4.3	3: 171th Street to 131th Street
Section 4.4	4: 131th Street to Interstate 294
Section 4.5	5: Interstate 294 to 92nd Street
Section 4.6	6: 92nd Street to Atchison, Topeka and Santa Fe (AT&SF) Railroad
Section 4.7	7: Atchison, Topeka and Santa Fe (AT&SF) Railroad to Cermak Road
Section 4.8	8: Cermak Road to Illinois Route 64 (North Avenue)
Section 4.9	9: Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road) - Removed from SRA System
Section 4.10	10: Illinois Route 19 (Irving Park Road) to Interstate 90 (Kennedy Expressway)
Section 4.11	11: Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue)
Section 4.12	12: Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue)
Section 4.13	13: US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road)
Section 4.14	14: Illinois Route 58 (Golf Road) to Willow Road
Section 4.15	15: Willow Road to Walters Avenue
Section 4.16	16: Walters Avenue to Lake-Cook Road

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 roadway characteristics, location of existing structures and existing transit usage and routes.

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

Existing and 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, 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 Illinois Route 43 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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Geometric Detail of Proposed Intersection Improvements

- Exhibit ID 3-1: US Route 6 (159th Street)**
4-1: 127th Street
4-2: Illinois Route 83 (College Drive)
4-3: 111th Street
4-4: Southwest Highway
4-5: 103rd Street
6-1: 87th Street
6-2: 79th Street
6-3: 55th Street (Archer Avenue)
7-1: 46th Street
7-2: US Route 34 (Ogden Avenue)
7-3: 32nd Street (Addison Avenue)
7-4: 26th Street
8-1: Cermak Road
8-2: Roosevelt Road
8-3: Lake Street
8-4: Division Street
9-1: Grand Avenue
9-2: Illinois Route 19 (Irving Park Road)
10-1: Bryn Mawr Avenue
11-1: Talcott Avenue
11-2: Northwest Highway
11-3: Touhy Avenue

Geometric Detail of Proposed Intersection Improvements (Cont.)

- 12-1: Illinois Route 21 (Milwaukee Avenue)**
- 12-2: Harlem Avenue at Oakton Street**
- 12-3: Oakton Street at Waukegan Road**
- 13-1: US Route 14 (Caldwell Avenue)**
- 13-2: Dempster Street**
- 13-3: Beckwith Road**
- 14-1: Illinois Route 58 (Golf Road)**
- 14-2: Glenview Road**
- 14-3: Lake Avenue**
- 15-1: Willow Road**
- 16-1: Shermer Avenue**
- 16-2: Illinois Route 68 (Dundee Road)**
- 16-3: Lake-Cook Road**

GLOSSARY

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

AT&SF - Atchison, Topeka and Santa Fe Railroad

BN RR - Burlington Northern Railroad

BOCT RR - Baltimore and Ohio Chicago Terminal Railroad

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CBD - Central Business District

CD - Collector Distributor

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 North Western

CTA - Chicago Transit Authority

DOT - Department of Transportation

EB - Eastbound

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

HOV - High Occupancy Vehicle

IB - Inbound

IC RR - Illinois Central Railroad

IDOT - Illinois Department of Transportation

- IHB RR** - Illinois Harbor Belt Railroad
- ISTEA** - Intermodal Surface Transportation Efficiency Act of 1991
- 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** - Northern Illinois Planning Commission
- NS RR** - Norfolk Southern Railroad
- OB** - Outbound
- R.O.W.** - 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
- WS** - Wisconsin Southern
- 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 (TSD 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 Illinois Route 43, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of (20,000-50,000 vehicles per day) 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**

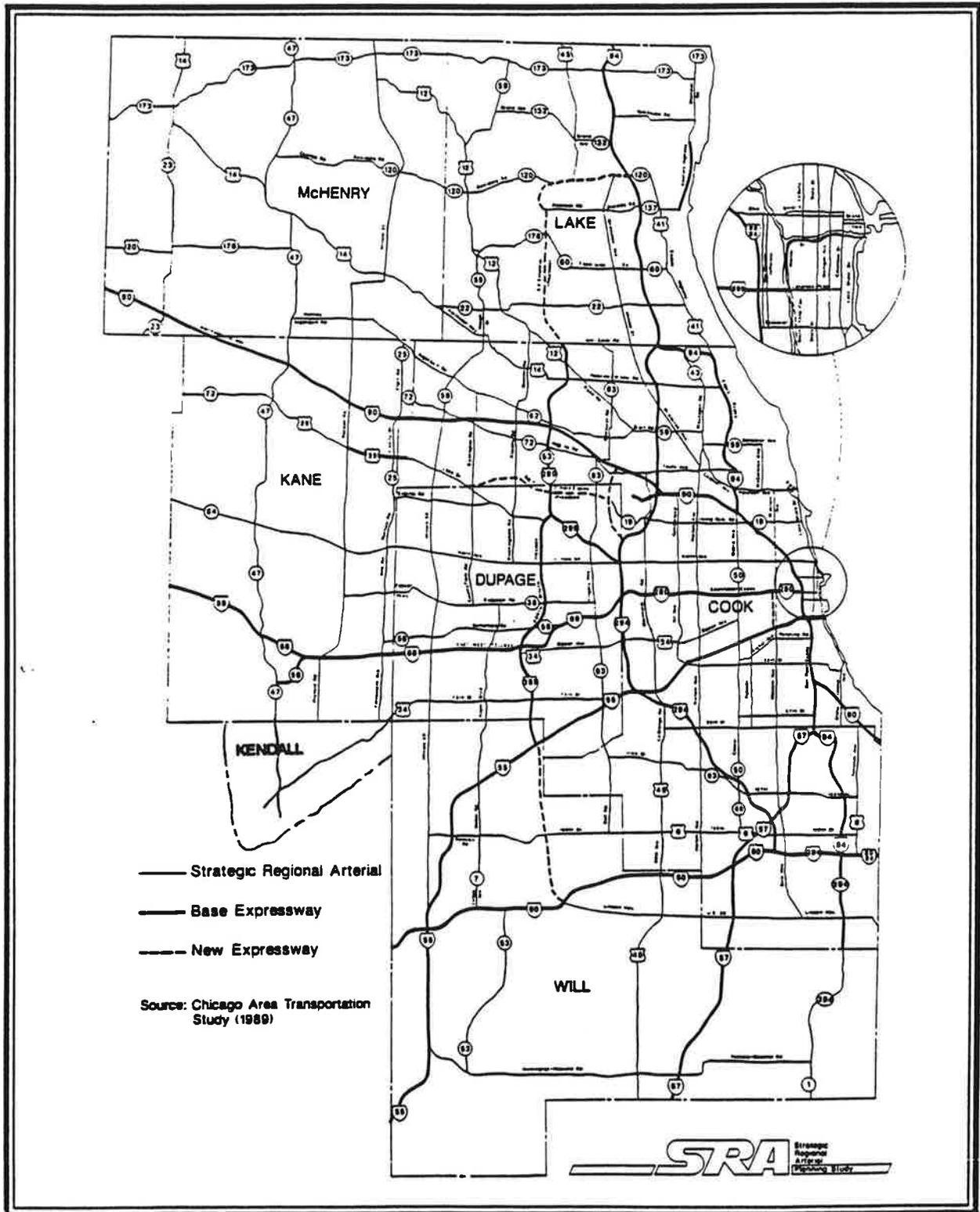


Figure 1.1.1
Illinois Route 43

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

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, complement the regional transit and highway facilities by providing access for regional trips on these facilities, and provide 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. Illinois Route 43 has sections designated as both urban and 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.

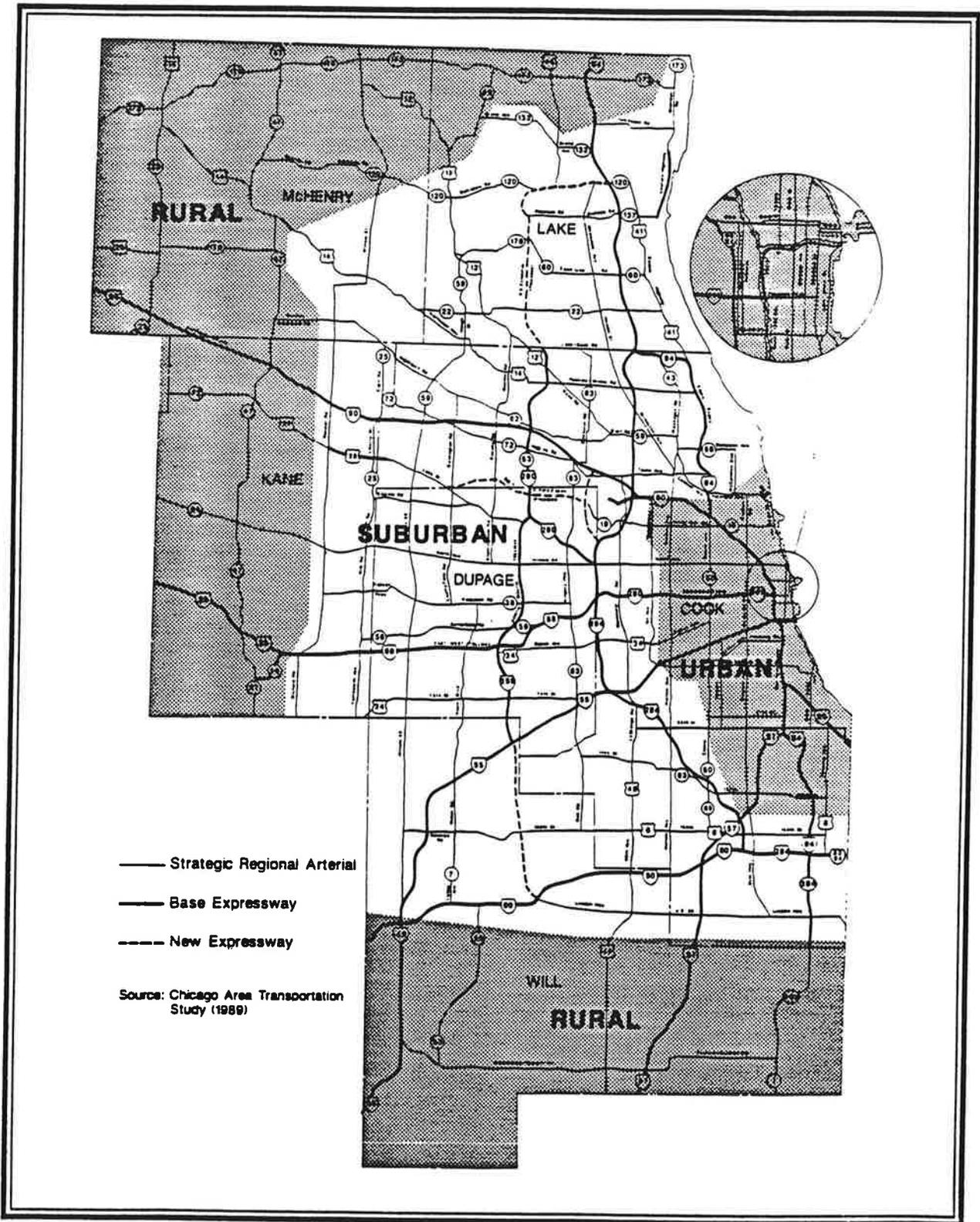


Figure 1.2.1
Illinois Route 43

SRA ROUTE TYPES

1.3 Study Objectives

As an SRA route, Illinois Route 43 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. The Illinois Route 43 study occurred from March 1992 to May 1995. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 43 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 the types of roadway improvements needed 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 necessary 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 Illinois Route 43, 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 study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. 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 and related route studies. The data 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 in specific configurations for each segment of the route. These configurations include alternative concepts and techniques 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 short term/low cost 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. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory

Panels for each SRA route, which work with IDOT and members of the study team 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 pre-emption 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 Illinois Route 43, 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 "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 photographed 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 transit data is from Metra, Pace and the CTA. Metra and Pace 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 identify the locations of the facilities and frequency of service. The CTA provided the "CTA Bus and Rail Systems-Operation Facts Winter 1991-1992" and the "Rail System-November Weekday Entering Traffic Trends" (June, 1992). In addition, CATS and NIPC provided the 2010 TSD 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 includes several unique land uses: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, nursing homes, and hotels.

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, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are plotted on the air photos included in this report. However, no representation is made regarding the accuracy of information received from governmental agencies with respect to chemical releases, wetland limits, 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 tries 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 also tries to provide 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 traffic 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 a SRA route. Critical factors which affect capacity include the number of signals and distance between them, along with the variables relating to the roadway and its operation, such as 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. 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 delay. 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 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.

CHAPTER TWO: ROUTE OVERVIEW

2.1 The Illinois Route 43 SRA Study Area

The Illinois Route 43 study area is from US Route 30 (Lincoln Highway) on the south to Lake-Cook Road on the north, a total distance of 44 miles (See Figure 2.1.1). It is located primarily in Cook County with the south end also in Will County, and passes near and through the municipalities of:

- Bedford Park
- Berwyn
- Bridgeview
- Burbank
- Chicago
- Chicago Ridge
- Deerfield
- Elmwood Park
- Forest View
- Forest Park
- Frankfort
- Glenview
- Harwood Heights
- Lyons
- Morton Grove
- Niles
- Norridge
- North Riverside
- Northbrook
- Northfield
- Oak Park
- Oak Lawn
- Orland Park
- Palos Heights
- Palos Hills
- River Forest
- Riverside
- Stickney
- Summit
- Tinley Park
- Worth

The section from Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road) is not included on the SRA route system.

2.2 Land Use/Developmental Characteristics

A review of available planning documents has been performed to assure compatibility with SRA planning. All of the above municipal and regional governments are involved in transportation planning affecting the Illinois Route 43 SRA corridor, and all were requested to be actively

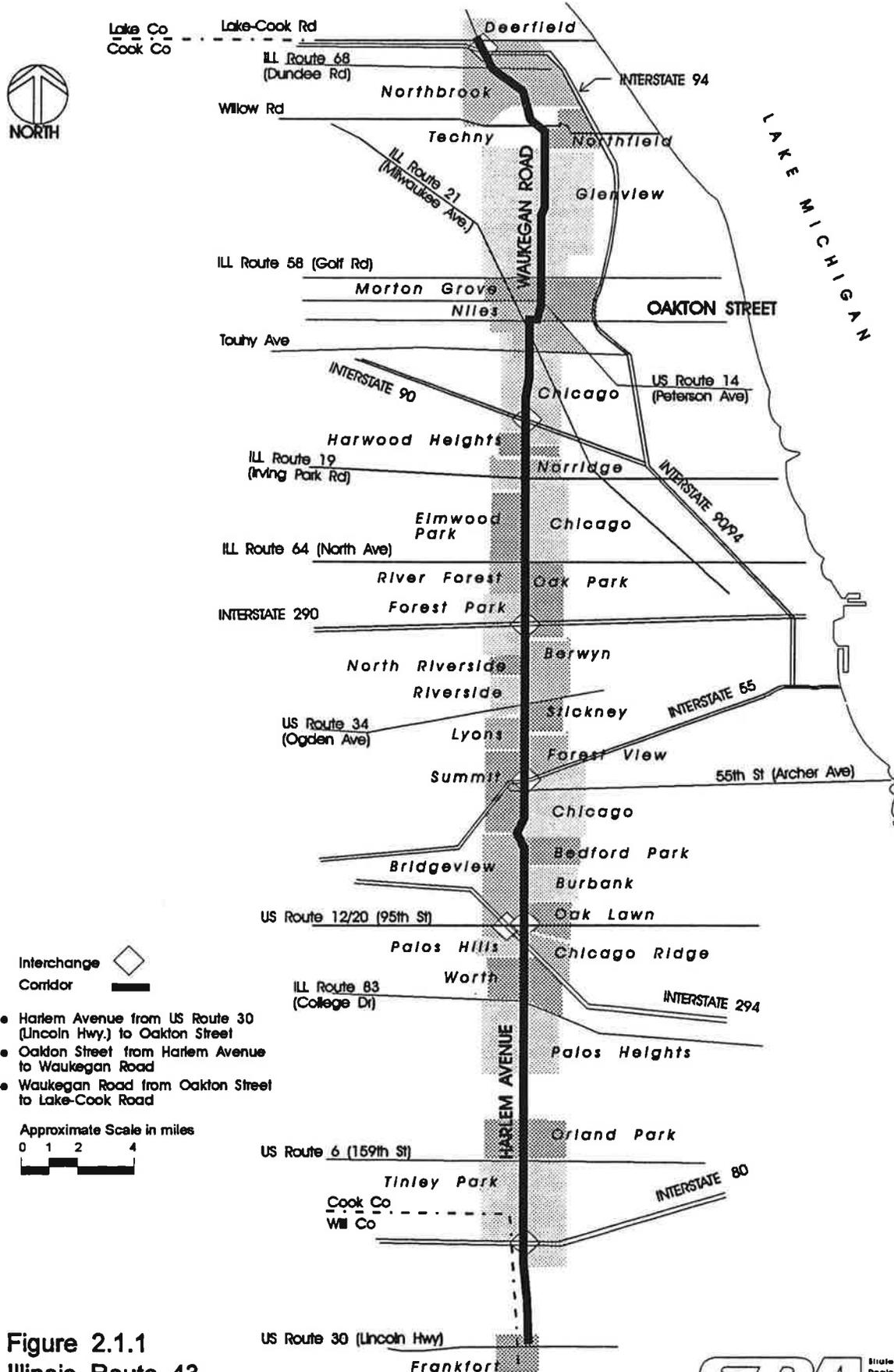


Figure 2.1.1
Illinois Route 43

CORRIDOR MAP

involved in the SRA planning process. Information supplied by these agencies was reviewed in an effort to establish consistency with SRA planning. The remainder of Section 2.2 consists of a summary of the responses from those governmental agencies who participated in panel meetings or supplied written input during the data collection phase.

Deerfield. The Village of Deerfield extends approximately 1/4 mile south of the Illinois Route 43 northern limit. Illinois Route 43 is known as Waukegan Road north of the US Route 14 intersection. Their comprehensive plan, last updated in 1979, indicates that all of Waukegan Road through the Village should be a four lane major thoroughfare. They are in the process of updating their comprehensive plan and will consider a six lane cross section on Waukegan Road, south of Lake-Cook Road in their analysis.

Northfield. The Village of Northfield's comprehensive plan map shows Waukegan Road as a Major Arterial Roadway. No specific design guidelines are given.

Glenview. Several aspects of Glenview's, August 1990 Comprehensive Plan address Waukegan Road (Illinois Route 43), including a special area study of the Waukegan Road corridor. In it they state, "Waukegan Road, the primary north-south arterial through Glenview, serves as an important route throughout the northern suburbs. It has developed in a classic "strip" commercial pattern with small shopping plazas, fast-food restaurants, multi-family residential units, auto dealers and various other land uses. The development and circulation patterns on Waukegan Road are causing congestion and image problems in the Village, and these issues must be addressed as a part of the Comprehensive Plan."

For Waukegan Road, they recommend:

- Control access through zoning provisions. Improved pedestrian circulation across Waukegan Road between Grove Street and Lake Avenue. A bikeway route on completely separated paved path. Provide commuter parking lot. Reduced signage in the shopping district (Lake Avenue to Jefferson Avenue). Pedestrian focus and streetscape improvements in the Village Hall and downtown districts of Waukegan Road (south of Glenview Avenue to Lake Avenue).

Regarding the Techny Development area, they recommend:

- Techny should be developed in a unified manner with an internal traffic circulation system and limited access onto Waukegan or Willow Roads. New access points should be developed at signalized intersections to provide access to sites on both sides of the road. Frontage along the roadway should also be landscaped, and signage should be strictly regulated to be consistent with the recommendations for the shopping district south of this area.

Regarding circulation improvements, they state,

- Circulation along Waukegan Road is a major problem. Waukegan Road has an average daily traffic count of 36,900 vehicles. In addition, more than 150 curb cuts occur between Glenview and Willow Roads. Two intersections along Waukegan Road are on the top 10 accident list in the Village: Lake Avenue (#1) and Chestnut Avenue (#3).

To address the problems of congestion and traffic safety along Waukegan Road:

- A continuous fifth center lane is recommended. Traffic making left turns in the through lanes would use this lane instead, reducing congestion and the problem of unanticipated turning movements. Dedicated left-turn bays at intersections and major drives would be clearly signed. The plan recommends the consolidation of several curb cuts along the corridor.

The recommendations in the comprehensive plan are very compatible and supporting; however, Glenview apparently did not envision the possibility of six through lanes and their desire for a middle or continuous left turn lane is contrary to the raised median recommendation.

Morton Grove. The Village of Morton Grove's May 1979 Comprehensive Planning and Community Development Program identifies Waukegan Road (Illinois Route 43) as a Regional Arterial and defines such as: "A regional arterial is intended to serve all types of trips, with a significant proportion representing vehicle trips destined beyond the boundaries of the regional arterial within the community

should serve a significant portion of trips generated by land uses within the community. This type of street has regional importance because of its alignment, continuity, capacity and its connections with other regional traffic carriers. Regional arterial streets in urbanized areas can be expected to carry in excess of 16,000 vehicles per day and require more than one lane in each direction.” No specific laneage or access recommendations are provided.

The intersection of Waukegan Road and Beckwith Road is identified as a problem in the traffic safety study referenced in the Plan. They recommend: “Remove sufficient curb parking and modify median on both sides of Waukegan Road to allow left turn lanes, widen Beckwith Road near the intersection to allow for three westbound and two eastbound lanes.”

The references to Waukegan Road in the Village’s Comprehensive Plan are directly supportive of the SRA concept.

River Forest. Recommendations regarding Harlem Avenue (Illinois Route 43) are to preserve the trees and character of the area and expand Harlem Avenue’s “boulevard” streetscape southward and provide positive barriers to prevent left turns from northbound Harlem Avenue onto the two local streets south of North Avenue.

Orland Park. The Village of Orland Park adopted their Comprehensive Plan in April of 1991. Only the portion of Harlem Avenue (Illinois Route 43) from 151st Street to 159th Street is in the Village. The following transportation objectives in their plan specifically support the Illinois Route 43 SRA planning:

- “Develop LaGrange Road, 159th Street and Harlem Avenue as major regional routes providing for optimal traffic capacity and accessibility.
- Extend and expand the arterial street system to serve the new growth areas to the west and south along the Interstate 80 Corridor.
- Preserve and provide optimal road capacity by minimizing curb cuts, by access control ordinances, and by interconnecting similar developments.
- Achieve Level of Service “D” at signalized intersections and on arterial streets by providing sufficient pavement width or traffic control systems.

- Coordinate arterial planning with surrounding municipalities, townships, Cook County, Will County and the State of Illinois, to achieve consistency in street functions across and between municipal boundaries and to reduce the existing jogs and redundancies in the existing system.
- Provide opportunities to include commuter transit service in the transportation system, such as commuter rail, regional bus routes, feeder bus routes to commuter rail stations and door-to-door bus service.
- Develop a transit center in Orland Park as part of a future mixed-use development, to include station facilities for buses and parking for residents who commute to other suburban employment centers.
- Increase the safety of the overall street system.
- Encourage bicycling as a transportation alternative to the automobile.
- Ensure safe crossings of bikeways at major roads with grade separated crossings or traffic signals.”

No objectives were contrary to the SRA goals. A major recommendation affecting Harlem Avenue is the proposed construction of a new four lane road at 151st Street from Harlem Avenue to Oak Park avenue.

The Village has identified Harlem Avenue as a major arterial and state the lane requirements as (Year 2000) six lanes from north of 131st Street south to 167th Street and four lanes south of there to past I-80.

There is a bikeway crossing of Harlem Avenue proposed for just south of 131st Street, an existing crossing just north of 143rd and a grade separated crossing 1/3 mile north of 151st Street. The proposed path runs near the east side of Illinois Route 43 between the latter two crossings.

The North Shore Council of Mayors, working with the Chicago Area Transportation Study prepared the North Shore Transportation Study in June of 1985. This study was intended to provide traffic data and analysis of various roadway improvements - and not to develop a plan or prioritized list. Waukegan Road did not show up as a particular problem route but is expected to operate at a V/C ratio between 1 and 1.5 for the three of the eleven miles in the North Shore Council Area in the Year 2000. These V/C areas are from US Route 14 to Illinois Route 58, from Shermer Avenue to the Edens spur and just south of Lake-Cook Road.

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing transit facilities along Illinois Route 43 from US Route 30 (Lincoln Highway) to Lake-Cook Road.

Illinois Route 43 (Harlem Avenue) is served, in its various segments, by all three modes of public transportation: commuter rail, rapid transit and bus. Eight commuter rail lines cross Illinois Route 43 including the Metra/Rock Island District, Metra's Southwest Service (Norfolk Southern) Line and the Metra/Heritage Corridor, the Burlington Northern, the C&NW West Line, Metra's Milwaukee District/West Line, the C&NW Northwest Line, and Metra's Milwaukee District/North Line. Each of these lines has stations on or near the corridor. In addition, three CTA rapid transit lines serve Harlem Avenue. These include the Congress Line which terminates west of its Harlem Avenue Station at Des Plaines, the Lake Street Line which terminates at Harlem Avenue, and the O'Hare Line which also has a Harlem Avenue Station.

For most of its length, Illinois Route 43 is also well served by bus, with eleven CTA and Pace bus routes traveling north and south on the corridor. Five of these routes serve the area south of Illinois Route 64 (North Avenue), two CTA routes serve the Chicago portion of the route, and four Pace routes serve the area north of the O'Hare Rapid Transit Line. Further, between 159th Street and Lake Cook Road, there are over forty intersections where buses traveling east or west intersect Illinois Route 43.

Future plans. The 2010 Transportation System Development Plan does include transit improvements which affect the Illinois Route 43 corridor. One major project which has been identified is the Middle Circumferential Corridor which crosses the corridor at its northern end, Lake Cook Road. This facility would be expected primarily to serve work trips; more detailed planning would have to occur before the actual project is specified. Two "Corridors of the Future" which would affect the Route Illinois 43 corridor have also been identified in this plan. These include an extension of service from the existing Des Plaines Rapid Transit terminal on the Congress Line to Oak Brook, and an outer circumferential rail line on existing right-of-way of the EJ&E railroad which parallels US Route 30 just south of the southern terminus of the Route 43 corridor. No specific plans as to station locations or service profiles have yet been developed for segments of these future projects which approach Illinois Route 43. (Source: 2010 Transportation System Development Plan, Chicago Area Transportation Study and Northeastern Illinois Planning Commission, June 1990.)

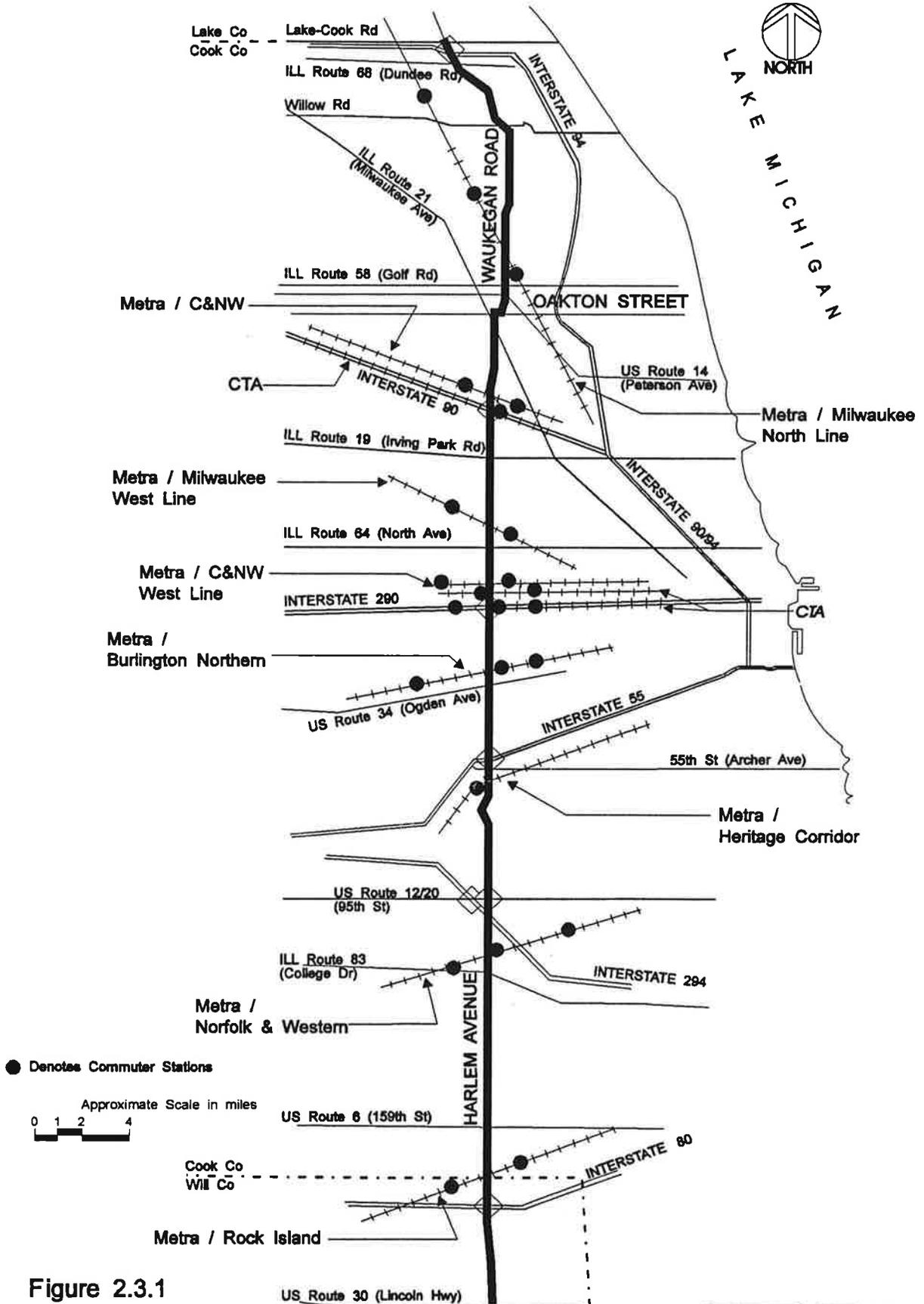


Figure 2.3.1
Illinois Route 43

TRANSPORTATION FACILITIES

Several Phase 1 studies are underway in this corridor.

Table 2.3.1: Phase I Projects Along the Corridor

Project	Project Limits	Scope of Work
Illinois Route 43	Lake-Cook Rd. to Illinois Route 68 and Chapel to Willow Rd.	Resurfacing (Maintenance)
Willow Road	Illinois Route 21 to Interstate 94	Corridor Improvement
Willow Road	Illinois Route 21 to Interstate 94	P.E. (Phase 1)
Illinois Route 43	Lake-Cook Rd. to E. Lake St./Lake Ave.	Signal Timing and Progression
Illinois Route 43	Woodlawn to Oakton St.	SMART RS
Illinois Route 19	Cumberland to Ashland	P.E. (Phase 1)
Illinois Route 43	Interstate 190 to N/O Division St.	Widening and Resurfacing, Signal System, Railroad Crossing Right Of Way
Illinois Route 43	Lawrence to Cullom St.	Widening and Resurfacing and Signal Improvement
Interstate 290	Illinois Route 43 to E. of Central Ave.	Landscaping
Illinois Route 64	Interstate 290 to Illinois Route 43	R/S and Signal Timing
Interstate 55 (SWB)	Interstate 355 to Western	Resurfacing, Bridge Replacement and Surveying
Interstate 55 (NEB)	County Line to Western	High Occupancy Vehicle Lanes
US Route 34	East/Eberly to Illinois Route 43	Widening and Resurfacing and Bi-Directional Left Turn Lane
55th Street	Illinois Route 171 to Illinois Route 43	Surface Maintenance
63rd Street	Illinois Route 171 to Illinois Route 43	Surface Maintenance
Ogden Avenue	Illinois Route 43 to Kedzie Ave.	Surface Maintenance
Ogden Avenue	Illinois Route 43 to 31st St.	Signal Timing Progression
Illinois Route 43	78th St. to Illinois Route 7	Surface Maintenance
US Route 12/20	US Route 45 to Central Ave.	Surface Maintenance
127th Street	Illinois Route 43 to Ridgeland	Surface Maintenance
US Route 30	Illinois Route 43 to Illinois Route 50	Surface Maintenance
Interstate 80	US Route 30 to Illinois Route 43	Patching
Illinois Route 43	Over the Calumet-Sag Channel	Bridge
Illinois Route 43	Over C&NW Railroad (Lake-Cook to	N/A
Illinois Route 43	at Lake-Cook Rd.	H
Illinois Route 43	at Jackson Blvd.	Intersection Improvement
Illinois Route 43	Lake-Cook to Topp Ln.	Reconstruction
Illinois Route 43	Irving Park Rd. to Lawrence/Gunn.	Channelization
Illinois Route 43	at 191st St.	Left Turn Lane
Glenview Road	Illinois Route 43 to US Route 41	Resurfacing, Rehabilitation and Reconstruction
Cermak Road	Interstate 294 to Illinois Route 43	Resurfacing, Rehabilitation and Reconstruction

2.4 Route Area Designation and Design Characteristics

Illinois Route 43 is classified as a suburban SRA route from the southern terminal at US Route 30 (Lincoln Highway) to Interstate 55. From Interstate 55 to Interstate 90, the route is classified as an urban SRA route. From Interstate 90 to the northern terminus at Lake-Cook Road, it is again classified as a suburban SRA route. Tables 2.4.1 and 2.4.2 list the desirable characteristics for SRA suburban and urban, routes in the year 2010, including typical geometrics, operations measures, level of service and access policies. The SRA roadway cross sections for urban and suburban routes are shown in Figures 2.4.1 and 2.4.2.

The design speed for an urban SRA is 35 miles per hour, and the desirable minimum level of service is "D". The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D."

2.5 Projected Travel Demand

The projected travel demand for 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 projected corridor traffic volumes are summarized on Figure 2.5.1.

The 2010 traffic forecast for the corridor varies from 20,000 average daily traffic (ADT) on the south to near 50,000 ADT in some of the northern segments. These forecasts reflect the development characteristics and land use forecast along this route, suburban developments to the north and south and fully developed urban areas in the central portion of the route.

There are several high volume facilities which cross the Illinois Route 43 corridor and reinforce its network identity as a facility to carry high volumes of regional traffic. The high volume facilities are: US Route 30 (Lincoln Highway), Interstate 80, US Route 6 (159th Street), Illinois Route 83 (College Drive), Illinois Route 7, Interstate 294, US Routes 12/20 (95th Street), Interstate 55, US Route 34 (Ogden Avenue), Interstate 290, Illinois Route 64 (North Avenue), Illinois Route 19 (Irving Park Road), Interstate 90, US Route 14 (Caldwell Avenue), Illinois Route 21 (Milwaukee Avenue), Illinois Route 58 (Dempster Street and Golf

Road), Willow Road, Interstate 94 and Lake-Cook Road. Nine of these routes are SRA's: US Route 30 (Lincoln Highway), US Route 6 (159th Street), US Route 34 (Ogden Avenue), Illinois Route 64 (North Avenue), Illinois Route 19 (Irving Park Road), Illinois Route 21 (Milwaukee Avenue), Illinois Route 58 (Golf Road), Willow Road and Lake-Cook Road.

Recommendations within this report may require adjustment as the Phase I effort involves more detailed information on traffic flows and geometrics solutions.

2.6 Roadway/Right-of-Way General Discussion

Both the existing right-of-way and number of through lanes are variable along the length of Illinois Route 43. The existing right-of-way width varies from 66 ft. to 140 ft. along most of the corridor. At the Interstate 80 interchange, the right-of-way is wider than 150 ft. Between the Interstate 294 and US Route 12/20 interchanges, the right-of-way varies from 280 ft. to 380 ft. A 230 ft. right-of-way width is found at the south end of the bridge crossing the Chicago Sanitary and Ship Canal.

Most of the route now carries four lanes of through traffic (two northbound and two southbound) with a grass, flush or raised median that varies from 4 ft. to 24 ft. Through Forest Park, Oak Park, and north of Interstate 90 the cross section does not include a median.

From Bloomingdale Avenue to Illinois Route 19 (Irving Park Road), the section is virtually one through lane in each direction, due to the lack of parking restrictions.

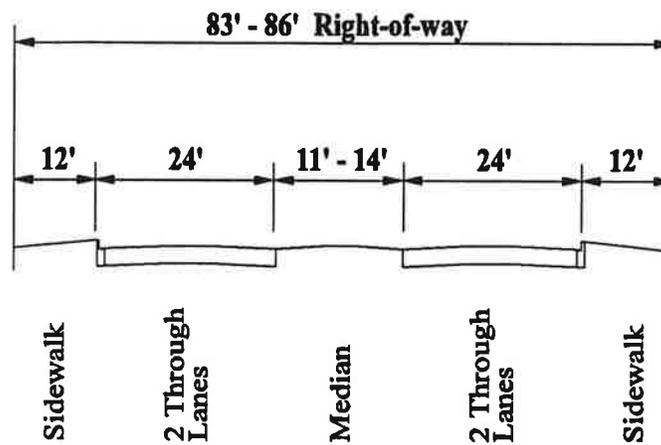
In several areas, three lanes in each direction are provided. These areas are as follows:

- on the Interstate 80 bridge,
- between the Interstate 294 and US Route 12/20 interchanges,
- south of 60th Street to 63rd Street,
- from south of Interstate 55 to Summit Street,
- south of Cermak Road to 26th Street,
- near Illinois Route 58 (Golf Road),
- near Dempster Street,

Table 2.4.1: Desirable Urban Route Characteristics
(Source: SRA Design Concept Report)

Right-of-way Width	107' - 110' right-of-way (83' - 86' where bus/HOV lanes are not provided)
Level of Service(Peak Hour)/ Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable, 11' width minimum
Median Width	11' minimum, 14' desirable
Bicycle Recommendation	13' outside lane desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking
Cross Street Intersections	Signals with collectors and arterials
Curb Cut Access	Right-in/right-out preferred
Transit	Bus/HOV lanes in peak hours; Local bus service with signs, shelters, and signal pre-emption potential
Number of Traffic Signals per Mile	4 desirable
Signalization	Synchronization with pedestrian actuation where needed
Freight: Vertical Clearance	14' 6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Loading zone with peak hour restrictions or alley loading

URBAN CROSS SECTION*



* From the SRA Design Concept Report

Note: 11' lanes may be used if right-of-way is restricted.

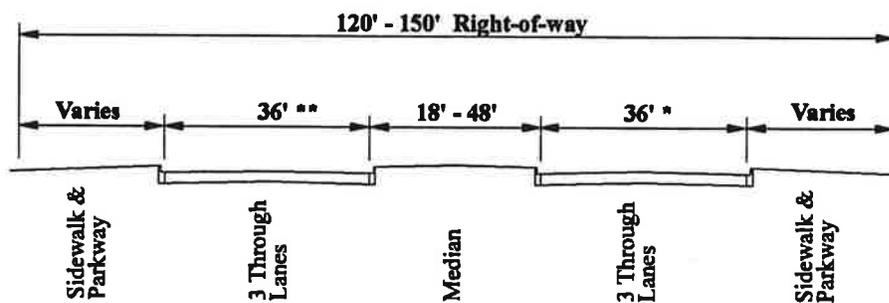
An additional 1' could be added to the outside lanes to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced.

Figure 2.4.1
Illinois Route 43

**Table 2.4.2: 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

SUBURBAN CROSS SECTION *

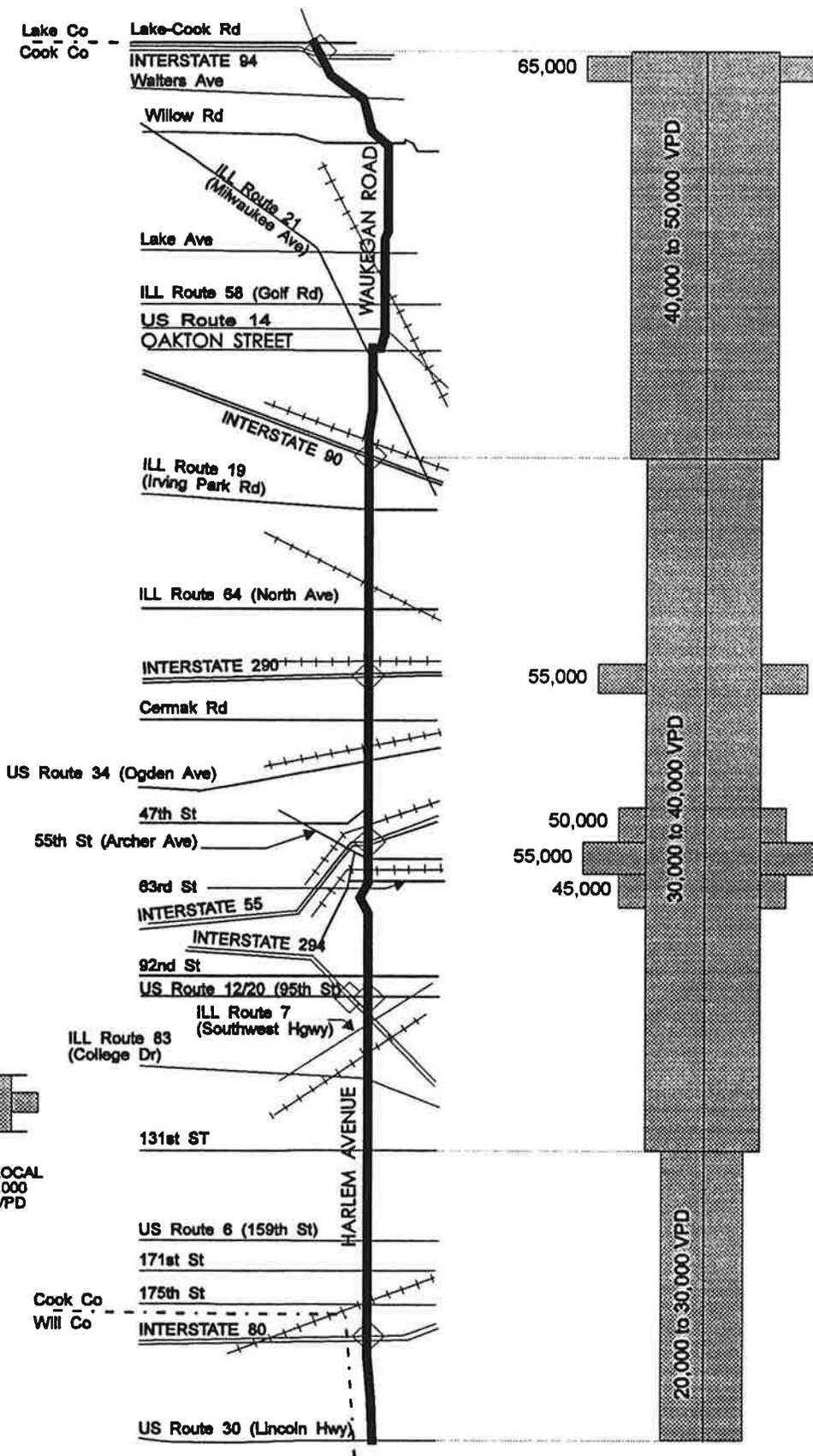


* From the SRA Design Concept Report

** 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 2.4.2
Illinois Route 43

SUBURBAN CROSS SECTION



* DENOTES LOCAL PEAK OF 5,000 TO 15,000 VPD

Estimated range of 2010 average daily traffic volumes in Vehicles Per Day (VPD).

Figure 2.5.1
Illinois Route 43

PROJECTED TRAVEL DEMAND

Three southbound and two northbound through lanes are provided from 63rd Street to 65th Street, at the Chicago Sanitary and Ship Canal, and south of 16th Street. At Cermak Road, the section is four southbound lanes and three northbound through lanes.

Between the Interstate 294 and US Route 12/20 interchanges, 24 ft. frontage roads are located on the east and west sides of the corridor. From Main Street to Cleveland Street, there is a frontage road on the east side.

The current right-of-way width and number of through lanes are less than the desirable minimum for an urban or suburban SRA routes in some locations. Where existing right-of-way width is greater than the design concept width, existing right-of-way will be maintained. Although the full recommended right-of-way width may not be acquired by 2010 due to development or other constraints, the full recommended width should be protected so that future development or redevelopment does not encroach on the ultimate right-of-way.

The recommended number of through lanes in each direction is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment. The recommended right-of-way width in some segments may be sufficient to accommodate additional traffic lanes as a post-2010 improvement.

Many areas in planned urban and suburban areas have existing right-of-way width less than recommended. In the vicinity of existing interchanges, such as Interstates 80 or 94, the existing cross section right-of-way is greater than the suburban desirable 150 feet. In the vicinity of existing interchanges such as Interstates 55 or 90 and at certain shopping centers, such as Cermak Plaza, the existing cross section right-of-way is greater than the urban desirable 110 feet.

Specific roadway and right-of-way recommendations for each route segment are discussed in Chapter of this report.

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS/FUTURE DEVELOPMENT CHARACTERISTICS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor consist of upgrading to the SRA suburban and urban standards wherever possible, recognizing that constraints to full implementation of design criteria are numerous.

In the south suburban segments, three lanes in each direction are recommended from US Route 30 (Lincoln Highway) to 151st Street, Summit Street to AT&SF Railroad (south). In the central urban segments, three lanes in each direction are recommended from 26th Street to 16th Street. In the north suburban segments, three through lanes in each direction are recommended from US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road), from the Christian Heritage Academy entrance to Techny Road, and from Illinois Route 68 (Dundee Road) to Lake-Cook Road.

The rest of the corridor is recommended for two through lanes in each direction. There are some variations in the types of medians recommended. Most of the route is proposed for 14 ft. flush and 18 ft. raised medians in accordance with the SRA Design Concept Report. A 14 ft. flush median is recommended in the dense commercial and residential areas. In areas where a barrier median is recommended as part of SRA improvements, but a flush or mountable median exists currently, the implementation of the barrier median will be undertaken in a manner which fully considers the needs of adjacent businesses to maintain access onto and off of the SRA route. By establishing the ultimate goal of implementing a barrier median to improve both safety and through travel service in this long range planning study, it is intended that in areas where there is development or redevelopment potential, alternate access improvements such as combined entrances, interconnected parking lots, frontage roads or new access off of side streets will be a part of those plans. It is recommended that existing sidewalks should be replaced. There are few areas where the standard SRA suburban and urban templates are recommended.

3.2 Proposed Transit Improvements

A well-developed transit system is necessary to moderate traffic volumes and to ensure efficient transportation patterns in the surrounding area.

The modifications recommended in connection with rail service are as follows:

- Directional signs to Metra and CTA rail stations should be installed at appropriate intersections throughout the corridor.
- Appropriate provisions should be made, including reservation of land, to accommodate potential new commuter rail stations at the EJ&E, at Techny Road and Lake-Cook Road.
- Parking facilities should be expanded at the Glenview commuter rail station.
- A “kiss and ride” drop-off with appropriate pedestrian crossings should be installed at the northeast quadrant of Interstate 90 (Kennedy Expressway)/Illinois Route 43 (Harlem Avenue) intersection to accommodate northbound vehicles. In the future, if demand warrants, parking for CTA riders should be installed at this location.

Bus related improvements include:

- Bus stops, and if space in Pace service areas permits, turnouts should be installed throughout the corridor, in accordance with Pace and CTA guidelines.
- All signals should be equipped for bus pre-emption. Bus stops should be located on the far side of intersections; stops should coordinate with near side locations for intersecting routes to minimize pedestrian crossings for transferring passengers.
- Right turn onto the SRA should be prohibited on red signals to minimize conflict with far side bus stops.
- Bus transfer stations should be built at those locations where several routes meet or terminate. Examples of such locations are Harlem Avenue and 63rd Street, Harlem Avenue and 55th Street (Archer Avenue), and Glenview and Waukegan Roads.

Park and ride facilities should be installed as well as ridesharing and express bus facilities for commuters who do not travel to downtown Chicago to work. Locations for such facilities include Illinois Route 43 at: US Route 30 (Lincoln Highway), I-80, I-294, and I-290.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed major intersection improvements south of Interstate 55 and north of Oakton Street consist of upgrading the intersection geometry to accommodate the 2010 traffic demands of the route. The major intersections between Interstate 55 and Oakton Street cannot be upgraded to accommodate 2010 traffic demands due to the right-of-way and land use constraints found in an urban area. Intersection improvements are being recommended in areas where such improvements would not have significant impacts to surrounding developments.

Major intersections south of Interstate 55 and north of Oakton Street will generally be improved to dual left and single right turn bays. Major intersections located between Interstate 55 and Oakton Street will generally be improved to single left and right turn bays. New signals are proposed in the southern and northern segments of this route where development is still occurring. There are two cul-de-sacs proposed north of Interstate 90 which would eliminate the fifth approach at each of the two intersections. A cul-de-sac is also proposed at 191st Street due to the recommended realignment.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of the scope of anticipated impacts of project implementation on environmental features in the corridor. This study does not specifically quantify the impacts of a recommendation on specific environmental features. This more detailed review and analysis would be conducted as part of Phase I studies, as a portion of the corridor would move forward towards implementation. Infrastructure improvements in this corridor must consider the numerous environmental issues to be dealt with. They were considered as one of several factors during the development of recommended SRA improvements.

The characteristics of the Illinois Route 43 corridor include waterways, wetlands, floodplains, historic districts and sites,

hazardous waste sites, leaking underground storage tank locations, and the habitats of threatened or endangered plant and animal species.

Starting from US Route 30 (Lincoln Highway) in the south end of Segment 1, the roadway crosses several small streams or their tributaries and adjacent floodplain, with major crossings at the Calumet Sag Channel, the Chicago Sanitary and Ship Canal, and the West Fork of the North Branch of the Chicago River. Large wetland areas are in proximity to the roadway within the forest preserve south of 143rd Street, north of 135th Street, and north of the Sanitary and Ship Canal.

Large tracts of Cook County Forest Preserve holdings are found between 151st Street and 131st Street, between the Chicago Sanitary and Ship Canal and Pershing Road, and between Illinois Route 68 (Dundee Road) and Lake-Cook Road.

Aside from individual historic properties along the corridor, large historic districts abut the roadway in Riverside, Oak Park, and River Forest.

Hazardous waste sites have been identified in proximity to the roadway of Stony Creek in Palos Hills, and along the Sanitary and Ship Canal in Summit. Numerous sites with leaking underground storage tanks are reported along the corridor which, along with the hazardous waste sites, will require further evaluation during a Phase I project.

Threatened or endangered plant or animal species are known to exist in several locations along the Illinois Route 43 corridor. The Illinois Department of Conservation lists sites near 111th Street, and within the forest preserves near the US Route 14 intersection and near Illinois Route 68 (Dundee Road).

All environmental features are important, but the acclaimed historic areas and large forest preserve holdings found along Illinois Route 43 deserve particular attention. The existing right-of-way will be maintained in almost all locations, but some minor acquisitions are recommended. The increased pavement widths will bring traffic closer to properties and potentially modify noise levels and air quality. Wetlands and floodplains will have to be evaluated since recommendations are adjacent to or in these defined areas. Hazardous waste sites adjacent to several segments of this route will require detailed consideration in moving recommendations forward.

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 municipalities 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 establishing and enforcing minimum parking and building setbacks and restriction of points of access to protect safety and preserve 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 all 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 constrained in areas of existing development, as in established communities, 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 large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimates

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 Estimates

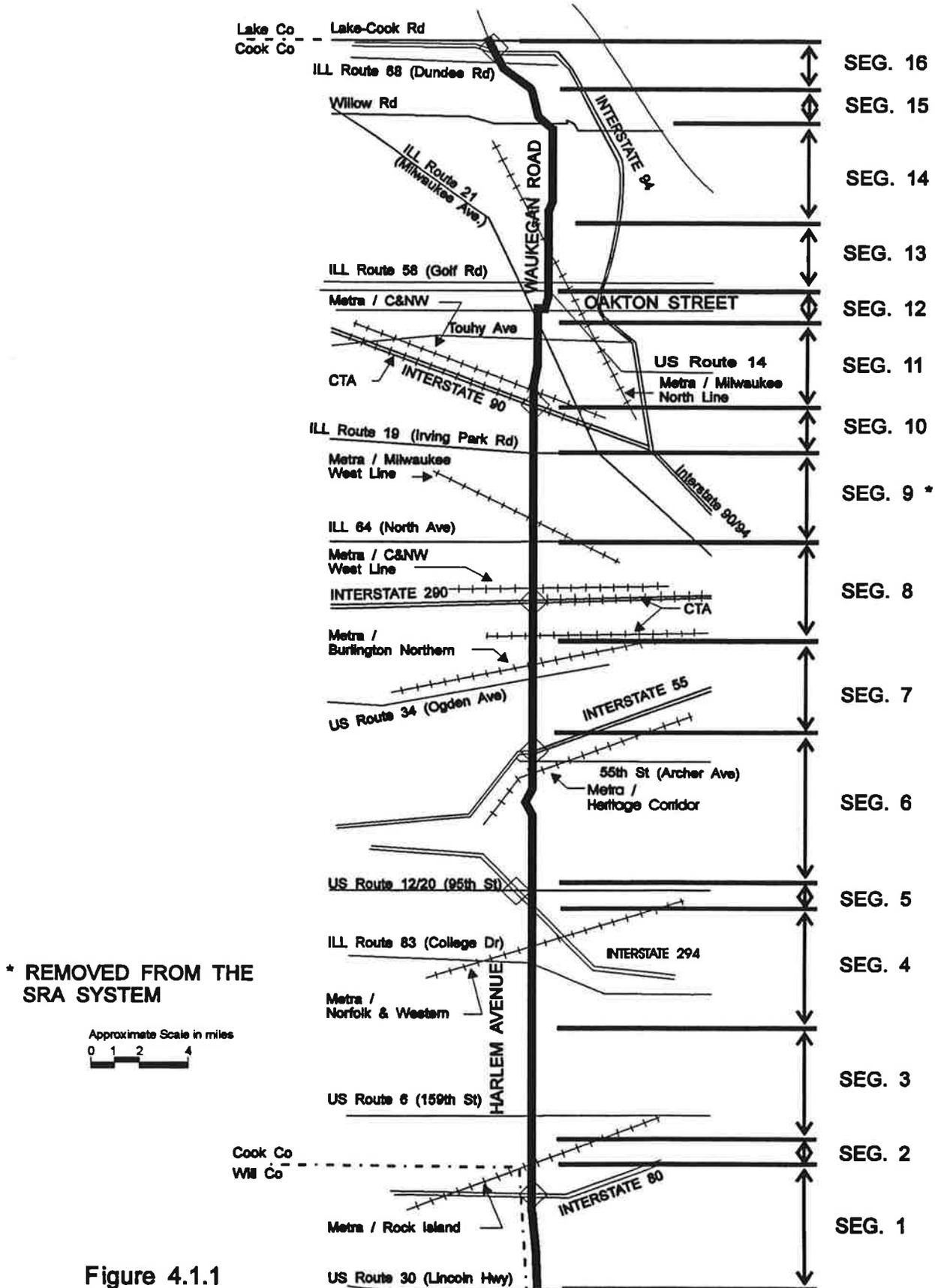
Construction Cost Estimate for Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$178,431,250
Intersection Improvement	\$11,100,000
Structure Modification	\$8,212,950
Interchange Improvement	\$0
Transit Improvement	\$21,578,000
Right of Way	\$2,475,000
Sub-Total Estimated Cost	\$221,797,200
Engineering (20%)	\$44,360,000
Contingency (20%)	\$44,360,000
Total Estimated Cost for Recommended Improvements	\$310,517,200 *
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Sub-Total Estimated Cost	\$0
Engineering (20%)	\$0
Contingency (20%)	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

- * Includes the recommendations for the corridor from Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving park Road). This segment has been removed from the SRA system.

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 broken down into segments for several reasons. First, for the convenience of the reader, the myriad of existing conditions (i.e. right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.) can be discussed in detail. Similarly, to ease in the assimilation of all relevant factors involved in the development of improvement recommendations, these sub-sections of the corridor are useful. The segments have been determined by several factors such as portions of the roadway with similar characteristics, (i.e. right-of-way width, travel demand, land use patterns, etc.). Illinois Route 43 (Harlem Avenue) was broken into sixteen segments. They are depicted on Figure 4.1.1, and are:

1. US Route 30 (Lincoln Highway) to 175th Street
2. 175th Street to 171st Street
3. 171st Street to 131st Street
4. 131st Street to Interstate 294
5. Interstate 294 to 92nd Street
6. 92nd Street to AT&SF Railroad
7. AT&SF Railroad to Cermak Road
8. Cermak Road to Illinois Route 64 (North Avenue)
9. Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road)- Removed from SRA System
10. Illinois Route 19 (Irving Park Road) to Interstate 90 (Kennedy Expressway)
11. Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue)
12. Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue)
13. US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road)
14. Illinois Route 58 (Golf Road) to Willow Road
15. Willow Road to Walters Avenue
16. Walters Avenue to Lake-Cook Road



* REMOVED FROM THE SRA SYSTEM



Figure 4.1.1
Illinois Route 43

CORRIDOR / SEGMENTS MAP

4.1 Segment 1: US Route 30 (Lincoln Highway) to 175th Street

Location

Illinois Route 43 (Harlem Avenue) Segment 1 extends from US Route 30 (Lincoln Highway) to 175th Street (See Figure 4.1.1). This segment is approximately 4.7 miles in length, and is located in Tinley Park and unincorporated Will and Cook Counties.

Existing Facility Characteristics

The existing facility characteristics for Segment 1 of Illinois Route 43 are shown on Exhibits ILL 43-01a through 03a.

Right-of-Way. The existing right-of-way varies throughout the segment. At US Route 30 (Lincoln Highway) the right-of-way width is 140 ft. It varies from 120 ft. to greater than 150 ft. at the Interstate 80 interchange. North of the interchange it varies from 130 ft. to 66 ft. at 175th Street. There are no areas where the existing width is the desirable 150 ft. for a suburban segment except at the Interstate 80 interchange.

Roadway Characteristics. The pavement width in this segment varies from 64 ft. to 88 ft. The pavement cross section includes two through lanes in each direction with a 16 ft. raised median. Three through lanes exist on the Interstate 80 bridge. A 16 ft. grass median exists south of Interstate 80 to south of George Brennan Drive. Paved shoulders are used between the southern project limit and south of 183rd Street. Curb and gutter exists throughout the remainder of the segment.

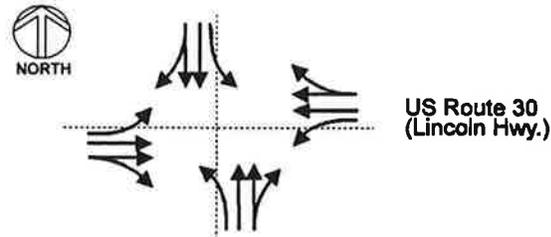
Traffic Control/Intersection Details. There are five signalized intersections in this segment:

US Route 30 (Lincoln Highway)	Oak Park Avenue
St. Francis Road	183rd Street
Vollmer Road	

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn storage in the existing raised median. Right turn storage is generally not provided. Left turns are allowed at most residential streets and other major cross streets. Dual left and dual right turn lanes are provided entering and exiting (respectively) the World Music

Theater complex. The intersection at US Route 30 (Lincoln Highway) is considered major. The lane diagrams for this intersection appears in Figure 4.1.2.

Figure 4.1.2: Existing Intersection Configuration



Structures. There are four structures in this segment, as listed in Table 4.1.1.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-2402	ILL Route 43 (Harlem Ave.)/ Tributary of Hickory Creek	68.0	28.0	N/A	N/A
016-0325	ILL Route 43 (Harlem Ave.)/ Interstate 80	88.0	257.0	N/A	N/A
016-2431	ILL Route 43 (Harlem Ave.)/ Drainage Ditch	52.0	24.0	N/A	N/A
016-0967	Iowa Interstate RR/ ILL Route 43 (Harlem Ave.)	0.0	100.0	38.0 + 38.0	14.0

Transit. Transit use is low in this part of the corridor. The Metra Rock Island District Line crosses the corridor in this segment. Refer to Table 4.1.2 for existing transit facilities and operations.

Table 4.1.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Station					
Rock Island District Line 80th Ave. Station	18001 S. 80th Ave.	Weekday: 23 IB, 23 OB Saturday: 10 IB, 10 OB Sunday: 8 IB, 8 OB	1268	894	99.9
Pace Bus Routes					
Pace 364	Crosses on 179th St.	Weekday: 15 EB, 14 WB; Saturday: 11 EB, 10 WB; Sunday: 8 EB, 8 WB	1829	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. (EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of Illinois Route 43 are shown on Exhibits ILL 43 01a- 03a and include a tributary of Hickory Creek, wetlands, and floodplains.

Streams/Wetlands/Floodplains. A tributary of Hickory Creek crosses Illinois Route 43 north and south of the Interstate 80 interchange. The floodplain of the tributary traverses a section of roadway near Oak Park Avenue. Wetlands exist along the interchange within this floodplain.

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

Hazardous Waste/LUST Sites. A LUST site has been reported at the northwest quadrant of the 183rd Street intersection.

- Mobil Oil, 183rd & Harlem, Tinley Park

Existing Land Use/Development Characteristics

Type and Intensity of Development. The land use from US Route 30 (Lincoln Highway) north to Interstate 80 is primarily agriculture. This is illustrated on Exhibits ILL 43-01a through 02a. Development in this area is being stimulated by the full interchange at Interstate 80.

Between 183rd Street and 179th Street, the Tinley Park Mental Health Center adjoins Illinois Route 43 on the west with single-family homes adjacent to the right-of-way on the east side.

Land uses between 177th Street and 175th Street consist primarily of single and multiple-family residences with some commercial and industrial uses located west of Illinois Route 43, north of the Iowa Interstate Railroad tracks, as shown on Exhibit 43-03a.

Development Access and Constraints. There are no land use constraints that will impede development in this segment. Building setbacks should be established so that proposed SRA improvements will not adversely impact proposed development. Points of access should be consolidated to avoid excessive curb cuts.

Future Development. Based on the Will County Land Resource Management Plan, October, 1990, the area around Interstate 80 and Illinois Route 43 is planned for office, research, and industrial land uses. Commercial development is being proposed south of the Interstate 80 interchange.

No new major development projects, which would impact this SRA, have been identified by local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-01b through 03b and summarized in Table 4.1.3.

Roadway. The recommended right-of-way varies from 120 ft. to 140 ft. and provides for three 12 ft. through lanes in each direction with an 18 ft. raised median and parkways varying from 15 ft. to 25 ft. with curb and gutter.

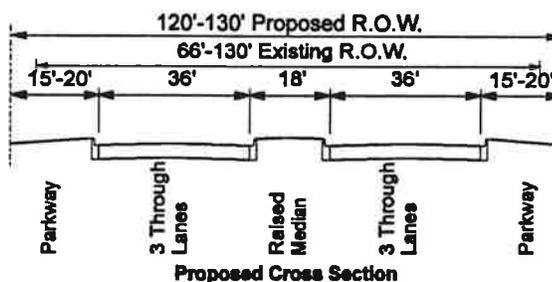
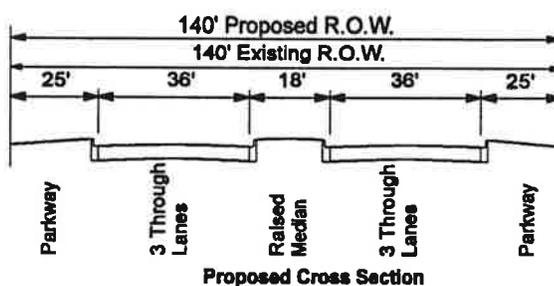


Table 4.1.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	140 ft. right -of-way south of Oak Park Ave. 120 ft.-130 ft. right-of-way north of Oak Park Ave. From 183rd to South St. - shift proposed right-of-way west.
2. Level of Service	LOS A to B
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	25 ft. parkways 15 ft. - 20 ft. parkways
6. Signalized Intersections - Major - Other	There is one major signalized intersection at US Route 30 (Lincoln Hwy.) Signals at 1/4 min. - 1/2 mile desirable spacing (per development). Signals at North Ave., and Benton Dr., when warranted.
7. Parking	N/A
8. Curb Cut Access	Right-in/right-out except signals for existing curb cuts. Future development to provide access via secondary street system at future signal locations.
9. Transit	Provide bus pullouts at 1/2 mile intervals. Reserve right-of-way for park-and-rides at I-80 and EJ&E RR (future transit) south of US Route 30. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities recommended in this segment.
11. Loading	Off street loading only.
12. Miscellaneous	Realign 191st St. to Oak Park Avenue intersection; Cul-de-sac existing 191st St.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left and single right turn bays should be provided at the northbound approach to US Route 30 (Lincoln Highway). Dual left turn bays are recommended at the southbound approach. New signals are proposed at North Avenue, and Benton Drive when warranted. Because this area is undeveloped, right-of-way widths will provide enough space to allow left and right turn bays as warranted at all signalized intersections. Future signalized intersections should have a minimum spacing of one quarter mile. The expected level of service ranges from "A" to "B."

Parking & Access. No on-street parking is recommended for this segment. Left turn access is provided at signal locations and at median breaks. Remaining access locations are limited to a right

in/right out configuration. A realignment is proposed at 191st Street to tie into Oak Park Avenue. A cul-de-sac is recommended at the existing 191st Street.

Structures. Four existing structures need improvement to accommodate the recommended roadway cross section as shown in Table 4.1.4 for structure modification.

Table 4.1.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-2402	Illinois Route 43 (Harlem Avenue)/ Tributary of Hickory Creek	68.0	Widen to accommodate recommended section.
016-0325	Illinois Route 43 (Harlem Avenue)/ Interstate 80	88.0	Widen to accommodate recommended section.
016-2431	Illinois Route 43 (Harlem Avenue)/ Drainage Ditch	52.0	Widen to accommodate recommended section.
016-0967	Iowa Int. RR/ Illinois Route 43 (Harlem Avenue)	N/A	Replace structure.

Transit Facilities. Although there are large tracts of undeveloped land in this segment of the corridor, development can be expected to intensify during the forthcoming twenty year planning period. Space should, therefore, be reserved for bus turnouts to be built at one-half mile intervals along the corridor, in conformance with SRA guidelines and Pace standards. The bus stop at Tinley Park Hospital for Pace Route #364 should be sheltered and well-marked with appropriate sidewalk access.

Land should be reserved at the junction of the EJ&E Railroad and Illinois Route 43 for development of a commuter rail station if Metra implements service on this line. (The line is in the 2010 Transportation System Development Plan as a "Corridor of the Future").

A park and ride facility to accommodate carpools and vanpools should be developed near the intersection of Illinois Route 43 and Lincoln Highway US Route 30 (Lincoln Highway). The junction of the EJ&E Railroad and Illinois Route 43, identified above as a future station site, would also be an appropriate location for this facility. Another such facility should be developed on Illinois Route 43, southeast of the junction with Interstate 80 where it

would provide not only for commuters using Interstate 80, but also those who travel on Interstate 57.

Directional signs to Metra's Rock Island District station at 80th Avenue in Tinley Park should be installed at the intersections of Illinois Route 43 and 183rd Street, and 177th Street.

Pedestrian/Bicycle Facilities. No pedestrian or bicycle facilities are recommended in this segment.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

South of Interstate 80, the recommended right-of-way will not require right-of-way takes. At the Interstate 80 interchange, the existing right-of-way is greater than the recommended 150 ft. From Interstate 80 to the recommended 120 ft. right-of-way will require additional right-of-way of 20 ft.

Potential Environmental Concerns

This segment of Illinois Route 43 (Harlem Avenue) transverses an area which has been traditionally agricultural, but which is now in transition to a suburban form of development. Widening of the right-of-way from the existing dimension of 100 ft. between Oak Park Avenue and 183rd Street would require the acquisition of approximately 3 acres of farmland, or land which is no longer cultivated. North of 183rd Street, approximately 2 acres of land along the southbound lanes would be required. This land is maintained by the Tinley Park Mental Health Center. Hickory Creek has an adjacent floodplain which may be filled as a result of the proposed bridge widening. A wetland located north of Oak Park Avenue would have to be mitigated, if disturbance of the site were required by construction. The LUST site at 183rd Street would need further research in a Phase I study to determine its status and actual location.

Cost Estimate

The cost estimate shown in Table 4.1.5 for Segment 1 is \$32,273,300.

Table 4.1.5: Cost Estimate

Construction Cost Estimate for Segment 1 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$21,740,000
Intersection Improvement	\$1,200,000
Structure Modification	\$2,733,300
Interchange Improvement	\$0
Transit Improvement	\$5,800,000
Right of Way	\$800,000
Total Estimated Cost for Recommended Improvements	\$32,273,300
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.

Roadway. Ultimate improvements (post 2010) would involve longer weave lengths at Interstate 80.

Traffic Control/Intersection Configuration. There are no ultimate (post 2010) improvements recommended in this segment.

Parking & Access. There are no ultimate (post 2010) improvements recommended in this segment.

Structures. There are no ultimate (post 2010) improvements recommended required in this segment.

Transit Facilities. There are no ultimate (post 2010) improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate (post 2010) improvements recommended in this segment.

Other Improvements. There are no other unique improvements for this segment.

4.2 Segment 2: 175th Street to 171st Street

Location

Illinois Route 43 (Harlem Avenue) Segment 2 extends from 175th Street to 171st Street (See Figure 4.1.1). This segment is approximately 0.50 miles in length, and is located in Tinley Park.

Existing Facility Characteristics

The existing facility characteristics for Segment 2 of Illinois Route 43 are shown on Exhibit ILL 43-03a.

Right-of-Way. The existing right-of-way in this segment is 100 ft. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

Roadway Characteristics. The pavement width in this segment is 64 ft. The pavement cross section includes two 12 ft. through lanes in each direction with a 16 ft. raised median. Curb and gutter and sidewalks exist throughout most of the segment.

Traffic Control/Intersection Details. There is one signalized intersection in this segment: 175th Street. At this signalized intersection the approach laneage includes two through lanes in each direction with left turn storage. No right turn storage is provided. Left turns are allowed at all residential side streets. This intersection is not considered major.

Structures. There are no structures in this segment.

Transit. Refer to Table 4.2.2 for existing transit facilities and operations.

Table 4.2.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Station					
Rock Island District Line Tinley Park Station	17381 S. Oak Park Ave.	Weekday: 23 IB, 23 OB; Saturday: 10 IB, 10 OB; Sunday: 8 IB, 8 OB	1356	690	96.5
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Metra Individual line/route timetables. (IB=inbound, OB=outbound)					

Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of Illinois Route 43 (Harlem Avenue) are shown on Exhibit ILL 43 -03a.

Streams/Wetlands/Floodplains. There are no identified streams, wetlands, or floodplains within this segment of Illinois Route 43.

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

Hazardous Waste/LUST Sites. A site has been reported to contain leaking underground storage tanks at the southeast quadrant of the intersection at 171st Street.

- Shell Oil Co., 171st & Harlem Ave., Tinley Park

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. No threatened or endangered species are known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Single-family residential neighborhoods flank both sides of Illinois Route 43 from 175th Street to 173rd Street. Between 173rd and 171st Street is a mixture of multiple-family, commercial and office uses with the Tinley Park Commons Shopping Center on the southeast corner of 171st and Illinois Route 43.

Development Access and Constraints. Expansion of the right-of-way would intrude on the yards of the single-family homes in this short segment.

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

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-03b and summarized in Table 4.2.3.

Roadway. The proposed 120 ft.-130 ft. right of way width provides for three 12 ft. through lanes in each direction with an 18 ft. raised landscaped median and 15 ft.-20 ft. parkways with curb and gutter.

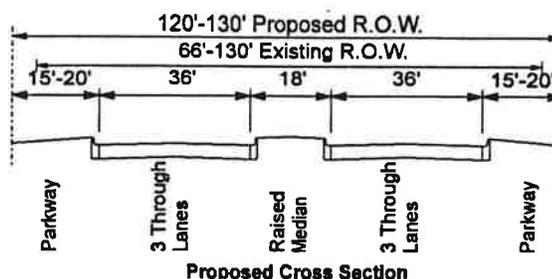


Table 4.2.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	120 ft.-130 ft. right-of-way.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	15 ft.-20 ft. parkway
6. Signalized Intersections - Major - Other	There are no major signalized intersections in this segment. Provide signal at 173rd St., when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access limited to right in/ right out only.
9. Transit	Provide bus pullouts at 1/2 mile intervals. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities recommended in this segment.
11. Loading	Off street loading only.
12. Miscellaneous	N/A

Traffic Control/Intersection/Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. A signal is proposed at 173rd Street with a left turn bay provided in the median when warranted. The expected level of service is "A."

Parking & Access. No on-street parking is recommended for this segment. Left turn access is provided only at signal locations. Remaining access locations are limited to a right in/right out configuration.

Transit Facilities. Space for bus turnouts should be reserved at one-half mile intervals along the corridor, in conformance with SRA guidelines and Pace standards.

Directional signs to Metra's Rock Island Division stations should be installed. They should be located at 171st Street for the 80th Avenue Station. To serve the Tinley Park Station at 17381 South Oak Park Avenue, signs should be located at the intersections of Illinois Route 43 and 175th Street and 173rd Street.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation. There are no short term (low-cost) improvements recommended in this segment.

Right-of-Way

The recommended right-of-way width is 120 ft. to 130 ft. which will require right-of-way takes of 20 ft. These right-of-way takes will be centered on the corridor.

Potential Environmental Concerns

The location and status of the leaking underground storage tank site would have to be determined in a Phase I study.

Cost Estimate

The cost estimate shown in Table 4.2.5 for Segment 2 is \$3,072,000.

Table 4.2.5: Cost Estimate

Construction Cost Estimate for Segment 2 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$2,250,000
Intersection Improvement	\$100,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$122,000
Total Estimated Cost for Recommended Improvements	\$3,072,000
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 for this segment.

4.3 Segment 3: 171st Street to 131st Street

Location

Illinois Route 43 (Harlem Avenue) Segment 3 extends from 171st Street to 131st Street (See Figure 4.1.1). This segment is approximately 5.0 miles in length and is located in Tinley Park, Orland Park, and unincorporated Cook County.

Existing Facility Characteristics

The existing facility characteristics for Segment 3 of Illinois Route 43 are shown on Exhibits ILL 43-03a through 06a.

Right-of-Way. The existing right-of-way in this segment varies throughout the segment, from 100 ft. to 140 ft. At 171st Street, the width is 100 ft. It then varies up to 140 ft. North of 143rd Street to 131st Street, the existing right-of-way is 100 ft. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

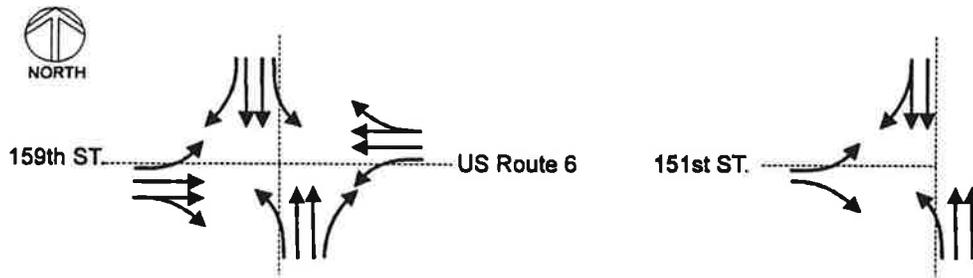
Roadway Characteristics. The pavement width in this segment is 64 ft. The pavement cross section includes two 12 ft. through lanes in each direction with a 16 ft. raised median. Curb and gutter is throughout most of the segment. Sidewalk and shoulders exist throughout portions of the segment.

Traffic Control/Intersection Details. There are ten signalized intersections in this segment:

171st Street	157th Street
167th Street	Wheeler Drive
163rd Street	151st Street
161st Street	143rd Street
US Route 6 (159th Street)	135th Street

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn storage and no right turn storage. Left turns are allowed at Cook County Forest Preserve access points, major cross streets, and at some commercial access and residential cross streets. Two of the signalized intersections are considered major: US Route 6 (159th Street) and 151st Street. These are shown in Figure 4.3.2.

Figure 4.3.2: Existing Intersection Configuration



Structures. There are three existing structures in this segment as shown in Table 4.3.1.

Table 4.3.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0963	ILL Route 43 (Harlem Ave.)/ Midlothian Creek	52.0	21.0	N/A	N/A
N/A	ILL Route 43 (Harlem Ave.)/ Bike Trail	N/A	N/A	N/A	N/A
016-2400	ILL Route 43 (Harlem Ave.)/ Tinley Creek	55.0	45.0	N/A	N/A

Transit. Refer to Table 4.3.2 for existing transit facilities and operations.

Table 4.3.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 354	Crosses the corridor on 159th St.	Weekday: 12 EB, 12 WB; Saturday: 5 EB, 5 WB; No Sunday or holiday service.	484	N/A	N/A
Sources : Pace, Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual line/route timetable. (EB=eastbound, WB=westbound)					

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

Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of Illinois Route 43 are shown on Exhibits ILL 43-03a through 06a. The existing right-of-way varies from 100 ft. to 140 ft. with numerous environmental constraints along the segment.

Streams/Wetlands/Floodplains. Several creeks cross the route: Midlothian Creek and floodplain north of 170th Street, a tributary of the Midlothian Creek and floodplain north of 167th Street, and Tinley Creek, floodplains, and adjacent wetlands within Cook County Forest Preserve holdings north of 151st Street. A floodplain crosses the route south of 151st Street.

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

Hazardous Waste/LUST Sites. Three LUST sites have been reported along Harlem Avenue between 161st Street and Wheeler Drive.

- Mobil Oil, 15901 S. Harlem Ave., Tinley Park
- Venture Stores, 15701 S. Harlem Ave., Orland Park
- H. Frank Oldsmobile, Inc., 15555 S. Harlem Ave., Orland Park

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. No threatened or endangered species are known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Between 163rd Street and 159th Street there are major centers of commercial development which include Park Center, Tinley Park Shopping Center and Brementowne Mall.

A cluster of commercial properties line both sides of Illinois Route 43 from 159th Street north to 151st Street. These properties are interspersed with some vacant parcels planned for future commercial development.

From 151st Street north to 131st Street, Illinois Route 43 passes through the Cook County Forest Preserve, Tinley Woods and Burr Oaks Woods as shown on Exhibits ILL 43-05a and 06a.

Development Access and Constraints. Most of the development in this segment has occurred over the last twenty years. The standards for building setbacks, control of curb cuts, and landscaping generally reflect relatively low density suburban land use patterns. Therefore, there are no unusual land use constraints in this segment. There is a large concentration of new commercial development both north and south of 159th Street. This section is experiencing growth as a destination area and the associated traffic will should be carefully considered in the application of SRA criteria in this area.

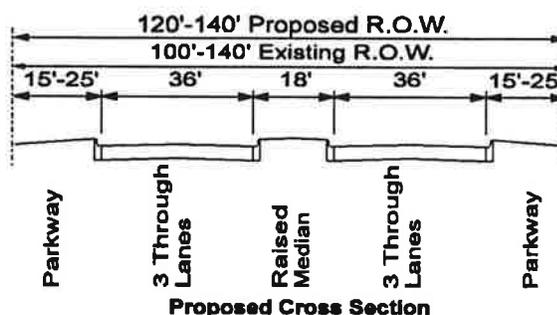
A regional recreation trail passes through the adjacent forest preserve. The trail crosses Illinois Route 43, north of 151st street, and go north along the east side of the SRA to beyond 143rd Street. It then turns west across Illinois Route 43, north of the 143rd Street intersection. The recreation trail crosses Illinois Route 43 again at 131st Street.

Future Development. Between 171st Street and 159th Street (US Route 6) there are large parcels of vacant land which are planned for residential use as shown on Exhibits ILL 43-03a and 04a. No other future development projects have been identified by the local communities.

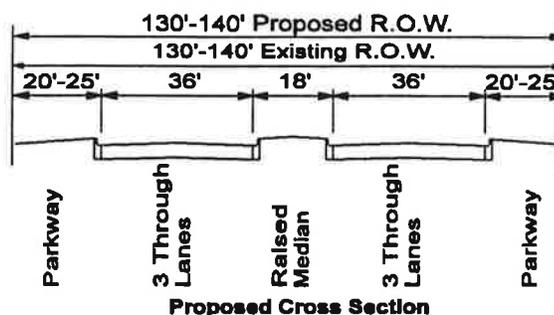
Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-03b through 06b and summarized in Table 4.3.3.

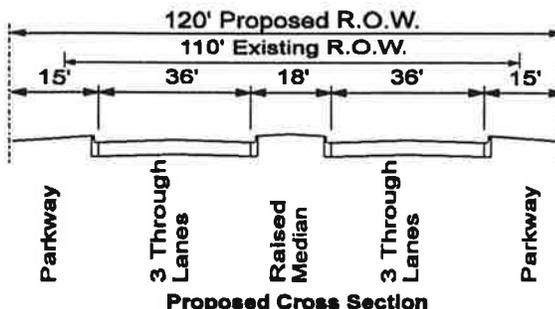
Roadway. A 120 ft. - 140 ft. right-of-way is proposed between 171st Street and 167th Street to provide three 12 ft. through lanes in each direction, an 18 ft. raised median, and parkways of 15 ft. to 25 ft. width.



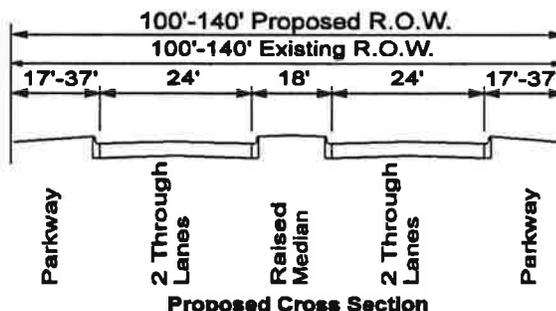
From 167th Street to Wheeler Drive, a right-of-way of 130 ft. to 140 ft. is proposed to accommodate three 12 ft. through lanes in each direction, an 18 ft. raised median, and 20 ft. to 25 ft. parkways.



From Wheeler Drive to 151st Street, a right-of-way of 120 ft. is proposed to accommodate three 12 ft. through lanes in each direction with an 18 ft. raised median and 15 ft. parkways.



From 151st Street to 135th Street, the cross section is within a 100 ft. to 140 ft. right-of-way and will provide two 12 ft. through lanes in each direction with an 18 ft. raised median and 17 ft. to 37 ft. parkways.



From 135th Street to 131st Street, the recommended 100 ft. right-of-way provides for two 12 ft. through lanes in each direction with an 18 ft. raised median and 17 ft. parkways.

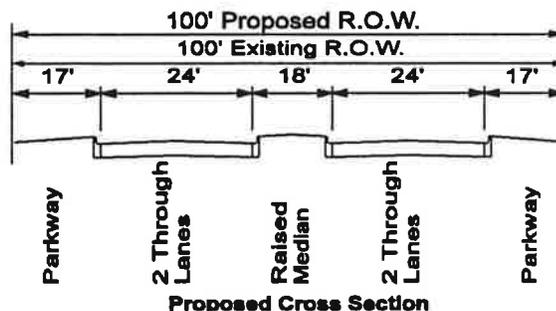


Table 4.3.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	120 ft.-140 ft. right-of-way from 171st St. to 167th St. 130 ft.-140 ft. right-of-way from 167th St. to Wheeler Dr. 120 ft. right-of-way from Wheeler Dr. to 151st St. 100 ft.-140 ft. right-of-way from 151st St. to 135th St. 100 ft. right-of-way from 135th St. to 131st St..
2. Level of Service	LOS A to B
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction from 171st St. to 151st St. Two 12 ft. lanes in each direction from 151st St. to 131st St.
4. Median Width and Type	18 ft. raised (consider landscaped).
5. Parkways/Sidewalks/ Drainage Ditch	15 ft.-25 ft. parkways within the 120 ft.-140 ft. right-of-way. 15 ft. parkway within the 120 ft. right-of-way. 17 ft. - 37ft. parkway within the 100 ft.-140 ft. right-of-way. 17 ft. parkway within the 100 ft. right-of-way.
6. Signalized Intersections - Major - Other	There are two major signalized intersections : US Route 6 (159th St.) and 151st St.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Right-in/right-out except at signals and in vicinity of 159th St. Future development to provide access via secondary street system at future signal locations.
9. Transit	Provide pullouts at 159th St. and at 1/2 mile spacing. Provide signal pre-emption for buses.
10. Pedestrian/Bicycle Facility	No future sidewalk near forest preserve.
11. Loading	Off street loading only.
12. Miscellaneous	N/A

Traffic Control/Intersection/Configuration. All signalized intersections along this segment should be interconnected with actuated left turn phases. Dual left turn bays should be provided at US Route 6 (159th Street). At 151st Street, a single right turn bay is proposed. Single left turn bays are recommended at all other signalized intersections. The expected level of service is "A/B."

Parking & Access. No on-street parking is recommended for this segment. Left turn access is provided at signal locations and at special median breaks. Remaining access locations are limited to a right in/right out configuration.

Structures. Three existing structures require modification to accommodate the recommended roadway configuration as shown in Table 4.3.4 for structure modification.

Table 4.3.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0963	Illinois Route 43 (Harlem Avenue)/ Midlothian Creek	52.0	Widen to accommodate recommended section.
N/A	Illinois Route 43 (Harlem Avenue)/ Bike Trail	N/A	Widen to accommodate recommended section.
016-2400	Illinois Route 43 (Harlem Avenue)/ Tinley Creek	55.0	Widen to accommodate recommended section.

Transit Facilities. Space for bus turnouts should be reserved at one-half mile intervals along the corridor between 171st Street and 151st Street, in conformance with SRA guidelines and Pace standards. Because of the forest preserves located between 151st and 131st Streets, no bus stops are recommended in this portion of the route. Sheltered well-marked bus stops with appropriate sidewalk access should be installed in the Bremontowne Mall at 159th Street and Illinois Route 43 to accommodate the Pace Bus Route #354.

Signals should be equipped for bus pre-emption on Illinois Route 43 (Harlem Avenue.)

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across Illinois Route 43, south of US Route 6 (159th Street). Crosswalks in this vicinity would provide a safe linkage between Bremontowne Mall and the Tinley Park Shopping Center to the east, and Park Center to the west.

The Cook County Forest Preserve District has holdings along both sides of the SRA between 151st and 131st streets. Although no sidewalks exist along Illinois Route 43 within the Forest Preserve, an existing trail system links both sides of the SRA. The trail crosses the SRA below grade approximately 2,000 ft. north of 151st Street, and again at the 143rd Street intersection.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The recommended right-of-way width varies from 100 ft. to 140 ft. Additional right-of-way of 20 ft. will be required between 171st Street and 170th Street and at 167th Street, 10 ft. is required between Wheeler Drive and 151st Street.

Potential Environmental Concerns

In this segment, the character of the landscape changes dramatically from primarily residential to agricultural to commercial to forest preserve. Constraining the widening of the roadway is the potential for floodplain encroachment at 170th Street, 167th Street, 151st Street, and wetland encroachment at 143rd Street. In addition, the Forest Preserve District of Cook County maintains large holdings between 151st and 131st Street. Although it is recommended that the existing right-of-way be maintained in this segment between 151st and 131st Streets, an assessment of the impact of construction in the wetlands along the roadway would be performed in a Phase I study. The same would be true of the reported sites with leaking underground storage tanks.

Cost Estimate

The cost estimate shown in Table 4.3.5 for Segment 3 is \$27,432,250.

Cost Estimate

The cost estimate shown in Table 4.3.5 for Segment 3 is \$27,432,250.

Table 4.3.5: Cost Estimate

Construction Cost Estimate for Segment 3 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$22,725,000
Intersection Improvement	\$1,000,000
Structure Modification	\$617,250
Interchange Improvement	\$0
Transit Improvement	\$3,000,000
Right of Way	\$90,000
Total Estimated Cost for Recommended Improvements	\$27,432,250
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.

4.4 Segment 4: 131st Street to Interstate 294

Location

Illinois Route 43 (Harlem Avenue) Segment 4 extends from 131st Street to Interstate 294 (See Figure 4.1.1). This segment is approximately 4.0 miles in length and is located in Palos Heights, Worth, and Chicago Ridge.

Existing Facility Characteristics

The existing facility characteristics for Segment 4 of Illinois Route 43 are shown on Exhibits ILL 43-06a through 08a.

Right-of-Way. The existing right-of-way in this segment is principally 100 ft. with a widening out to 130 ft. at Interstate 294. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

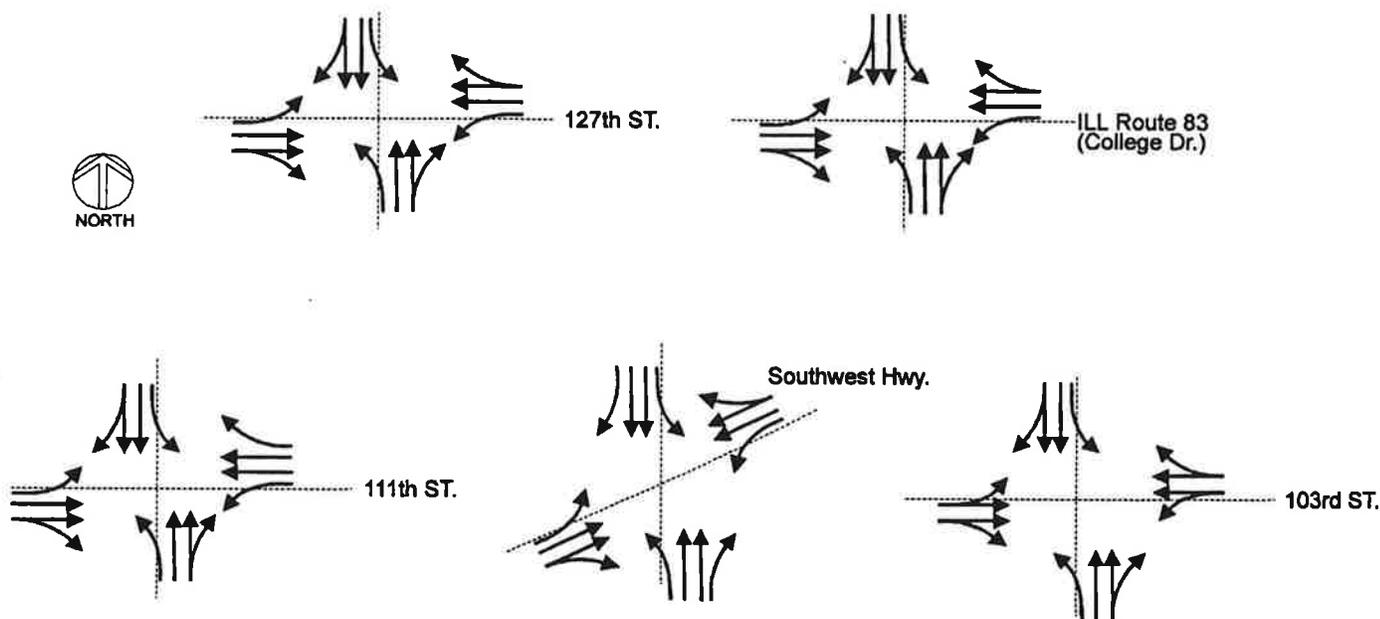
Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 78 ft. The pavement cross section includes two through lanes in each direction with flush or raised median that varies between 4 ft. and 18 ft. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

Traffic Control/Intersection Details. There are nine signalized intersections in this segment.

131st Street	Illinois Route 83/	Southwest
127th Street	College Drive	Highway
123rd Street	115th Street	103rd Street
	111th Street	100th Place

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn storage. Right turn storage is also provided at Southwest Highway. Left turns are allowed at major cross streets and at some industrial and commercial access points. Five of the signalized intersections are considered major: 127th Street, Illinois Route 83 (College Drive), 111th Street, Southwest Highway and 103rd Street. These are shown in Figure 4.4.2.

Figure 4.4.2: Existing Intersection Configuration



Structures. Three structures exist along this segment as shown 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)	Vertical Clearance (feet)
016-0323	ILL Route 43 (Harlem Ave.)/ Cal-Sag Channel	51.4	425.0	N/A	N/A
016-2405	N&S RR/ ILL Route 43 and 111th Street	0.0	330.0	78.0	14.0
016-0322	ILL Route 43 (Harlem Ave.)/ Stony Creek	70.0	105.0	N/A	N/A

Transit. Refer to Table 4.4.2 for existing transit facilities and operations.

Table 4.4.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Stations					
Metra's Southwest Service Line (Norfolk Southern) Worth Station	111th St. and Harlem Ave.	Weekday Morning: 4 IB Weekday Afternoon: 4 OB No Saturday, Sunday or holiday service.	417	197	95.9
Metra's Southwest Service Line (Norfolk Southern) Palos Park Station	123rd St. and 82nd Ave.	Weekday Morning: 4 IB Weekday Afternoon: 4 OB No Saturday, Sunday or holiday service.	188	92	98.9
Metra's Southwest Service Line (Norfolk Southern) Chicago Ridge Sta.	103rd St. and Ridgeland Ave.	Weekday Morning: 4 IB Weekday Afternoon: 4 OB No Saturday, Sunday or holiday service.	447	167	99.4
Pace Bus Routes					
Pace 386	Mostly along Harlem Ave.	Weekday: 21-22 NB, 22-23 SB Saturday: 9-10 NB, 9-10 SB No Sunday or holiday service.	832	N/A	N/A
Pace 835	Along Harlem Ave. from 127th St. to 111th St.	Weekday: 12 IB, 14 OB No Saturday, Sunday or holiday service.	915	N/A	N/A
Pace 384	Crosses on 127th St.	Weekday: 12-14 NB, 13 SB Saturday: 9 NB, 9-10 SB No Sunday or holiday service.	528	N/A	N/A
Pace 383	Terminates at Harlem Ave. on 127th St.	Weekday: 14 NB, 13 SB No Saturday, Sunday or holiday service.	849	N/A	N/A
Pace 385	Crosses on 111th St.	Weekday: 14 NB, 12 SB No Saturday, Sunday or holiday service	495	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.

4.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of Illinois Route 43 are shown on Exhibits ILL 43-06a through 08a.

Streams/Wetlands/Floodplains. The route crosses over two creeks: the Calumet Sag Channel and floodplain south of 116th Street, and Stony Creek and floodplain north of the Southwest Highway. There is a large floodplain southwest of the Interstate 294 interchange. A wetland is southeast of the interstate along a commercial parcel.

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

Hazardous Waste/LUST Sites. There is a property northwest of Stony Creek and adjacent to the corridor that has been identified as a hazardous waste site. In addition, two sites have been reported to contain leaking underground storage tanks.

- Yellow Freight System, 10301 S. Harlem Ave., Chicago Ridge
- Conway Express, 10200 S. Harlem Ave., Bridgeview

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. A threatened or endangered species is known to exist east of the route along 111th Avenue.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial and office uses line Illinois Route 43 from 131st Street to the Calumet Sag Channel. Proceeding north from the channel, the land uses include a mixture of multiple-family and single-family residential, office and commercial uses. This is an intensely developed segment of Illinois Route 43.

Several institutional uses are located directly adjacent to this segment. Palos Lutheran Church is on the northeast corner of 125th Street and Illinois Route 43. The Palos Heights Fire Department station is on the southwest corner of 123rd Street. The Palos United Methodist Church is on the northeast corner of 121st Street and Illinois Route 43. See Exhibit ILL 43-06a.

Between 115th Street and Southwest Highway (Illinois Route 7), the SRA is characterized by a narrow band of commercial properties along Illinois Route 43 backed up by small lot single-family and multiple-family residential neighborhoods.

North of Southwest Highway and Stony Creek, and extending north to I-294 is a mixture of industrial and commercial land use areas as shown on Exhibit ILL 43-07a.

Development Access and Constraints. Expansion of the right-of-way from 131st Street north to Illinois Route 83 (College Drive) will impact the adjacent land uses that consist of single-family or commercial properties.

The intersections with the Norfolk Southern Railroad, Southwest Highway (Illinois Route 7), Stony Creek and Interstate 294 create complex and localized access problems.

Due to the shallow setbacks of commercial buildings and the predominance of parking adjacent to the right-of-way, north of 115th Street to 112th Street, any expansion of the roadway will impact adjacent land uses.

Future Development. Since the SRA corridor passes through a mature developed suburban area, there are few vacant or under-used properties that might be developed in the future. No new major development projects have been identified by the local communities.

Recommended Improvements

Improvements which are consistent with SRA policy, 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 ILL 43-06b through 08b and summarized in Table 4.4.3.

Roadway. The recommended 100 ft. roadway configuration provides for two 12 ft. through lanes in each direction with a 14 ft. flush median and 19 ft. parkways with curb and gutter.

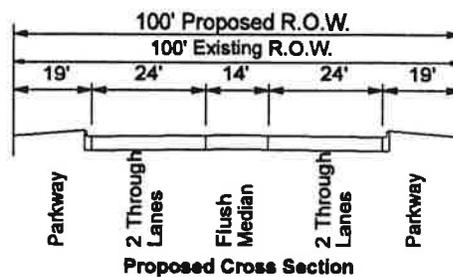


Table 4.4.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing right-of-way from Illinois Route 83 (College Dr.) to Interstate 294.
2. Level of Service	LOS B to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	14 ft. flush median.
5. Parkways/Sidewalks/ Drainage Ditch	19 ft. parkway within the 100 ft. right-of-way. Consider landscaping/noise mitigation.
6. Signalized Intersections - Major - Other	There are five major signalized intersections: 127th St., Southwest Highway, Illinois Route 83 (College Dr.), 111th St., and 103rd St. Signals at 125th St., 121st St., and 113th St., when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Left access within flush median.
9. Transit	Provide far side bus pullouts. Provide directional signs to nearby transits stations. Reserve space for park-and-ride southeast of I-294. (Coordinate park-and-ride with SRA 95th Street.)
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities recommended in this segment.
11. Loading	Off street loading only.
12. Miscellaneous	Maintain public access to Aeration Falls at 116th St.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. New signals are proposed at 125th Street, 121st Street and 113th Street when warranted. It is recommended that right turn bays be provided at all major intersections. Dual left turn bays are recommended at the 103rd Street intersection. Left turn bays are recommended at all signalized intersections. Right turn bays are proposed at 127th Street.

The expected level of service ranges from "B" to "F."

Parking & Access. No on street parking is recommended for this segment. Left turn access is provided within a flush median and at signal locations.

Structures. There are no structure modifications required in this segment.

Transit Facilities. Since the constrained right-of-way in this segment of the route would make installation of bus turnouts difficult, bus stops should be installed at one-half mile intervals along the corridor, in conformance with SRA guidelines and Pace standards. They should have concrete pads and be sheltered, well-marked and well-lighted. As a general rule, they should be located on the far side of the intersection to accommodate signal pre-emption and to provide for safer pedestrian transfers to intersecting crosstown buses which have near side stops. The connecting bus stops should also have paved sidewalks between them, as well as sidewalks to the signalized intersections. Stops which accommodate transferring passengers must be located at 127th Street to accommodate those traveling on Routes #835, #386, #384 and #383, and at 111th Street to accommodate passengers on Routes #835, #386 and #385. Route #835 turns east from Illinois Route 43 to 111th Street (inbound) and south from 111th Street to Illinois Route 43 (outbound). It stops at Depot Avenue, a short block east of the 111th Street - Illinois Route 43 intersection. Information as to the location, routes and schedules of connecting bus routes should be posted at Route #835.

At 111th Street, the three bus routes noted above serve the Worth Station on the Norfolk Southern. Within the station area, information should be prominently posted pertaining to the bus routes and schedules.

All signals on this segment of Illinois Route 43 should be equipped for bus pre-emption, and buses using the corridor should be similarly equipped.

Right turns onto the SRA should be prohibited on red signals to avoid conflicts with far-side bus stops.

Directional signs to the Worth railroad station should be prominently posted at the 111th Street intersection. They should also be posted at 127th Street and Illinois Route 43 for the Palos Park Station, located at 123rd Street and Southwest Highway. Parking capacity should be increased at both of these stations; it should be noted that Metra plans to do so at the Worth Station in the near future.

A park and ride facility to accommodate express buses, carpools and vanpools for commuters using the Tri-State Tollway (Interstate 294) should be installed on the east side of Illinois

Route 43, just south of the area where the Tollway crosses the route. The exact location will be coordinated with the SRA study of 95th Street.

Pedestrian/Bicycle Facilities. Where possible, bicycles should be routed to residential streets parallel to the SRA. Sidewalks should remain along this segment.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation. No short term improvements are recommended in this segment.

Right-of-Way

The recommended right-of-way matches the existing and no right-of-way takes are required.

Potential Environmental Concerns

Dense urban residential and commercial development characterizes the adjacent land uses in this segment. In the northwest quadrant of the Stony Creek crossing, an identified hazardous waste site would have to be mitigated, if disturbance of the site were required by construction. There is need for further investigation of the threatened or endangered specie located east of the route along 111th Avenue, and of the two sites with leaking underground storage tanks.

Cost Estimate

The cost estimate shown in Table 4.4.5 for Segment 4 is \$15,005,000.

Table 4.4.5: Cost Estimate

Construction Cost Estimate for Segment 4 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$14,105,000
Intersection Improvement	\$300,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$15,005,000
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.

4.5 Segment 5: Interstate 294 to 92nd Street

Location

Illinois Route 43 (Harlem Avenue) Segment 5 extends from Interstate 294 to 92nd Street. This segment is approximately 0.92 miles in length and is located in Oak Lawn.

Existing Facility Characteristics

The existing facility characteristics for Segment 5 of Illinois Route 43 are shown on Exhibit ILL 43-08a.

Right-of-Way. The existing right-of-way in this segment varies from 380 ft. to an indefinite width at the 95th Street interchange. The right-of-way is greater than the desirable 150 ft. for a suburban segment throughout.

Roadway Characteristics. The pavement width in this segment varies from 62 ft. to 86 ft. The pavement cross section includes two 12 ft. through lanes in each direction with a 14 ft. grass median. Two 24 ft. frontage roads are found in this segment. Curb and gutter are found throughout the segment.

Traffic Control/Intersection Details. There are two signalized intersections in this segment: 99th Street and 92nd Place. Signal approach laneage on Illinois Route 43 includes two through lanes in each direction with left turn storage only, except at northbound 92nd Place where a right turn bay is provided. This segment is in the vicinity of US Routes 12/20 where access control is limited. No intersections in this segment are considered major.

Structures. There are five existing structures in this segment as shown 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)	Vertical Clearance (feet)
016-9831	Interstate 294 SB/ ILL Route 43 (Harlem Ave.)	46.8	295.0	34.2 + 34.2	21.0
016-9830	Interstate 294 NB/ ILL Route 43 (Harlem Ave.)	47.0	295.0	34.2 + 34.2	21.0
016-1010	EB 95th St. to ILL Route 43 - SB/ B&O RR Spur/Orchard Rd.	29.0	255.0	N/A	N/A
016-0321	ILL Route 43 (Harlem Ave.)/ B&O RR and frontage road	70.0	253.0	N/A	N/A
016-0320	ILL Route 43 (Harlem Ave.)/ 95th St.	86.3	195.0	N/A	N/A

Transit. Refer to Table 4.5.2 for existing transit facilities and operations.

Table 4.5.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 386	In some places, along Harlem Avenue	Weekday: 21-22 NB, 21-23 SB Saturday: 9-10 NB, 10 SB No Sunday or holiday service.	832	N/A	N/A
Pace 381	Crosses corridor on 95th St.	Weekday: 36 EB, 39 WB Saturday: 23 EB, 26 WB Sunday: 15 EB, 17 WB	5141	N/A	N/A
Pace 877	Tri-State Tollway	Weekday Morning: 5 NB Weekday Afternoon: 7 SB No Saturday, Sunday or holiday service.	239	N/A	N/A
Pace 888	Tri-State Tollway	Weekday Morning: 3 NB Weekday Afternoon: 6 SB No Saturday, Sunday or holiday service.	81	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)					

Existing Environmental Characteristics

The existing environmental characteristics for Segment 5 of Illinois Route 43 are shown in Exhibit ILL 43-08a and include a wetland.

Streams/Wetlands/Floodplains. Southwest of the US Routes 12/20 interchange is a wetland situated among commercial buildings. This environmental feature is approximately 400 ft. from Illinois Route 43.

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

Hazardous Waste/LUST Sites. There are no sites located along this segment, according to the USEPA registries of hazardous waste and LUST sites.

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

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Segment 5 is a continuation of the intense development south of Interstate 294. This is illustrated on Exhibit ILL 43-8a. Industrial and commercial land uses predominate the west side of this segment. The land uses on the east side are primarily single and multiple-family housing with few single-family residences north of US Routes 12/20. Enunciation Episcopal Church is adjacent to Illinois Route 43 on the northeast corner of 93rd Street.

Development Access and Constraints. This area is defined by the intersection of the SRA with both US Routes 12/20 and the Indiana Harbor Belt Railroad.

Future Development. Because of the urban character and the influence of the main transportation corridors which cross this segment, there are few vacant or under-used properties that have the potential to be developed in the future. There are no major development projects which have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-08b and summarized in Table 4.5.3.

Roadway. The SRA corridor passes through the area between Interstate 294 and US Route 12/20 where the existing right-of-way is fully prepared for the proposed improvement. The recommended roadway configuration will allow the development of two 12 ft. through lanes with an 18 ft. raised median and variable parkways. Maintain existing 24 ft. frontage roads located north and south of the interchange.

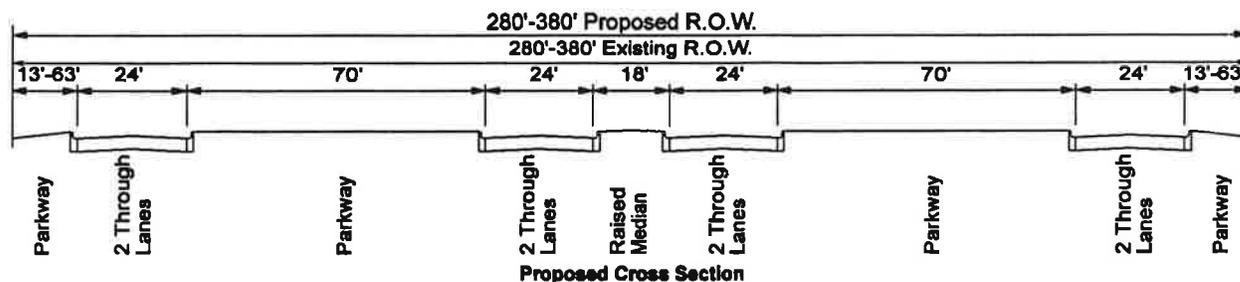


Table 4.5.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	280 ft.-380 ft. right-of-way.
2. Level of Service	LOS F.
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction Maintain existing 24 ft. frontage roads north and south of the interchange.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	13 ft.-70 ft. parkways
6. Signalized Intersections - Major - Other	There are no major signalized intersections in this segment. A signal is located at the intersection of Illinois Route 43 and 92nd Pl.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access is controlled due to raised median.
9. Transit	No transit facilities are recommended in this segment.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended in this segment.
11. Loading	N/A
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. Signalized intersections in this segment should be interconnected with actuated left turn phases. Single left turn bays should be provided at the existing signalized intersections. Laneage configurations at US Routes 12/20 will be determined in a future interchange design study. The expected level of service is "F."

Parking & Access. No on-street parking is recommended for this segment. It is recommended that the existing control of access in this segment be maintained, except for a median break allowing left turn access at the frontage roads south of US Routes 12/20.

Structures. There are no structure modifications required in this segment.

Transit Facilities. There are no transit facility improvements recommended for this segment.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle needs facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The existing right-of-way is greater than 150 ft., the desirable right-of-way width for a suburban route. Therefore, the existing right-of-way will be maintained.

Potential Environmental Concerns

There are no sensitive environmental features which will be affected by the proposed improvements, including the identified wetland southwest of the US 12/20 interchange.

Cost Estimate

The cost estimate in Table 4.5.5 for Segment 5 is \$3,500,000.

Table 4.5.5: Cost Estimate

Construction Cost Estimate for Segment 5 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$3,500,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$3,500,000
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.

4.6 Segment 6: 92nd Street to AT&SF Railroad

Location

Illinois Route 43 (Harlem Avenue) Segment 6 extends from 92nd Street to AT&SF Railroad (See Figure 4.1.1). This segment is approximately 5.9 miles in length and is located in Oak Lawn, Bridgeview, Bedford Park, Summit, Chicago, Forest View and unincorporated Cook County.

Existing Facility Characteristics

The existing facility characteristics for Segment 6 of Illinois Route 43 (Harlem Avenue), are shown on Exhibits ILL 43 08a through 11a.

Right-of-Way. The existing right-of-way varies in this segment. Along most of the route the width is 100 ft. It varies from 66 ft. at 60th Street to 140 ft. at the AT&SF Railroad. The right-of-way widens out to an indefinite width at the Interstate 55 interchange. There are no areas outside of the interchange where the existing width is the desirable 150 ft. for a suburban segment.

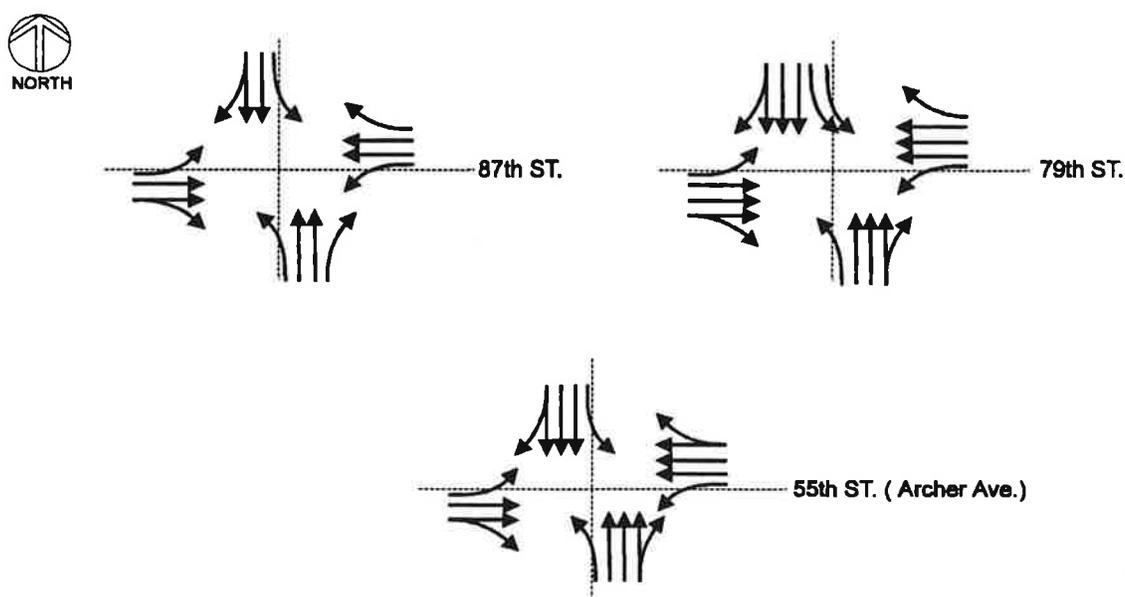
Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 90 ft. The pavement cross section includes two through lanes in each direction with a flush or raised median that varies between 4 ft. and 18 ft. From south of Interstate 55 to Summit Street and south of 60th Street to 63rd Street, the cross section includes three through lanes in each direction with a 18 ft. median. At the Chicago Sanitary and Ship Canal and from 63rd Street to 65th Street, the cross section includes three southbound through lanes and two northbound through lanes. The 63rd to 65th Street cross section includes a 24 ft. median. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

Traffic Control/Intersection Details. There are sixteen signalized intersections in this segment.

Cambridge/90th St.	77th Street	60th Street
Southfield Shopping Ctr.	75th Street	57th Street
87th Street	71st Street	55th St./Archer Ave.
84th Street	65th Street	I-55 South Ramps
83rd Street	63rd Street	I-55 North Ramps
79th Street		

Throughout this segment, Illinois Route 43 (Harlem Avenue) signal approach laneage includes two through lanes in each direction with left turn storage and some right turn storage. Right turn storage is provided at the Southfield Shopping Center, northbound 87th Street, northbound 65th Street, and the northbound Interstate 55 on-ramp. Dual left turn lanes are provided at southbound 79th Street and both north and south Interstate 55 on-ramps. A continuous left turn lane is provided between 87th Street and 84th Street. Left turn lanes are provided at 87th Street, 60th Street, 55th Street (Archer Avenue) and at some residential and industrial access points. Three of the signalized intersections are considered major: 87th Street, 79th Street, and 55th Street. These are shown in Figure 4.6.2.

Figure 4.6.2: Existing Intersection Configuration



Structures. There are eight existing structures in this segment as shown in Table 4.6.1.

Table 4.6.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-2526	ILL Route 43 (Harlem Ave.)/ BRC RR and frontage road	64.0	285.0	N/A	N/A
016-0317	ILL Route 43 (Harlem Ave.) - SB/ IC RR	42.0	716.0	N/A	N/A
016-0318	ILL Route 43 (Harlem Ave.) - NB/ IC RR	48.5	200.0	N/A	N/A
016-0316	ILL Route 43 (Harlem Ave.)/ Stevenson Expy (I-55)	130.0	264.0	N/A	N/A
016-0991	ILL Route 43 (Harlem Ave.) - SB/ Sanitary and Ship Canal	40.0	394.0	N/A	N/A
016-0315	ILL Route 43 (Harlem Ave.) - NB/ Sanitary and Ship Canal	54.0	458.0	N/A	N/A
016-0314	ILL Route 43 (Harlem Ave.) - NB/ AT&SF RR	43.4	160.0	N/A	N/A
016-2412	ILL Route 43 (Harlem Ave.) - SB/ AT&SF RR	40.0	400.0	N/A	N/A

Transit. Refer to Table 4.6.2 for existing transit facilities and operations.

Table 4.6.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Station					
Metra/Heritage Corridor Line Summit Station	Center St. and Hanover Ave.	Weekday Morning: 2 IB Weekday Afternoon: 2 OB No Sat, Sun or holiday service.	144	151	63.6
Pace Bus Routes					
Pace 386	92nd St. to Archer Ave.	Weekday: 21-22 NB, 21-23 SB Saturday: 10 NB, 10 SB No Sunday or holiday service.	832	N/A	N/A
Pace 307	North of Archer Ave.	Weekday: 36-47 NB, 40-51 SB Saturday: 32 NB, 32 SB Sunday: 21 NB, 19 SB	4126	N/A	N/A
Pace 385	Crosses on 87th St.	Weekday: 13 EB, 13 WB No Sat, Sun or holiday service.	495	N/A	N/A
Pace 379	Crosses on 79th St.	Weekday: 23 EB, 23 WB Saturday: 12 EB, 14 WB No Sunday or holiday service.	576	N/A	N/A
Pace 831	Crosses on 63rd St.	Weekday: 4 EB, 4 WB Saturday: 6 EB, 6 WB Sunday: 6 EB, 6 WB	189	N/A	N/A
Pace 330	Terminates at Harlem Ave. on Archer Ave.	Weekday: 22 EB, 25 WB Saturday: 11 EB, 10 WB No Sunday or holiday service.	1297	N/A	N/A

Table 4.6.2: Existing Transit Facilities and Operations (Cont.)

CTA Bus Routes					
CTA 63	Terminates at Harlem Ave. on 65th St.	Weekday: Every 3.4 to 12 min. Saturday: Every 6 to 12 min. Sunday: Every 7.5 to 15 min. Daily Owl Service: Every 30 min.	1204	N/A	N/A
CTA 164	Crosses at 63rd St.	Weekday: Every 6.9 to 30 min. Saturday: Every 20 min. No Sunday or Owl service.	1513	N/A	N/A
CTA 61	Terminates at Harlem Ave. on Archer Ave.	Weekday Peak Hours: Every 3.2 to 3.5 minutes. No Saturday, Sunday or Owl Service.	1865	N/A	N/A
CTA 62	Terminates at Harlem Ave. on Archer Ave.	Weekday: Every 4 to 8 min. Saturday: Every 12 to 20 min.. Sunday: Every 8 to 15 min. Owl Service: Every 30 min.	1464	N/A	N/A
CTA 99	Terminates at Harlem Ave. on Archer Ave.	Weekday: Every 5.8 to 30 min. No Evening, Saturday, Sunday or Owl service.	1513	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: Jan. - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts-Winter 1991-92. (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.

* The ridership trend for the Pace 831 route deviates from other routes. Average weekend ridership is higher than average weekday ridership. Saturday ridership is 302 and Sunday ridership is 316.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 6 of Illinois Route 43 (Harlem Avenue) are shown on Exhibits ILL 43-08a through 11a.

Streams/Wetlands/Floodplains. The route crosses the Chicago Sanitary and Ship Canal and floodplain south of the AT&SF Railroad. An identified wetland is adjacent to the route north of 77th Street on vacant land east of the roadway. Along the railroad north of 71st Street there are numerous identified wetlands among commercial and industrial buildings.

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

Hazardous Waste/LUST Sites. Six sites along the route are reported to contain leaking storage tanks.

- Ronnie & Son Super Sunoco, 7458 S. Harlem Ave., Bridgeview
- Ashland Oil Inc., 6931 S. Harlem Ave., Bridgeview
- 3 M Company, 6850 S. Harlem Ave., Bedford Park
- Clark Oil, 5836 S. Harlem Ave., Summit
- Pulitzer Community Newspaper, 5944 S. Harlem Ave., Summit
- Mobil Oil, 7142 W. Archer Ave., Chicago

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

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial land uses adjoin most of this segment from 92nd Street to 71st Street as shown on Exhibits ILL 43-08a through 11a. These uses are backed up by small-lot single-family homes. Southfield Shopping Center fronts the east side of Illinois Route 43 from Hartford Avenue to 87th Street. Directly across Illinois Route 43 from Southfield is the Guidish Mobile Home Park. Bridgeview Court Shopping Center fronts the east side of Illinois Route 43 from 79th Street to north of 77th Street. Also fronting Illinois Route 43 are the Metropolitan Nursing Center, north of 86th Street, and Bridgeview Convalescent Center at Burbank Street.

North of 71st Street, on both sides of the SRA, is a concentration of industrial uses. The SRA passes between Argo High School on the west and industrial and dense single-family residential uses on the east.

The segment is characterized by a thin strip of commercial development north of 59th Street to Interstate 55 backed up by small-lot single-family residential neighborhoods. Amoco Oil and Chicago Portage Woods flank the SRA between the two sets of AT&SF tracks.

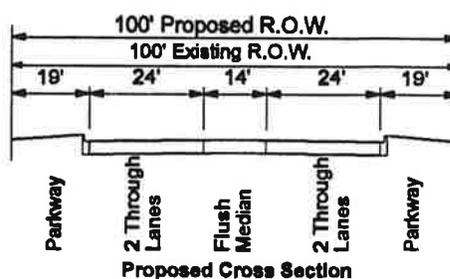
Development Access and Constraints. There are no unusual land use constraints to the expansion of the existing roadway.

Future Development. The vacant land east of Illinois Route 43 from 75th Street to north of 77th Street is planned for future commercial development. Otherwise, few vacant or under-used properties exist which have the potential to be developed in the future. An additional study will be required at 65th Street if the Central/Narragansett Bridge project is built. IDOT is presently considering this project for programming. The purpose of this bridge project is to remove existing truck traffic from Illinois Route 43 (Harlem Avenue) and residential side streets. No major development projects have been identified by the local communities.

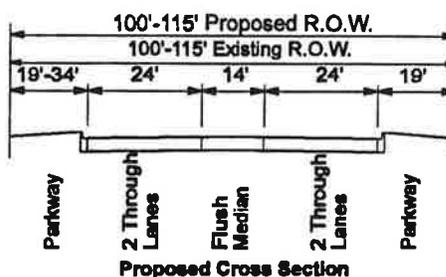
Recommended Improvements

Improvements which are consistent with SRA policy, 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 ILL 43-08b through 11b and summarized in Table 4.6.3.

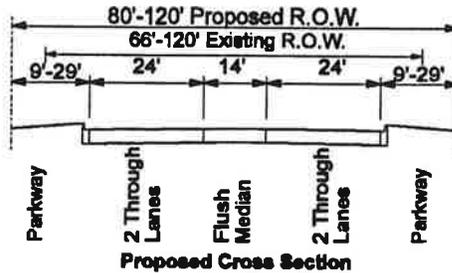
Roadway. From 92nd Street to 87th Street; 71st Street to 65th Street; and 60th Street to Summit Street, the recommended 100 ft. right-of-way provides for two 12 ft. through lanes in each direction with a 14 ft. flush median and 19 ft. parkways with sidewalks.



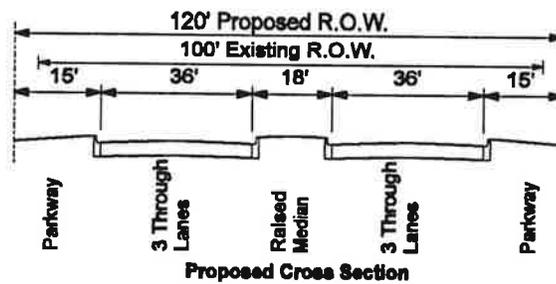
From 87th Street to 71st Street, the recommended right-of-way of 100 ft. to 115 ft. provides for two 12 ft. through lanes in each direction with 14 ft. flush median and 19 ft. to 34 ft. parkways with sidewalks.



From 65th Street to 60th Street the recommended 80 ft. to 120 ft. roadway configuration provides for two 12 ft. through lanes in each direction with a 14 ft. flush median and 9 ft. to 29 ft. parkways with sidewalks.



From Summit Street to Interstate 55, the recommended 120 ft. right-of-way provides for three 12 ft. through lanes in each direction with an 18 ft. raised median and 15 ft. parkways with sidewalks.



From Interstate 55 to the AT&SF Railroad (north), the recommended 130 ft. to 140 ft. right-of-way provides for two 12 ft. through lanes in each direction with an 18 ft. raised median and 32 ft. to 37 ft. parkways with sidewalks.

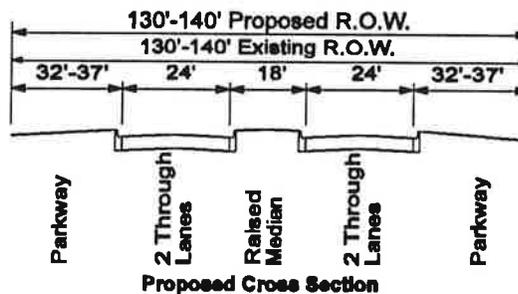


Table 4.6.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 100 ft. right-of-way from 92nd St. to 87th St.; 71st St. to 65th St.; 61st St. to Summit St. 100 ft.-115 ft. right-of-way from 87th St. to 71st St. 80 ft.-120 ft. right-of-way from 65th St. to 61st St. 120 ft. right-of-way from Summit St. to Interstate 55 130 ft.-140 ft. right-of-way from Interstate 55 to AT&SF RR (north) Shift proposed alignment east 61st St. to 57th St.
2. Level of Service	LOS B to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction except within the 120 ft. proposed right-of-way where three lanes in each direction are recommended from Summit St. to the AT&SF RR (south).
4. Median Width and Type	18 ft. raised median and 14 ft. flush median.
5. Parkways/Sidewalks/ Drainage Ditch	19 ft. parkways within the 100 ft. right-of-way; 19 ft.-34 ft. parkways within the 100 ft.-115 ft. right-of-way; 9 ft. -29 ft. parkways within the 80 ft.-100 ft. right-of-ways; 15 ft. parkways within the 120 ft. right-of-way; 32 ft.-37 ft. parkways within the 130 ft.-140 ft. right-of-way. Sidewalks are recommended throughout this segment.
6. Signalized Intersections - Major - Other	There are three major signalized intersections: 87th St., 79th St., and 55th St. (Archer Ave). Provide new signal at 73rd St., when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Left turn access is provided within the flush median.
9. Transit	Provide on-street bus stops every 1/2 mile. Improve bus turnaround on north side of 63rd St. Construct bus transfer station (north side of 63rd St.)
10. Pedestrian/Bicycle Facility	Provide pedestrian access at 83rd St.(school), Argo High School, and the Forest Preserve.
11. Loading	Off street loading only.
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left turn lanes and single right turn lanes are recommended at 87th Street, 79th Street, and 55th Street/Archer Avenue. All other signalized intersections in this segment should provide left turn storage within the proposed median. A new signal is proposed at 73rd Street when warranted. Special provision for truck storage will also be needed at 65th Street. The expected level of service is "B" to "F."

Parking & Access. No on-street parking is recommended for this segment. Left turn access is provided within the flush median. North of 55th Street, access is limited to a right-in/right-out configuration.

Structures. There are no structure modifications required in this segment.

Transit Facilities. To accommodate the increased density in this area, bus stops should be installed at every major block (e.g. at those designated “Street” rather than “Place”); the minimum spacing should be 660 ft. apart. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes. Such transfers occur at 87th Street where Route #385 intersects Route #386, and at 79th Street where Route #379 intersects Route #386.

There are two areas in this segment of the route where bus transfer stations should be constructed because several heavily used routes originate, terminate or connect: one is in the vicinity of the intersections of Harlem Avenue and 63rd Street and the other is at Harlem and Archer Avenues. At the former location CTA’s #164 and #63 meet Pace’s #386 and #831. One opportunity for such a facility appears to exist on the north side of 63rd Street, just east of the railroad tracks. At Archer Avenue, where CTA’s #61, #62, and #99 all terminate, transfers can be made to Pace’s #330 and #386 (which also terminate there) and to Pace’s #307 which continues north from this location. One possible location for this facility is the existing CTA bus turnaround at Neva, just east of Harlem Avenue, where the turnaround could be redesigned to accommodate the Pace buses and to provide an attractive, sheltered waiting area for transferring passengers.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on red signals to avoid conflict with the far-side bus stops. Directional signs to Metra’s Summit Station should be installed at the intersection of Illinois Route 43 and Hanover Avenue.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across Illinois Route 43 at several locations along this segment. These locations would include: 87th Street, near the Southfield Shopping Center; 83rd Street, connecting the linear park and Maddock School; and 79th Street, near Bridgeview Court.

Special provisions for pedestrian and bicycle linkages to the Argo High School near 63rd Street should be investigated. Where possible, bicycles should be routed to 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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The existing right-of-way will be maintained from 92nd Street to 65th Street and at the AT&SF Railroad crossings. From 65th to 60th Street, various amounts of right-of-way acquisition from 9 ft. to 37 ft. will be needed.

Potential Environmental Concerns

Dense urban development characterizes the corridor in this segment, with numerous residential and commercial properties fronting the roadway. The recommended improvements require no additional right-of-way between 92nd Street and 65th Street, but an increase to 120 ft. from Archer Avenue to the AT&SF Railroad. Numerous relocations may be necessary to implement the recommended right-of-way of 120 ft., particularly north of 63rd Street.

Several wetlands have been identified in close proximity to the roadway between 77th Street and 65th Street, particularly among the railroad yards of Bedford Park. The Chicago Sanitary and Ship Canal has adjacent floodplain which may be filled as a result

of the proposed bridge widening. The six LUST sites would require further investigation to determine the likelihood of disturbance during construction.

Cost Estimate

The cost estimate shown in Table 4.6.5 for Segment 6 is \$24,964,000.

Table 4.6.5: Cost Estimate

Construction Cost Estimate for Segment 6 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$22,340,000
Intersection Improvement	\$100,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$2,400,000
Right of Way	\$124,000
Total Estimated Cost for Recommended Improvements	\$24,964,000
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. There are no ultimate improvements recommended in this segment.

4.7 Segment 7: AT&SF Railroad to Cermak Road

Location

Illinois Route 43 (Harlem Avenue) Segment 7 extends from AT&SF Railroad to Cermak Road (See Figure 4.1.1). This segment is approximately 3.0 miles in length and is located in Stickney, Lyons, Riverside, Berwyn, North Riverside, and unincorporated Cook County.

Existing Facility Characteristics

The existing facility characteristics for Segment 7 of Illinois Route 43 are shown on Exhibits ILL 43-11a through 12a.

Right-of-Way. This is the first urban section along the route. The existing right-of-way is 73 ft. in many areas widening out to as much as 100 ft. in the area near the Cermak Road Shopping Center.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 100 ft. The pavement cross section includes two through lanes in each direction with flush or raised median that varies from 4 ft. to 18 ft. At Cermak Road, the cross section includes four through southbound lanes and three through northbound lanes with a 16 ft. median. From south of Cermak Road to 26th Street, the cross section includes three through lanes in each direction with a 16 ft. median. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

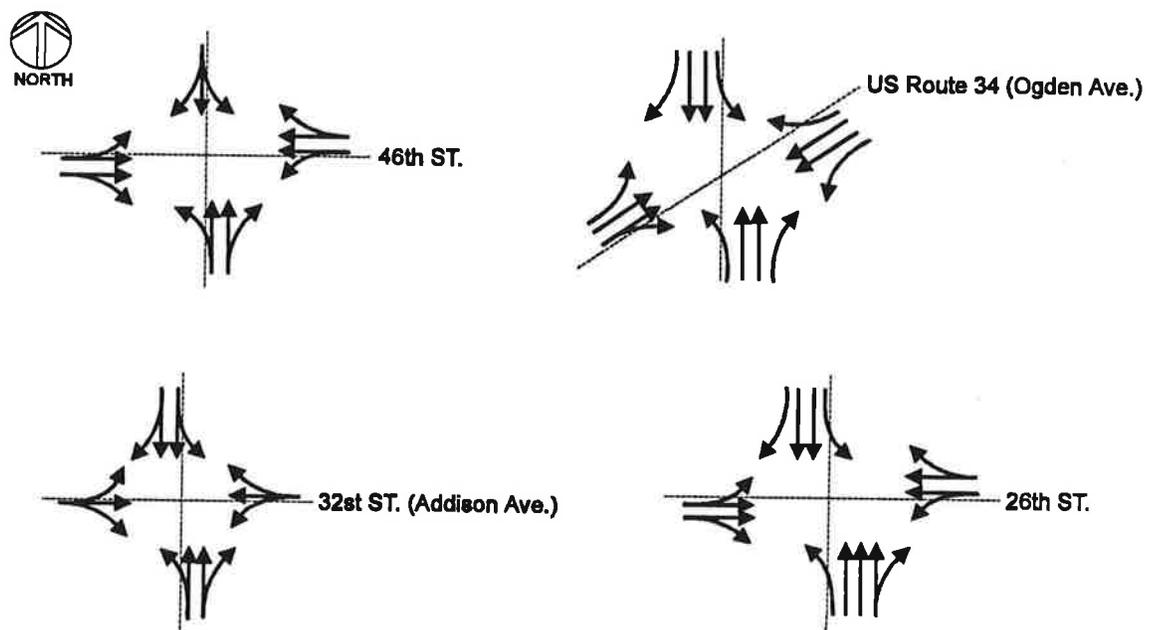
Traffic Control/Intersection Details. There are fourteen signalized intersections in this segment:

Amoco Oil access	Stanley Avenue
46th Street	Burlington Road
Joliet Road	32nd Street/Addison Ave.
Pershing Road	Longcommon Road
US Route 34 (Ogden Avenue)	26th Street
Quincy Avenue	North Riverside Park Plaza
Windsor Street	Cermak Plaza Shopping Ctr.

In this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction from 46th Street to 26th Street. Three through lanes in each direction are provided

between 26th Street and Cermak Road. Pershing Road, US Route 34 (Ogden Avenue), 26th Street and North Riverside Park Plaza currently have left turn lanes. Right turn lanes currently exist at Joliet Road, US Route 34 (Ogden Avenue), southbound 26th Street and southbound North Riverside Park Plaza. Between signals left turns are allowed at all cross street and driveway locations. Four of the signalized intersections are considered major: 46th Street, US Route 34 (Ogden Avenue), 32nd Street/Addison Avenue and 26th Street. These are shown in Figure 4.7.2.

Figure 4.7.2: Existing Intersection Configuration



Parking. Parking occurs on the east side from Joliet Road to north of 46th Street and Ogden Avenue to Pershing Road, and on both sides from Riverside Drive to US Route 34 (Ogden Avenue).

Structures. There are two existing structures in this segment as shown 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)	Vertical Clearance (feet)
016-0313	AT&SF RR/ ILL Route 43 (Harlem Ave.)	0.0	98.0	44.0	13.0
016-0312	IC RR/ ILL Route 43 (Harlem Ave.)	0.0	104.0	43.0	14.0

Transit. Refer to Table 4.7.2 for existing transit facilities and operations.

Table 4.7.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
Burlington Northern Line Harlem Ave. Station	Windsor and Harlem Ave. in Berwyn	Weekday: 20 IB, 20 OB Saturday: 11 IB, 9 OB Sunday: 7 IB, 7 OB	768	173	100
Burlington Northern Line Riverside Station	Longcommon Road and Riverside Dr.	Weekday: 20 IB, 22 OB Saturday: 11 IB, 11 OB Sunday: 7 IB, 7 OB	468	166	83.1
Burlington Northern Line Berwyn Station	Windsor and Oak Park Ave.	Weekday: 20 IB, 22 OB Saturday: 11 IB, 11 OB Sunday: 7 IB, 7 OB	811	319	99.1
Pace Bus Routes					
Pace 307	Along Harlem Ave.	Weekday: 36-48 NB, 40-53 SB Saturday: 32 NB, 32 SB Sunday: 21 NB, 19 SB	4126	N/A	N/A
Pace 832	Along Harlem Ave. between Joliet Road and Ogden Ave.	Weekday: 4 NB, 4 SB No Saturday, Sunday or holiday service.	101	N/A	N/A
Pace 302	Along Harlem Ave. between Ogden Ave. and Stanley Street	Weekday: 19-20 NB, 20-21 SB Saturday: 12 NB, 12 SB No Sunday or holiday service.	916	N/A	N/A
Pace 304	(Southbound) Along Harlem Ave. between 25th St. and Cermak Rd. (Eastbound) Crosses on Cermak Rd.	Weekday: 23 SB, 22-23 EB Saturday: 12 SB, 13 EB Sunday: 11 SB, 10 EB	1250	N/A	N/A
Pace 322	(Southbound) Along Harlem Ave. between 25th St. and Cermak Rd. (Eastbound) Crosses on Cermak Rd.	Weekday: 56-57 SB, 53-54 EB Saturday: 34 SB, 34 EB Sunday: 21 SB, 17 NB	3635	N/A	N/A
Pace 311	Crosses on 46th St and 47th St.	Weekday: 37 EB, 35-37 WB; Saturday: 22 EB, 22 WB; Sunday: 8 EB, 8 WB	2208	N/A	N/A
CTA Bus Routes					
CTA 25	Crosses on Cermak Rd.	Weekday: Every 10 to 12 min. Saturday: Every 10 to 15 min. Sunday: Every 12 to 30 min. No Owl Service.	424	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. Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts-Winter 1991-92." (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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 7 of Illinois Route 43 are shown on Exhibits ILL 43-11a through 12a and include floodplains, forest preserves, historic sites and districts, wetlands, hazardous waste sites, and sensitive land uses.

Streams/Wetlands/Floodplains. A large wetland has been identified at the southern terminus of Segment 7 within the Chicago Portage Woods.

Historical Significance. The Chicago Portage National Historic Site, which is on the National Register of Historic Places, is located within the Chicago Portage Woods along Illinois Route 43. The Riverside Landscape Architecture District, also on the National Register of Historic Places as well as the Illinois Inventory of Historical Landmarks, is bounded by Illinois Route 43, US Route 34 (Ogden Avenue), 26th Street, and Des Plaines Avenue.

Hazardous Waste/LUST Sites. A hazardous waste site was identified west of the route along the AT & SF Railroad. In addition, six sites with reported leaking underground storage tanks are located along the route in this segment.

- MWRDGC NU-Earth Harlem Avenue Dump, 4900 S. Harlem Ave., McCook
- Amoco Oil Company, 4811 S. Harlem Ave., Forest View
- Unocal, 4801 S. Harlem Ave., Forest View
- AMPSCO Inc., 4615 S. Harlem Ave., Forest View
- Shell Oil CO., 4601 S. Harlem Ave., Forest View
- Taylor, Lucille, 4012 S. Harlem Ave., Lyons
- Cy Kerpec, 4000 S. Harlem Ave., Lyons

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. No threatened or endangered species are known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. This segment is characterized by fully developed urban land uses. The SRA passes through the Chicago Portage Woods, Ottawa Trail Woods and White Eagle Woods of the Forest Preserve District of Cook County, between Interstate 55 and 40th Street. There is a mixture of commercial and multiple-family residential land uses backed up by concentrations of single-family homes on the east side of Illinois Route 43 with on-street parallel parking permitted. This is illustrated on Exhibits ILL 43-11a through 12a. A mixture of commercial and multiple-family land uses front Illinois Route 43 from Pershing Road north to 26th Street. Morton West High School and a concentration of industrial and commercial land uses, adjoin Illinois Route 43 north from 26th Street to the end of this segment.

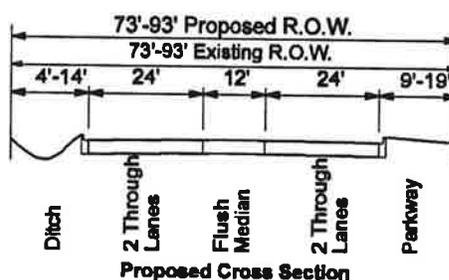
Development Access and Constraints. The area between Longcommon Road, the Burlington Northern Railroad, and 26th Street is highly constrained. Commercial, industrial, and multiple-family land uses, along with Morton West High School, are adjacent to the right-of-way. Access points to the Ottawa Trail Woods should be maintained at 46th Street and Joliet Road.

Future Development. No major development projects have been identified by the local communities.

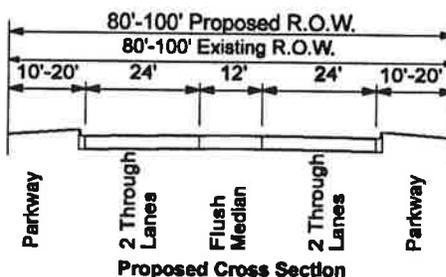
Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-11b through 12b and summarized in Table 4.7.3.

Roadway. From the AT&SF Railroad tracks to US Route 30 (Ogden Avenue), the recommended right-of-way is 73 ft. to 93 ft. The proposed right-of-way provides for two 12 ft. through lanes in each direction with a 12 ft. flush median, a variable parkway with curb and gutter on the east side, and open drainage on the west side along the forest preserve right-of-way.



From US Route 34 (Ogden Avenue) to 26th Street, the recommended cross section provides for two 12 ft. through lanes in each direction with a 12 ft. flush median and variable parkways.



The proposed 100 ft. right-of-way provides for three 12 ft. lanes with a 18 ft. raised median and 5 ft. parkways with curb and gutter from 26th Street to Cermak Road.

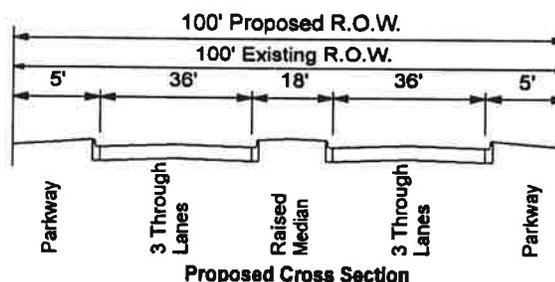


Table 4.7.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 73 ft.-93 ft. right-of-way from AT&SF RR to US Route 34 (Ogden) Ave.; Maintain existing 80 ft.-100 ft. right-of-way from US Route 34 (Ogden Ave.) to 26th St.; Maintain existing 100 ft. right-of-way from 26th St. to Cermak Rd.
2. Level of Service	LOS C to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction within the 73 ft -100 ft. right-of-way. Three 12 ft. lanes in each direction within the 100 ft. right-of-way.
4. Median Width and Type	12 ft. flush median within the 73 ft -100 ft. right-of-way. 18 ft. raised median within the 100 ft. right-of-way.
5. Parkways/Sidewalks/ Drainage Ditch	9 ft.-19 ft. parkways on the east side; 4'-14' open drainage on the west side within the 73 ft -100 ft. right-of-way. 5 ft. parkways within the 100 ft. right-of-way.
6. Signalized Intersections - Major - Other	There are four major signalized intersections: 46th St., 32nd St., US Route 34 (Ogden Ave.), and 26th St. Remove signal at entrance of Cermak Plaza Shopping Center.
7. Parking	Relocate on street parking to side streets, alleys or vacant lots.
8. Curb Cut Access	Left turn access within the flush median and at existing and proposed signal locations.
9. Transit	Provide on-street bus stops within the shelters every block. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access at Morton West High School and the Forest Preserve.
11. Loading	Non peak loading only.
12. Miscellaneous	See Appendix A for Burlington Northern grade crossing study. Replace structures over AT&SF RR and IC RR.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Left and right turn lanes should be provided for both approaches to US Route 34 (Ogden Avenue). Left and right turn lanes are recommended on the southbound 26th Street approach and a left turn lane is recommended at the northbound 26th Street approach. Left turn lanes are recommended at Amoco Oil access drive, 46th Street, Joliet Road, 32nd Street/Addison Avenue and Longcommon Road. The intersections at Quincy Street, Windsor Avenue, Stanley Avenue and Burlington Road will lose access to Illinois Route 43 if grade separation occurs at the Burlington Northern Railroad. The expected level of service is "C/D" where three through lanes each direction are proposed and varies from "C" to "F" where two through lanes each direction are proposed. Remove signal at Cermak Plaza Shopping Center entrance.

Parking & Access. Parking in this segment is recommended to be relocated off of the east side of the corridor to side streets, alleys and vacant lots. Additional studies will be required to determine the exact relocation of exist on-street parking. There will be no final plans made unless an agreement is reached between the Illinois Department of Transportation and the adjacent communities on a suitable off-street parking solution. Left turn access is provided at existing and proposed signal locations and in the flush median with the remaining access being limited to a right-in/right-out configuration where a raised median is proposed.

Structures. Two existing structures within this segment will be modified to accommodate the recommended roadway section as shown in Table 4.7.4 for structure modification. A study of a possible grade separation at the Burlington Northern Railroad crossing is attached to this report as Appendix A.

Table 4.7.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0313	AT&SF RR/ Illinois Route 43 (Harlem Avenue)	0.0	Replace structure.
016-0312	IC RR/ Illinois Route 43 (Harlem Avenue)	0.0	Replace structure.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes. Transfers between Pace's Route #307 and crosstown routes occur at: 46th Street with Pace #311; Joliet Road and US Route 34 (Ogden Avenue) with Pace's #832; US Route 34 (Ogden Avenue) and Stanley Street with Pace's #302; and at Cermak with CTA's #25, and Pace's #304 and #322 which operate on Harlem only to the shopping mall at 25th Street.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on red signals to avoid conflict with the far-side bus stops.

Directional signs to the Burlington Northern (BN) Illinois Route 43 Station should be installed one-quarter of a mile to the north and to the south of the intersection of Illinois Route 43 and the BN RR.

Pedestrian/Bicycle Facilities. The Cook County Forest Preserve District has holdings along the west side of the SRA between the Chicago Sanitary and Ship Canal and 39th Street. Although no sidewalks exist along Illinois Route 43 within the Forest Preserve, expansion of the existing trail system could be facilitated as part of SRA improvements. A pedestrian linkage should be provided across Illinois Route 43 adjacent to the Forest Preserve.

Pedestrian crosswalks should be provided in the vicinity of Morton West High School, Cermak Plaza Shopping Center, and North Riverside Park Plaza.

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

Right-of-Way

The recommended right-of-way for this segment is to match the existing throughout and therefore no takes will be needed.

Potential Environmental Concerns

The hazardous waste site identified along the AT&SF Railroad will need to be further investigated, as will the numerous sites of leaking underground storage tanks.

Cost Estimate

The cost estimate shown in Table 4.7.5 for Segment 7 is \$15,084,000.

Table 4.7.5: Cost Estimate

Construction Cost Estimate for Segment 7 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$10,820,000
Intersection Improvement	\$1,000,000
Structure Modification	\$2,000,000
Interchange Improvement	\$0
Transit Improvement	\$1,264,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$15,084,000
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 but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.8 Segment 8: Cermak Road to Illinois Route 64 (North Avenue)

Location

Illinois Route 43 (Harlem Avenue) Segment 8 extends from Cermak Road to Illinois Route 64 (North Avenue) (See Figure 4.1.1). This segment is approximately 5.1 miles in length and is located in Berwyn, Forest Park, River Oaks, Oak Park, River Forest and Chicago.

Existing Facility Characteristics

The existing facility characteristics for Segment 8 of Illinois Route 43 are shown on Exhibits ILL 43-13a through 14a.

Right-of-Way. The existing right-of-way in this segment varies. However, most of the segment has 66 ft. right-of-way. It widens out to 135 ft. at Cermak Road and it is undefined at the Interstate 290 interchange.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 100 ft. The pavement cross section includes two through lanes in each direction with a flush or raised median that varies from 4 ft. to 16 ft. South of 16th Street, the cross section includes three southbound through lanes and two northbound through lanes with a 16 ft. median. At Cermak Road, the cross section includes four through southbound lanes and three through northbound lanes with a 16 ft. median. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

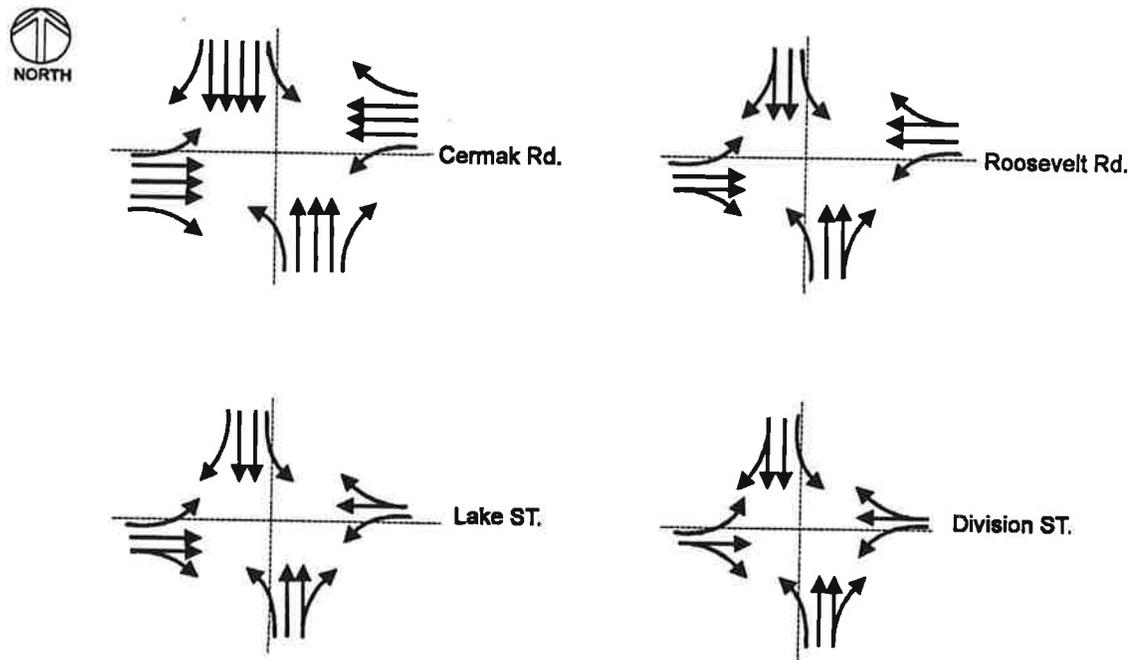
Traffic Control/Intersection Details. There are sixteen signalized intersections in this segment:

Cermak Road	Jackson Boulevard	Lake Street
16th Street	Madison Street	Ontario Street
Roosevelt Road	Washington Street	Chicago Avenue
Garfield Street	Randolph Street	Augusta Boulevard
Interstate 290	South Boulevard	Division Street
	North Boulevard	

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn storage provided at all major intersections except 16th Street, Garfield Street and Jackson Boulevard. Right turn storage is provided at Cermak Road, Interstate 290 and southbound Lake Street. In the area of Cermak Road three and four through lanes are provided

northbound and southbound respectively. Between signals left turns are allowed at all cross street and driveway locations. Four of the signalized intersections are considered major: Cermak Road, Roosevelt Road, Lake Street and Division Street. These are shown in Figure 4.8.2.

Figure 4.8.2: Existing Intersection Configuration



Parking. There is existing on street parking on the east side of the road from Division Street to Illinois Route 64 (North Avenue).

Structures. There are two existing structures in this segment as shown in Table 4.8.1.

Table 4.8.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0311	ILL Route 43 (Harlem Ave.)/ Eisenhower Expy (I-290)	76.0	300.0	N/A	N/A
016-0310	CTA and C&NW RR/ ILL Route 43 (Harlem Ave.)	0.0	62.0	22.4 + 23.0	13.0

Transit. Refer to Table 4.8.2 for existing transit facilities and operations.

Table 4.8.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
CTA Rapid Transit Rail Lines and Nearest Stations					
Congress Line Harlem Ave Station	Eisenhower Expy at Harlem Ave.	"A" stop handles certain trains. 24 hour service, frequent, except during late evening hours.	1050	N/A	N/A
Congress Line Des Plaines Station	Eisenhower Expy at Des Plaines Ave.	"A" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service.	4500	670	N/A
Congress Line Oak Park Station	Eisenhower Expy at Oak Park Ave.	"A" stop handles certain trains. 24 hour service, frequent, except during late evening and owl service.	1700	N/A	N/A
Lake Line Harlem Station	At Harlem Ave. between North Blvd. and South Blvd., just south of Lake St.	"A&B" stop handles all trains. 24 hour service, frequent, except during late evening and owl service.	2450	N/A	N/A
Lake Line Oak Park Station	At Oak Park Ave. between North Blvd. and South Blvd., just south of Lake St.	"A&B" stop handles all trains. 24 hour service, frequent, except during late evening and owl service.	1300	N/A	N/A
Metra Rail Lines and Nearest Stations					
Chicago and Northwestern/ West Line Oak Park Station	Just east of Harlem Ave. at Marion St. and North Blvd.	Weekday: 23 IB, 24 OB Saturday: 10 IB, 10 OB Sunday: 5 IB, 5 OB	1032	151	98
Chicago and Northwestern/ West Line River Forest Sta.	Thatcher Ave. and Central St.	Weekday: 10 IB, 13 OB Saturday: 6 IB, 7 OB Sunday: 2 IB, 4 OB	292	150	88.7

Illinois Route 43

Table 4.8.2: Existing Transit Facilities and Operations (Cont.)

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 307	Along Harlem Ave.	Weekday: 48-51 NB, 50-53 SB Saturday: 32-34 NB, 31-32 SB Sunday: 21 NB, 19 NB	4126	N/A	N/A
Pace 305	Along Harlem Ave. between Madison St. and Division St. and North Ave.; crosses on Roosevelt Rd.	Weekday: 10-28 NB, 10-33 SB Saturday: 11-13 NB, 11-13 SB Sunday: 1-6 NB, 1-7 SB	2211	N/A	N/A
Pace 318	Along Harlem Ave. between Madison St. and North Ave.	Weekday: 37-41 NB, 34-36 SB Saturday: 21 NB, 21 SB Sunday: 9 NB, 7-8 SB	1981	N/A	N/A
Pace 320	Crosses on Madison St.	Weekday: 27-29 EB, 25-26 WB Saturday: 10 EB, 10 WB No Sunday or holiday service.	579	N/A	N/A
Pace 309	(Eastbound) Crosses on North Blvd.; (Westbound) Crosses on Lake St.	Weekday: 25 EB, 27 WB Saturday: 13 EB, 14 WB Sunday: 9 EB, 9 WB	1266	N/A	N/A
Pace 313	(Eastbound) Crosses on North Blvd.; (Westbound) Crosses on Lake St.	Weekday: 27 EB, 25 WB Saturday: 13 EB, 14 WB Sunday: 10 EB, 10 WB	1702	N/A	N/A
CTA Bus Routes					
CTA 72	Terminates at Harlem Ave. on North Ave.	Weekday: Every 5.6 to 15 min. Saturday: Every 7.5 to 15 min. Sunday: Every 10 to 20 min. Owl Service: Every 30 min.	1148	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: Jan. - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. "Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts- Winter 1991-92." "Chicago Transit Authority, "Rail System- November Weekday Entering Traffic Trends" (June 8, 1992) (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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 8 of Illinois Route 43 are shown on Exhibits ILL 43-13a through 14a.

Streams/Wetlands/Floodplains. There were no streams, wetlands, or floodplains identified in this segment.

Historical Significance. The Ridgeland-Oak Park Historic District, which is listed on the National Register of Historic Places, is bounded by Illinois Route 43, Austin Boulevard, Chicago Avenue, Lake Street, and Madison Street. The Frank Lloyd Wright Historic District is adjacent to Illinois Route 43, listed on the National Register of Historic Places and Illinois Inventory of Historic Landmarks, and bounded by Illinois Route 43, Division Street, Cuyler, and Lake Street. The structure at 1117 N. Harlem Avenue (Illinois Route 43), and the Marshall Field Building, 1144 Lake Street, at the northeast corner of Harlem Avenue and Lake Street, are potentially eligible for registration as a protected historic site. With boundaries of Illinois Route 43, Chicago Avenue, Lake Street, and the Des Plaines River, the River Forest Historic District is also listed on the National Register of Historic Places.

Hazardous Waste/LUST Sites. Six sites along this segment of the roadway have been reported to contain leaking underground storage tanks.

- Joe Rizza Ford, 2100 S. Harlem Ave., N. Riverside
- Clark Oil Refining, 1427 S. Harlem Ave., Berwyn
- AAMED Medical, 1215 S. Harlem Ave., Forest Park
- Go-Tane Oil, 949 S. Harlem Ave., Forest Park
- Shell Oil, 7201 W. North Ave. & Harlem Ave., River Forest
- Amoco Oil, 1201 N. Harlem Ave., Oak Park

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. No threatened or endangered species are known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. This segment of Illinois Route 43 between Cermak Road and Madison Street is a fully developed urban corridor. Commercial, industrial, multiple-family and single-family residential land uses line both sides of the SRA along this entire segment. These uses are backed up by small lot single-family residential neighborhoods to the east and west. Maple Park extends one block north of Roosevelt to Lexington Street along Illinois Route 43. Oak Park Hospital is on the east side of Illinois Route 43 south of Madison Street. This entire segment, north from Roosevelt Road to Lake Street, is highly constrained by existing development.

This segment is fully developed between Madison and Lake Streets and includes mixtures of commercial, multiple-family and single-family residential land uses. High-rise apartment buildings back up these uses on both the east and west sides of the SRA.

The remainder of this segment, from Lake Street north, includes a concentration of institutional uses backed up by single-family homes, as shown on Exhibit ILL 43-13a through 14a. There are a number of historic structures in this area being used for business and commercial use. First Church of Christ Scientist is located on the corner of Augusta and Illinois Route 43. Additional institutional uses include the West Suburban Temple Harzion, at Thomas Street, and the Oak Park Temple, at Berkshire Street and Illinois Route 43. Concordia Teachers College and Dominican College are located west of Illinois Route 43 between Augusta Boulevard and Greenfield Street.

Development Access and Constraints. This is an urban corridor segment with little or no building setbacks. This segment would, therefore, be adversely affected by the widening of the existing right-of-way. Any widening will impact existing parking and loading plus require the acquisition of numerous structures.

Future Development. The Village of Oak Park has identified some developmental projects planned along Illinois Route 43 (Harlem Avenue).

A retail shopping center is planned for the northeast quadrant of North Boulevard and Harlem Avenue. A hotel/conference center is planned for the southeast quadrant of Ontario Street and Harlem Avenue.

The Village of Oak Park designated the space at Garfield Street and Interstate 290 site as a Tax Increment Finance District in 1994. Present plans call for development of a new auto mall/dealership on this site.

The Village of Oak Park, in concert with the CTA, PACE, and the C&NW Railroad, has prepared plans and received partial funding for the development of an intermodal transit station at South Boulevard. This new station located on South Boulevard 1/2 block east of Harlem will link the C&NW commuter rail line, the CTS elevated Green Line, and the PACE bus lines from Harlem and Lake Streets.

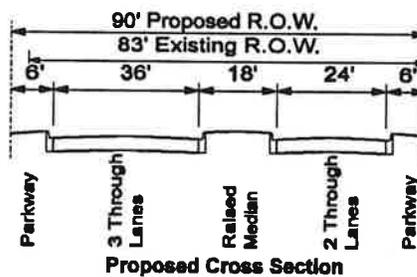
At Schneider Street, a private developer has recently begun construction on a 14-unit townhouse development at this site.

Recommended Improvements

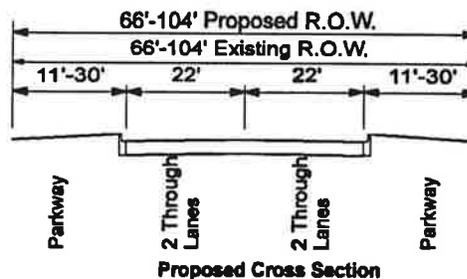
Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 43-13b through 14b and summarized in Table 4.8.3.

Roadway. The proposed right-of-way provides for variable roadway templates.

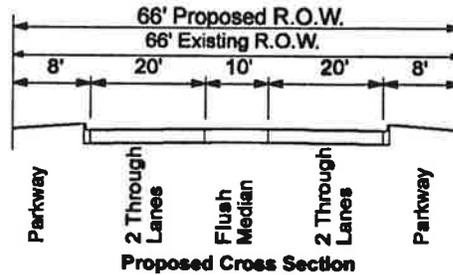
From Cermak Road to 16th Street, the recommendations provide for two 12 ft. through lanes in each direction, an 18 ft. raised median, and 6 ft. parkways. An auxiliary lane is proposed along the southbound lanes for access into the adjacent cemetery.



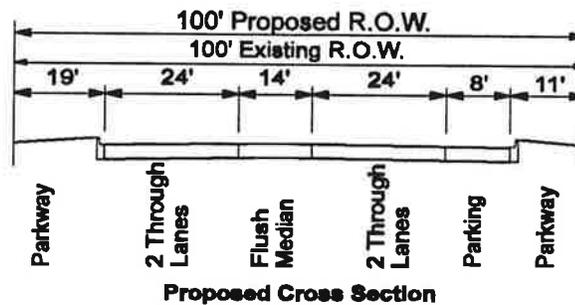
From 16th Street to Interstate 290, and between Chicago Avenue and Division Street, the proposed cross section provides for two 11 ft. through lanes in each direction with 11 ft. to 30 ft. parkway widths with curb and gutter.



From Interstate 290 to Chicago Avenue, the proposed cross section provides for two 10 ft. through lanes in each direction with a 10 ft. flush median and 8 ft. parkways with curb and gutter.



From Division Street to Illinois Route 64 (North Avenue) the proposed cross section provides for two 12 ft. through lanes in each direction, a 14 ft. flush median, an 8 ft. parking lane, and 11 ft.-19 ft. parkways within the existing 100 ft. right-of-way.



4.8.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	90 ft. right-of-way from Cermak Rd. to 16th St. 66 ft.-104 ft. right-of-way from 16th St. to Interstate 290; and from Chicago Avenue to Division Street 66 ft. from Interstate 290 to Chicago Avenue 100 ft. from Division Street to Illinois Route 64 (North Avenue)
2. Level of Service	LOS D to F
3. Number and Width of Through Lanes	Three 12 ft. lanes(SB) and Two 12 ft. lanes(NB) from Cermak Rd. to 16th St. Two 11 ft. lanes in each direction from 16th St. to I-290; and from Chicago Avenue to Division Street. Two 10 ft. lanes in each direction from Interstate 290 to Chicago Avenue Two 12 ft. lanes in each direction from Division Street to Illinois Route 64 (North Avenue)
4. Median Width and Type	18 ft. raised median from Cermak Rd. to 16th St.; no median from 16th St. to I-290; and from Chicago Ave. to Division Street 10 ft. flush median from I-290 to Chicago Ave.; 14 ft. flush median from Division Street to Illinois Route 64 (North Avenue)
5. Parkways/Sidewalks/ Drainage Ditch	6 ft. parkways from Cermak Rd. to 16th St. 11 ft.-30 ft. parkways from 16th St. to I-290; and from Chicago Ave. to Division St. 8 ft. parkways from I-290 to Chicago Ave., 11 ft.- 19 ft. parkways from Division Street to Illinois Route 64 (North Avenue).
6. Signalized Intersections - Major - Other	There are four major signalized intersections: Cermak Rd., Roosevelt Rd., Lake St., and Division St.
7. Parking	Provide 8 ft. parking lane from Division Street to Illinois Route 64 (North Ave.)
8. Curb Cut Access	Allow left turn access at signals. All other access will be right in/right out only.
9. Transit	Provide far side bus stops on every major block within the pullout space available. Provide directional signs to nearby transit stations. Provide space for park-and-ride near I-290 interchange.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to churches, temples and parks.
11. Loading	Non-peak loading only.
12. Miscellaneous	Replace structure at CTA and CNW RR bridge.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Left turn lanes are recommended at 16th

Street, Garfield Street and Jackson Boulevard. A right turn lane is recommended at the southbound approach of Roosevelt Road and Lake Street. Left turn access should be provided at 19th Street through the use of a median break. The expected level of service ranges from "D" to "F."

Parking & Access. Left turn access will be provided within the flush median with the remaining access being limited to a right in/right out in areas where a raised median is recommended.

Structures. Two existing structure will be modified to accommodate the roadway configuration recommended as shown in Table 4.8.4 for structure modification..

Table 4.8.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0311	ILL Route 43 (Harlem Ave.)/ Eisenhower Expy (I-290)	300.0	Provide additional storage on ramps and Harlem Ave.
016-0310	CTA and C&NW RR/ Illinois Rote 43 (Harlem Avenue)	0.0	Replace with new structure.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes. Transfers from Pace #307 to east-west routes occur in this segment at Roosevelt Road, Madison Avenue and Division Street (Pace #305), and at North Avenue (Pace #318, CTA #72).

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on red signals to avoid conflict with far-side bus stops.

A park-and-ride facility for express buses, carpools and vanpools should be located between Garfield Street and Interstate 290, on the east side of Harlem Ave. This would facilitate more efficient commuting to the Oak Brook area and the rest of the I-88 corridor, as well as to the Schaumburg area via the I-290 extension.

Directional signs should mark the location of rapid transit and commuter rail stations on the corridor. Rapid transit stations are located at Harlem Ave. and I-290 (Congress Line) and Harlem Ave. and South Boulevard (Lake Street Line). The C&NW Oak Park station (West Line) is located at Marion Street and North Boulevard, just east of Illinois Route 43 (Harlem Avenue).

Clearance at the CTA Lake Street structure should be adjusted for a minimum clearance to 14'6".

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across the SRA in the vicinity of Maple Park, at Madison Street near the Oak Park Hospital, at Lake Street, and near Division Street adjacent to Concordia and Dominican colleges.

Where possible, bicycles should be routed to residential streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) 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. Access control should be developed in areas where the ultimate development consists of four lanes with no median.

Structures. There are no short term structure modifications

required in this segment.

Transit Facilities. There are no short term improvements recommended in this segment.

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

Other Improvements. There are no other improvements in this segment.

Right-of-Way

An additional 7 ft. of right-of-way is required on the west side of the route from north of Cermak Road to 16th Street.

Potential Environmental Concerns

Dense urban development characterizes the corridor in this segment with historic districts, and numerous residential and commercial buildings fronting the roadway. The recommended alternative would not require additional right-of-way. The impact of this recommendation would have to be evaluated more fully in a Phase I study. The same is true for the significance of the numerous LUST sites identified along the route.

Cost Estimate

The cost estimate shown in Table 4.8.5 for Segment 8 is \$17,965,000.

Table 4.8.5: Cost Estimate

Construction Cost Estimate for Segment 8 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$15,075,000
Intersection Improvement	\$0
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$1,850,000
Right of Way	\$40,000
Total Estimated Cost for Recommended Improvements	\$17,965,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.9 Segment 9: Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road)

Location

Due to the presence of on-street parking, narrow right-of-way and intense land use, this segment has been removed from the SRA system. This segment extends from Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road) (See Figure 4.1.1). This segment is approximately 3.0 miles in length and is located in Elmwood Park, Chicago, and Norridge.

Existing Facility Characteristics

The existing facility characteristics for Segment 9 of Illinois Route 43 are shown on Exhibits ILL 43-15a and 16a.

Right-of-Way. The existing right-of-way in this segment is mainly 66 ft. and 73 ft. It is 73 ft. from Illinois Route 64 (North Avenue) to Grand Avenue, and 66 ft. from Grand Avenue to Illinois Route 19 (Irving Park Road). The existing right-of-way is 100 ft. at the North Avenue intersection to accommodate turning lanes. There are no areas where the existing width is the desirable 110 ft. for an urban segment.

Roadway Characteristics. The pavement width in this segment varies from 24 ft. to 78 ft. From Bloomingdale Avenue to south of Illinois Route 19 (Irving Park Road), the cross section includes one through lane in each direction with no median. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

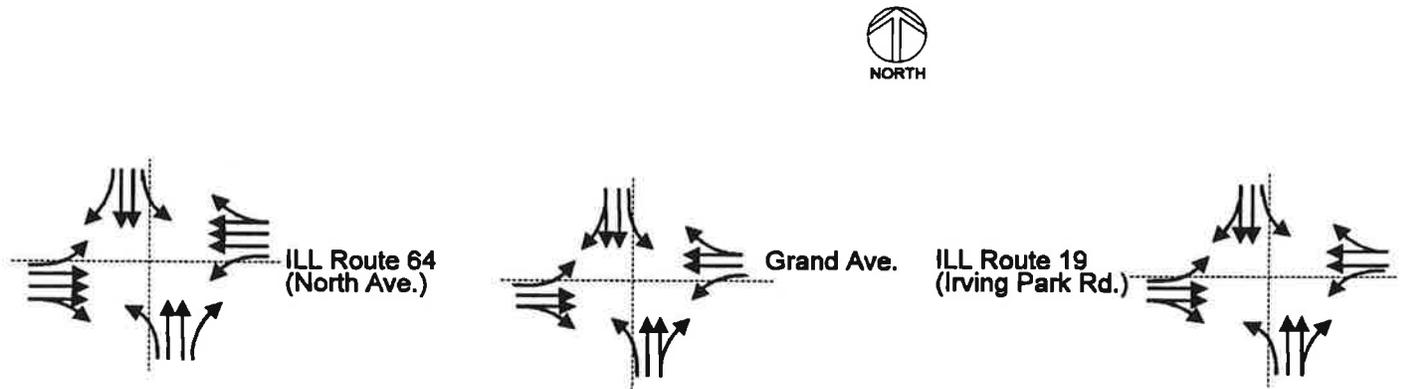
Traffic Control/Intersection Details. There are 9 signalized intersections in this segment:

Illinois Route 64 (North Ave.)	Grand Avenue
Bloomingdale Avenue	Diversey Avenue
Armitage Avenue	Belmont Avenue
Fullerton Avenue	Addison Street
Illinois Route 19 (Irving Park Rd.)	

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn bays provided at all signalized intersections except Bloomingdale

Avenue and Armitage Avenue. The second through lane is created by eliminating parking at the intersection approaches. Between signals left turns are allowed at all cross street and driveway locations. Three of the signalized intersections are considered major: Illinois Route 64 (North Avenue), Grand Avenue and Illinois Route 19 (Irving Park Road). These are shown in Figure 4.9.2.

Figure 4.9.2: Existing Intersection Configuration



Parking. There is existing on street parking from Illinois Route 64 (North Avenue) to Illinois Route 19 (Irving Park Road). Parking is permitted on both sides near Irving Park Road.

Structures. There are no structures in this segment.

Transit. Refer to Table 4.9.2. for existing transit facilities and operations.

Table 4.9.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Stations					
Milwaukee District/ West Line Mont Clare Station	7007 W. Medill St.	Weekday: 20 IB, 21 OB Saturday: 11 IB, 11 OB Sunday: 6 IB, 6 OB	474	232	66.8
Milwaukee District/ West Line Elmwood Park Station	7600 W. Grand Ave.	Weekday: 20 IB, 21 OB Saturday: 11 IB, 11 OB Sunday: 6 IB, 6 OB	400	118	61.1
Pace Bus Routes					
Pace 307	Along Harlem Ave. between North Ave. and Grand Ave.	Weekday: 48-51 NB, 50-53 SB Saturday: 32-34 NB, 31-32 SB Sunday: 21 NB, 19 NB	4126	N/A	N/A
Pace 319	Crosses on Grand Ave.	Weekday: 35 EB, 32 WB Saturday: 11 EB, 32 WB No Sunday or holiday service.	702	N/A	N/A
Pace 326	Terminates at Harlem Ave. on Irving Park Rd. and Forest Preserve	Weekday: 20 EB, 19 WB No Saturday, Sunday or holiday service.	446	N/A	N/A
CTA Bus Routes					
CTA 90	Along Harlem Ave. north of Grand Ave.	Weekday: Every 10 to 15 min. Saturday: Every 15 min. Sunday: Every 12 to 30 min. No Owl Service.	455	N/A	N/A
CTA 76	Terminates at Harlem Ave. on Diversey Ave.	Weekday: Every 5.3 to 15 min. Saturday: Every 8 to 20 min. Sunday: Every 10 to 20 min.	1208	N/A	N/A
CTA 77	Crosses on Belmont Ave.	Weekday: Every 4.9 to 12 min. Saturday: Every 8 to 15 min. Sunday: Every 10 to 15 min. Owl Service: Every 30 min.	1325	N/A	N/A
CTA 152	Crosses on Addison St.	Weekday: Every 2.5 to 20 min. Saturday: Every 12 to 20 min. Sunday: Every 15 to 20 min. No Sunday morning or Owl Service.	2229	N/A	N/A
CTA 80	Crosses on Irving Park Rd.	Weekday: Every 8 to 15 min. Saturday: Every 10 to 15 min. Sunday: Every 12 to 15 min. No Owl Service.	832	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: Jan. - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. "Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts- Winter 1991-9 (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

* Pace ridership is reported as average weekly 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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 9 of Illinois Route 43 are shown on Exhibits ILL 43-15a through 16a. This segment has numerous buildings abutting the roadway, including multi-family dwelling units.

Streams/Wetlands/Floodplains. There are no streams, wetlands, or floodplains identified in this segment.

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

Hazardous Waste/LUST Sites. Seven sites along the roadway contain leaking underground storage tanks.

- Sears, 1630 Harlem Ave., Elmwood Park
- Elmwood Ford Motors, Inc., 1823 N. Harlem Ave., Chicago
- Amoco Oil Co., Harlem Ave. & Palmer, Elmwood Park
- Medill Development, 2345 N. Harlem Ave., Chicago
- Amoco Oil Co., 2758 N. Harlem, Elmwood Park
- Jefferson Pilot Life Insurance, 3330 N. Harlem Ave., Chicago
- Harlem & Addison Tire & Auto, Inc. 7200 W. Addison St., Chicago

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Sears fronts North Avenue on the east side of Illinois Route 43. Larger building setbacks are associated with the commercial land uses on either side of the SRA. These large setbacks allow for both wide traffic lanes and a parking lane between Illinois Route 64 (North Avenue) and Bloomingdale Street.

Commercial uses, interspersed with single-family and multiple-family residential, continue north along Illinois Route 43, between

Fullerton Avenue and Belmont Avenue. Small-lot single-family residential homes backup the uses fronting Illinois Route 43. This is illustrated on Exhibits ILL 43-15a through 16a.

The segment north of Grand Avenue, between Altgeld Street and Schubert Street is an area of major constraints. The right-of-way is narrow and a mixture of commercial and multiple-family residential land uses front both sides of Illinois Route 43.

The segment between Belmont Avenue and Irving Park Road is also highly constrained. Commercial uses continue on either side of Illinois Route 43.

Our Savior Lutheran School and Church is on the southeast corner of Cornelia Street and Illinois Route 43.

Development Access and Constraints. This developed segment, with small or nonexistent building setbacks, would displace numerous structures by the widening of the right-of-way.

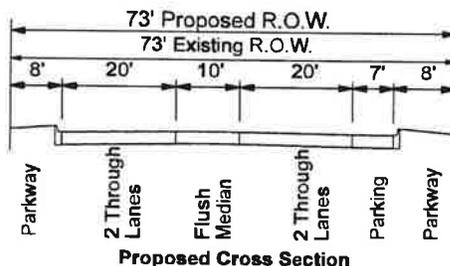
Future Development. No major development projects have been identified by the local communities.

Recommended Improvements

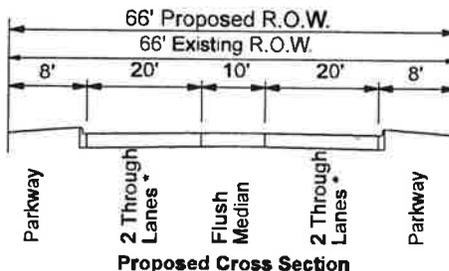
Improvements have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 43-15b through 16b and summarized in Table 4.9.3. Due to the tight right-of-way and the presence of on-street parking, not all of the improvements are consistent with the SRA policy. This segment was therefore removed from the SRA system.

Roadway. The proposed right-of-way provides for variable roadway templates.

From Illinois Route 64 (North Avenue) to Grand Avenue the recommendation provides for two 10 ft. through lanes in each direction with a 10 ft. flush median, a 7 ft. parking lane along the east side of the roadway, and variable parkways.



From Grand Avenue to Illinois Route 19 (Irving Park Road), the proposed cross section provides for two 10 ft. through lanes in each direction with a 10 ft. flush median, and variable parkways. During off peak hours parking will be allowed along the roadway.



* 1 Through Lane and 1 Parking Lane During Off Peak Hours

Table 4.9.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 66 ft.-73 ft. right-of-way.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 10 ft. lanes in each direction from Illinois Route 64 (North Ave.) to Illinois Route 19 (Irving Park Rd.)
4. Median Width and Type	10 ft. flush median
5. Parkways/Sidewalks/ Drainage Ditch	8 ft. parkways Mitigate impacts using narrow planters at back of curb.
6. Signalized Intersections - Major	There are three major signalized intersections: Illinois Route 64 (North Ave.), Grand Ave., and Illinois Route 19 (Irving Park Rd.)
7. Parking	7 ft. parking lane along east side from Illinois Route 64 (North Avenue) to Grand Avenue. Off peak parking provided along roadway from Grand Avenue to Illinois Route 19 (Irving Park Road).
8. Curb Cut Access	Left turn access should be provided within the flush median. Cul-de-sac some side streets.
9. Transit	Provide on streets bus stops at every major block within the shelter.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities recommended in this segment.
11. Loading	Non peak loading. Truck restrictions in outside lanes.
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. All signalized intersections in this segment should provide left turn storage within the proposed right-of-way width. Provide single left, single right northbound turn lanes at Illinois Route 64 (North Avenue). Single right turn bays are recommended at Illinois Route 19 (Irving Park Road). The expected level of service is "F."

Parking & Access. On-street parking to be provided with a designated 7 ft. lane along the east side of the roadway from Illinois Route 64 (North Avenue) to Grand Avenue. During the off peak hours on-street parking will be maintained from Grand Avenue to Illinois Route 19 (Irving Park Road).

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be generally located at the far

sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes. In addition, the Pace and CTA routes which terminate in the vicinity of Harlem Avenue and Irving Park Road should continue to be coordinated with each other and with the shopping center in that location.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on the red signal to minimize conflict with far-side bus stops.

Directional signs to Metra's Milwaukee District/West Line Mont Clare station should be posted at the intersection of Harlem Avenue and Medill Street.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across the SRA in the vicinity of Our Savior Lutheran School and Church.

Where possible, bicycles should be routed to residential streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations in this segment.

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

Right-of-Way

Additional right-of-way will not be needed in this segment as the lane widths, medians and parkways vary to match the existing widths.

Potential Environmental Concerns

Dense urban development characterizes the corridor in this segment, with numerous residential and commercial properties fronting the roadway. The LUST sites would require further research to determine their status and relevance to the recommended improvements.

Cost Estimate

The cost estimate shown in Table 4.9.5 for Segment 9 is \$12,875,000.

Table 4.9.5: Cost Estimate

Construction Cost Estimate for Segment 9 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$10,675,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$12,875,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. There are no ultimate (post 2010) improvements recommended in this segment.

4.10 Segment 10: Illinois Route 19 (Irving Park Road) to Interstate 90 (Kennedy Expressway)

Location

Illinois Route 43 (Harlem Avenue) Segment 10 extends from Illinois Route 19 (Irving Park Road) to Interstate 90 (Kennedy Expressway) (See Figure 4.1.1). This segment is approximately 2.4 miles in length and is located in Chicago, Harwood Heights, and Norridge.

Existing Facility Characteristics

The existing facility characteristics for Segment 10 of Illinois Route 43 are shown on Exhibits ILL 43-16a through 17a.

Right-of-Way. The existing right-of-way in this segment varies from 66 ft. to 100 ft. There are several isolated 100 ft. sections, and the width is undefined at Interstate 90.

Roadway Characteristics. The pavement width in this segment varies from 48 ft. to 72 ft. The pavement cross section includes two through lanes in each direction with a flush median that varies from 0 ft. to 24 ft. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk.

Traffic Control/Intersection Details. There are eleven signalized intersections in this segment:

Forest Preserve Drive	Lawrence Avenue
Harlem Irving Center	Gunnison Street
Cullom Street	Foster Avenue (west)
Montrose Avenue (west)	Foster Avenue (east)
Montrose Avenue (east)	Higgins Road
Wilson Street	

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn lanes provided at all signalized intersections except Montrose Avenue, east and west, Wilson Street and southbound Foster Avenue, west. A right turn lane is provided at the southbound Harlem/Irving Shopping Center entrance. Between signals left turns are allowed at all cross street and driveway locations.

There are three locations where major east/west cross streets are offset; Montrose Avenue, Gunnison Avenue/Lawrence Avenue, and Foster Avenue. The distance, along Illinois Route 43, between the east and west approach leg of these streets is 500 ft. to 1000 ft. Lawrence Avenue and Gunnison Avenue signals operate as one system with no storage between signals. There are no major intersections in this segment.

Parking. There is existing on street parking between Gunnison Avenue and Illinois Route 72 (Higgins Road).

Structures. There are no structures in this segment.

Transit. The CTA O'Hare Rapid Transit Line crosses the corridor in this segment. There is a station at Illinois Route 43 and Interstate 90 (Kennedy Expressway). Refer to Table 4.10.2 for existing transit facilities and operations.

Table 4.10.2: Existing Transit Facilities and Operation

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
CTA Rapid Transit Rail Lines and Nearest Stations					
O'Hare Line Harlem Station	The Kennedy Expy at Harlem Ave.	"AB" stop handles all trains. 24 hour service, frequent, except during late evening and owl service.	4650	N/A	N/A
Pace Bus Routes					
Pace 326	Terminates at Harlem Ave. on Irving Park Rd. and Forest Preserve	Weekday: 20 EB, 10 WB No Saturday, Sunday or holiday service.	446	N/A	N/A
Pace 209	Terminates at Harlem Ave. on Higgins Ave.	Weekday: 41 EB, 41 WB Saturday: 27 EB, 27 WB Sunday: 22 EB, 22 WB	2217	N/A	N/A
CTA Bus Routes					
CTA 90	Along Harlem Ave. between Irving Park Rd. and the Kennedy Expy.	Weekday: Every 10 to 15 min. Saturday: Every 15 min. Sunday: Every 12 to 30 min. No Owl Service.	455	N/A	N/A
CTA 64	Along Harlem Ave. between Foster Ave. and the Kennedy Expy.	Weekday: Every 15 to 20 min. No Saturday, Sunday, or holiday service.	100	N/A	N/A
CTA 78	Terminates at Harlem Ave. on Forest Preserve	Weekday: Every 10 to 20 min. Saturday: Every 15 to 20 min. Sunday: Every 15 to 20 min.	538	N/A	N/A
CTA 81W	Crosses on Lawrence Ave.	Weekday: Every 12 to 20 min. Saturday: Every 30 min. Sunday: Every 30 min. No Sunday morning or Owl Service.	315	N/A	N/A
<p>"Sources: Pace, Quarterly Route Review: Jan. - Mar., 1992" (June 1992). Pace, Individual line/route timetables "Quarterly Route Review: Jan. - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. "Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts- Winter 1991-92." (NB=northbound, SB=southbound, EB=eastbound, WB=westbound)</p>					

* 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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 10 of Illinois Route 43 are shown on Exhibits ILL 43-16a through 17a.

Streams/Wetlands/Floodplains. There are no streams, wetlands, or floodplains identified in this segment.

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

Hazardous Waste/LUST Sites. There are no sites located along this segment.

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

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The area north of Illinois Route 19 (Irving Park Road) is primarily commercial with some single-family and multiple-family residential uses interspersed. The area from Foster Avenue north to the area around the interchange with Interstate 90 is highly constrained due to land use activities. Trucks loading and unloading at Foster Avenue frequently stop through traffic.

Development Access and Constraints. This developed segment, with reduced building setbacks, would displace several structures by the widening of the right-of-way.

Future Development. The Village of Norridge will be reconstructing Harlem Avenue within the next 3 1/2 years from Cullom Street north to Higgins Road. This reconstruction consists of up-grading the roadway to two through lanes in each direction with a flush median for turning movements.

Recommended Improvements

Improvements which are consistent with SRA policy, 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 ILL 43-16b through 17b and summarized in Table 4.10.3.

Roadway. The proposed 80 ft.-100 ft. right-of-way provides for two 12 ft. through lanes in each direction with a 12 ft. flush median with 10 ft. parkways and curb and gutter.

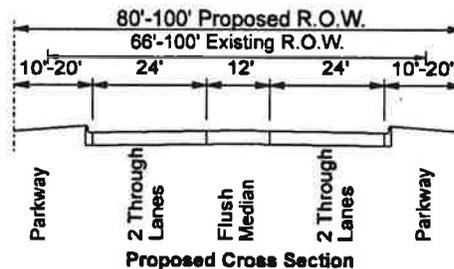


Table 4.10.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	80 ft.-100 ft. right of way.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	12 ft. flush median.
5. Parkways/Sidewalks/ Drainage Ditch	10 ft.- 20 ft. parkways
6. Signalized Intersections - Major - Other	There are no major signalized intersections in this segment. Remove signal at east leg of Foster Ave.
7. Parking	Relocate on street parking to side streets, alleys, and vacant lots.
8. Curb Cut Access	Left turn access should be provided within the flush median and at signalized intersections.
9. Transit	Provide bus stops at every major block on street within the shelter. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to nearby shopping centers.
11. Loading	Non peak loading only.
12. Miscellaneous	N/A

Illinois Route 43

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Left turn bays are recommended at all signalized intersections in this segment. The traffic signal at the east approach of Foster Avenue should be eliminated and special signal timing will be required at Forest Preserve Drive due to insufficient signal spacing. The expected level of service is "F."

Parking & Access. Existing on-street parking is recommended to be relocated existing on street parking to side streets, alleys, and vacant lots. Additional studies will be required to determine the exact relocation of exist on-street parking. There will be no final plans made unless an agreement is reached between the Illinois Department of Transportation and the adjacent communities on a suitable off-street parking solution.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be generally located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes. As noted previously, the Pace and CTA routes which terminate in the vicinity of Harlem and Irving should continue to be coordinated with each other and with the shopping center in that location.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on the red signal to minimize conflict with far-side bus stops.

Directional signs to CTA's Harlem Avenue O'Hare Rapid Transit station should be posted. The site located at the northeast quadrant of the intersection of the Kennedy Expressway and Illinois Route 43 should also be reserved to provide future parking capacity for CTA passengers.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across the SRA in the vicinity of the Harlem/Irving

Shopping Center, north of Forest Preserve Drive. Where possible, bicycles should be routed to streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation.

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

Traffic Control/Intersection Configuration. Provide left turn bays at unconstrained signalized intersections.

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

Structures. There are no short term structure modifications required in this segment.

Transit Facilities. There are no short term improvements recommended in this segment.

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

Other Improvements. There are no other unique improvements for this segment.

Right-of-Way

The proposed improvement recommends 80 ft. and 100 ft. right-of-way widths. This will require takes of 7 ft. to 17 ft. in certain areas of the corridor. The area between Foster Avenue and Higgins Road is constrained, therefore 80 ft. right-of-way is proposed in this area.

Potential Environmental Concerns

Dense urban development characterizes the corridor in this segment, with numerous residential and commercial properties fronting the roadway. The recommended improvements would require a right-of-way dimension of 80 ft. to 100 ft. This could result in numerous relocations of commercial and residential uses.

Cost Estimate

The cost estimate shown in Table 4.10.5 for Segment 10 is \$8,155,000.

Table 4.10.5: Cost Estimate

Construction Cost Estimate for Segment 10 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,175,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right of Way	\$180,000
Total Estimated Cost for Recommended Improvements	\$8,155,000
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, but considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.11 Segment 11: Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue)

Location

Illinois Route 43 (Harlem Avenue) Segment 11 extends from Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue) (See Figure 4.1.1). This segment is approximately 2.5 miles in length and is located in Chicago and Niles.

Existing Facility Characteristics

The existing facility characteristics for Segment 11 of Illinois Route 43 are shown on Exhibits ILL 43-6a through 7a.

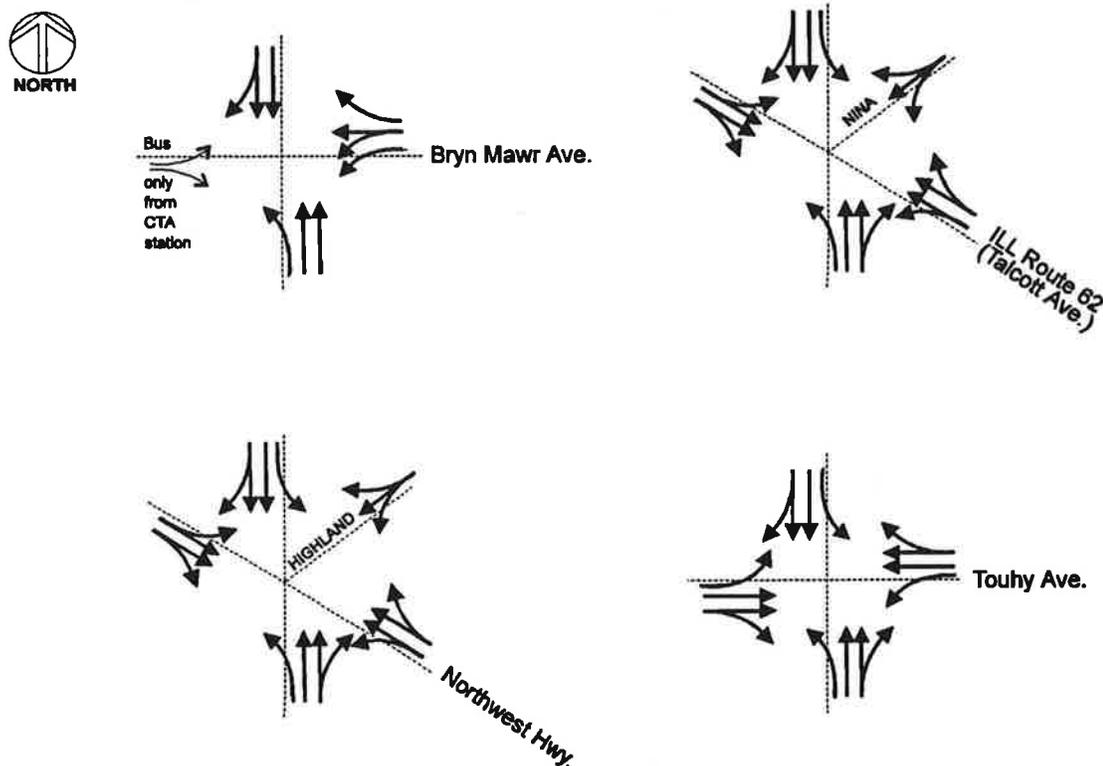
Right-of-Way. The existing right-of-way in this segment is 66 ft. throughout. There are no areas where the existing width is the desirable 110 ft. for an urban segment.

Roadway Characteristics. The pavement width in this segment varies from 48 ft. to 64 ft. The pavement cross section includes two through lanes in each direction with a flush median that varies from 0 ft. to 18 ft. Curb and gutter and sidewalk is used throughout most of the segment.

Traffic Control/Intersection Details. There are seven existing signalized intersections in this segment:

Bryn Mawr Avenue	Devon Avenue
Illinois Route 62 (Talcott Avenue)	Pratt Street
Peterson Avenue	Touhy Avenue
Northwest Highway	

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn lanes provided at Bryn Mawr Avenue, Illinois Route 62 (Talcott Avenue), Northwest Highway, Devon Avenue and Touhy Avenue. No right turn lanes are provided in this segment. Between signals left turns are allowed at all cross street and driveway locations. The Talcott Avenue and Northwest Highway intersections include five approach legs. Four of the signalized intersections are considered major: Bryn Mawr Avenue, Illinois Route 62 (Talcott Avenue), Northwest Highway, and Touhy Avenue. These are shown in Figure 4.11.2.

Figure 4.11.2: Existing Intersection Configuration

Structures. There is one existing structure in this segment as shown in Table 4.11.1.

Table 4.11.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0309	ILL Route 43 (Harlem Ave.)/ Kennedy Expy (I-90)	68.0	235.0	N/A	N/A

Transit. The Chicago and Northwestern/Northwest Line crosses the corridor in this segment. Stations located near the corridor include Norwood Park at 6088 N. Northwest Highway, and Edison Park at 6700 N. Olmstead Avenue. Refer to Table 4.11.2 for existing transit facilities and operations.

Table 4.11.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Chicago and Northwestern/ Northwest Line Norwood Park Sta.	6088 N. Northwest Hwy.	Weekday: 19 IB, 21 OB Saturday: 12 IB, 11 OB Sunday: 7 IB, 8 OB	239	81	84.1
Chicago and Northwestern/ Northwest Line Edison Park Sta.	6700 N. Olmstead Ave.	Weekday: 19 IB, 22 OB Saturday: 12 IB, 11 OB Sunday: 7 IB, 8 OB	402	257	61.9
Pace Bus Routes					
Pace 228	Along Harlem Ave., north of the Kennedy Expy.	Weekday: 22-25 NB, 21 SB Saturday: 11 NB, 11 SB Sunday: 11 NB, 11 SB	1081	N/A	N/A
Pace 411	Along Harlem Ave. between Touhy Ave. and Milwaukee Ave.	Weekday: 18 NB, 18 SB Saturday: 12 NB, 12 SB Sunday: 11 NB, 11 SB	1002	N/A	N/A
Pace 209	Crosses on Touhy Ave.	Weekday: 55 EB, 57-58 WB Saturday: 28 EB, 28-30 WB Sunday: 22 EB, 22-25 WB	5258	N/A	N/A
Pace 270	Crosses on Milwaukee Ave.	Weekday: 64 NB, 64-65 SB Saturday: 46 NB, 46 SB Sunday: 42 NB, 40 SB	3838	N/A	N/A
CTA Bus Routes					
CTA 90N	Along Harlem Ave. between the Kennedy Expy. and Touhy Ave.	Weekday: Every 15 to 30 min. Saturday: Every 30 min. No Sunday or Owl Service.	261	N/A	N/A
CTA 88	Along Harlem Ave. between Devon Ave. and the Kennedy Expy.	Weekday: Every 15 to 20 min. Saturday: Every 20 min. Sunday: Every 20 to 30 min.	335	N/A	N/A
CTA 56A	Crosses on Devon Ave.	Weekday: Every 10 to 15 min. No Saturday, Sunday or Owl Service.	732	N/A	N/A
CTA 68	Crosses on Northwest Hwy.	Weekday: Every 15 to 20 min. Saturday: Every 20 min. Sunday: Every 30 to 40 min. No Sunday evening or Owl Service.	706	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 "Chicago Transit Authority, "CTA Bus and Rail Systems- Operating Facts- Winter 1991-92" (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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 11 of Illinois Route 43 are shown on Exhibits ILL 43-17a and 18a.

Streams/Wetlands/Floodplains. A wetland was identified approximately 700 ft. from Illinois Route 43 in Brook's Park, southwest of the Touhy Avenue intersection.

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

Hazardous Waste/LUST Sites. Three sites are reported to contain leaking underground storage tanks.

- East Hollywood Hot Dogs, 6256 N. Harlem Ave., Chicago
- Pontarelli Builders and Realtors, 6800 N. Harlem Ave., Chicago
- Amoco Oil Co., Harlem Ave. & Touhy Ave., Chicago

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

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The Nina Road, Illinois Route 43 and Talcott Avenue intersection is highly constrained area. Immaculate Conception Church is on the southwest corner of Talcott Avenue and Illinois Route 43. Multiple-family residential uses are located near Odell Avenue. Resurrection Medical Center is on the south side of Talcott Avenue and Resurrection High School is on the northeast side of Talcott Avenue.

The section north of Northwest Highway and Touhy Avenue is also very constrained. The dominant uses includes St. Adalberts Cemetery and Niles College. These uses extend along the eastern border of Illinois Route 43 from Arthur Avenue to Touhy Avenue as shown on Exhibits ILL 43-17a through 18a. Brooks Park is located directly across Illinois Route 43 from Niles College. There is one traffic lane in each direction along this segment.

Commercial and multi-residential units abut the SRA between Touhy Avenue and Illinois Route 21 (Milwaukee Avenue).

Development Access and Constraints. This developed segment, with small or nonexistent building setbacks, would displace numerous structures with the widening of the right-of-way.

Future Development. No major development projects have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-17b through 18b and summarized in Table 4.11.3.

Roadway. The recommended roadway configuration in this segment, which uses the existing 66 ft. right-of-way from Interstate 90 (Kennedy Expressway) to Touhy Avenue, is two 12 ft. through lanes in each direction with no median and 9 ft. parkways with curb and gutter. The recommended roadway configuration in the proposed 80 ft. right-of-way segment north of Touhy Avenue is two 12 ft. through lanes in each direction with a 14 ft. flush median and 9 ft. parkways with curb and gutter.

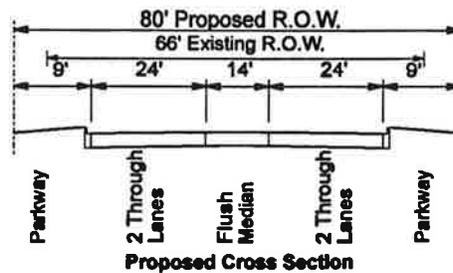
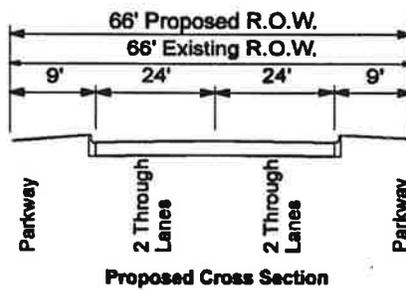


Table 4.11.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 66 ft. right-of-way from Interstate 90 (Kennedy Exps.) to Touhy Ave.; proposed 80 ft. right of way from Touhy Ave. to Illinois Route 21 (Milwaukee Ave.) Provide additional right-of-way in spot locations to develop turn lanes and bus routes.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	No median within the 66 ft. right-of-way; 14 ft. flush median within the 80 ft. right-of-way.
5. Parkways/Sidewalks/ Drainage Ditch	9 ft. parkways
6. Signalized Intersections - Major - Other	There are four major signalized intersections: Bryn Mawr Rd., Talcott Ave., Northwest Highway, and Touhy Ave.
7. Parking	Relocate on-street to side streets, alleys or vacant lots.
8. Curb Cut Access	Left turn accesses should be provided within flush median and at existing signal locations.
9. Transit	Provide bus stops at every major block on streets within the shelter. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to churches, Resurrection High School, St. Adalbert's Cemetery.
11. Loading	Non peak loading only.
12. Miscellaneous	Cul-de-sac Nina Ave. at Talcott Ave. and Highland Ave. at Northwest Highway. Widen structure over I-90.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left turn lanes are recommended on the northbound approach at Bryn Mawr Avenue. A right turn lane is recommended on the southbound approach of the same intersection. Right turn lanes are also recommended on the southbound approach at Northwest Highway and on the northbound and southbound approaches at Touhy Avenue. A left turn lane is proposed on the northbound approach at Pratt Avenue.

Improvements at the intersections of Talcott Avenue and Northwest Highway involve eliminating access to the fifth leg of these intersections. Nina Street and Highland Street should be converted to cul-de-sacs to improve intersection operation.

Parking & Access. Existing on-street parking is recommended to be to reocated existing on street parking to side streets, alleys, and vacant lots. Additional studies will be required to determine the exact relocation of exist on-street parking. There will be no final plans made unless an agreement is reached between the Illinois Department of Transportation and the adjacent communities on a suitable off-street parking solution. Left turn access is provided within the flush median and at existing and proposed signals.

Structures. One structure in this section will require modification to accommodate the recommended roadway configuration as shown in Table 4.11.4 for structure modification.

Table 4.11.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0309	Illinois Route 43 (Harlem Avenue)/ Kennedy Expy. (I-90)	68.0	Widen to accommodate recommended section.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be generally located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on the red signal to minimize conflict with far-side bus stops.

Directional signs to Metra's Chicago and Northwestern/Northwest Line station at Edison Park should be posted at the intersection of Illinois Route 43 and Devon Avenue.

Pedestrian/Bicycle Facilities. Pedestrian and bicycle crossings should be provided across the SRA near Touhy Avenue, to provide linkages to Niles College and Brooks Park. Where

possible, bicycles should be routed to residential streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations for this segment.

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

Right-of-Way

It is recommended that the existing right-of-way be maintained from Interstate 90 to Touhy Avenue. Therefore, no right-of-way takes are required in that area. The recommended 80 ft. right-of-way will require takes of 7 ft. on both sides of the road from Touhy Avenue to Illinois Route 21 (Milwaukee Avenue).

Potential Environmental Concerns

Although the existing right-of-way will be retained south of Touhy Avenue, recommended improvements north of Touhy Avenue require an additional 7 ft. on both sides of the roadway to accommodate a median. The expansion may result in localized impacts to commercial and residential property, and may have implications for the LUST site north of Touhy Avenue. These impacts would have to be further investigated in the planning phase. An identified wetland located in Brooks Park and mature trees along the route would have to be mitigated, if disturbance of the sites were required by construction.

Cost Estimate

The cost estimate shown in Table 4.11.5 for Segment 11 is \$9,822,000.

Table 4.11.5: Cost Estimate

Construction Cost Estimate for Segment 11 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$8,610,000
Intersection Improvement	\$0
Structure Modification	\$141,000
Interchange Improvement	\$0
Transit Improvement	\$1,000,000
Right of Way	\$71,000
Total Estimated Cost for Recommended Improvements	\$9,822,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.12 Segment 12: Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue)

Location

Illinois Route 43 Segment 12 extends from Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue) (See Figure 4.1.1). The route follows Harlem Avenue to Oakton Avenue, Oakton Avenue east to Waukegan Road, then Waukegan Road to US Route 14 (Caldwell Avenue). This segment is approximately 1.5 miles in length and is located in Niles.

Existing Facility Characteristics

The existing facility characteristics for Segment 12 of Illinois Route 43 are shown on Exhibits ILL 43-18a through 19a.

Right-of-Way. The existing right-of-way varies throughout the segment from 66 ft. to 108 ft. This segment is characterized as suburban. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 90 ft. The pavement cross section includes two through lanes in each direction with a flush or raised median that varies from 4 ft. to 18 ft. From Milwaukee Avenue to Howard Street the cross section includes one through lane in each direction with a 4 ft. median. From Cleveland Street to Main Street, there is a frontage road on the east side. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk. Parking occurs on the west side from Oakton Street to Illinois Route 21 (Milwaukee Avenue).

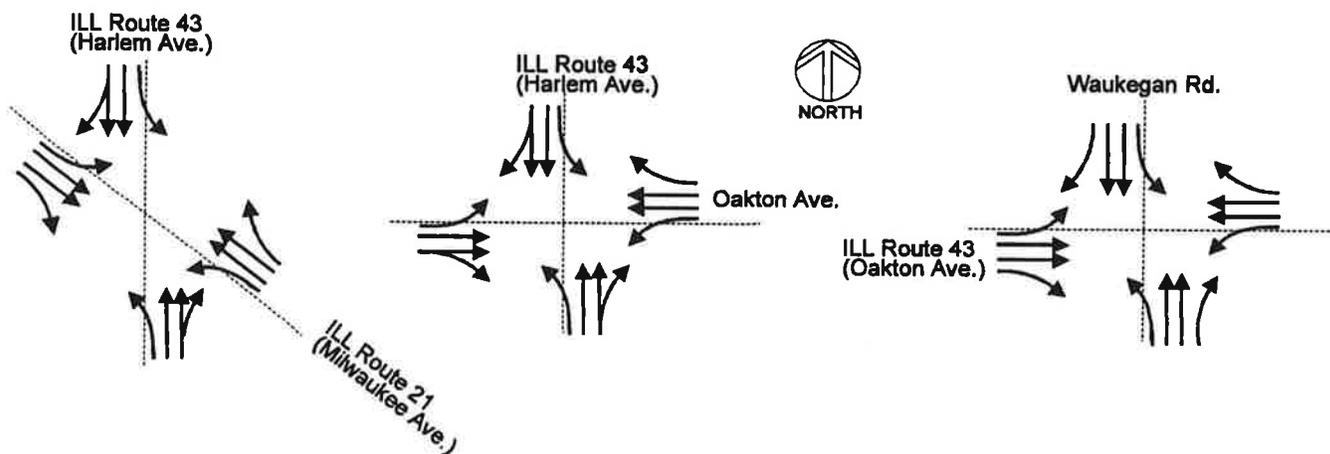
Traffic Control/Intersection Details. There are four signalized intersections in this segment:

Illinois Route 21 (Milwaukee Ave.)	Oakton Street/Harlem Ave.
Howard Street	Oakton Street/Waukegan Rd.

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction. Left turn lanes are provided at all major intersections. Right turn lanes are also provided at Oakton Street. Between signals left turns are allowed at all cross street and driveway locations. Three of the

signalized intersections are considered major: Illinois Route 21 (Milwaukee Avenue), Oakton Street/Harlem Avenue and Oakton Street/Waukegan Road. These are shown in Figure 4.12.2.

Figure 4.12.2: Existing Intersection Configuration



Structures. There are no structures in this segment.

Parking. There is existing on street parking between Touhy Avenue and Oakton Street only in the residential areas.

Transit. Refer to Table 4.12.2 for existing transit facilities and operations.

Table 4.12.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 228	Along Harlem Ave.	Weekday: 22-26 NB, 21 SB Saturday: 11 NB, 11 SB Sunday: 11 NB, 11 SB	1081	N/A	N/A
Pace 225	Along Harlem Ave. between Howard St. and Oakton St.	Weekday: 6 NB, 6 SB No Saturday, Sunday or holiday service.	442	N/A	N/A
Pace 226	Along Oakton St.	Weekday: 30 EB, 24-29 WB No Saturday, Sunday or holiday service.	1921	N/A	N/A
"Sources: Pace, Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound)					

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

Existing Environmental Characteristics

The existing environmental characteristics for Segment 12 of Illinois Route 43 are shown on Exhibits ILL 43-18a through 19a.

Streams/Wetlands/Floodplains. There are no streams, wetlands, or floodplains identified in this segment.

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

Hazardous Waste/LUST Sites. There are no sites located along this segment.

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

Threatened and Endangered Species. There are no threatened and endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Howard Street, north to Oakton Street is lined with mature shade trees. This area is predominantly single-family residential. Illinois Route 43 and Oakton Street are flanked by predominantly residential land uses.

Bethany Terrace Retirement Center is at the corner of Illinois Route 43 and US Route 14 (Caldwell Avenue).

Development Access and Constraints. Many of the residential dwellings fronting Illinois Route 43 from Oakton Street to Dempster Street would be adversely affected by expansion of the right-of-way width.

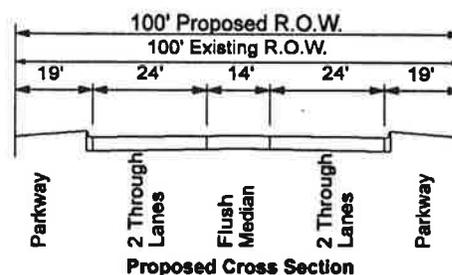
Future Development. There are few vacant parcels that could be developed in the future. No major developments have been identified by local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-18b through 19b and summarized in Table 4.12.3.

Roadway. The recommended 100 ft. right-of-way provides for two 12 ft. through lanes in each direction, 14 ft. flush median and 19 ft. parkways from Illinois Route 21 (Milwaukee Avenue) to Oakton Street along Oakton Street and from Waukegan Road to Cleveland Street; from Cleveland Street to US Route 14 (Caldwell Avenue), two 12 ft. through lanes in each direction, no median, with a 10 ft. frontage road and 10 ft. to 16 ft. parkways are recommended. All alternates are with curb and gutter.

Touhy Avenue, Dempster Street and Golf Road were considered as alternatives to Oakton Street for the connecting route between Harlem Avenue and Waukegan Road. Touhy Avenue as the connection would be difficult due to the complex signal and intersection geometry at the Touhy Avenue/Milwaukee Avenue and Waukegan Road/ Milwaukee Avenue intersections, and would require a short SRA overlap along Milwaukee Avenue. Golf Road and Dempster Street are poor connection candidates because of very high existing traffic volumes. Oakton Avenue is therefore recommended as the connection for the Illinois Route 43 corridor between Harlem Avenue and Waukegan Road.



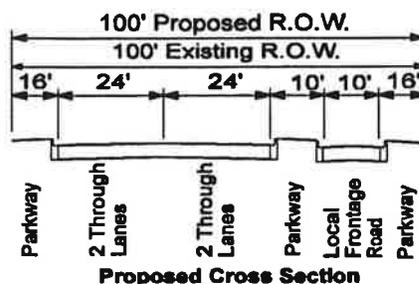


Table 4.12.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 100 ft. right-of-way.
2. Level of Service	LOS C to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	14 ft. flush median from Illinois Route 21 (Milwaukee Ave.) to Oakton St., along Oakton St.; and from Waukegan Rd. to Cleveland St.; no median along Waukegan Rd. from Cleveland St. to US Route 14 (Caldwell St.)
5. Parkways/Sidewalks/ Drainage Ditch	19 ft. parkways along Harlem Ave. along Oakton St., Waukegan Rd. (Oakton St. to Cleveland St.). 10 ft.-16 ft. parkways along Waukegan Rd. to US Route 14 (Caldwell St.)
6. Signalized Intersections - Major - Other	There are three major signalized intersections: Illinois Route 21 (Milwaukee Ave.), Harlem Ave./Oakton St., and Oakton St./Waukegan Rd. A proposed signal at Shermer Ave., when warranted.
7. Parking	Relocate on street parking to side streets, alleys and vacant lots in commercial areas.
8. Curb Cut Access	Provide peak hour left turn restrictions from Oakton St. to US Route 14.
9. Transit	Provide far side bus stops on every major block. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to churches, schools, library, national park, retirement center.
11. Loading	N/A
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Left turn lanes are recommended at all signalized intersections. Right turn lanes are recommended at all approaches at Harlem Avenue/Oakton Street and Oakton Street/Waukegan Road. A signal is recommended at Shermer Road when warranted. The expected level of service varies from "C" to "F."

Parking & Access. Existing on-street parking is recommended to be relocated existing on street parking to side streets, alleys, and vacant lots. Additional studies will be required to determine the exact relocation of exist on-street parking. There will be no final plans made unless an agreement is reached between the Illinois Department of Transportation and the adjacent communities on a suitable off-street parking solution. Provide peak hour left turn restrictions from Oakton Street to US Route 14 (Caldwell Street). Left turn access is provided at all places in the segment.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be generally located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption. Right turns onto the SRA should be prohibited on the red signal to minimize conflict with far-side bus stops.

Pedestrian/Bicycle Facilities. Pedestrian crossings should be provided across the SRA near Oakton Street, to provide access to the Niles Library, and near Main Street for the Bethany Terrace Retirement Center. Where possible, bicycles should be routed to residential streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The recommended right-of-way in this segment is 100 ft. From Illinois Route 43 to US Route 14, the existing right-of-way is at least 100 ft. and no takes are needed.

Potential Environmental Concerns

Due to the density of residential and commercial development, construction of the desired 100 ft. right-of-way, particularly from Illinois Route 21 (Milwaukee Avenue) to Howard Street, could require the displacement of some commercial parcels.

Cost Estimate

The cost estimate shown in Table 4.12.5 for Segment 12 is \$7,561,250.

Table 4.12.5: Cost Estimate

Construction Cost Estimate for Segment 12 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$5,661,250
Intersection Improvement	\$1,100,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$7,561,250
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.13 Segment 13: US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road)

Location

Illinois Route 43 (Waukegan Avenue) Segment 13 extends from US Route 14 (Caldwell Avenue) to Illinois Route 58 (Golf Road) (See Figure 4.1.1). This segment is approximately 1.3 miles in length and is located in Niles and Morton Grove.

Existing Facility Characteristics

The existing facility characteristics for Segment 13 of Illinois Route 43 are shown on Exhibit ILL 43-19a.

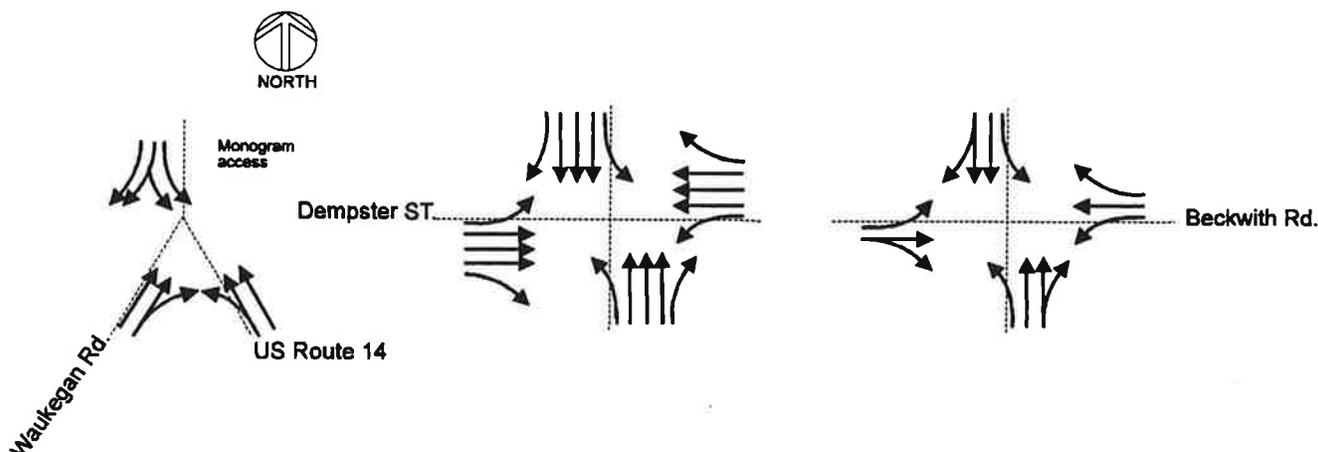
Right-of-Way. The existing right-of-way varies throughout the segment from 66 ft. to 119 ft. It is 66 ft. in a short area just north of Churchill Street and widens out to 119 ft. at Illinois Route 58 (Dempster Street). There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 90 ft. The pavement cross section includes two through lanes in each direction with a flush median that varies from 4 ft. to 18 ft. Near Illinois Route 58 (Golf Road) and near Dempster Street, the cross section widens to three through lanes in each direction with a 18 ft. median. Curb and gutter and sidewalk is used throughout the segment.

Traffic Control/Intersection Details. There are four signalized intersections in this segment:

US Route 14 (Caldwell Avenue)	Beckwith Road
Dempster Street	Emerson Street

Throughout this segment of Illinois Route 43 signal approach left turn lanes provided at Dempster Street and Beckwith Road. Right turn lanes are provided at Dempster Street. Between signals left turns are allowed at all cross street and driveway locations. Three of the signalized intersections are considered major: US Route 14 (Caldwell Avenue), Dempster Street and Beckwith Road. These are shown in Figure 4.13.2.

Figure 4.13.2: Existing Intersection Configuration

Parking. There is existing on street parking from Dempster Street to Illinois Route 58 (Golf Road).

Structures. There are no structures in this segment.

Transit. Refer to Table 4.13.2 for existing transit facilities and operations.

Table 4.13.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 411	Along Waukegan Rd. to Shermer Rd.	Weekday: 18 NB, 18 SB Saturday: 12 NB, 12 SB Sunday: 11 NB, 11 SB	1002	N/A	N/A
Pace 210	Along Waukegan Rd. north of Dempster St.	Weekday: 19 NB, 17 SB Saturday: 6 NB, 6 SB No Sunday or holiday service.	1079	N/A	N/A
Pace 250	Crosses on Dempster St.	Weekday: 45 EB, 46 WB Saturday: 28 EB, 28 WB Sunday: 22 EB, 22 WB	2833	N/A	N/A
Pace 208	Crosses on Golf Rd.	Weekday: 24 EB, 26 WB Saturday: 12 EB, 12 WB Sunday: 7 EB, 7 WB	1182	N/A	N/A
"Sources: Pace, Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound)					

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

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 43 are shown on Exhibits ILL 43-19a.

Streams/Wetlands/Floodplains. There are no streams, wetlands or floodplains identified in this segment.

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

Hazardous Waste/LUST Sites. Three sites have been reported as containing leaking underground storage tanks.

- Illinois Bell Telephone, 8625 Waukegan Road, Morton Grove
- Castle Oldsmobile, Inc., 8833 Waukegan Road, Morton Grove
- Waukegan Service Center, 9544 Waukegan Road, Morton Grove

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. A threatened or endangered species is known to exist in the Cook County forest preserve property east of the Waukegan Road/US Route 14 (Caldwell Avenue) intersection.

Existing Land Use/Development Characteristics

Type and Intensity of Development. North of Dempster Street, a continuous strip of commercial uses, interspersed with industrial and multiple-family uses, line Illinois Route 43, as shown on Exhibits ILL 43-19a. Strip commercial and office uses are predominate along the corridor. These are backed up by dense single-family residential uses. Golf Junior High School is located on the southeast corner of Golf Road and the Illinois Route 43.

Development Access and Constraints. The commercial uses fronting this section of Illinois Route 43 may be adversely affected if the existing right-of-way is expanded.

Future Development. There are few vacant parcels that could be developed in the future. However, Morton Grove has identified the area along Waukegan Road, between Dempster Street and Golf Road, as a potential redevelopment area and Tax Increment Financing District.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-19b and summarized in Table 4.13.3.

Roadway. The recommended 100 ft. to 120 ft. right-of-way provides for three 12 ft. through lanes in each direction with a 4 ft. to 18 ft. raised median and parkways varying from 12 ft. to 15 ft.

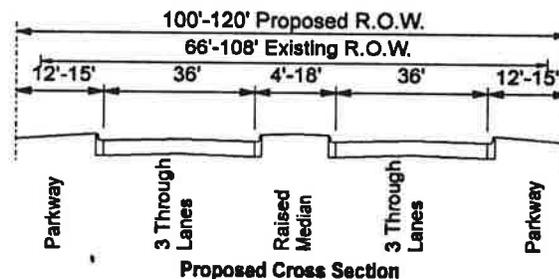


Table 4.13.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	100 ft.-120 ft. right-of-way.
2. Level of Service	LOS E to F
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction.
4. Median Width and Type	4 ft.-18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	12 ft.-15 ft. parkway
6. Signalized Intersections - Major - Other	There are three major signalized intersections: US Route 14, Dempster St., and Beckwith Rd.
7. Parking	Relocate on street parking to side streets, alleys and vacant lots.
8. Curb Cut Access	Provide median breaks at 1/4 mile spacing. Consolidate shopping center access points.
9. Transit	Provide far side bus stops on every major block. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to churches, schools, national park, retirement center, Golf View Shopping Center (US Routes 14 and 43).
11. Loading	N/A
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left turn lanes are recommended at Dempster Street. The expected level of service ranges from "E" to "F."

Parking & Access. Existing on-street parking is recommended to be to relocated existing on street parking to side streets, alleys, and vacant lots. Additional studies will be required to determine the exact relocation of exist on-street parking. There will be no final plans made unless an agreement is reached between the Illinois Department of Transportation and the adjacent communities on a suitable off-street parking solution. Left turn access will be provided every 1/4 mile with median breaks and all other access being limited to a right-in/right-out configuration.

Structures. There are no structure modifications recommended in this segment.

Transit Facilities. To accommodate the density in this area, bus stops should be installed at every major block, with minimum spacing of at least 660 ft. Because of the frequency of service and the physical characteristics of the corridor in this segment, the stops should be located on-street; all stops should be sheltered with sidewalk access; they should be generally located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes.

Several routes terminate or connect at Glenview and Illinois Route 43 including numbers #210, #250, and #208. A well-lighted, sheltered, comfortable transfer facility should be installed to accommodate passengers transferring at this location. Directional signs to this important bus facility should be installed on Illinois Route 43.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption.

Pedestrian/Bicycle Facilities. Pedestrian crossings should be provided across the SRA at several locations along this segment. These locations include: Hynes School, north of Dempster and Golf Junior High School near Illinois Route 58 (Golf Road).

Where possible, bicycles should be routed to residential streets parallel to the SRA.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation.

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

Traffic Control/Intersection Configuration. Provide left turn lanes at 1/4 mile intervals.

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

Structures. There are no short term structure modifications required in this segment.

Transit Facilities. There are no short term improvements recommended in this segment.

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

Other Improvements. There are no other unique improvements for this segment.

Right-of-Way

The recommended right-of-way in this segment varies from 100 ft. up to 120 ft. The proposed 120 ft. right-of-way is located between US Route 14 (Caldwell Avenue) and Illinois Route 58 (Dempster Street) and Emerson Street to Illinois Route 58 (Golf Road). Approximately 6 ft. to 10 ft. of additional right-of-way will be required in these sections. Between Churchill Street and Emerson Street the proposed 100 ft. right-of-way will require an additional 10 ft. to 17 ft. of widening. The rest of the segment will not require any takes. Right-of-way takes will be centered in the corridor.

Potential Environmental Concerns

This segment of the corridor is characterized by dense suburban development and variable right-of-way through most of its length. Numerous commercial properties would be affected by the recommendations for and expansion of the right-of-way.

Cost Estimate

The cost estimate shown in Table 4.13.5 for Segment 13 is \$8,522,000.

Table 4.13.5: Cost Estimate

Construction Cost Estimate for Segment 13 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$5,850,000
Intersection Improvement	\$2,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$500,000
Right of Way	\$172,000
Total Estimated Cost for Recommended Improvements	\$8,522,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.14 Segment 14: Illinois Route 58 (Golf Road) to Willow Road

Location

Illinois Route 43 (Waukegan Road) Segment 14 extends from Illinois Route 58 (Golf Road) to Willow Road (See Figure 4.1.1). This segment is approximately 3.0 miles in length and is located in Glenview, Northfield, and unincorporated Cook County.

Existing Facility Characteristics

The existing facility characteristics for Segment 14 of Illinois Route 43 are shown on Exhibits ILL 43-20a through 22a.

Right-of-Way. The existing right-of-way varies throughout the segment. It narrows to 83 ft. at Lake Avenue and widens up to 140 ft. at Willow Road. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 66 ft. The pavement cross section includes two through lanes in each direction with a grass, flush or raised median that varies from 4 ft. to 18 ft. From north of Winnetka Road to south of Willow Road, the median is landscaped. Curb and gutter sidewalk is used throughout most of the segment.

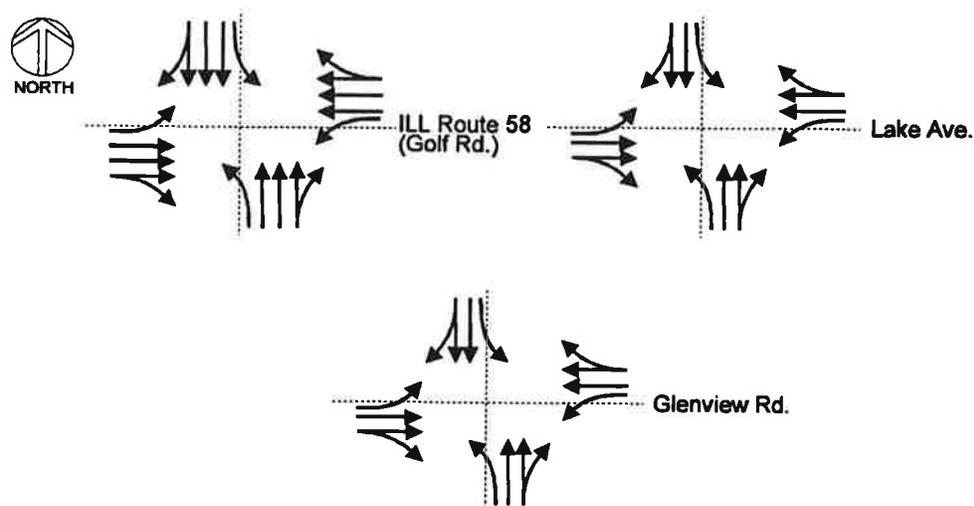
Traffic Control/Intersection Details. There are ten signalized intersections in this segment:

Illinois Route 58 (Golf Road)	Lake Avenue
Overlook Drive	Carillon Square
Dewes Street	Chestnut Avenue
Glenview Road	Winnetka Road
Grove Street	Christian Heritage Academy

Throughout this segment, Illinois Route 43 signal approach laneage includes three through lanes at Illinois Route 58 (Golf Road) and two through lanes at all other intersections. Left turn lanes are provided at all signalized intersections in this segment. Right turn lanes are provided at northbound Illinois Route 58 (Golf Road), Grove Street and Christian Heritage Academy entrance. Left turn access is allowed at all cross street and driveway locations south of Winnetka Road. North of Winnetka Road, left turn access is provided in the median at cross streets and some

light industrial entrances. Three of the signalized intersections are considered major: Illinois Route 58 (Golf Road), Glenview Road and Lake Avenue. These are shown in Figure 4.14.2.

Figure 4.14.2: Existing Intersection Configuration



Parking. There is existing on street parking located south of River Road and between Glenview Road and Lake Street.

Structures. There are two existing structures in this segment as shown on Table 4.14.1.

Table 4.14.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0308	SOO/Metra/ Amtrak RR/ ILL Route 43 (Waukegan Rd.)	0.0	188.0	43.3	16.0
016-0307	ILL Route 43 (Waukegan Rd.)/ W. Fork, N. B. Chicago River	67.4	47.0	N/A	N/A

Transit. The Metra Milwaukee District/North Line crosses the corridor in this segment. Refer to Table 4.14.2 for existing transit facilities and operations.

Table 4.14.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Station					
Milwaukee District/ North Line Golf Station	195 N. Waukegan	Weekday: 22 IB , 22 OB Saturday: 9 IB, 9 OB Sunday: 7 IB, 7 OB	267	44	43.2
Milwaukee District/ North Line Glenview Station	1021 Depot Ave.	Weekday: 22 IB, 26 OB Saturday: 9 IB, 9 OB Sunday: 7 IB, 7 OB	1450	698	99.6
Pace Bus Routes					
Pace 228	Along Harlem Ave. to Glenview Rd.; ends at Waukegan Rd. on Glenview Rd. Uses Waukegan Rd. to Dewes St.	Weekday: 22-26 NB, 21 SB Saturday: 11 NB, 11 SB Sunday: 11 NB, 11 SB	1081	N/A	N/A
Pace 210	Along Waukegan Rd. south of Glenview Rd.	Weekday: 19 NB, 17 SB Saturday: 6 NB, 6 SB No Sunday or holiday service.	1079	N/A	N/A
Pace 421	Along Waukegan Rd. between Glenview Rd. and Lake Ave.	Weekday: 16 NB, 14 SB No Saturday, Sunday or holiday service.	1038	N/A	N/A
Pace 212	Along Waukegan Rd. north of Glenview Rd.	Weekday: 20-21 NB, 20-21 SB Saturday: 11-12 NB, 10-12 SB No Sunday or holiday service.	1049	N/A	N/A
Pace 220	Terminates at Wau- kegan Rd. on Glenview Rd.; uses Waukegan Rd. to Dewes St.	Weekday: 19 EB, 21 WB Saturday: 11 EB, 11 WB No Sunday or holiday service.	1022	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, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

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

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 43 are shown on Exhibits ILL 43-20a through 22a.

Streams/Wetlands/Floodplains. The West Fork of the North Branch of the Chicago River and floodplain cross Illinois Route 43 south of Glenview Road. A floodplain of the West Fork also crosses Illinois Route 43 south of the bridge structure where the floodplain is approximately 400 ft. wide. Wetlands along this waterway are located southwest of Willow Road and are approximately 800 ft. from the roadway.

Historical Significance. The John A. Hutchings Home is at 1121 Waukegan Road, southeast corner of Grove Street and Illinois Route 43 and is on the Illinois Inventory of Historical Landmarks.

Hazardous Waste/LUST Sites. Ten sites have been reported to contain leaking underground storage tanks.

- Shell Oil Co., 9600 Waukegan Rd., Morton Grove
- M.E. Fields, Inc., 3 Waukegan Rd., Glenview
- Jennings Chevrolet, 241 Waukegan Rd., Glenview
- Angelo's Service Station, 242 Waukegan Rd., Glenview
- McGrath Acura, 301 Waukegan Rd., Glenview
- Mobil Oil, 1148 Waukegan Rd., Glenview
- Amoco Oil Station, 1533 Waukegan Rd., Glenview
- James & Meyers & Co. Real Estate, 1623 Waukegan Rd., Glenview
- Chevron USA, 1841 Waukegan & Pleasant, Glenview
- Divine Word Seminary, 1901 Waukegan Rd., Techny

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

Threatened and Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The land use along Illinois Route 43 from Illinois Route 58 (Golf Road) north to Winnetka

Road is primarily commercial with some office and multiple-family interspersed. Glenview and Clyde Lyon Schools are east of Illinois Route 43 at MacClean Street. Christian Heritage Academy is on the southeast corner of Illinois Route 43 at Willow Road and the Convent of the Holy Spirit Missionary Sisters is on the southwest corner.

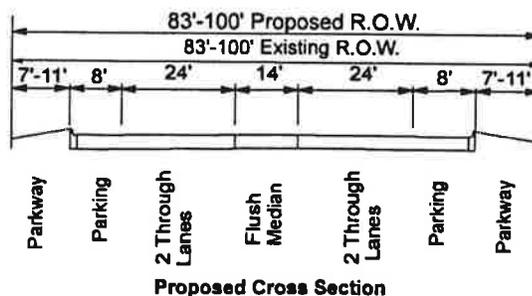
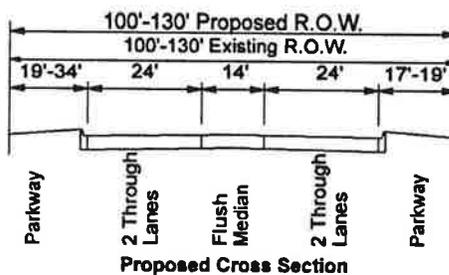
Development Access and Constraints. There are no unusual land use constraints to development in this segment.

Future Development. There are several large parcels of vacant land in this segment. The vacant area southeast of Willow Road and Illinois Route 43 is planned for residential uses.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-20b through 22b and summarized in Table 4.14.3.

Roadway. From Illinois Route 58 (Golf Road) to just north of Central Parkway; and from River Road to Glenview Road, the existing 100 ft. to 130 ft. right-of-way will be maintained. This cross section will provide two 12 ft. through lanes in each direction, a 14 ft. flush median, and 17 ft. to 34 ft. parkways. The four lane cross section will continue north of Central Parkway to River Road and from Glenview Road to Lake Avenue, with a 14 ft. flush median, 8 ft. parking lanes and variable parkways. This cross section will be accommodated within the existing 83 ft. to 100 ft. right-of-way. From Lake Avenue to the Christian Heritage Academy, the existing 83 ft. to 100 ft. right-of-way will provide two 12 ft. through lanes in each direction, a 14 ft. flush median and 10.5 ft. to 19 ft. parkways. North of Christian Heritage Academy to Willow Road, the 120 ft.-140 ft. right-of-way will provide three 12 ft. through lanes in each direction, an 18 ft. raised median and 5 ft.-25 ft. parkways.



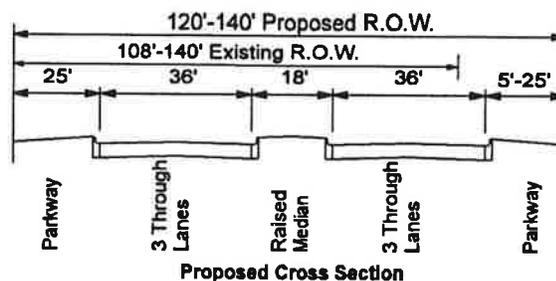
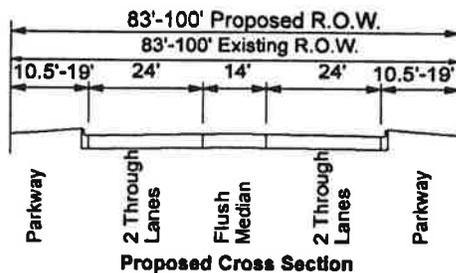


Table 4.14.3: Summary of Recommended improvements

	Recommendations
1. Right-of-Way Width	100 ft.-130 ft. right-of-way from Illinois Route 58 (Golf Rd.) to Maplewood Ln. 90 ft.-100 ft. right-of-way from Maplewood Ln. to the Christian Heritage Academy entrance. 140 ft. right-of-way from the Christian Heritage Academy entrance to Willow Rd.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction within the 100 ft. - 130 ft. and 90 ft. - 100 ft. right-of-way. Three 12 ft. lanes in each direction within the 120 ft. - 140 ft. right-of-way.
4. Median Width and Type	14 ft. flush median from Golf Rd. to Maplewood Ln.; 18 ft. flush or raised median from Maplewood Ln. to Willow Rd.
5. Parkways/Sidewalks/ Drainage Ditch	12 ft.-17 ft. parkways within the 90 ft.-100 ft. right-of-way; 17 ft.-34 ft. parkways within the 100 ft -130 ft. right-of-way; 25 ft. parkways within the 140 ft. right-of-way.
6. Signalized Intersections - Major - Other	There are three major signalized intersections: Golf Rd., Lake Ave., and Glenview Rd.
7. Parking	Maintain on street parking throughout Glenview.
8. Curb Cut Access	Provide median breaks at 1/4 mile spacing. Consolidate shopping center access points.
9. Transit	Provide bus pullouts within the shelters every 1/2 mile intervals.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to the Christian Heritage Academy and the Convent of the Holy Sprit, south of Willow Rd.
11. Loading	Off street only.
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. All other signalized intersections in this segment should provide left turn lanes within the proposed right-of-way width. Single right turn lanes and dual left turn lanes are recommended at Illinois Route 58 (Golf Road) and Lake Avenue. The expected level of service is "F."

Parking & Access. On-street parking will be maintained throughout Glenview. Access will be provided through the use of a flush median. A raised median is recommended north of the Christian Heritage Academy entrance where median breaks are recommended at 1/4 mile intervals. The existing signal spacing between Lake Avenue and Carillon Square is inadequate according to design specifications. If the adjacent properties are completely redeveloped, the recommendations id to move the signal further north to provide greater spacing with Lake Avenue.

Transit Facilities. Appropriate to densities in this area, bus stops should be installed at approximately one-quarter mile intervals. The physical characteristics of the corridor in this segment continue to support on-street locations of the stops. All stops should be sheltered with sidewalk access; they should be generally located at the far sides of the intersections to accommodate signal pre-emption.

Directional signs should be installed to Metra's Milwaukee District/North Line stations at Illinois Route 43 and both Oakton and Dempster Streets for the Morton Grove Station, at Illinois Route 43 and Overlook Drive for the Golf Station, and at Illinois Route 43 and Grove Street for the Glenview Station. Directional signs should also be installed to local Amtrak stations.

Pedestrian/Bicycle Facilities. Pedestrian crossings should be provided for: Golf View Shopping Center, near Illinois Route 58 (Golf Road); Our Lady School, at Glenview Road; Glenview School and Clyde Lyon School, south of Lake Avenue; the Christian Heritage Academy and the Convent of The Holy Spirit, between Winnetka and Willow Roads. The proposed Techny Trail alignment follows the Soo railway across Harlem Avenue, between Golf Road and Glenview Road. Roadway design should be coordinated with the trail improvements.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The recommended right-of-way varies and will require a 7 ft. take in between Chestnut Avenue and Rogers Avenue on the west side of Waukegan Road and between Maplewood Lane and Lake Avenue on the east side of the roadway in the Village of Glenview. The rest of the right-of-way is at recommendation and no takes will be required.

Potential Environmental Concerns

Most of the proposed improvement features can be accommodated within the existing right-of-way except for the additional 7 ft. needed. The impacts to the historic house at Grove Street and to the numerous LUST sites would need to be quantified in a Phase I study.

Cost Estimate

The cost estimate shown in Table 4.14.5 for Segment 14 is \$14,370,000.

Table 4.14.5: Cost Estimate

Construction Cost Estimate for Segment 14 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$12,645,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$700,000
Right of Way	\$25,000
Total Estimated Cost for Recommended Improvements	\$14,370,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.15 Segment 15: Willow Road to Walters Avenue

Location

Illinois Route 43 (Waukegan Road) Segment 15 extends from Willow Road to Walters Avenue (See Figure 4.1.1). This segment is approximately 1.8 miles in length and is located in Northbrook and unincorporated Cook County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 43 are shown on Exhibits ILL 43-22a through 23a.

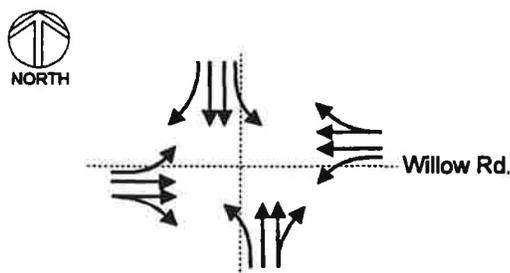
Right-of-Way. The existing right-of-way varies in this segment. At Willow Road the right-of-way is 140 ft. and it narrows down to 66 ft. at Voltz Road. There are no areas where the existing width is the desirable 150 ft. for a suburban segment.

Roadway Characteristics. The pavement width in this segment varies from 52 ft. to 64 ft. The pavement cross section includes two through lanes in each direction with a flush or raised median that varies from 4 ft. to 16 ft. Sidewalk and gravel shoulders are used throughout portions of this segment. The roadway is widened at Willow Road for left turns.

Traffic Control/Intersection Details. There are three signalized intersections in this segment:

Willow Road Three Lakes Drive Techny Road

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn lanes provided at Willow Road and southbound Three Lakes Drive. A right turn lane is provided at northbound Three Lakes Drive and northbound Willow Road. Between signals left turns are allowed at all cross street and driveway locations. The only major intersection in this segment is Willow Road. It is shown in Figure 4.15.2.

Figure 4.15.2: Existing Intersection Configuration

Structures. There is one structure in this segment.

Table 4.15.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0306	ILL Route 43 (Waukegan Rd.)/ C&NW RR	46.0	135.0	N/A	N/A

Transit. There is no public transit service existing in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 15 of Illinois Route 43 are shown on Exhibits ILL 43-22a through 23a.

Streams/Wetlands/Floodplains. The West Fork of the North Branch of the Chicago River is located 1200 ft. west of the route with its floodplain coming within 400 ft. of the roadway. There are small wetlands within 700 ft. of Illinois Route 43 between Willow Road and Techny Road.

South of the C&NW Railroad near St. Mary's Cemetery is a small wetland within 200 ft. of the roadway.

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

Hazardous Waste/LUST Sites. A landfill is located across from Three Lakes Drive along the route. A leaking underground storage site has been reported along the route.

- Missionary Sisters of Holy Spirit, 2600 Waukegan Road, Techny

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. No threatened or endangered species are known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Kraft Foods office complex is at the northeast corner of Willow Road and Illinois Route 43. The land uses northwest of the Kraft complex are open space and landfill. St. Mary's Infirmary and Cemetery are north of Techny Road. Meadow Hill Park is adjacent to Illinois Route 43 southwest of Walters Avenue.

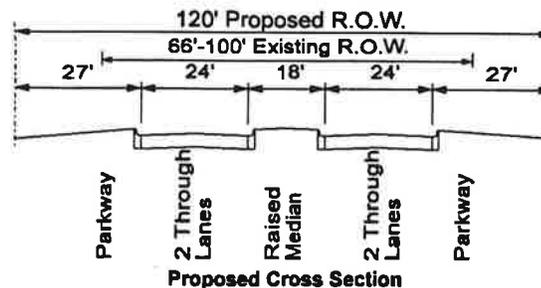
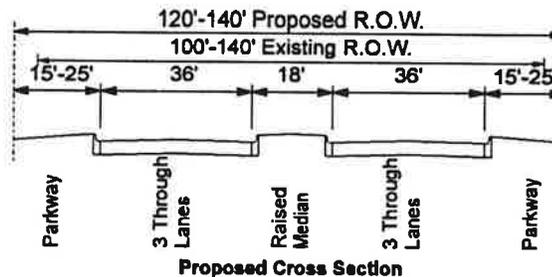
Development Access and Constraints. There are no unusual constraints to development in this segment.

Future Development. Exhibit ILL 43-22a depicts planned land uses based on the Techny Master Plan (11/15/88). The plans call for specific parcels to be developed for mixed use, office, open space and residential use as shown on the exhibit.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-22b through 23b and summarized in Table 4.15.3.

Roadway. The recommended roadway configuration varies throughout the segment. From Willow Road to Voltz Road, the proposed 120 ft. to 140 ft. right-of-way provides for three 12 ft. through lanes in each direction with an 18 ft. raised median and parkways varying from 15 ft. to 27 ft. with curb and gutter. From Voltz Road to Walters Avenue, the 90 ft. to 120 ft. right-of-way provides for two 12 ft. through lane in each direction with an 18 ft. raised median and parkways varying from 12 ft. to 17 ft. with curb and gutter. Sidewalks are recommended throughout this segment.



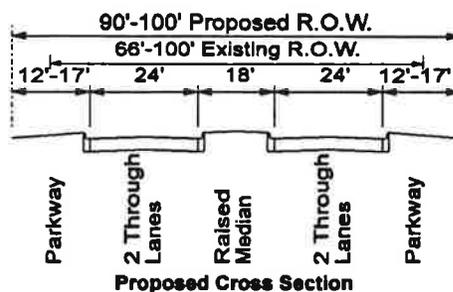


Table 4.15.3 Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	120 ft.-140 ft. right-of-way from Willow Rd. to Techny Rd. 120 ft. right-of-way from Techny Rd. to Voltz Rd. 90 ft.-100 ft. right-of-way from Voltz Rd. to Walters Ave.
2. Level of Service	LOS E to F
3. Number and Width of Through Lanes	Three 12 ft. lanes in each direction from Willow Rd. to Techny Rd. Two 12 ft. lanes in each direction from Techny Rd. to Walters Ave.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	15 ft.-25 ft. parkways from Willow Rd. to Techny Rd. 27 ft. parkways from Techny Rd. to Voltz Rd. 12 ft.-17 ft. parkways from Voltz Rd. to Walters Ave.
6. Signalized Intersections - Major - Other	There is one major signalized intersection at Willow Rd. Provide signals south of Techny Rd. and Voltz Rd., when warranted.
7. Parking	N/A
8. Curb Cut Access	Provide median breaks at 1/4 mile spacing.
9. Transit	Provide signal preemption for buses. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to Northbrook Junior High School, Divine World Mission Center.
11. Loading	Off street only.
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left turn lanes and single right turn lanes are proposed at all approaches of the Willow Road intersection. A single left turn lane is proposed at northbound approach at Techny

Road. A new signal with left turn lanes is proposed south of Techny Road to access new development in that area and at Voltz Road when warranted. The expected level of service is "E" to "F."

Parking & Access. No on-street parking is recommended for this segment. Left turn access is provided at existing and proposed signal locations and median breaks at 1/4 mile spacing. Remaining access locations are limited to a right in/right out configuration. A median break is proposed at Maple Street to serve the Northbrook Junior High School, Meadowhill Aquatic Center and Velodrome, and Ed Rudolph Meadowhill Park.

Structures. There are no structure modifications in this segment.

Transit Facilities. Space should be reserved for bus turnouts at 1/2 mile intervals, consistent with SRA and Pace guidelines. Precise locations should be coordinated with plans for development of the Techny properties to provide maximum convenience.

It is possible that a new commuter station would be built to serve the Techny developments. Access to the rail line should, accordingly, be planned from Illinois Route 43.

Signals should be equipped for the eventuality of bus signal pre-emption.

Pedestrian/Bicycle Facilities. Pedestrian crossings and bicycle linkages should be coordinated with the expansion of the Techny development and provided to the Northbrook Junior High School.

Other Recommendations. There are no other unique recommendations for this segment.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The recommended right-of-way for this segment varies from 90 ft. to 140 ft. which will require takes varying from 20 ft. to 54 ft. The takes will be centered the entire length of the segment.

Potential Environmental Concerns

Although much of the land is currently vacant, the planned Techny Development of residential, commercial, office, and mixed use will be constructed in the near future. Expansion of the right-of-way to 140 ft. may necessitate purchase of properties soon to be developed, in addition to those fronting the roadway south of Walters Road. The affected properties include a municipal landfill and park.

Cost Estimate

The cost estimate shown in Table 4.15.5 for Segment 15 is \$9,070,000.

Table 4.15.5: Cost Estimate

Construction Cost Estimate for Segment 15 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,155,000
Intersection Improvement	\$1,200,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$264,000
Right of Way	\$451,000
Total Estimated Cost for Recommended Improvements	\$9,070,000
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.16 Segment 16: Walters Avenue to Lake-Cook Road

Location

Illinois Route 43 (Waukegan Road) Segment 16 extends from Walters Avenue to Lake-Cook Road (See Figure 4.1.1). This segment is approximately 2.0 miles in length and is located in Northbrook and Deerfield.

Existing Facility Characteristics

The existing facility characteristics for Segment 16 of Illinois Route 43 are shown on Exhibits ILL 43-23a through 24a.

Right-of-Way. The existing right-of-way in this segment varies between 66 ft. and 100 ft. It widens out to greater than 150 ft. at the Interstate 94 interchange.

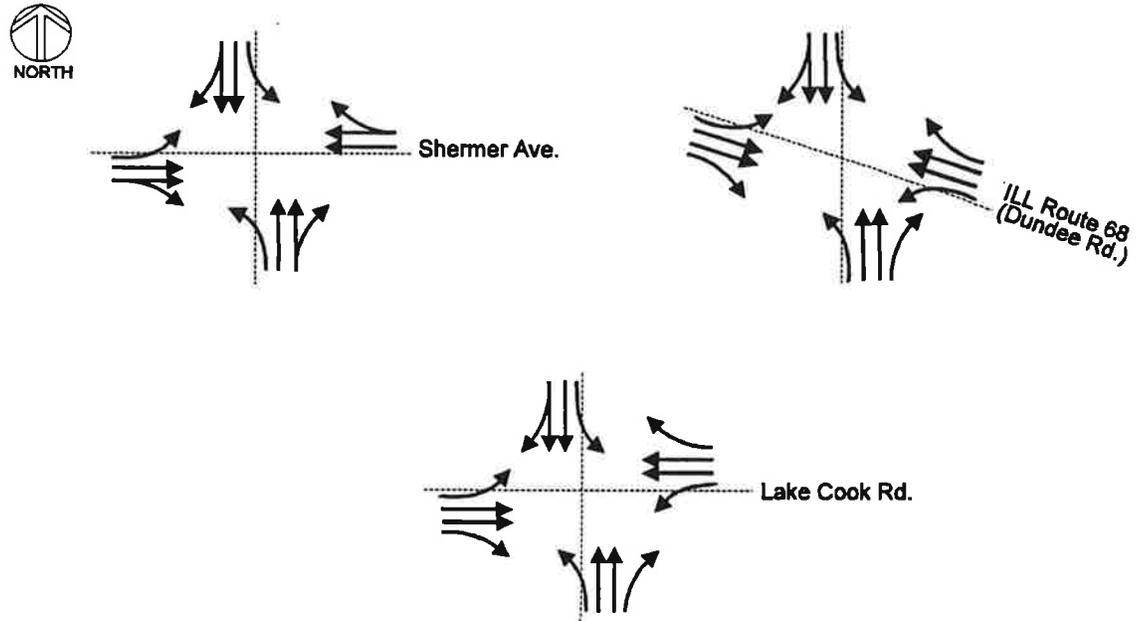
Roadway Characteristics. The pavement width in this segment varies from 48 ft. to 66 ft. The pavement cross section includes two through lanes in each direction with either no median or a flush median that varies from 4 ft. to 18 ft. Curb and gutter is used throughout the segment. Portions of the segment have sidewalk. Widening occurs at Illinois Route 68 (Dundee Road) and Shermer Avenue for left turns.

Traffic Control/Intersection Details. There are six signalized intersections in this segment:

Walters Avenue	Interstate 94 (westbound ramp)
Shermer Avenue	Chestnut Road
Illinois Route 68 (Dundee Road)	Lake-Cook Road

Throughout this segment Illinois Route 43 signal approach laneage includes two through lanes in each direction with left turn lanes provided. Between signals left turns are allowed at all cross street and driveway locations. Three of the signalized intersections are considered major: Shermer Avenue, Illinois Route 68 (Dundee Road) and Lake-Cook Road. These are shown in Figure 4.16.2

Figure 4.16.2: Existing Intersection Configuration



Structures. There is one structure along this segment.

Table 4.16.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet)	Vertical Clearance (feet)
016-0305	ILL Route 43 (Waukegan Rd.)/ Interstate 94	72.0	302.0	N/A	N/A

Transit. The Metra Milwaukee District/North Line approaches the corridor in this segment. Northbrook has a nearby station, located at 1340 Shermer Avenue. The Deerfield Station is also nearby and located at 860 Deerfield Road, which is two blocks west of Illinois Route 43 and several miles north of Lake-Cook Road. Refer to Table 4.16.2 for existing transit facilities and operations.

Table 4.16.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Rail Lines and Nearest Station					
Milwaukee District/ North Line Northbrook Station	1340 Shermer Ave.	Weekday: 22 IB, 26 OB Saturday: 9 IB, 9 OB Sunday: 7 IB, 7 OB	1458	679	93.2
Milwaukee District/ North Line Deerfield Station	860 Deerfield Rd.	Weekday: 24 IB, 26 OB Saturday: 9 IB, 9 OB Sunday: 7 IB, 7 OB	1669	768	89.2
Pace Bus Routes					
Pace 212	Along Waukegan Rd. from Shermer Ave. to Lake-Cook Rd.	Weekday: 20 NB, 18-20 SB Saturday: 11 NB, 10 SB No Sunday or holiday service.	1049	N/A	N/A
Pace 626	Crosses at Lake-Cook Rd.	Weekday: 10 NB, 10 SB No Saturday, Sunday or holiday service.	450	N/A	N/A
Pace 471	From Deerbrook, along Waukegan Rd., to areas north of Lake-Cook Road	Weekday: 5-28 NB, 5-27 SB Saturday: 1-13 NB, 1-13 SB No Sunday or holiday service.	441	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.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 16 of Illinois Route 43 are shown on Exhibits ILL 43-23a through 24a.

Streams/Wetlands/Floodplains. Crestwood Park with an identified wetland adjacent to the route is located southeast of Illinois Route 68 (Dundee Road). Somme Woods Forest Preserve with reported wetlands 1,000 ft. from the roadway is located on both sides of Illinois Route 43 south of the Interstate 94 interchange.

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

Hazardous Waste/LUST Sites. Two sites containing leaking underground storage tanks are reported along this segment, near the Dundee Road and Shermer Avenue intersections.

- Illinois Bell Telephone, Waukegan Rd. & Shermer Ave., Northbrook
- Amoco Oil Co., Waukegan Rd. & Dundee Rd., Northbrook

Prime Farmland. No prime farmland exists along this segment.

Threatened and Endangered Species. Several threatened or endangered species are known to exist west of the route within the Somme Woods Forest Preserve.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land uses between Walters Avenue and Shermer Avenue are primarily single-family residential as shown on Exhibit ILL 43-23a through 24a.

The SRA route passes through Somme Woods Forest Preserve north of Illinois Route 68 (Dundee Road) to Interstate 94 (I-94). North of I-94, on the east side of the SRA route, is Deerbrook Mall Shopping Center. Brookside Plaza is on the southeast corner at I-94 and residential land uses extend north to the Lake-Cook County line on the eastern side of Illinois Route 43.

Development Access and Constraints. There are currently no unusual land use constraints to development in this segment.

Future Development. No major development projects have been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, 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 ILL 43-23b through 24b and summarized in Table 4.16.3.

Roadway. The recommended road configuration varies from 90 ft. to 100 ft. From Walters Avenue to Illinois Route 68 (Dundee Road) the proposed 90 ft. to 100 ft. right-of-way consist of two 12 ft. through lanes in both directions with an 18 ft. raised median and parkways varying from 12 ft. to 17 ft. with curb and gutter. From Illinois Route 68 (Dundee Road) to Lake-Cook Road the proposed 100 ft. right-of-way consist of three 12 ft. through lanes in both directions with an 18 ft. raised median and 5 ft. parkways with curb and gutter.

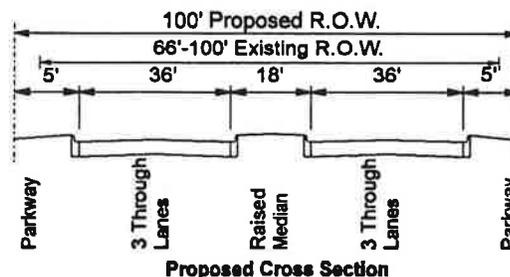
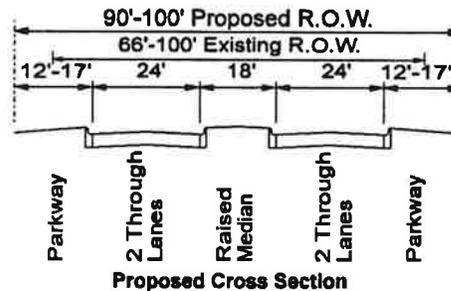


Table 4.16.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	90 ft.-100 ft. right-of-way from Walters Ave. to Illinois Route 68 (Dundee Rd.). 100 ft. right-of-way from Illinois Route 68 (Dundee Rd.) to Lake Cook Rd.
2. Level of Service	LOS C to F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction within the 90 ft.-100 ft. right-of-way. Three 12 ft. lanes in each direction within the 100 ft. right-of-way.
4. Median Width and Type	18 ft. raised median.
5. Parkways/Sidewalks/ Drainage Ditch	12 ft.-17 ft. parkways within the 90 ft.-100 ft. right-of-way. 5 ft. parkways within the 100 ft. right-of-way.
6. Signalized Intersections - Major - Other	There are three major signalized intersections: Shermer Ave., Illinois Route 68 (Dundee Rd.), and Lake Cook Rd. Provide signal at I-94 eastbound off ramp.
7. Parking	N/A
8. Curb Cut Access	Provide median breaks at Woodhill Dr. and Thornwood Lane. Right in/right out elsewhere. Consolidate access.
9. Transit	Provide signal preemption for buses. Provide directional signs to nearby transit stations.
10. Pedestrian/Bicycle Facility	Provide pedestrian access to Forest Preserve, Crestwood School, Crestwood Senior Housing, Deerbrook Shopping.
11. Loading	Off street only.
12. Miscellaneous	Realign I-94 eastbound off-ramp to permit access north.

Traffic Control/Intersection Configuration. All signalized intersections in this segment should be interconnected with actuated left turn phases. Dual left turn lanes and single right turn lanes are recommended at all major intersections in this segment. A signal is recommended at the Interstate 94 eastbound off-ramp which would allow access northbound on Illinois Route 43. The expected level of service ranges from "C" to "F."

Parking & Access. No on-street parking is recommended for this segment. Two additional left turn accesses using median breaks will be provided in the Northbrook residential area at Woodhill Drive and Thornwood Lane. Left turn access is provided only at existing and proposed signal locations. Remaining access locations are limited to a right in/right out configuration.

Structures. One structure will require modification to accommodate the recommended roadway section as shown in table 4.16.4.

Table 4.16.4: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0305	Illinois Route 43 (Waukegan Road)/ Interstate 94	72.0	Widen to accommodate recommended section.

Transit Facilities. Between Shermer Avenue and Illinois Route 68 (Dundee Road), and again between I-94 and Lake-Cook Road, bus stops should be located on-street at every block, but not closer than 660 ft. All stops should be sheltered with sidewalk access; except at the Lake-Cook Road intersection, they should be generally located at the far sides of the intersections to accommodate signal pre-emption and to facilitate transfers with east-west routes.

All signals on Illinois Route 43 should be equipped for bus pre-emption; all buses traveling on Illinois Route 43 should also be equipped for signal pre-emption.

Directional signs to Metra's Milwaukee District/North Line station at Northbrook should be installed at Shermer Road. Signs to the Deerfield Station, just north of the terminus of the SRA, should be installed at the Lake-Cook Road intersection. In anticipation of the new Metra station at Lake-Cook Road, access from Illinois Route 43 should be planned.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across Illinois Route 43 at several locations along this segment. These locations include: Somme Woods Forest Preserve, Meadow Brook School, Crestwood Senior Housing, Crestwood School, and Deerbrook Mall.

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 years) implementation. There are no short term improvements recommended in this segment.

Right-of-Way

The recommended right-of-way in this segment varies from 90 ft. to 100 ft. The takes vary from 24 ft. to 34 ft. throughout. The right-of-way takes will be centered in the corridor.

Potential Environmental Concerns

The recommended right-of-way expansion may require purchase of multiple homes and land from the borders of Cook County Forest Preserve holdings. Several plants on the Threatened and Endangered Species List and identified wetlands within the forest preserve and Crestwood Park need to be further studied.

Cost Estimate

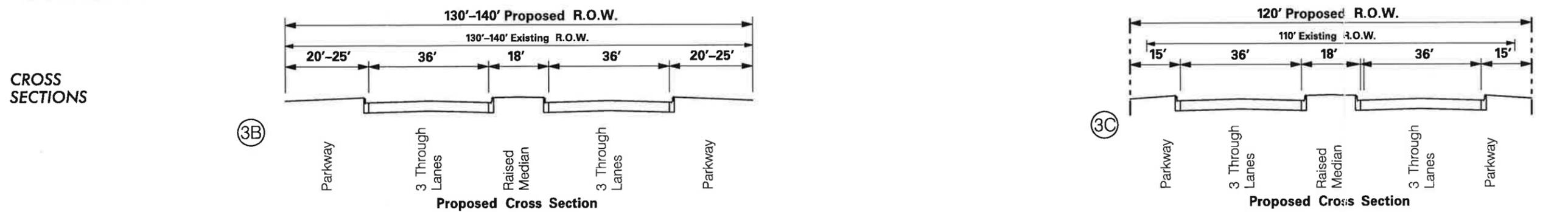
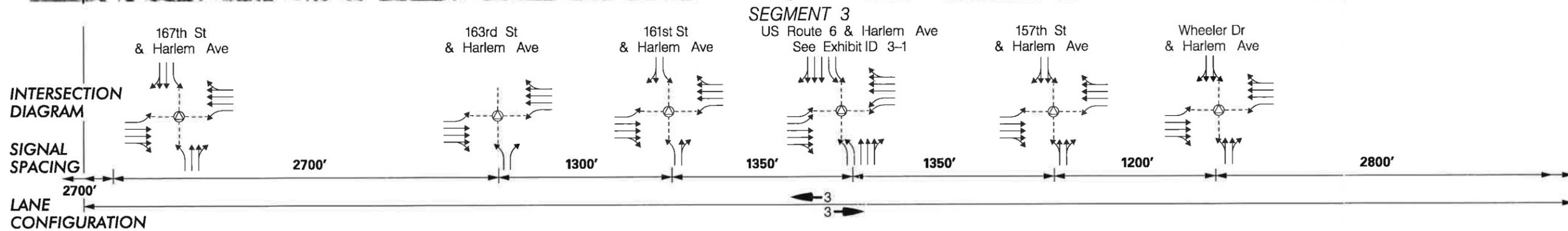
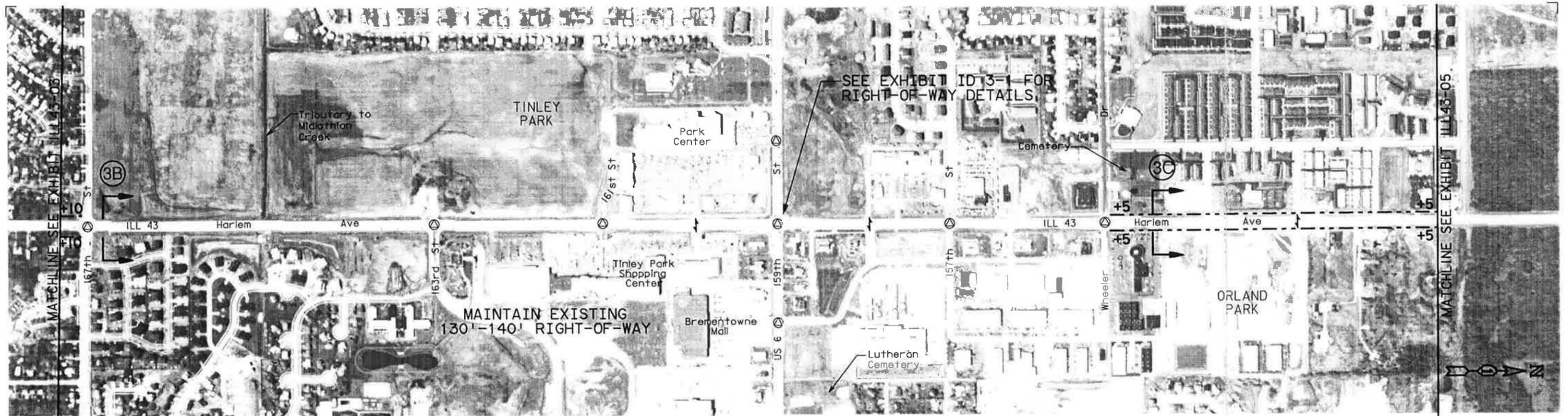
The cost estimate shown in Table 4.16.5 for Segment 16 is \$12,126,400.

Table 4.16.5: Cost Estimate

Construction Cost Estimate for Segment 16 of Illinois Route 43 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$8,105,000
Intersection Improvement	\$1,100,000
Structure Modification	\$1,721,400
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right of Way	\$400,000
Total Estimated Cost for Recommended Improvements	\$12,126,400
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, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.



- NOTES**
- CONSOLIDATE ACCESS SOUTH OF WHEELER DR
 - CONSIDER LANDSCAPED MEDIAN
 - PROVIDE BUS PULLOUTS AT 1/2 MILE INTERVALS

- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- COORDINATE RECOMMENDATIONS WITH FUTURE DEVELOPMENT
- PROVIDE MEDIAN BREAKS IN THE VICINITY OF 159th ST

Exhibit ILL43-04b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal



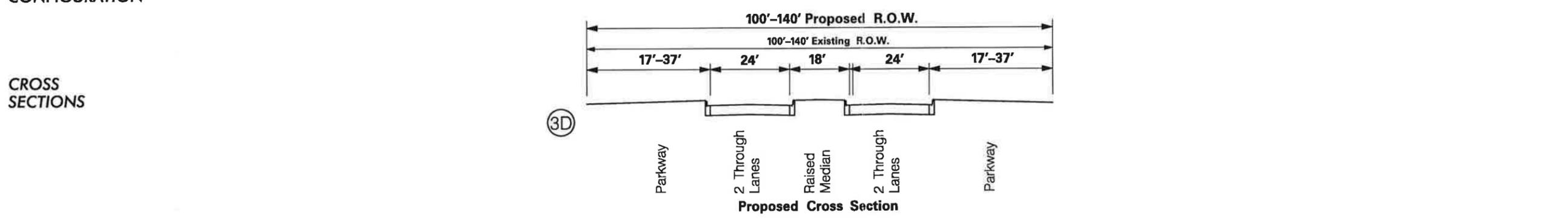
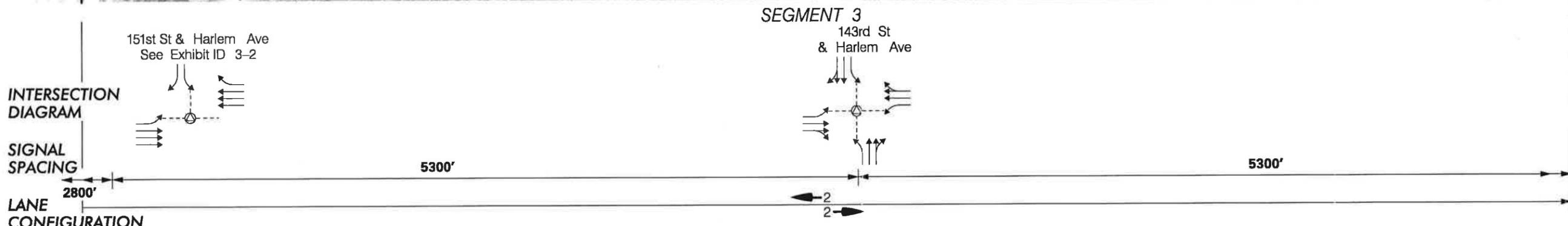
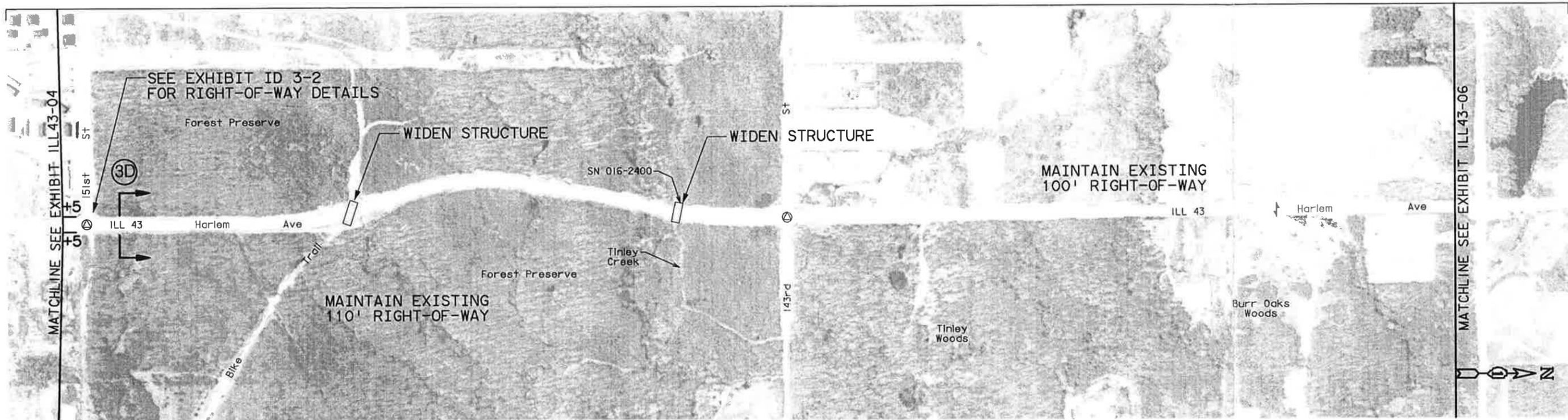
Flashing Signal
Remove Signal

Scale In Feet



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 5/95 Chkd SAW Date 5/95



NOTES -PROVIDE SIGNAL PRE-EMPTION FOR BUSES -NO FUTURE SIDEWALK PROPOSED ALONG ADJACENT FOREST PRESERVE

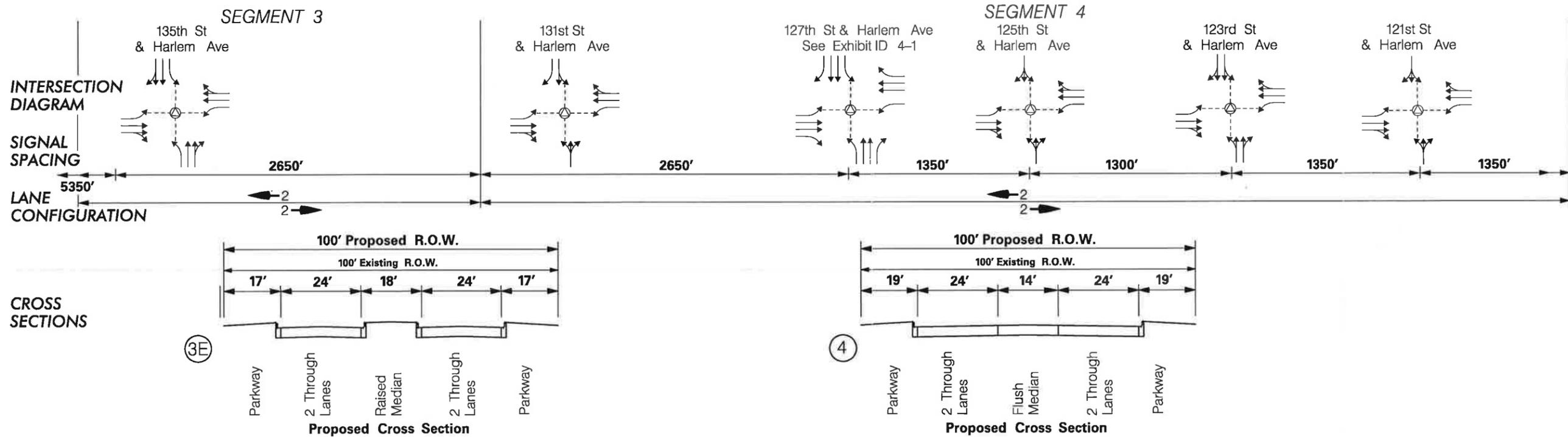
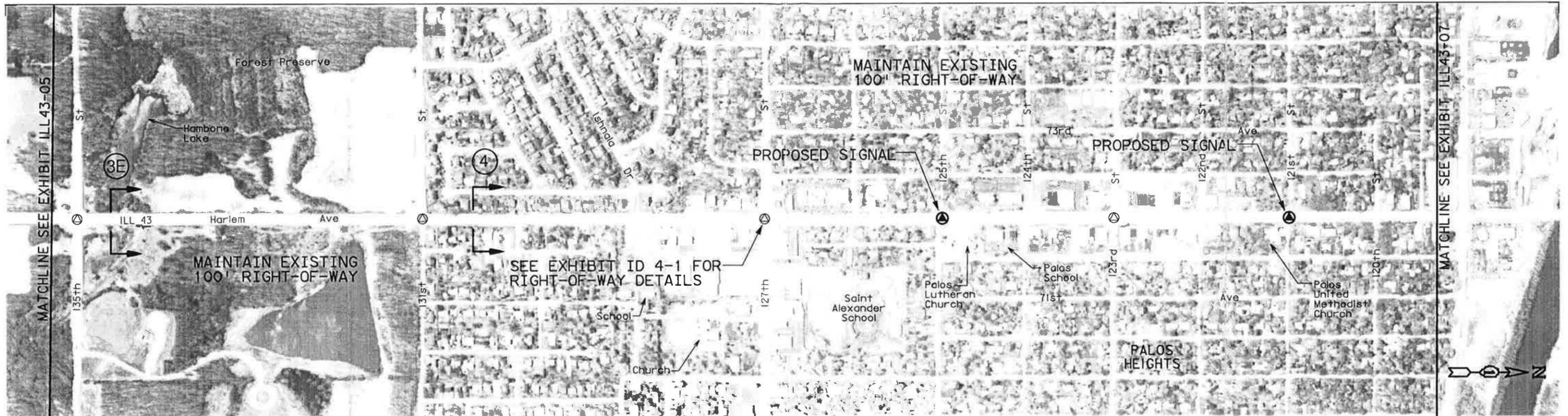
Exhibit ILL43-05b
Illinois Route 43 (Harlem Avenue)

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



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 5/95 Chkd SAW Date 5/95



NOTES

-PROVIDE FAR SIDE BUS STOPS WITH SHELTERS IN SEGMENT 4

-PROVIDE SIGNALS AT 125th ST AND 121st ST AS WARRANTED
 -PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-06b
 Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend



Structure Number
 Existing Structure
 Median Break



+20
 Additional Right-Of-Way
 Proposed Right-Of-Way



New Signal
 Existing Signal



Flashing Signal
 Remove Signal

Scale In Feet



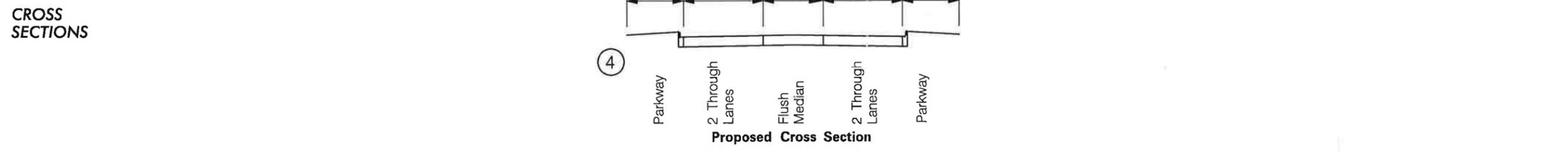
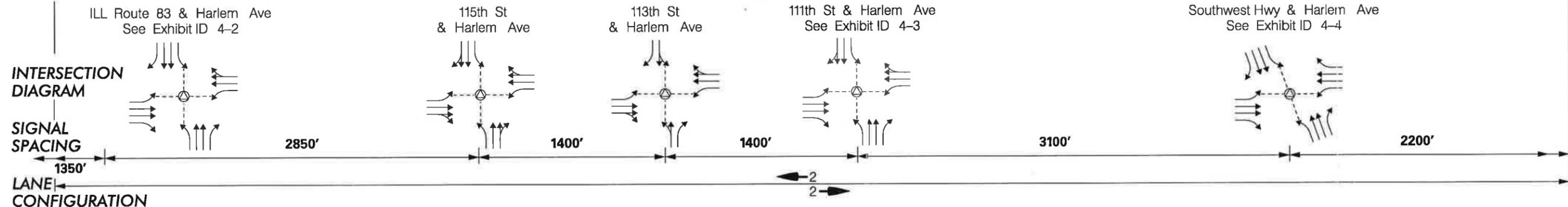
ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 3/96 Chkd SAW Date 3/96



SEGMENT 4

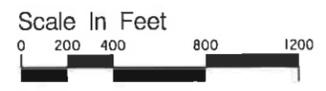


- NOTES**
- PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES
 - PROVIDE DIRECTIONAL SIGNS TO METRA STATION
 - PROVIDE METRA PARKING EXPANSION
 - PROVIDE SIGNAL AT 113th ST AS WARRANTED

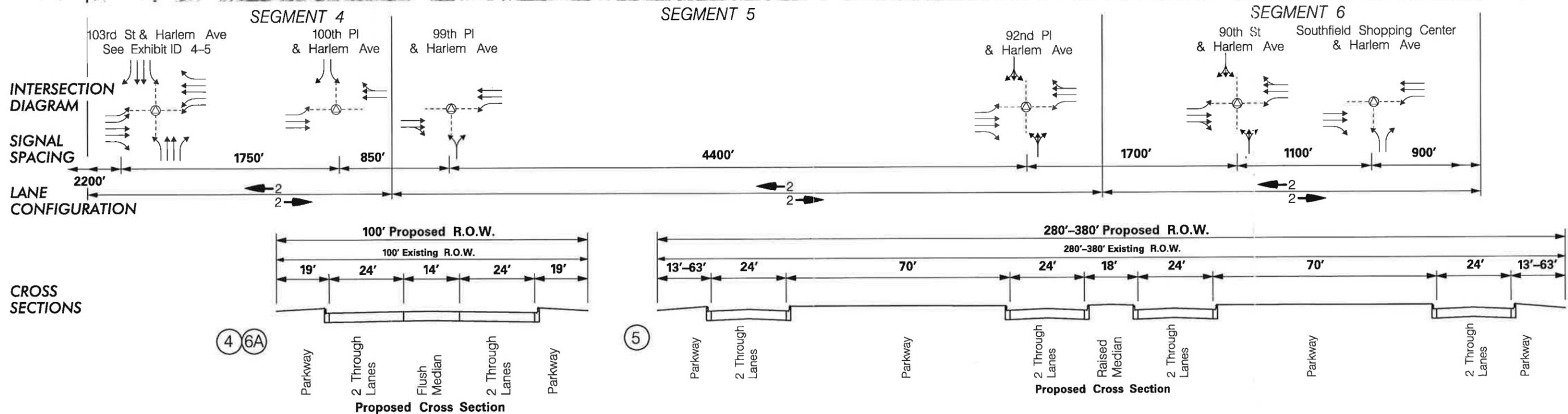
Exhibit ILL43-07b
Illinois Route 43 (Harlem Avenue)

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		



ILLINOIS DEPARTMENT OF TRANSPORTATION
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Drwn JTS Date 3 / 96 Chkd DCK Date 3 / 96



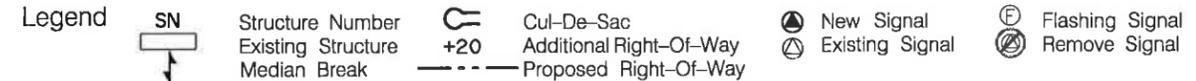
NOTES

- PROVIDE PARK-AND-RIDE NEAR 100th Pl
- PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
- COORDINATE PARK-AND-RIDE WITH 95th ST SRA

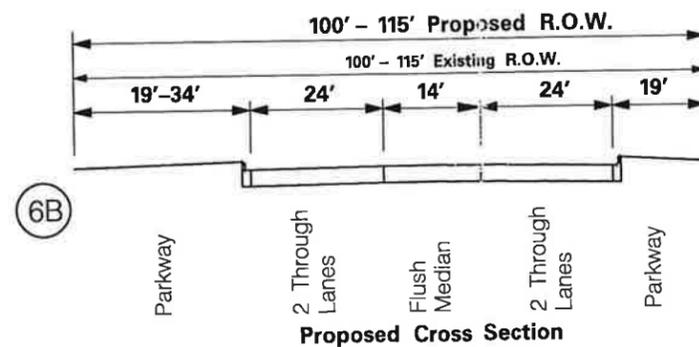
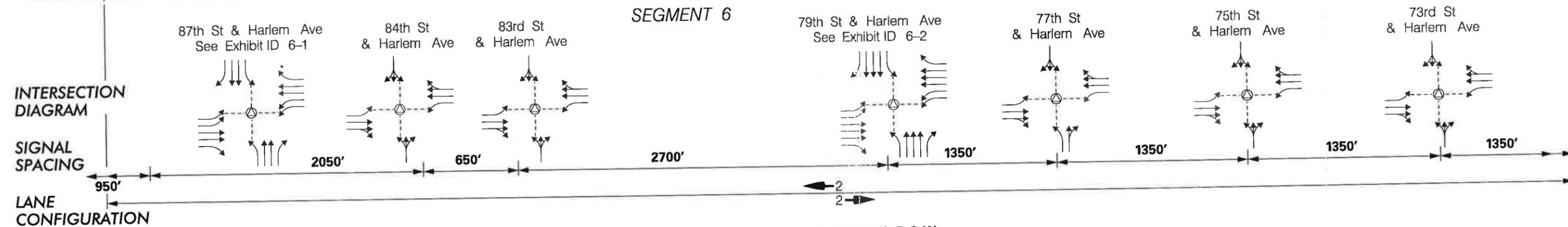
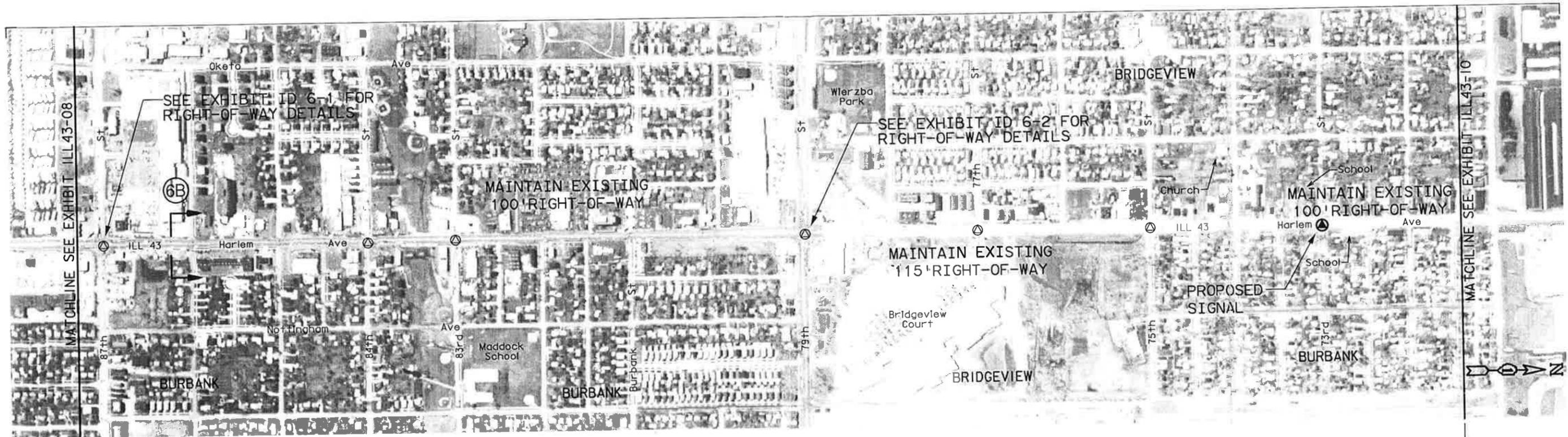
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS EVERY MAJOR BLOCK IN SEGMENT 6

Exhibit ILL43-08b
 Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 3/96 Chkd DCK Date 3/96



NOTES

- PROVIDE SIGNAL AT 73rd ST AS WARRANTED
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

-PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS EVERY MAJOR BLOCK

Exhibit ILL43-09b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



+20
Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal



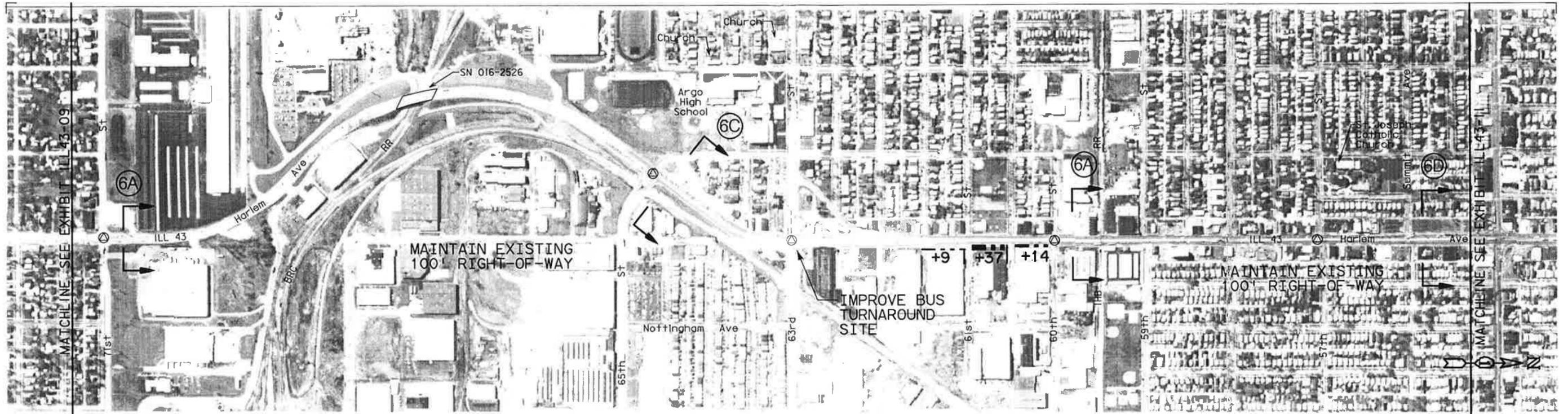
Flashing Signal
Remove Signal

Scale In Feet

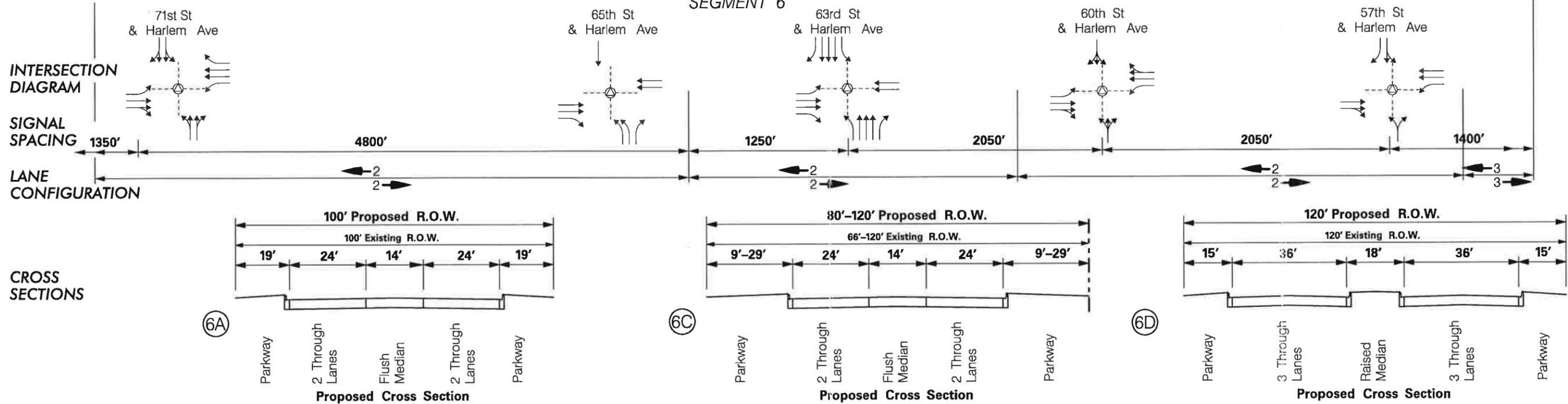


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MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 3 / 96 Chkd DCK Date 3 / 96



SEGMENT 6



- NOTES**
- SHIFT PROPOSED ALIGNMENT EAST 61st ST TO 57th ST
 - PROVIDE FAR-SIDE ON-STREET BUS STOPS WITH SHELTERS EVERY MAJOR BLOCK
 - IMPROVE BUS TURNAROUND ON NORTH SIDE OF 63rd ST
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES
 - CONSTRUCT BUS TRANSFER STATION (NORTH SIDE OF 63rd ST)

Exhibit ILL43-10b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

- Legend**
- SN [Symbol] Structure Number
 - [Symbol] Existing Structure
 - [Symbol] Median Break
 - +20 [Symbol] Cul-De-Sac
 - [Symbol] Additional Right-Of-Way
 - [Symbol] Proposed Right-Of-Way
 - [Symbol] New Signal
 - [Symbol] Existing Signal
 - [Symbol] Flashing Signal
 - [Symbol] Remove Signal



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MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 3/96 Chkd DCK Date 3/96

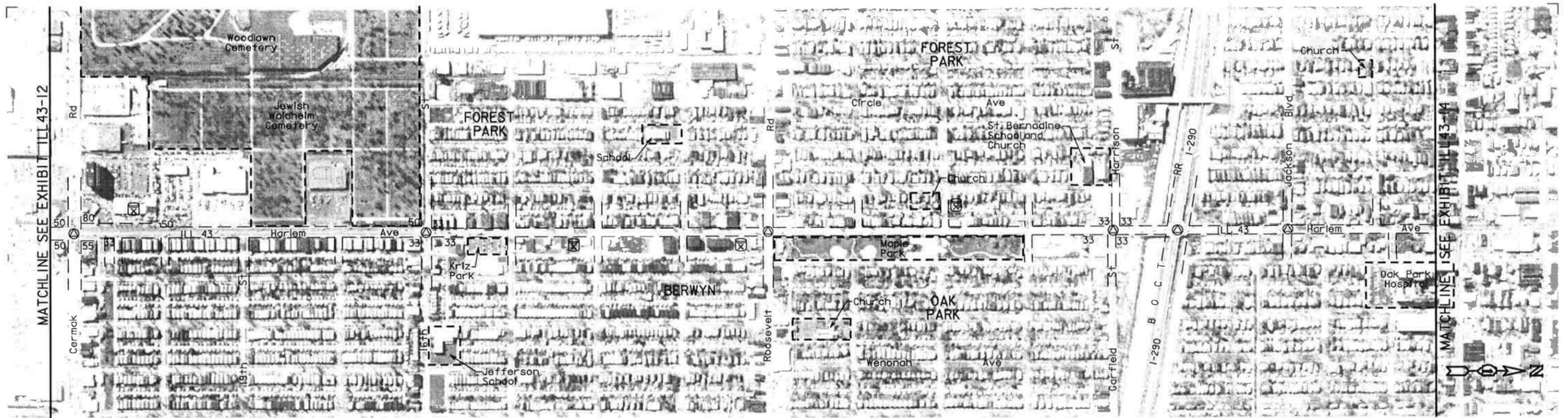
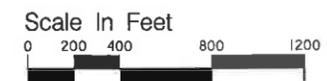


Exhibit ILL43-13a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.

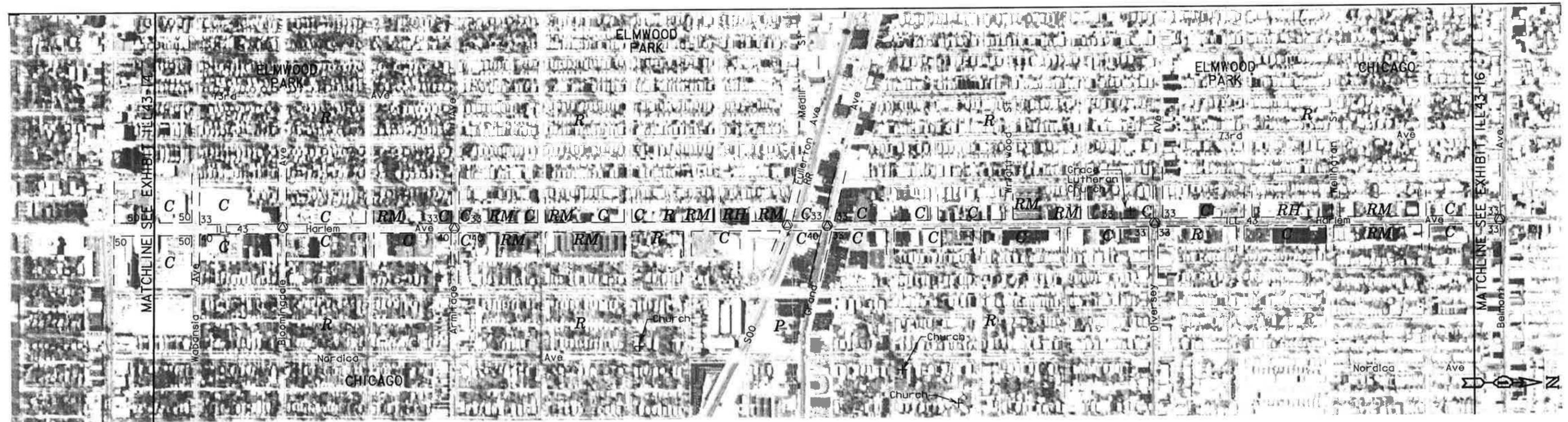
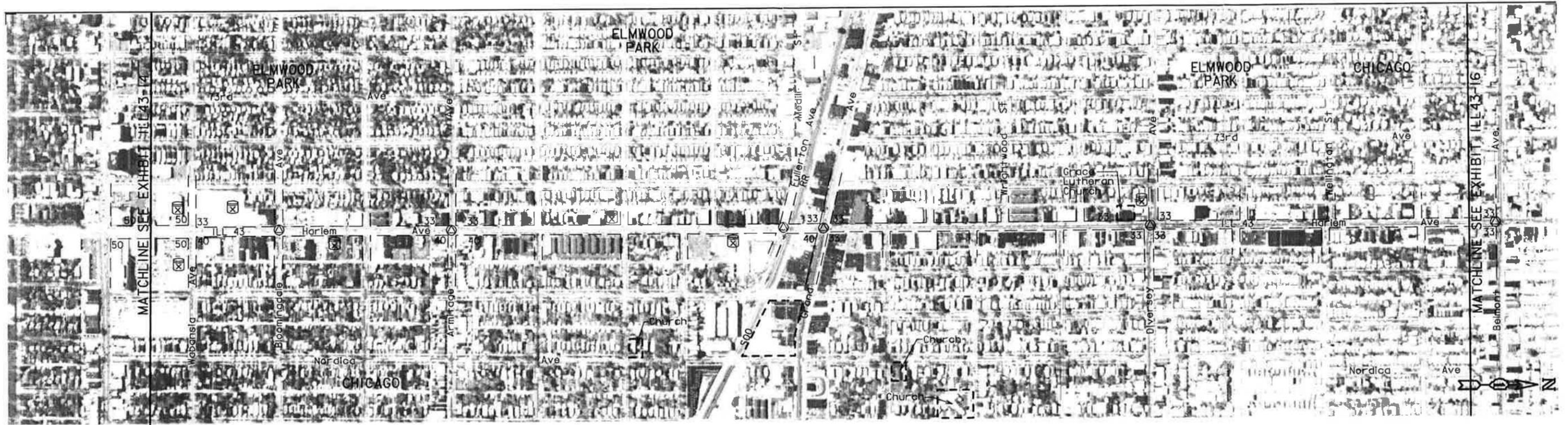


Exhibit ILL43-15a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



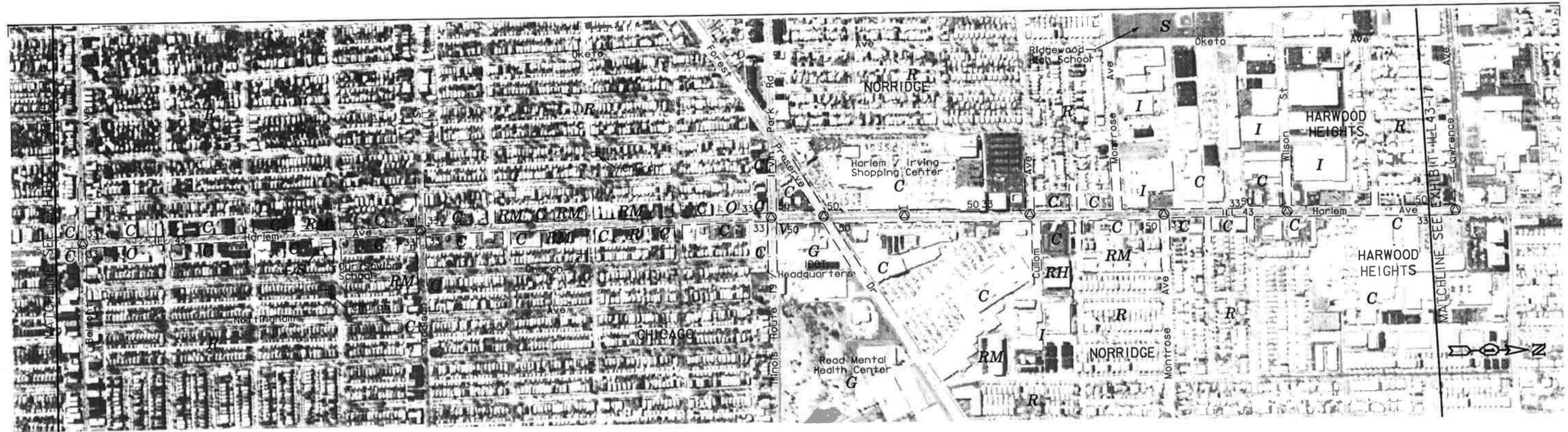
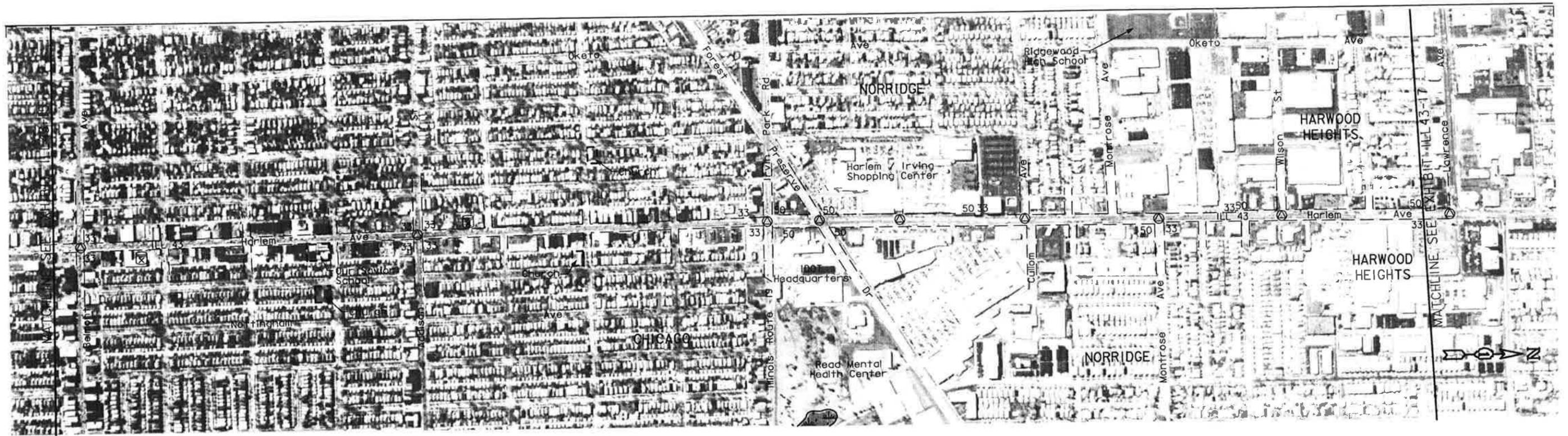


Exhibit ILL43-16a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



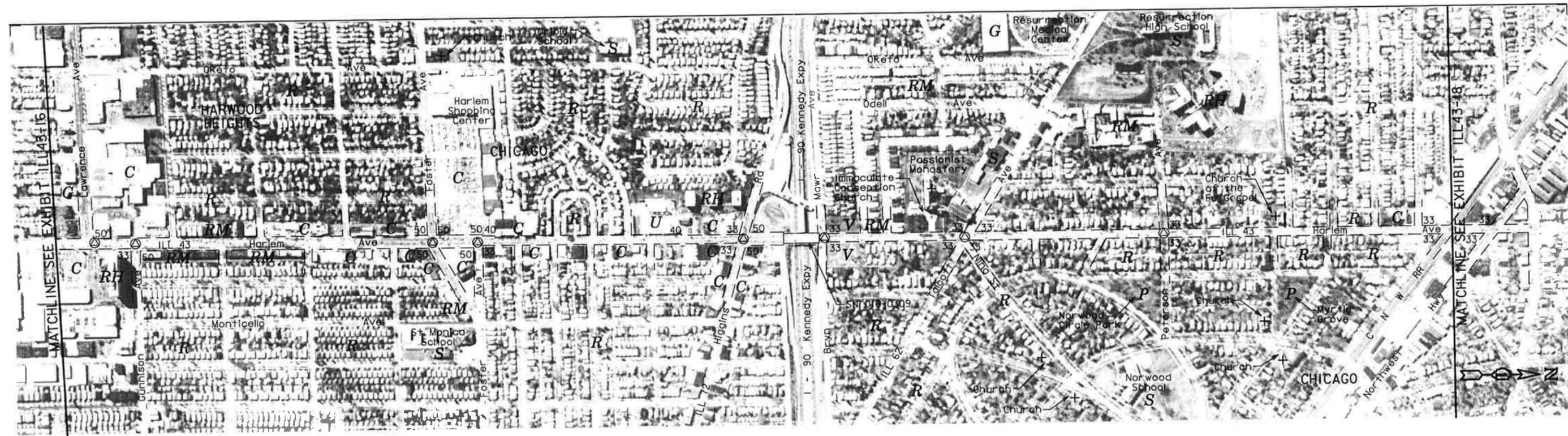
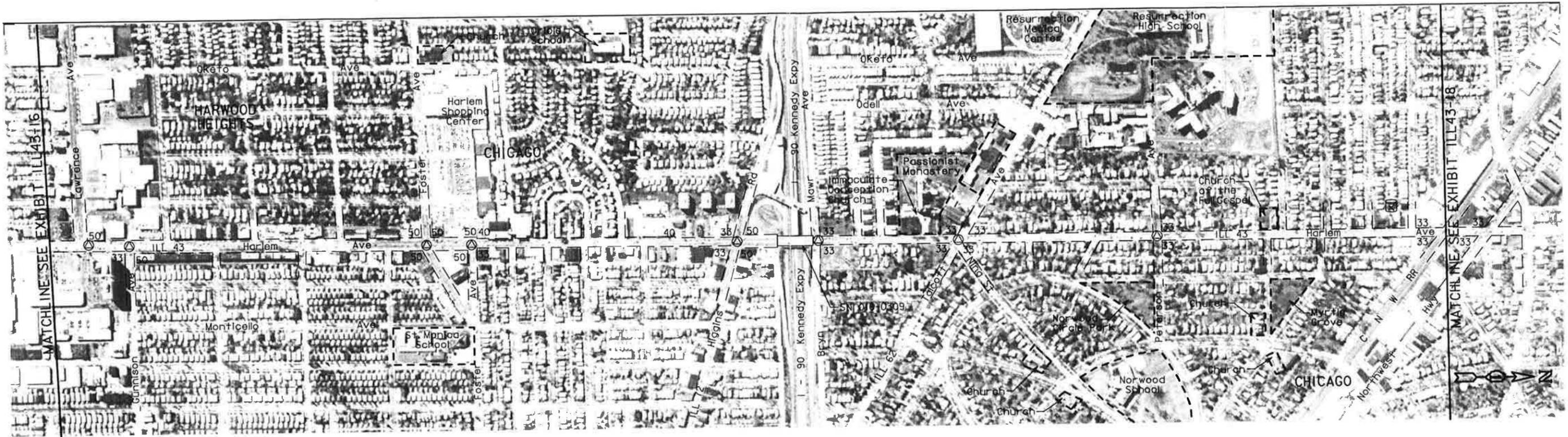


Exhibit ILL43-17a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL





Exhibit ILL43-18a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



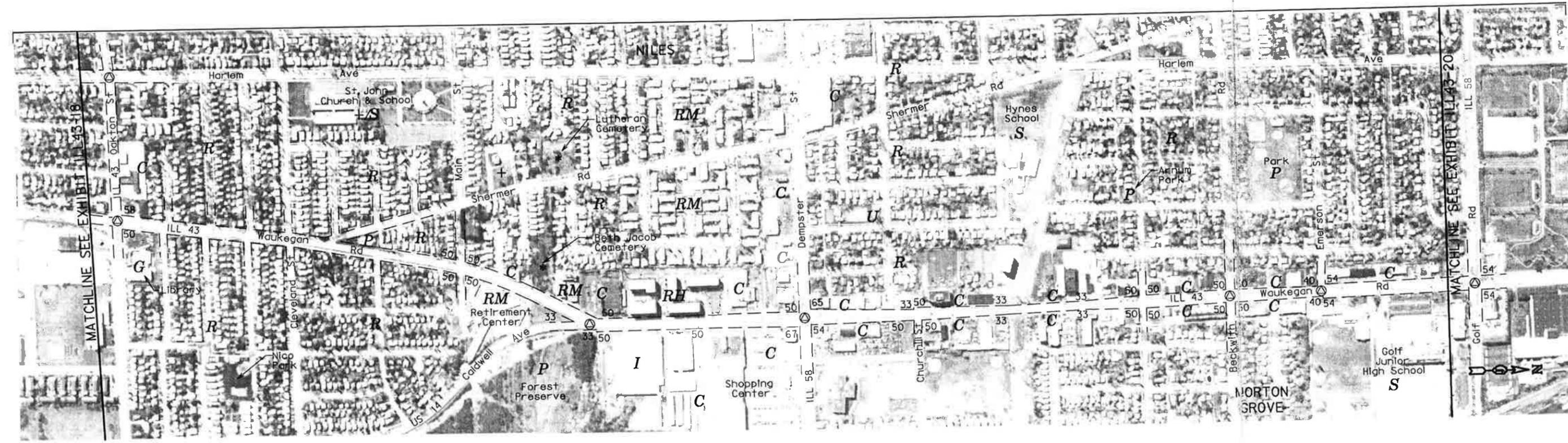
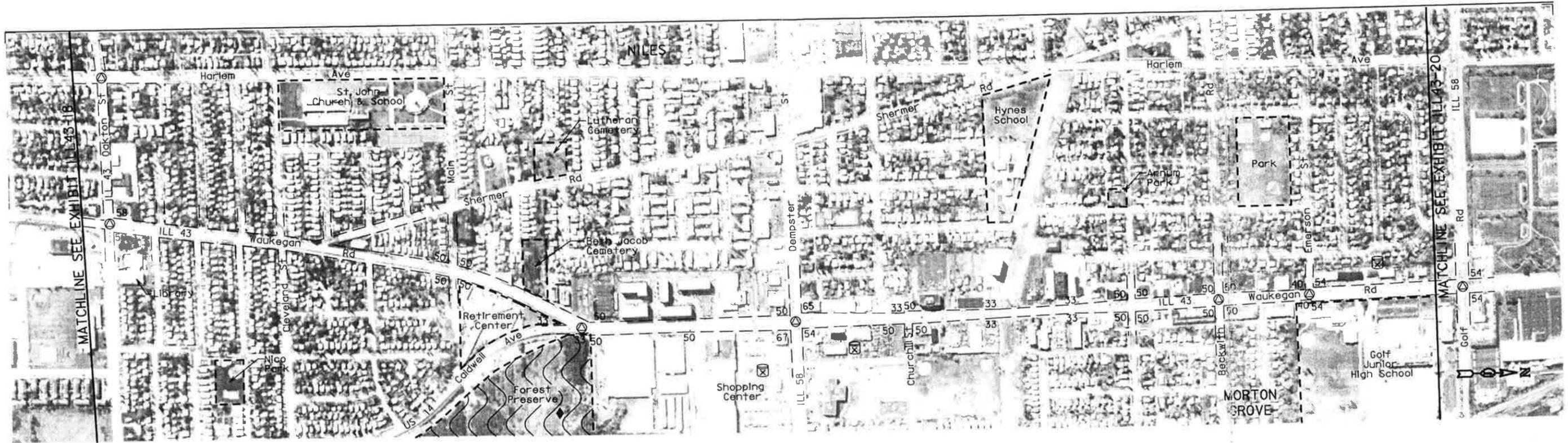


Exhibit ILL43-19a
 Illinois Route 43 (Oakton Street/Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



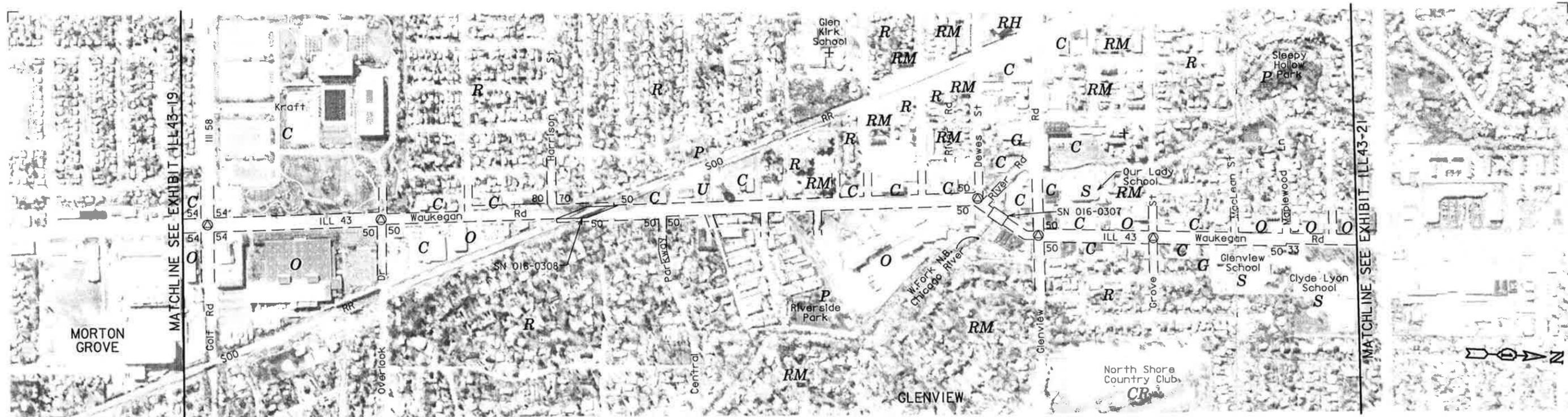
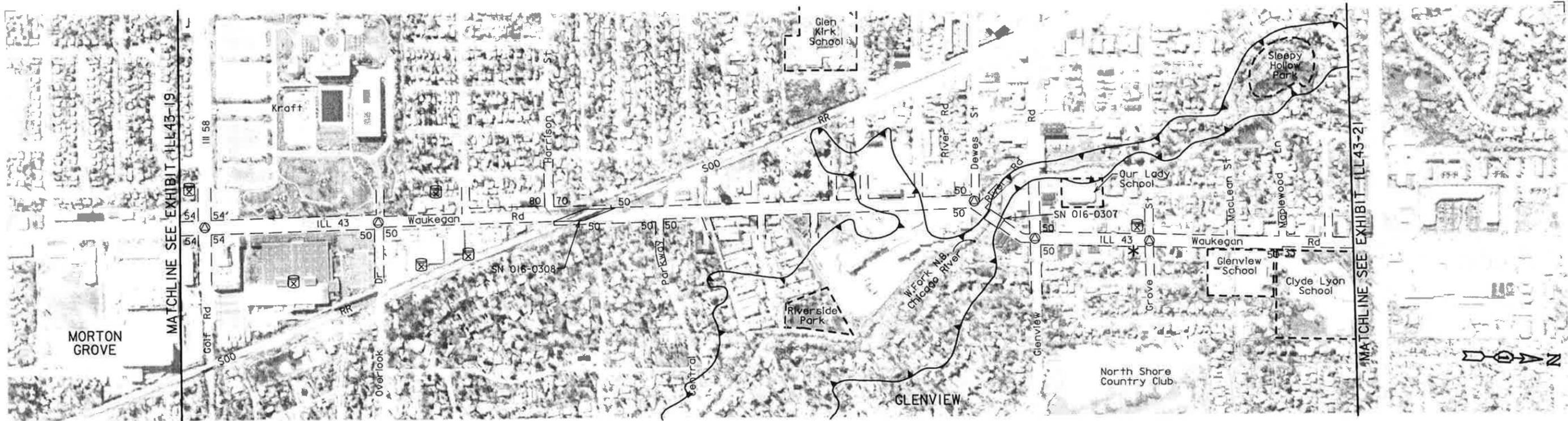


Exhibit ILL43-20a
 Illinois Route 43 (Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



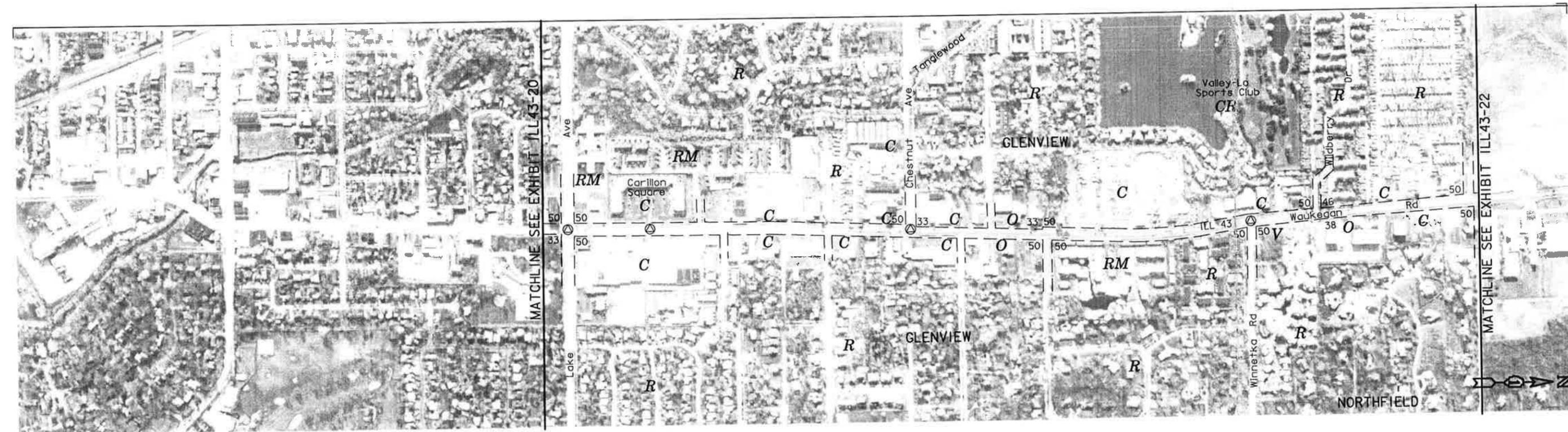
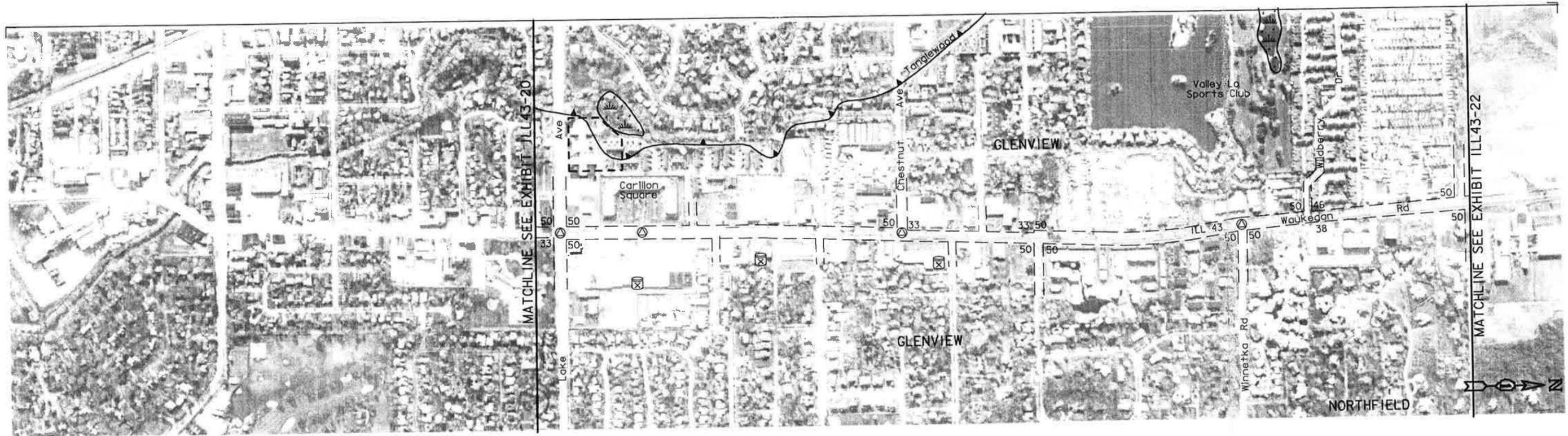
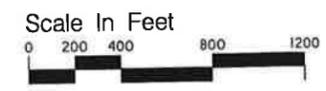


Exhibit ILL43-21a
 Illinois Route 43 (Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



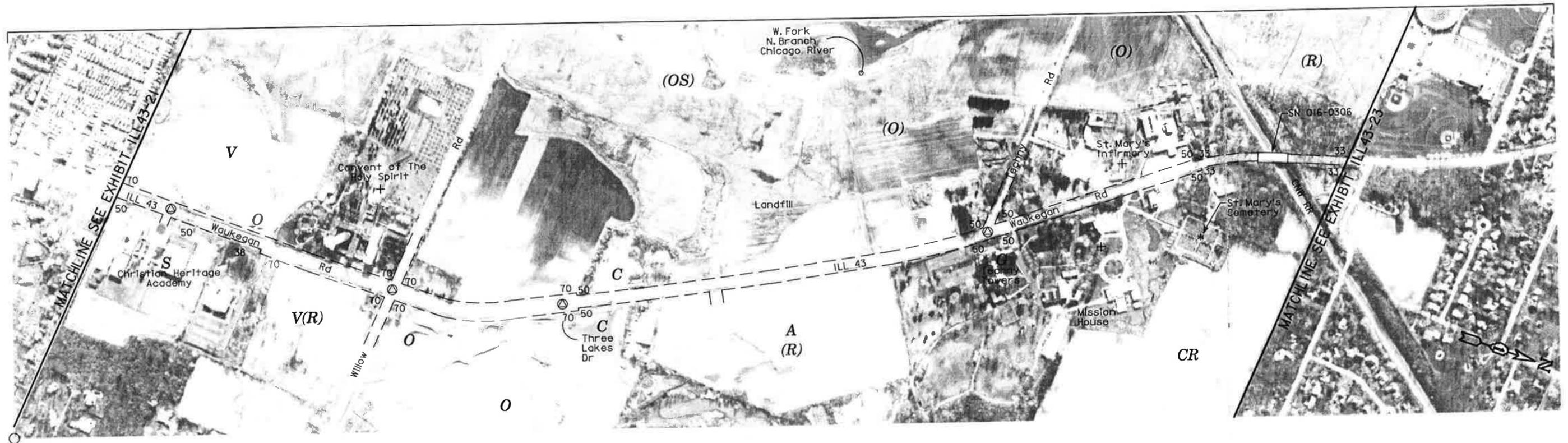
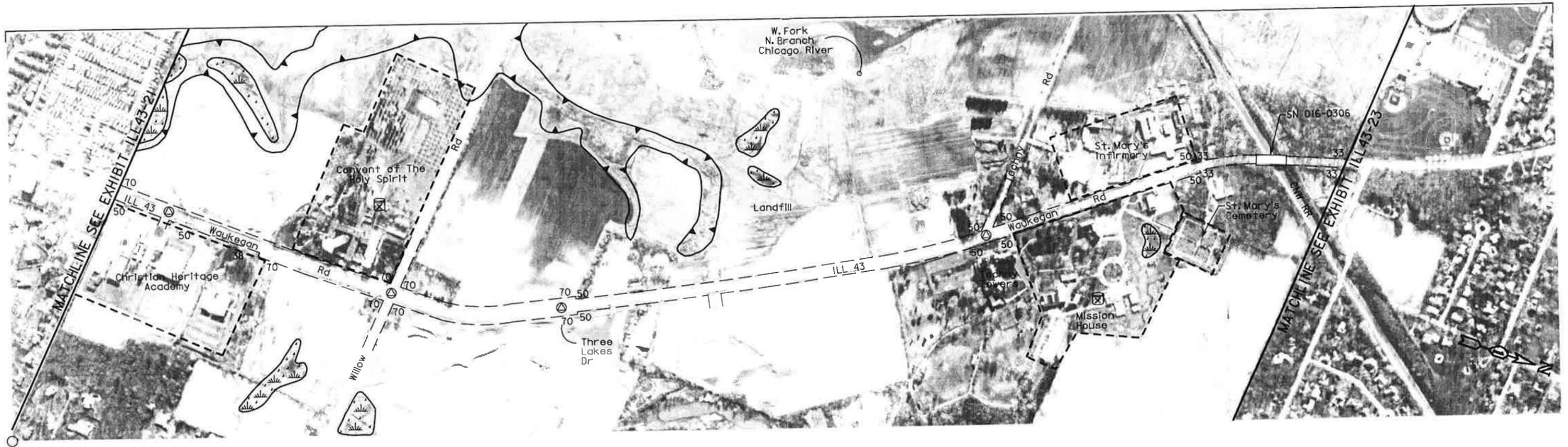


Exhibit ILL43-22a
 Illinois Route 43 (Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



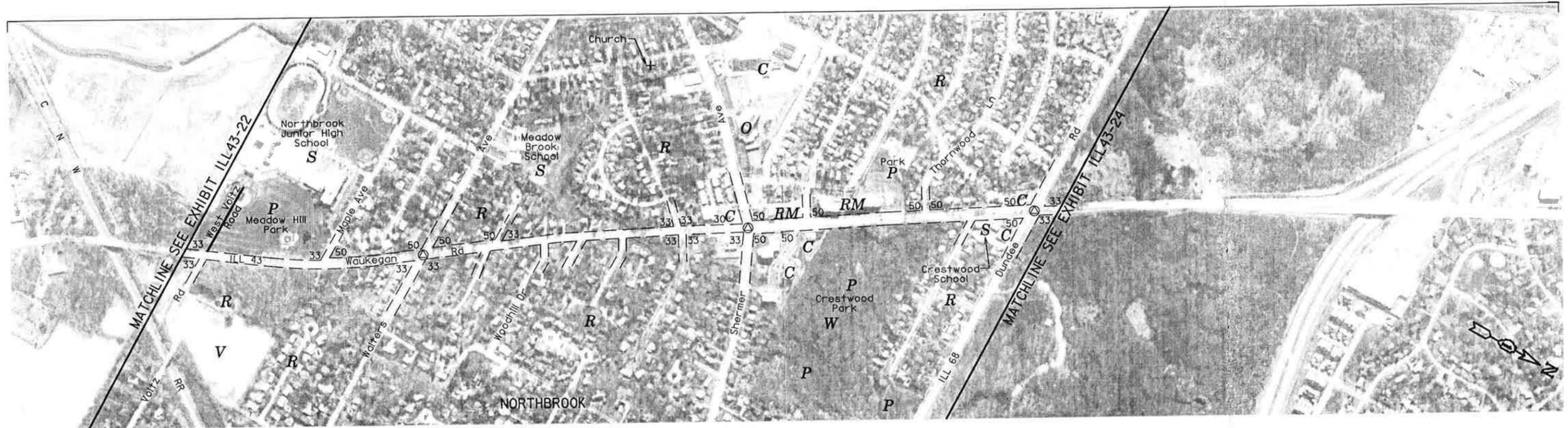
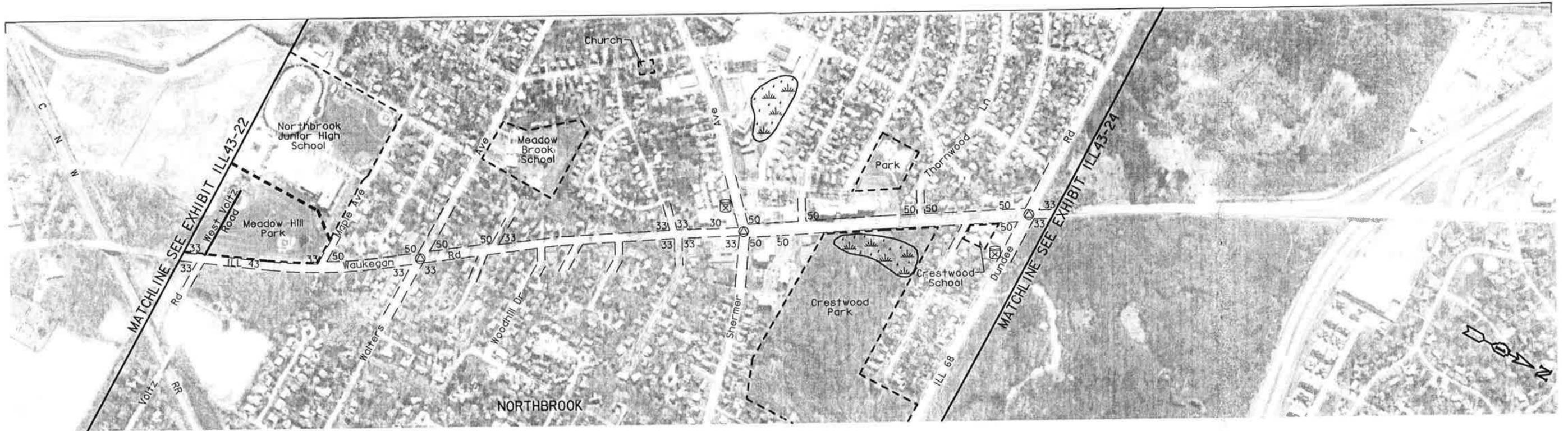


Exhibit ILL43-23a
 Illinois Route 43 (Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



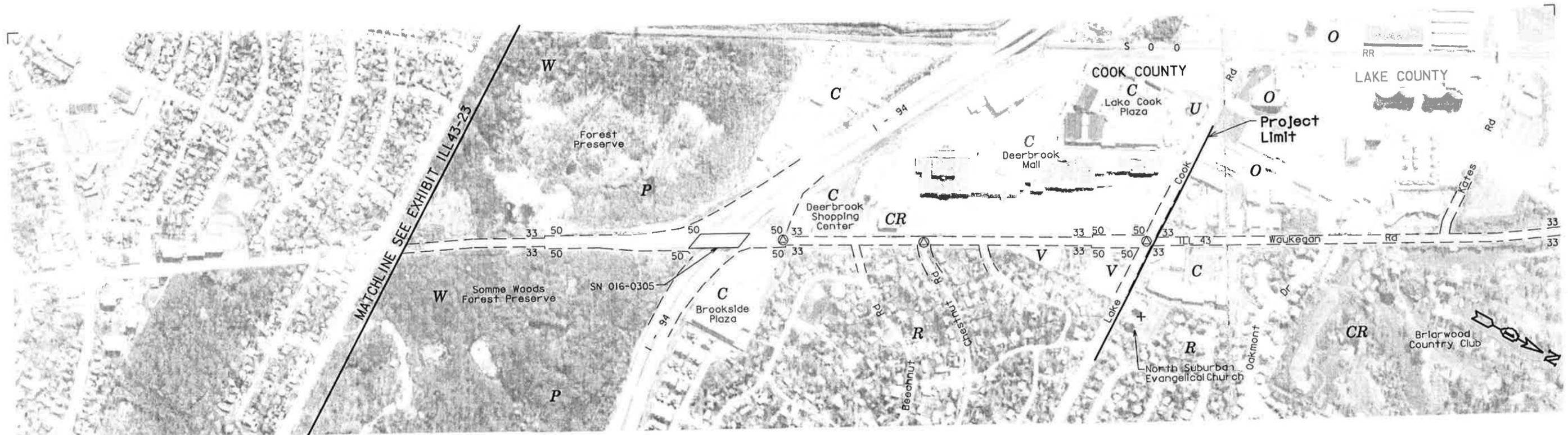
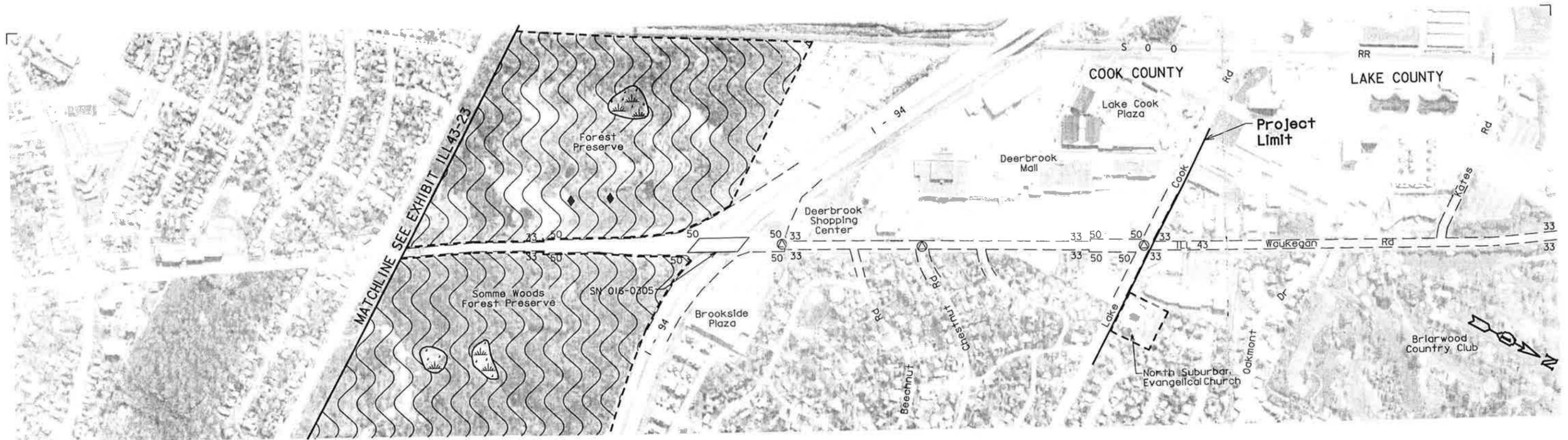
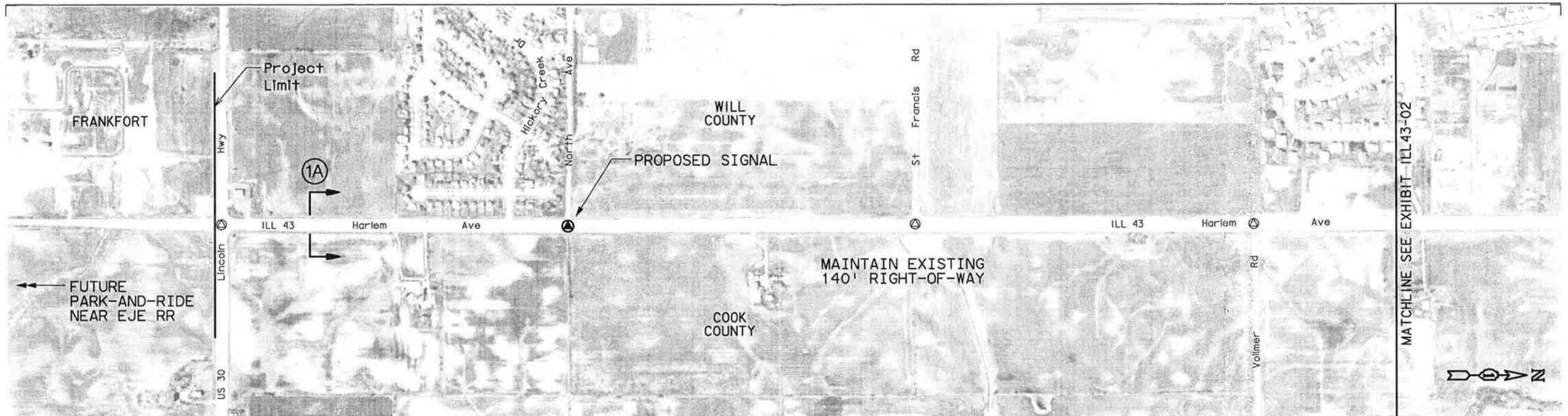


Exhibit ILL43-24a
 Illinois Route 43 (Waukegan Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

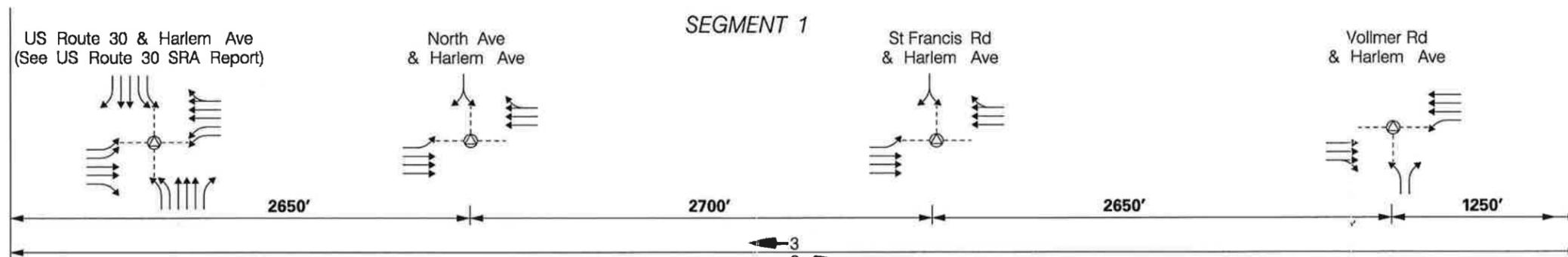




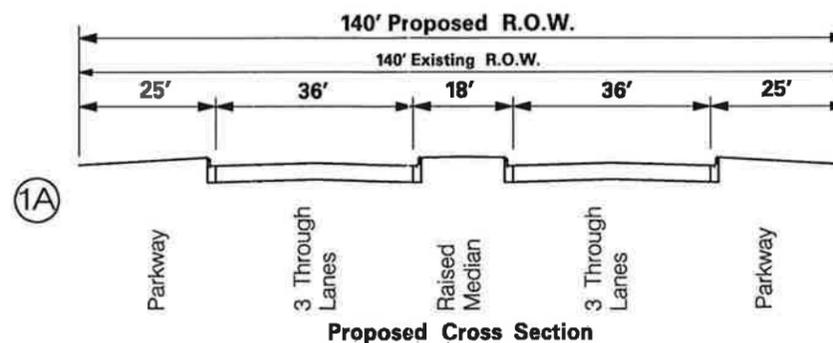
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE FUTURE ACCESS VIA SECONDARY STREET SYSTEM (NORTH, ST FRANCIS, ETC.)
- PROVIDE BUS PULLOUTS AT 1/2 MILE INTERVALS
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

- PROVIDE SIGNAL AT NORTH AVE AS WARRANTED
- PROVIDE PARK-AND-RIDE ROW AT EJE RR SOUTH OF US ROUTE 30

Exhibit ILL43-01b
Illinois Route 43 (Harlem Ave)

PROPOSED IMPROVEMENTS

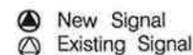
Legend



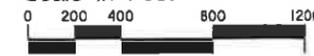
Structure Number
Existing Structure
Median Break



+20
Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way

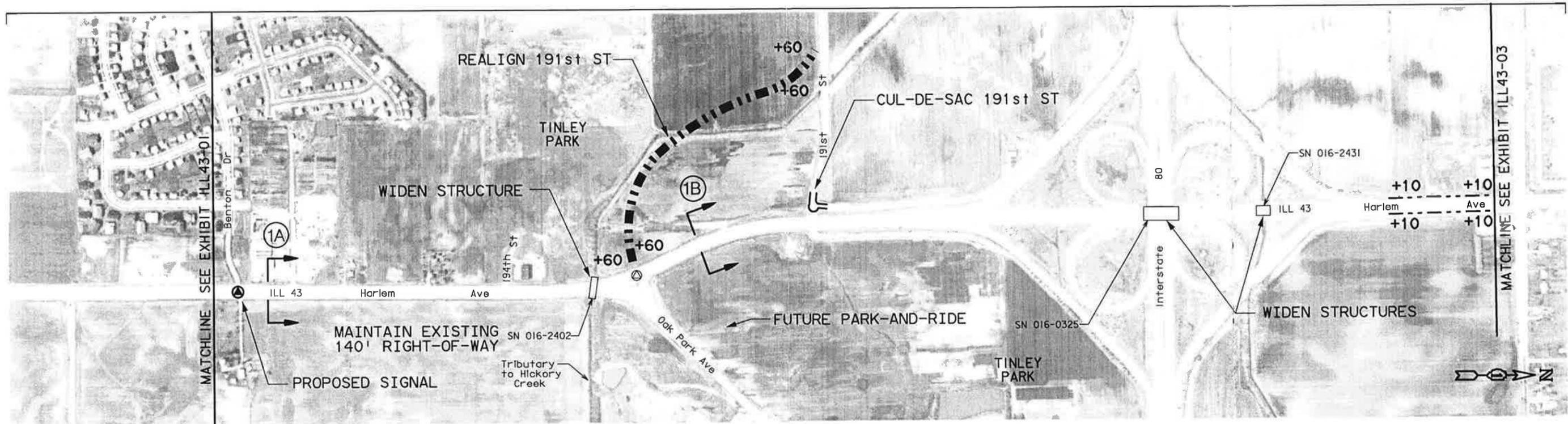


Scale In Feet



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

Dwn JTS Date 5/95 Chkd SAW Date 5/95

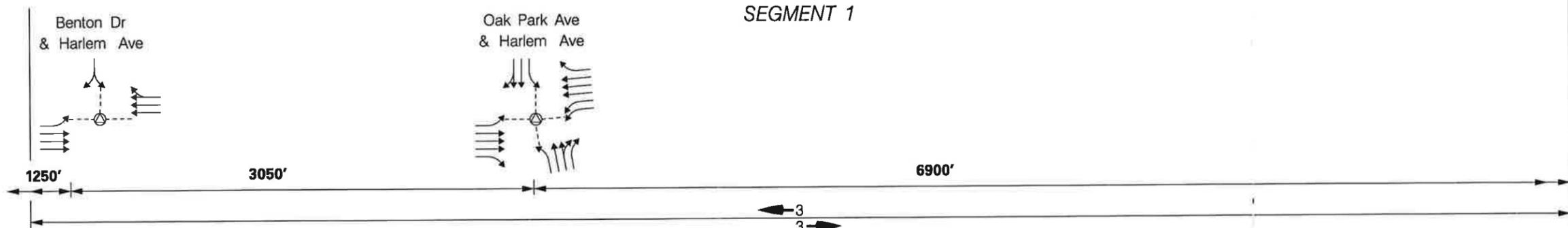


SEGMENT 1

INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE ADDITIONAL ROW AT I-80 INTERCHANGE FOR LONGER RAMPS AS POST 2010 IMPROVEMENT
- REALIGN 191st ST TO OAK PARK AVE INTERSECTION
- CUL-DE-SAC 191st ST

- PROVIDE BUS PULLOUTS AND PARK-AND-RIDE NEAR I-80 INTERCHANGE
- PROVIDE SIGNAL AT BENTON DR AS WARRANTED
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-02b
Illinois Route 43 (Harlem Avenue)

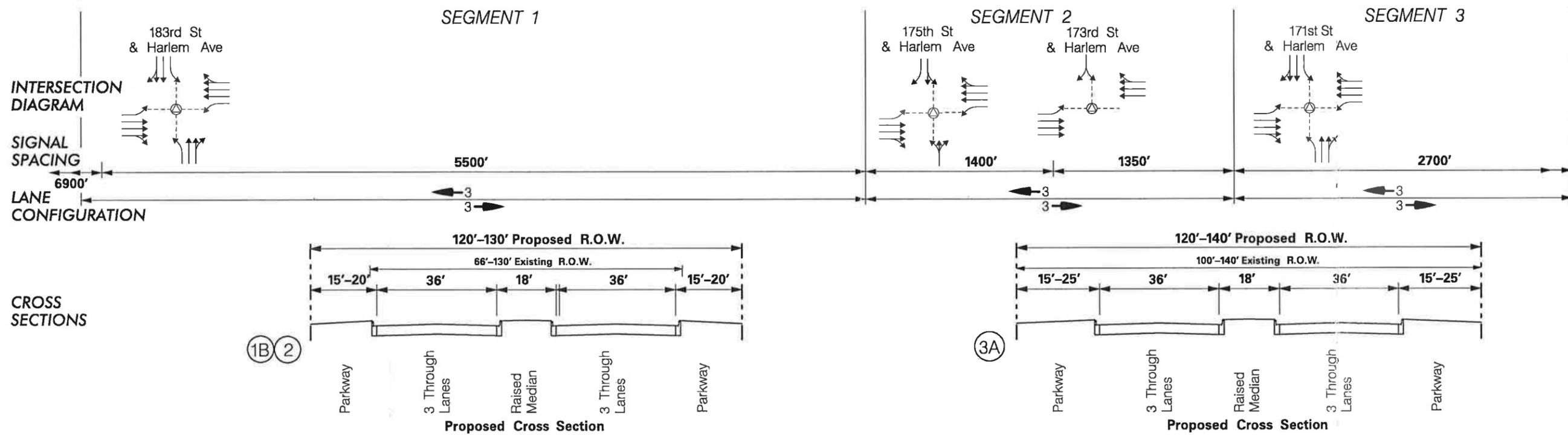
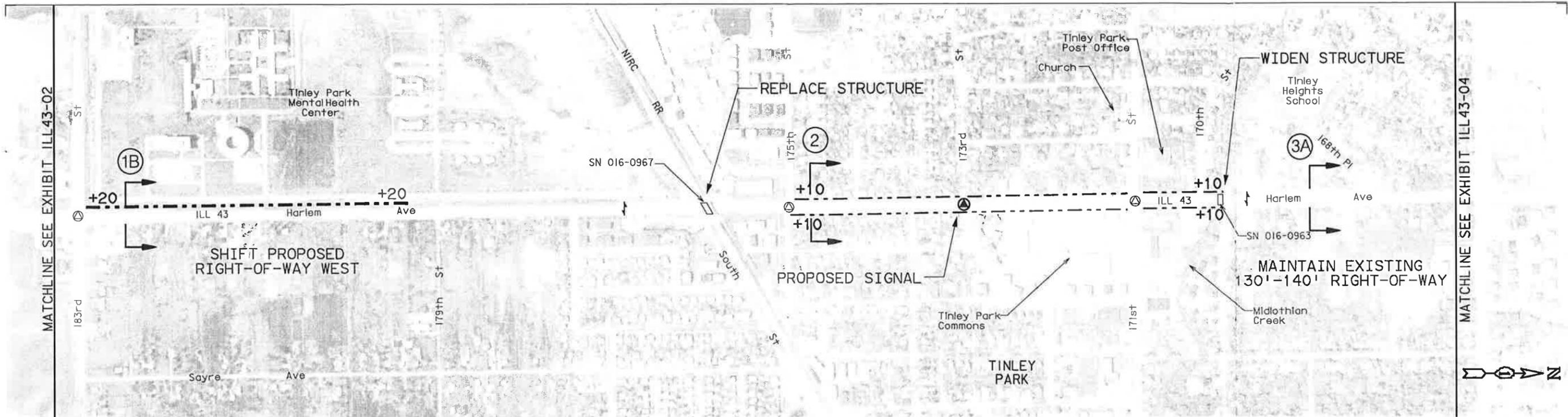
PROPOSED IMPROVEMENTS

Legend

- | | | | | |
|----|--------------------|------------|------------|-----------------|
| SN | Structure Number | Cul-De-Sac | New Signal | Flashing Signal |
| | Existing Structure | +20 | | |
| | Median Break | | | |
| | | | | |



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 5 / 95 Chkd SAW Date 5 / 95



- NOTES**
- SHIFT PROPOSED ROW WEST 183rd ST TO SOUTH ST
 - LIMIT ACCESS TO RIGHT-IN RIGHT-OUT ONLY IN SEGMENT 2
 - PROVIDE SIGNAL AT 173rd ST AS WARRANTED
 - PROVIDE DIRECTIONAL SIGNAGE FOR NEARBY TRANSIT STATION
 - PROVIDE BUS SHELTER AND PULLOUT AT MENTAL HEALTH CENTER
 - PROVIDE BUS PULLOUTS AT 1/2 MILE INTERVALS
 - PROVIDE SIGNAGE FOR AREA TRANSIT STATIONS
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-03b
 Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend

Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	Additional Right-Of-Way	Existing Signal	Remove Signal
Median Break	Proposed Right-Of-Way		

Scale In Feet
 0 200 400 800 1200



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Dwn JTS Date 5/95 Chkd SAW Date 5/95

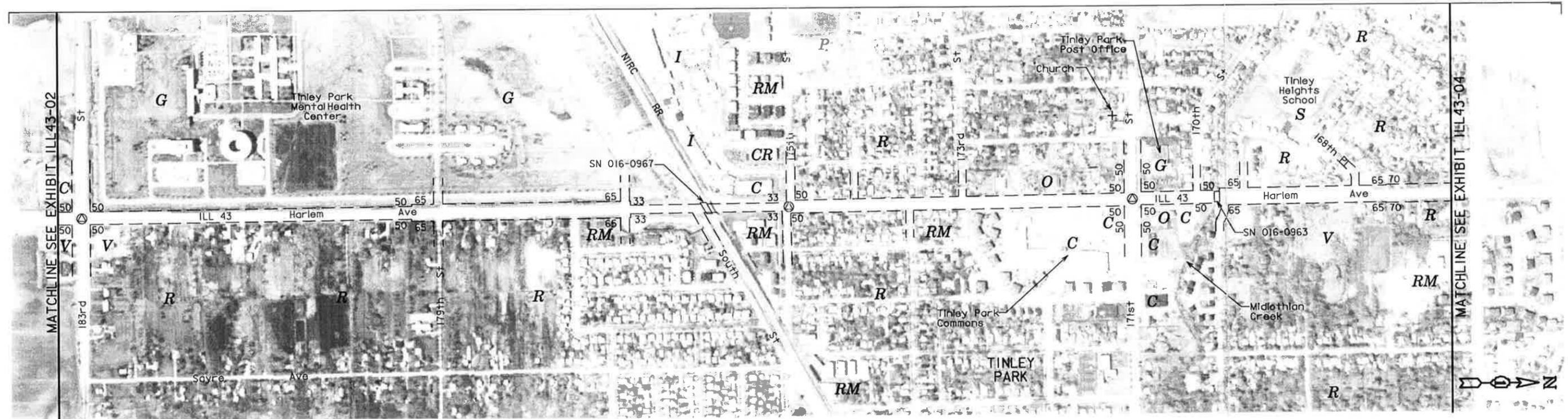
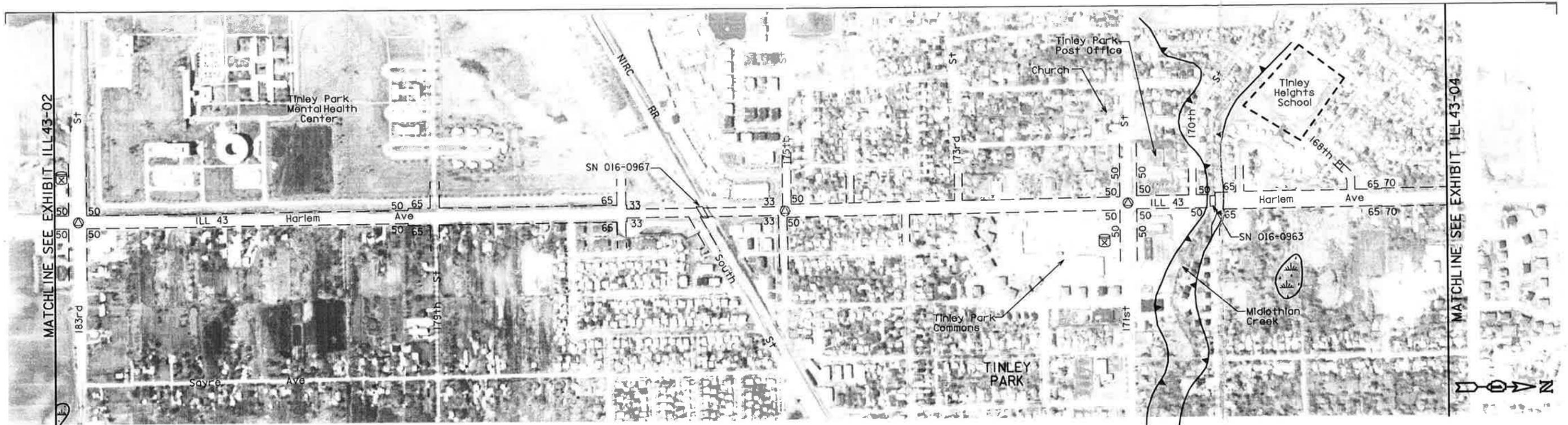


Exhibit ILL43-03a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



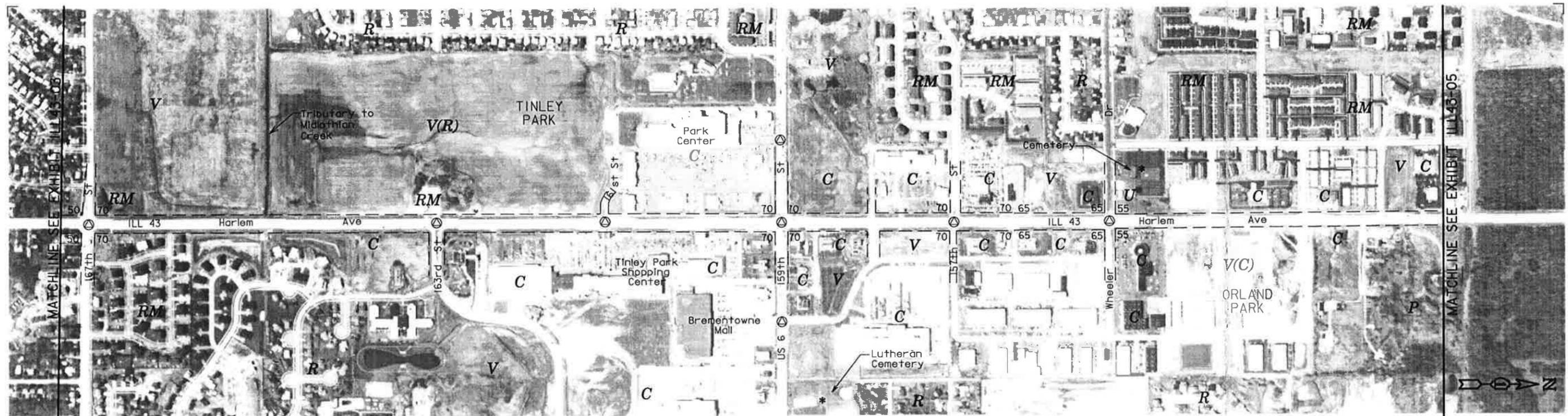
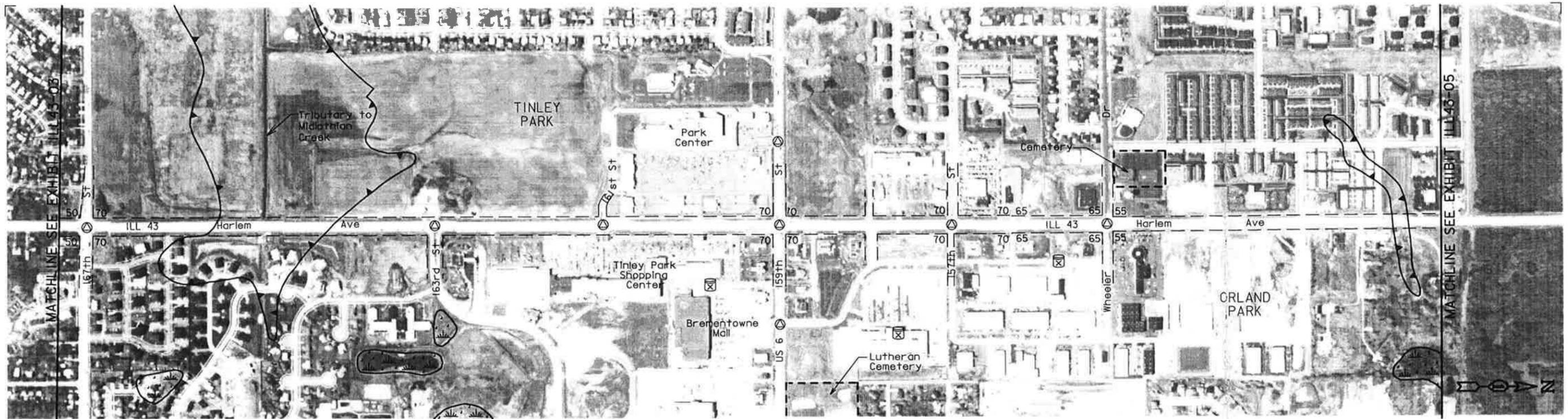


Exhibit ILL43-04a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



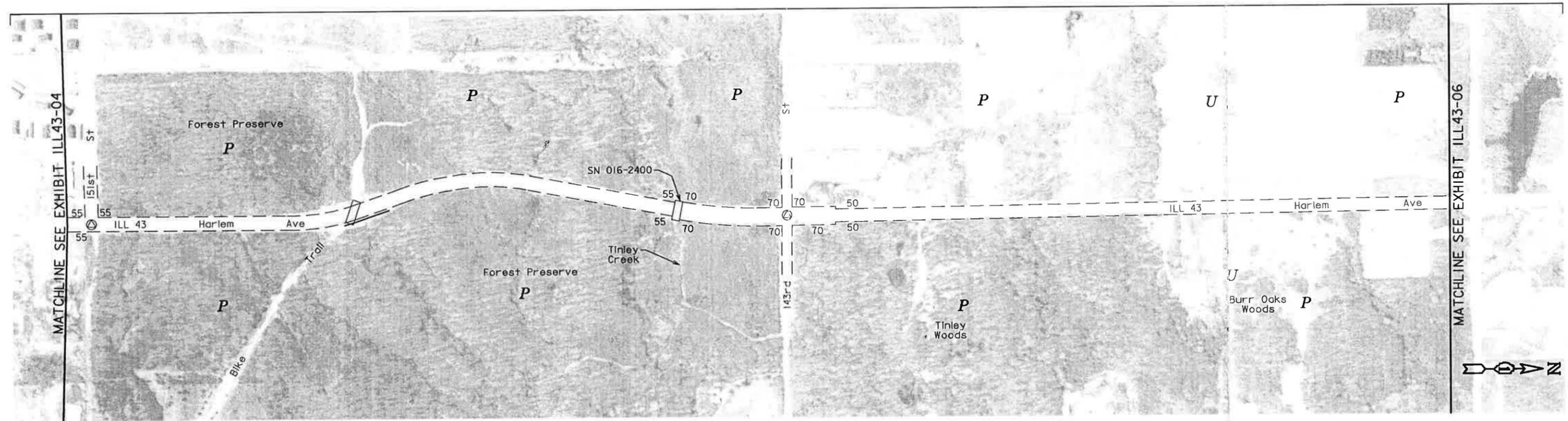
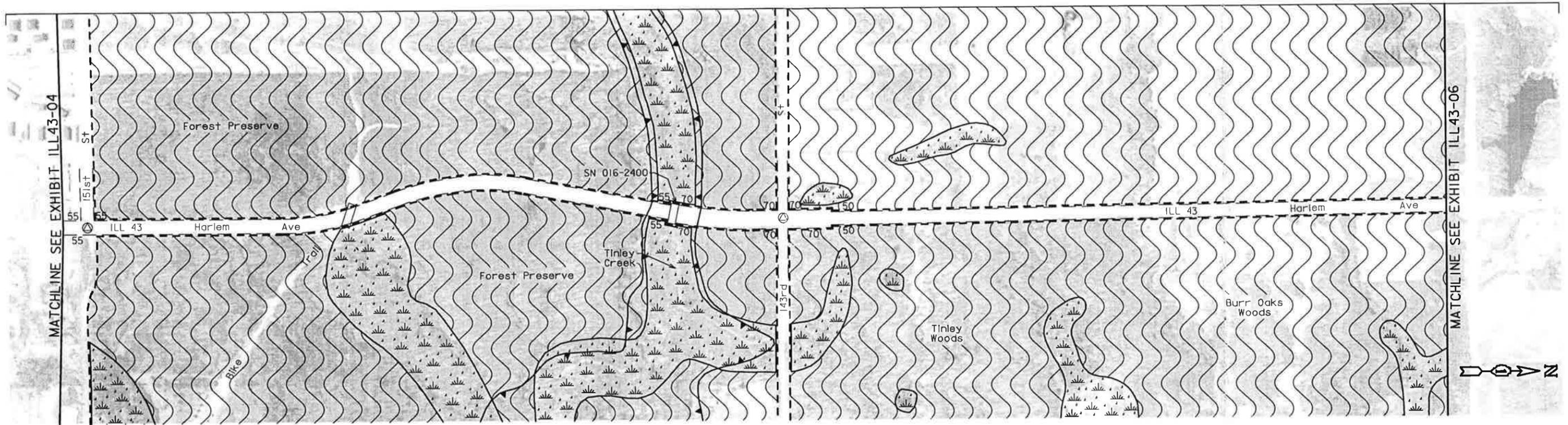


Exhibit ILL43-05a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



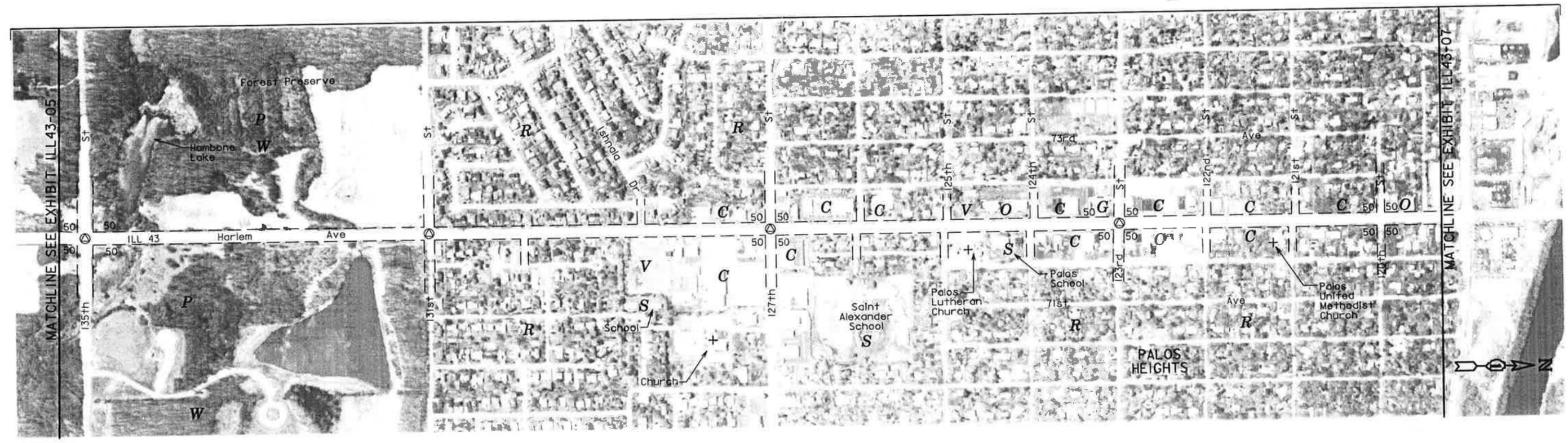
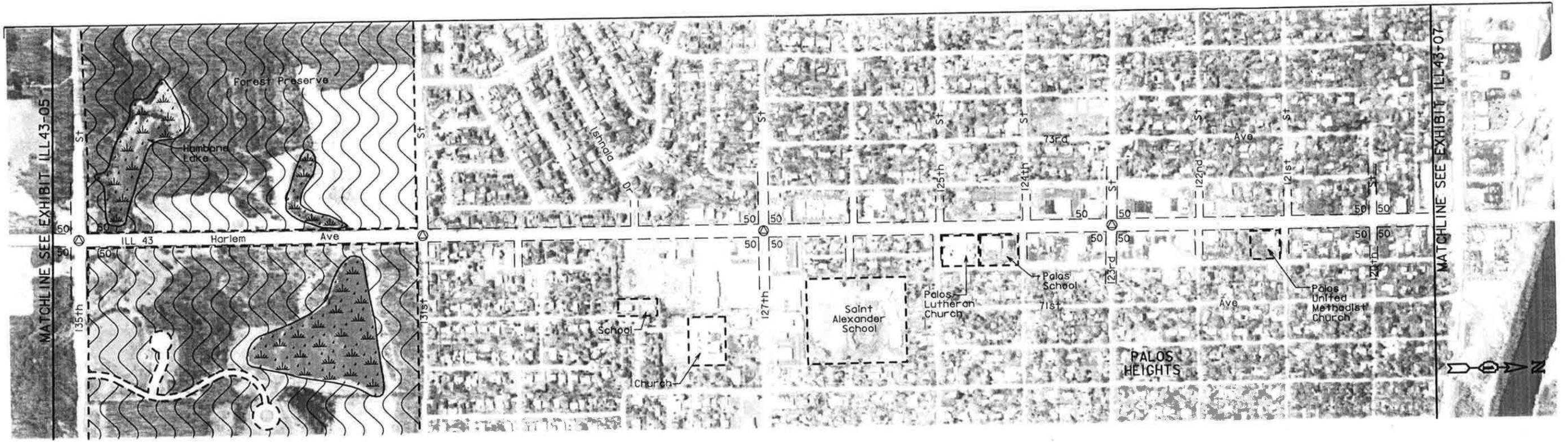


Exhibit ILL43-06a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



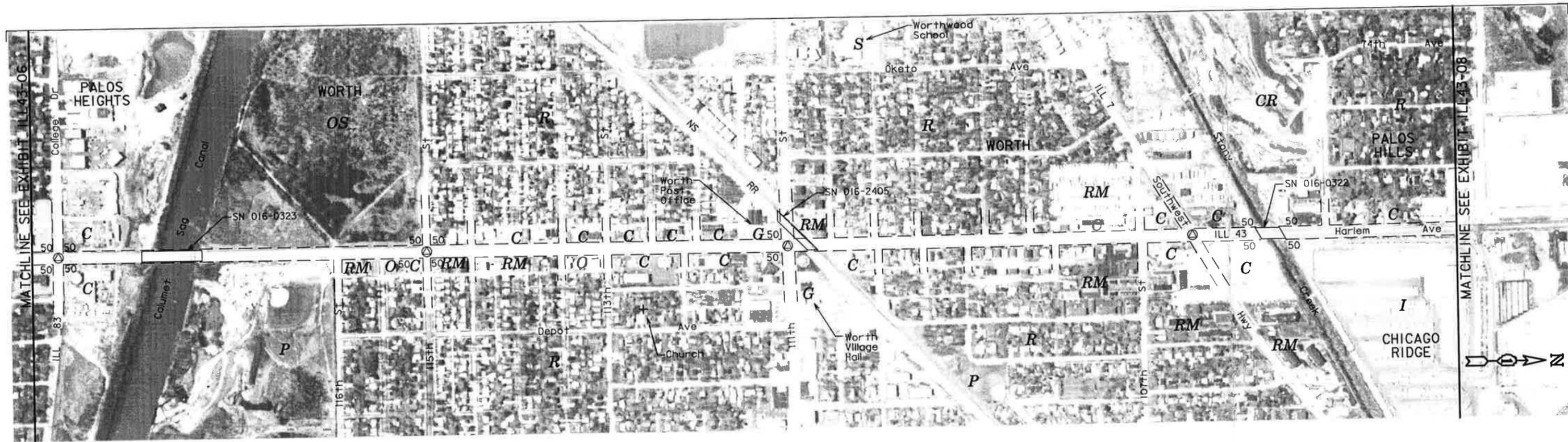
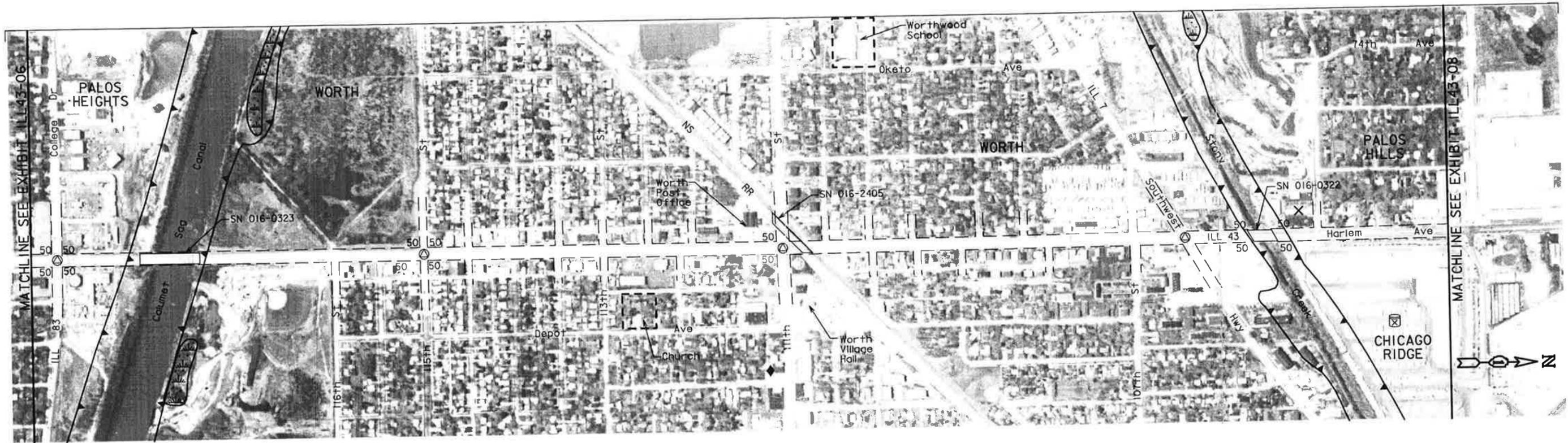


Exhibit ILL43-07a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

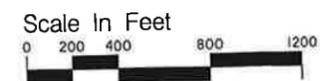




Exhibit ILL43-08a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



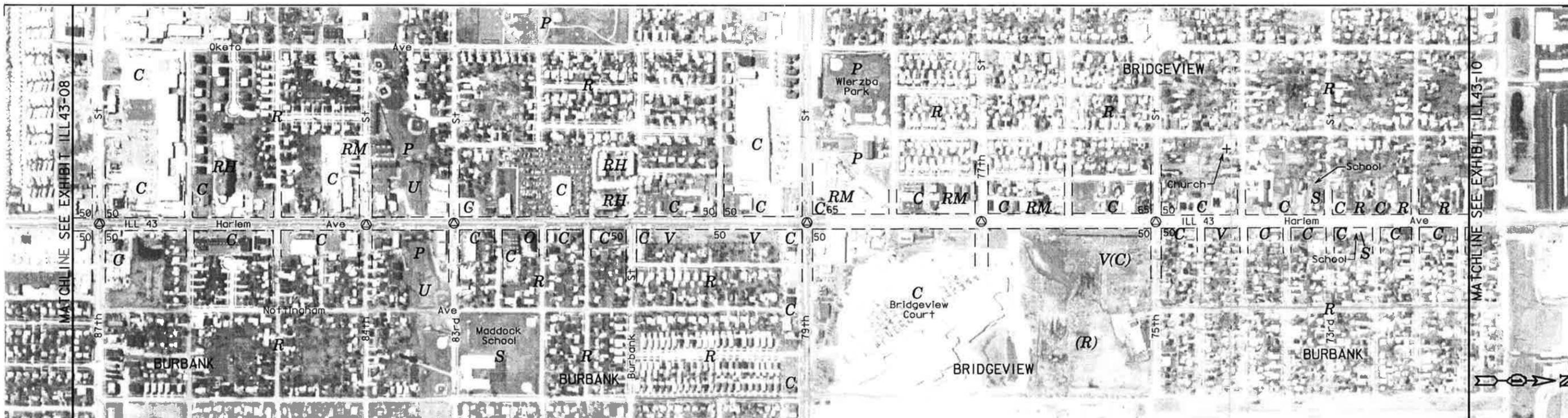


Exhibit ILL43-09a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



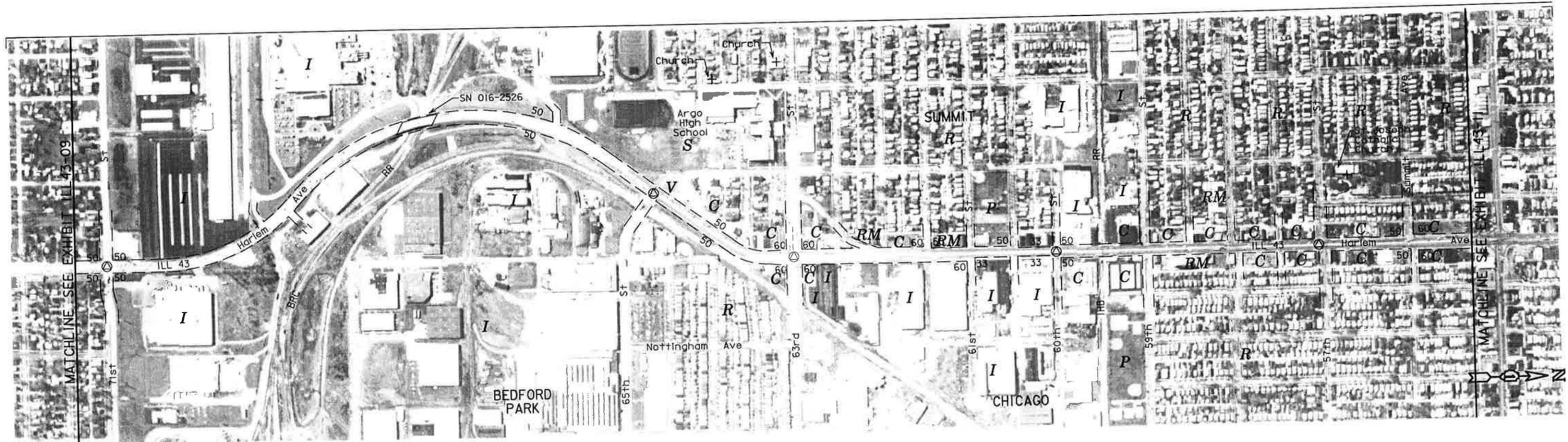
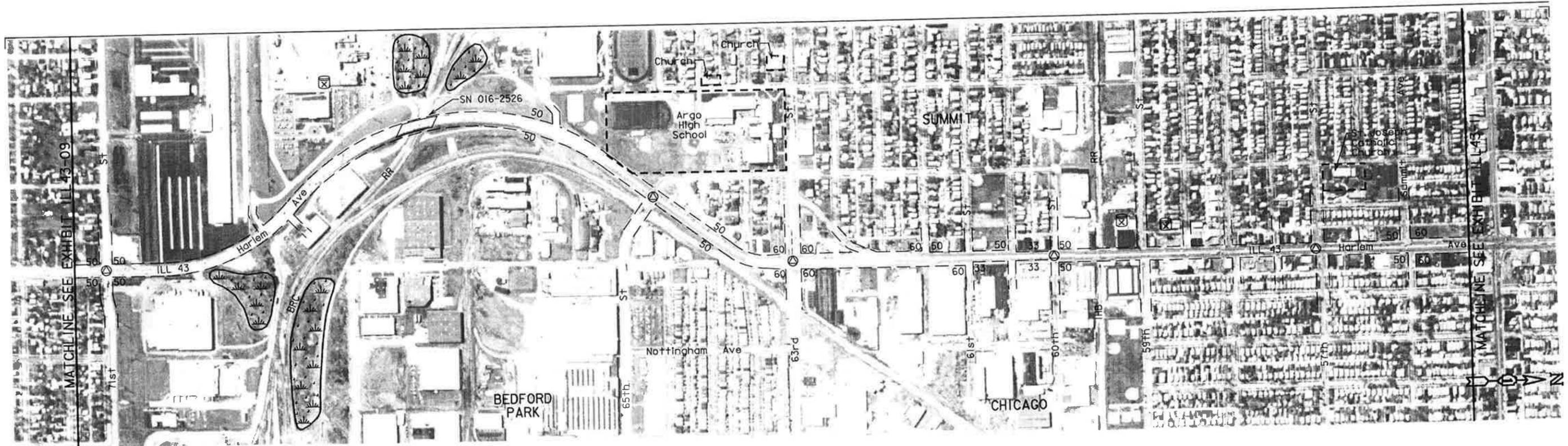


Exhibit ILL43-10a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



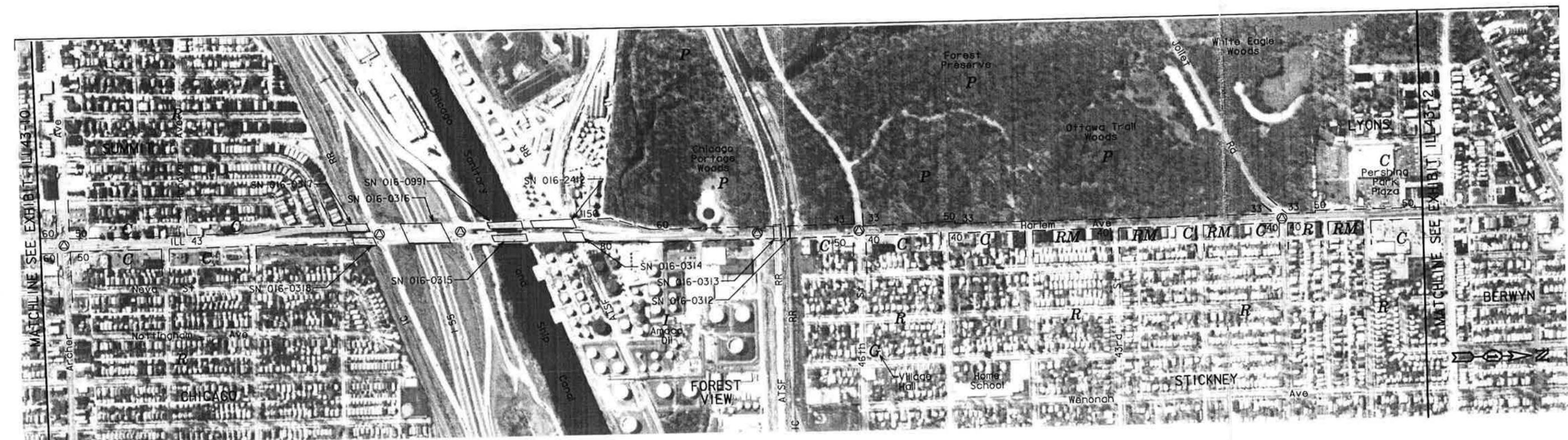
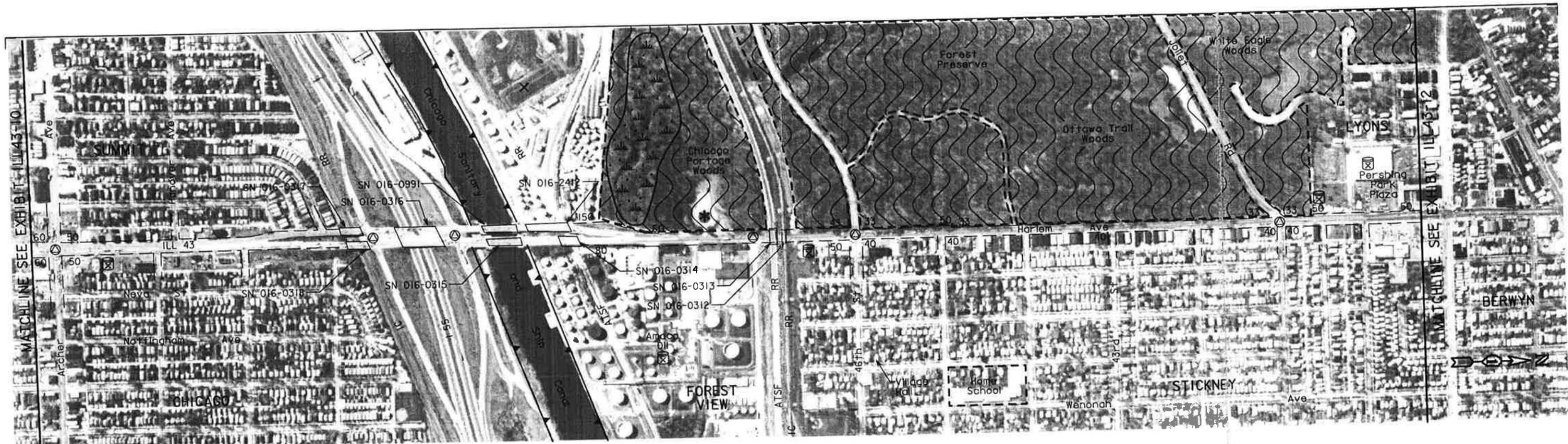


Exhibit ILL43-11a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



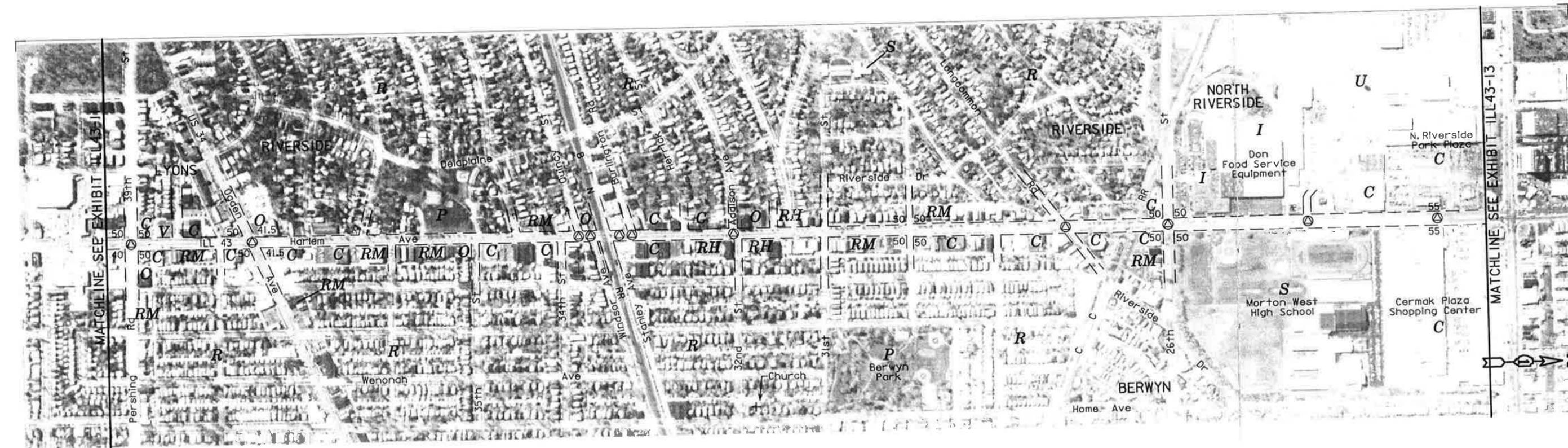
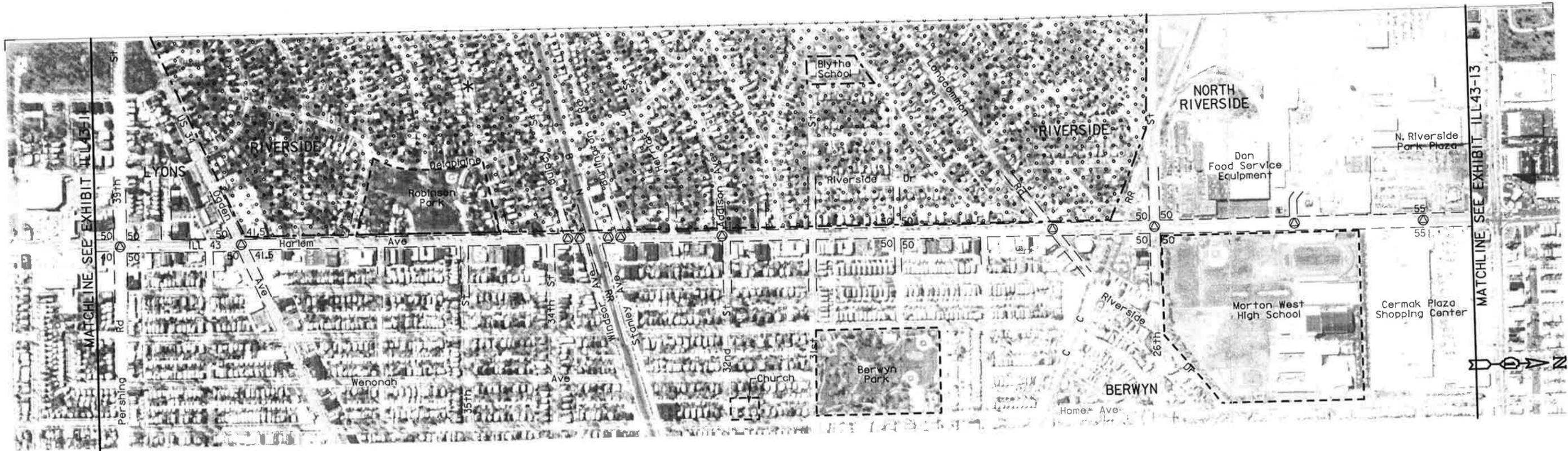
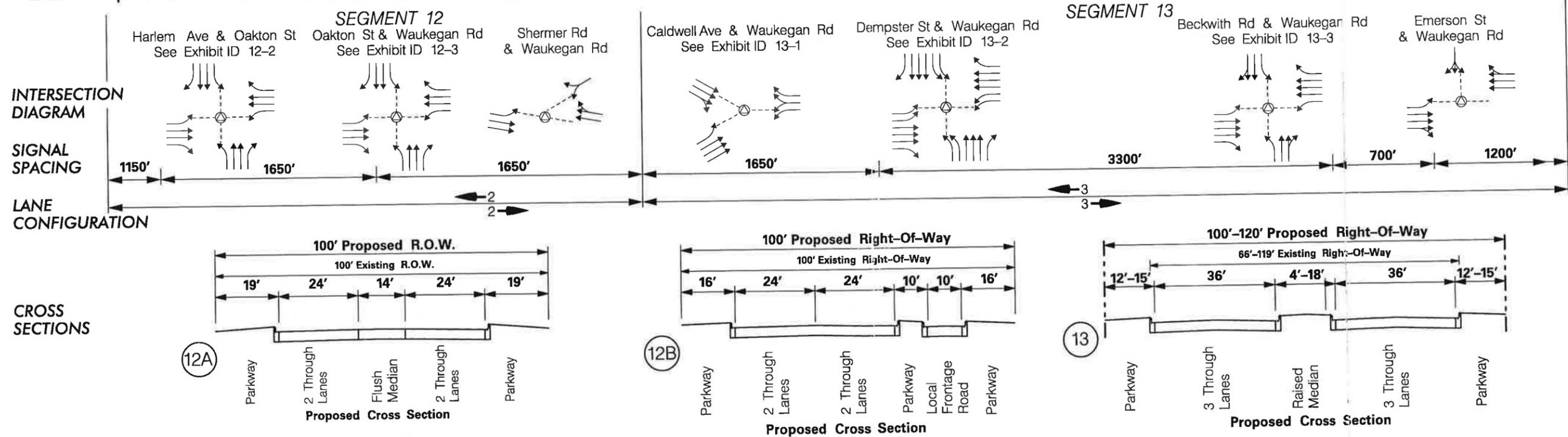
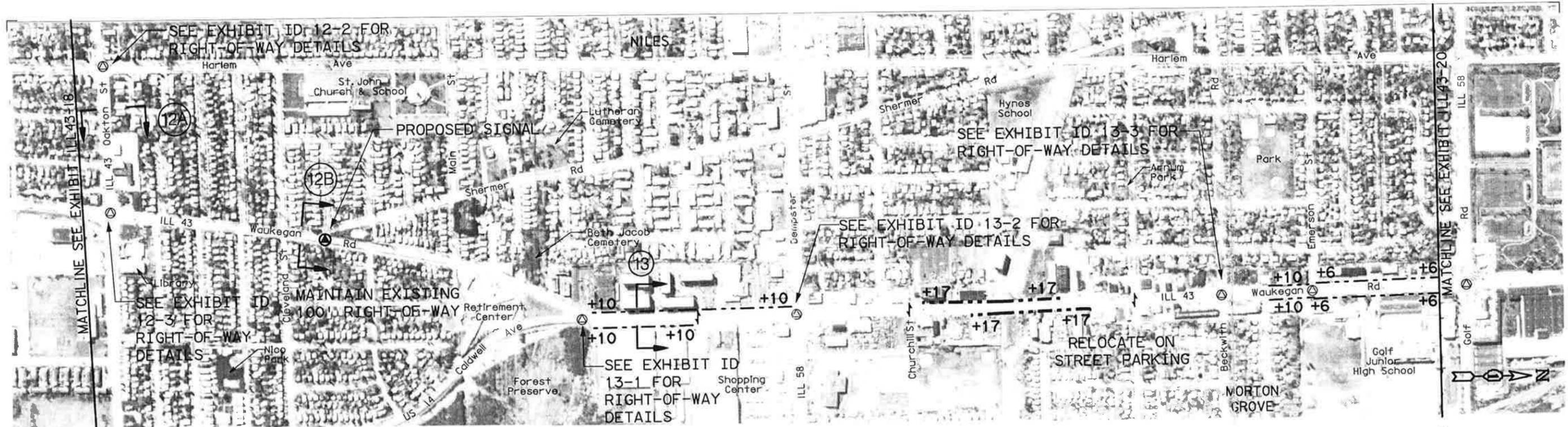


Exhibit ILL43-12a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



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 MERIDIAN ENGINEERS & PLANNERS, INC.



- NOTES**
- PROVIDE PEAK HOUR LEFT TURN RESTRICTIONS IN SEGMENT 12 FROM OAKTON ST TO CALDWELL AVE
 - PROVIDE ACCESS TO BETHANY TERRACE RETIREMENT CENTER VIA US ROUTE 14
 - PROVIDE SIGNAL AT SHERMER RD AS WARRANTED
 - RELOCATE ON-STREET PARKING TO SIDE STREETS & VACANT LOTS
 - PROVIDE DIRECTIONAL SIGNAGE TO LOCAL TRANSIT STATIONS
 - PROVIDE FAR SIDE BUS STOPS WITH SHELTERS AT MAJOR BLOCKS
 - PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-19b
 Illinois Route 43 (Oakton Street/Waukegan Road)

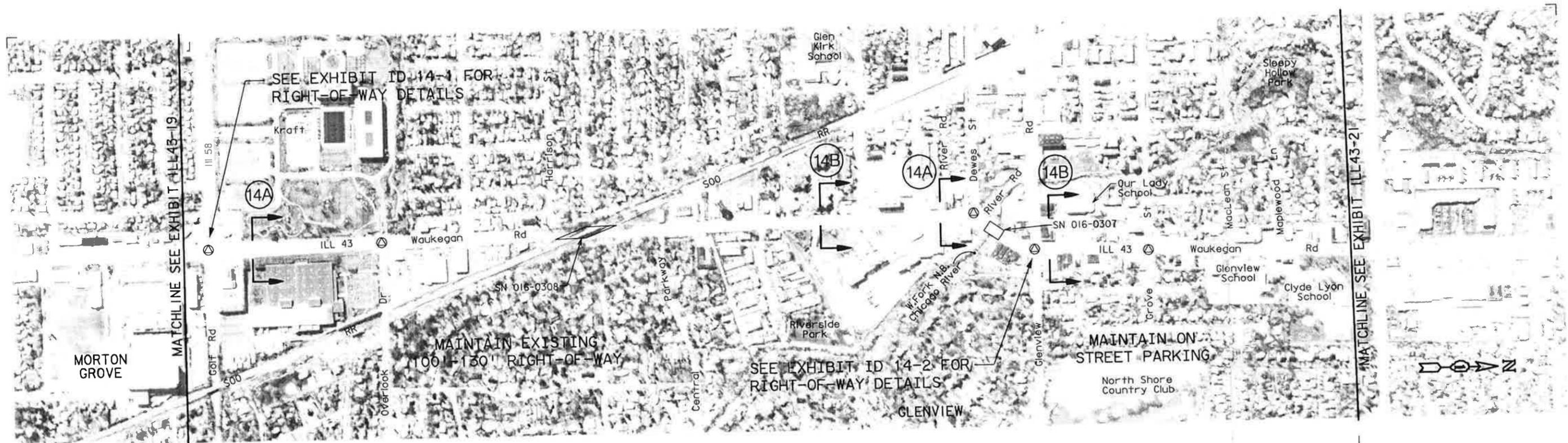
PROPOSED IMPROVEMENTS

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			



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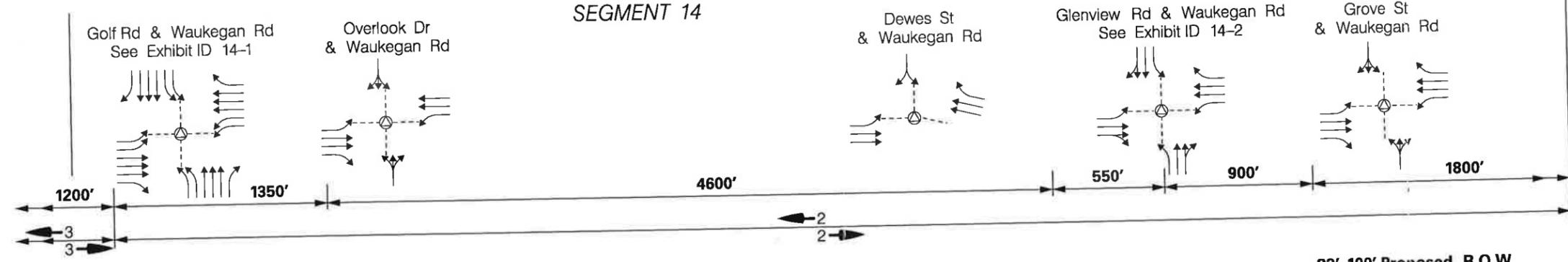


SEGMENT 14

INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE TRANSFER FACILITY AT GLENVIEW ROAD AND WAUKEGAN ROAD
- PROVIDE DIRECTIONAL SIGNS TO NEARBY TRANSIT STATIONS

- MAINTAIN ON STREET PARKING IN DOWNTOWN GLENVIEW
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS EVERY 1/4 MILE

Exhibit ILL43-20b
Illinois Route 43 (Waukegan Road)

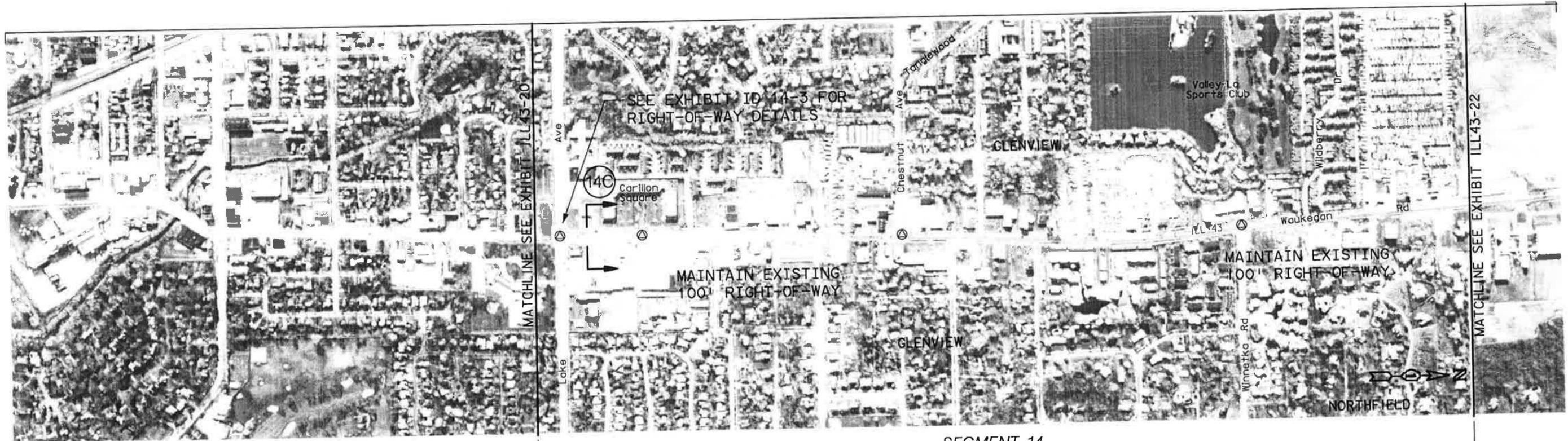
PROPOSED IMPROVEMENTS

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



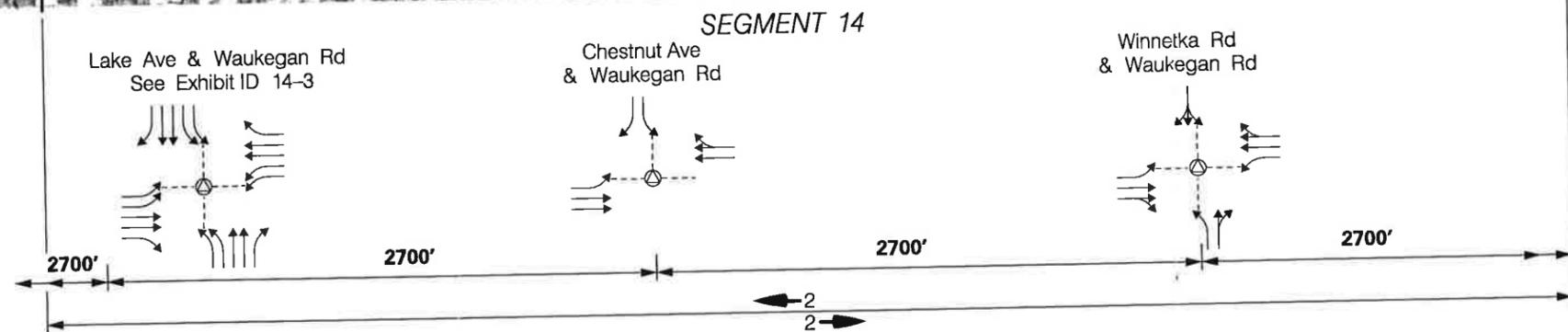
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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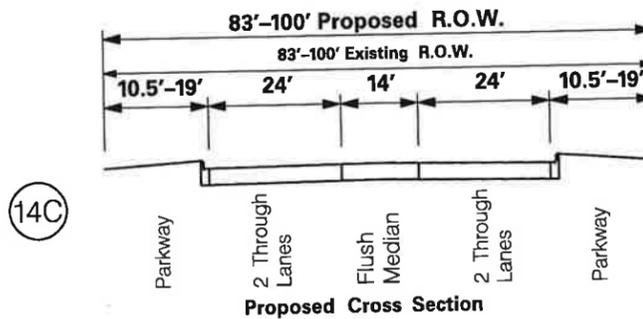
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-PROVIDE SIGNAL PRE-EMPTION FOR BUSES

-PROVIDE BUS STOPS WITH SHELTERS EVERY 1/4 MILE

Exhibit ILL43-21b
Illinois Route 43 (Waukegan Road)

PROPOSED IMPROVEMENTS

Legend



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

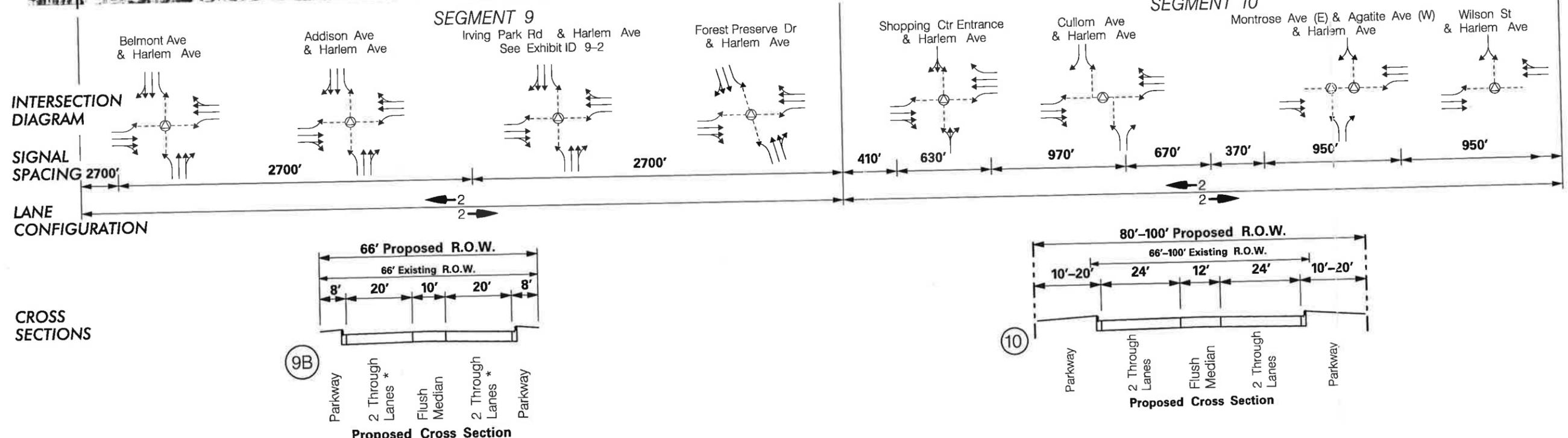
Scale In Feet



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NOTES

- * 1 Through Lane and 1 Parking Lane During Off Peak Hours
- PROVIDE ADDITIONAL ROW IN SPOT LOCATIONS TO DEVELOP TURN LANES

- PROVIDE PEAK HOUR RESTRICTIONS ON TRUCK LOADING IN SEGMENT 10
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS AT EVERY MAJOR BLOCK

Exhibit ILL43-16b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

- Legend**
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Additional Right-Of-Way
 - Proposed Right-Of-Way
 - Cul-De-Sac
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



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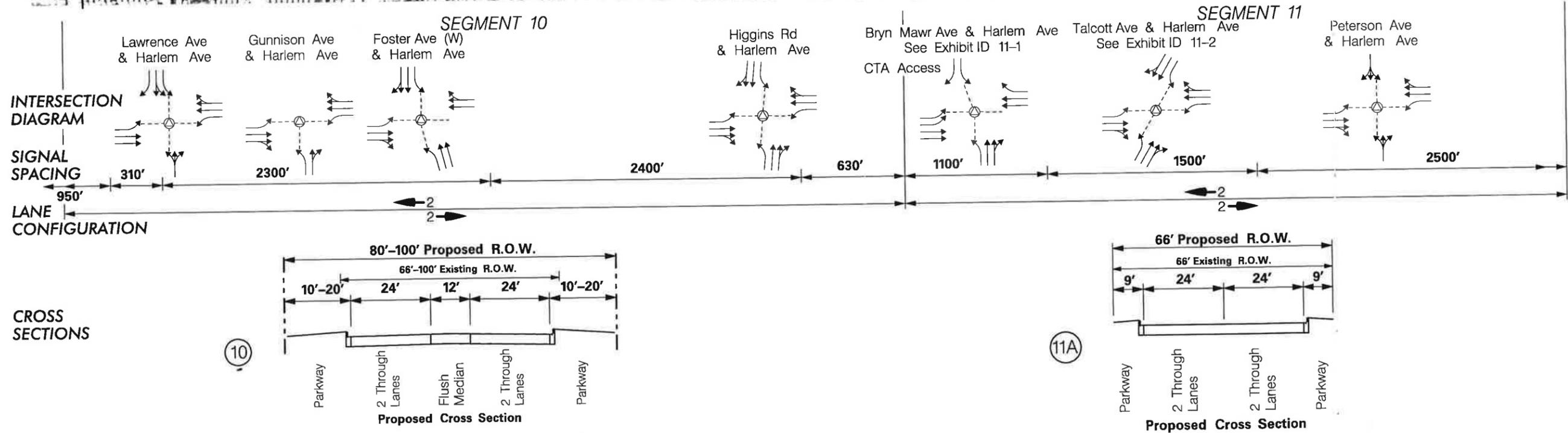
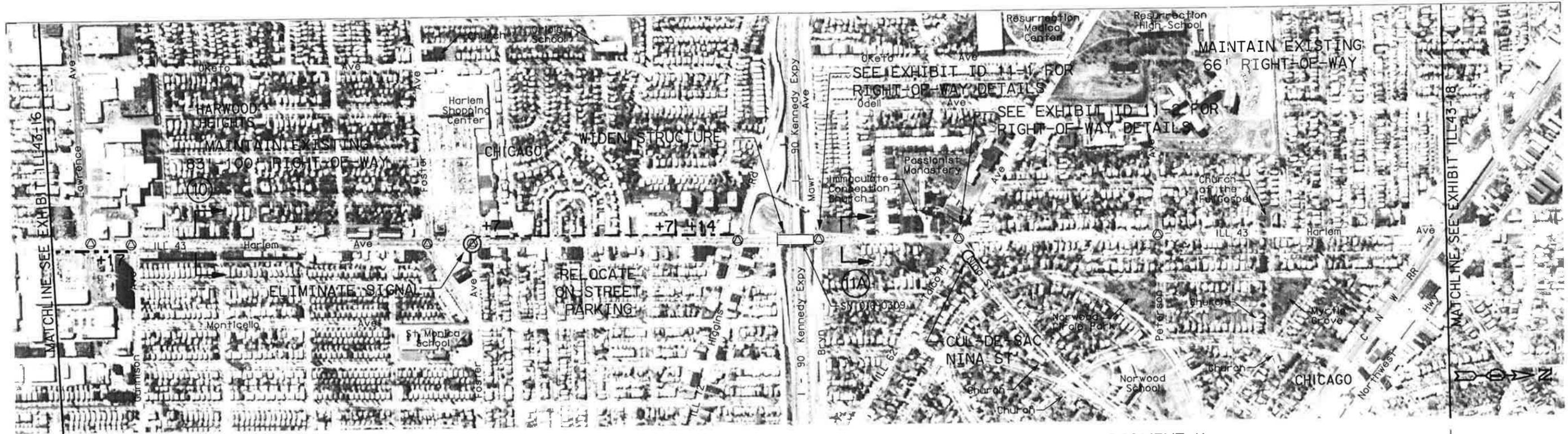


Exhibit ILL43-17b
 Illinois Route 43 (Harlem Avenue)

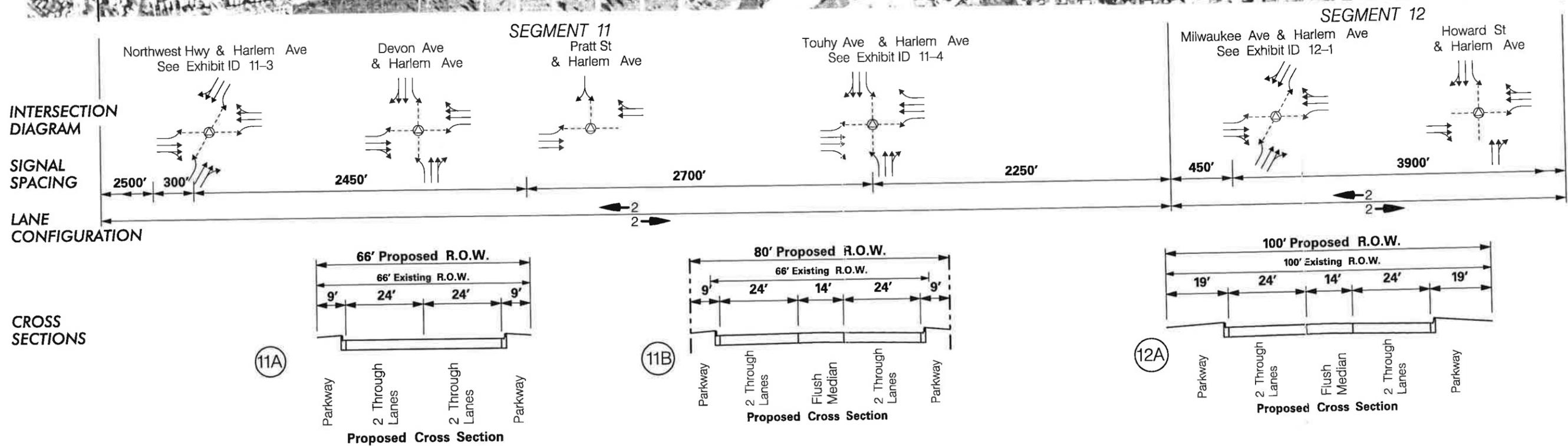
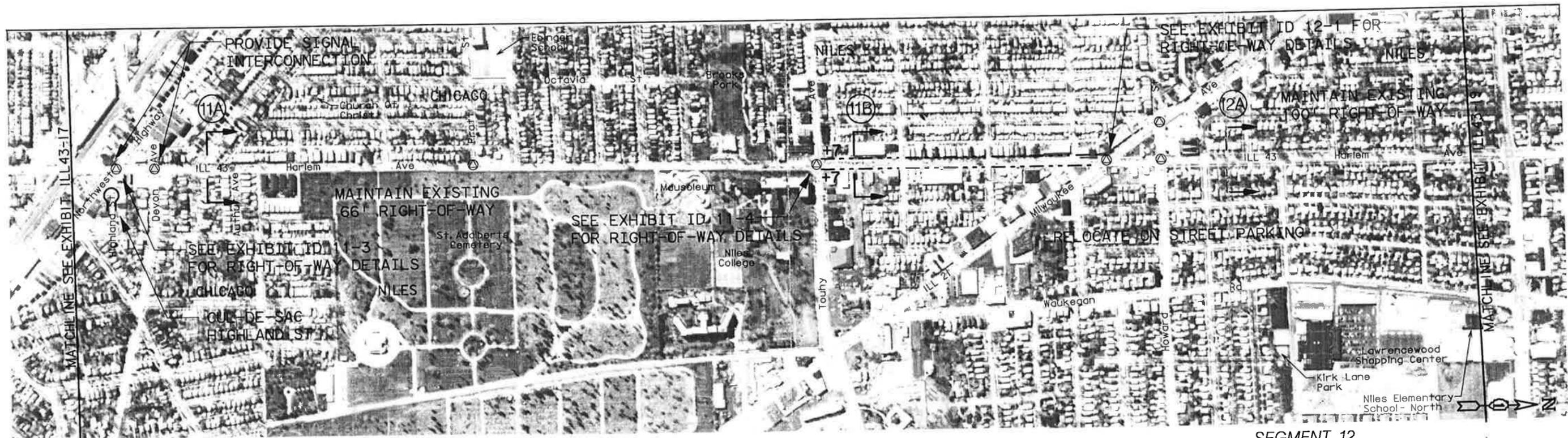
PROPOSED IMPROVEMENTS

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 ADDITIONAL ROW IN SPOT LOCATIONS TO DEVELOP TURN LANES & BUS ROUTES
- PROVIDE FAR SIDE BUS STOPS WITH SHELTERS AT EVERY MAJOR BLOCK (NEAR SIDE AT MILWAUKEE AVENUE)
- PROVIDE DIRECTIONAL SIGNS TO NEARBY TRANSIT STATIONS

- RELOCATE ON STREET PARKING TO SIDE STREETS, ALLEYS OR VACANT LOTS IN COMMERCIAL AREAS
- CUL-DE-SAC HIGHLAND ST
- PROVIDE SIGNAL INTERCONNECTION BETWEEN NORTHWEST HIGHWAY AND DEVON AVE
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-18b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way

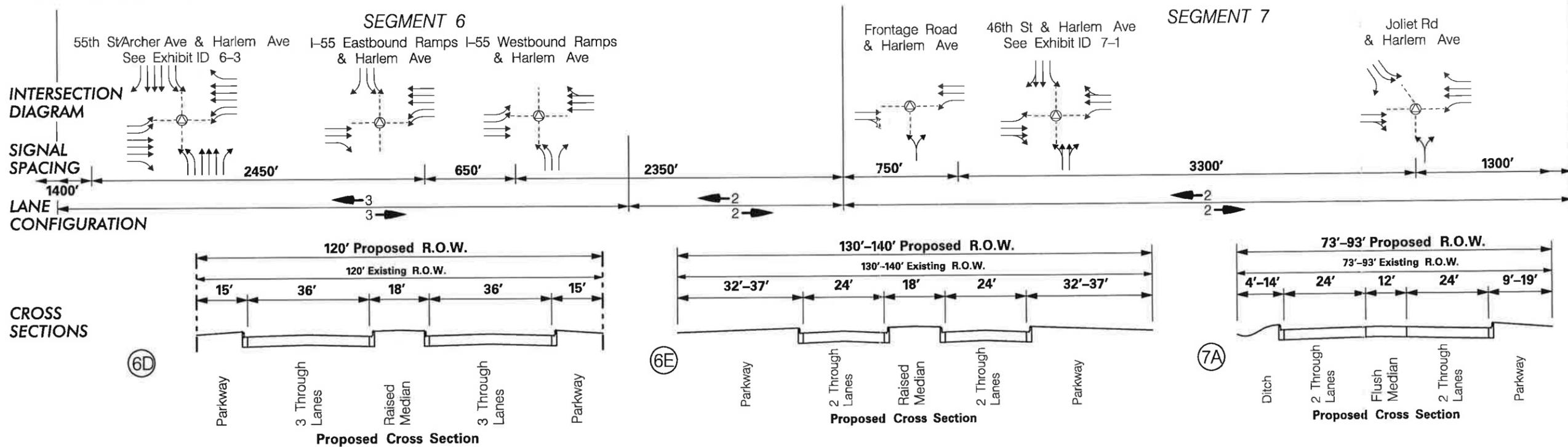
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



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- NOTES**
- LENGTHEN TURNBAYS AT I-55 AS TRAFFIC GROWTH WARRANTS
 - CONSTRUCT BUS TRANSFER STATION AT ARCHER AVENUE / NEVA STREET
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES
 - PROVIDE DIRECTIONAL SIGNS TO NEARBY TRANSIT (METRA) STATIONS
 - REPLACE STRUCTURES OVER ATSF AND IC RAILROADS
 - RELOCATE ON-STREET PARKING TO SIDE STREETS, ALLEYS OR VACANT LOTS IN SEGMENT 7
 - PROVIDE DIRECTIONAL SIGNS TO NEARBY TRANSIT (METRA) STATIONS
 - MAINTAIN OPEN DRAINAGE ALONG FOREST PRESERVE RIGHT-OF-WAY

Exhibit ILL43-11b
Illinois Route 43 (Harlem Avenue)

PROPOSED IMPROVEMENTS

Legend

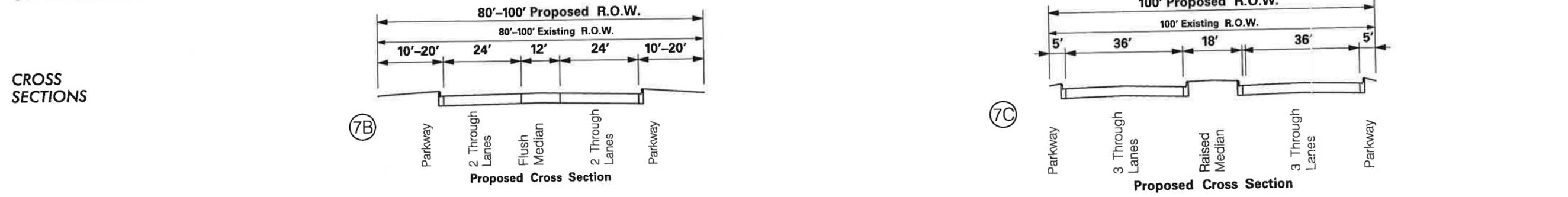
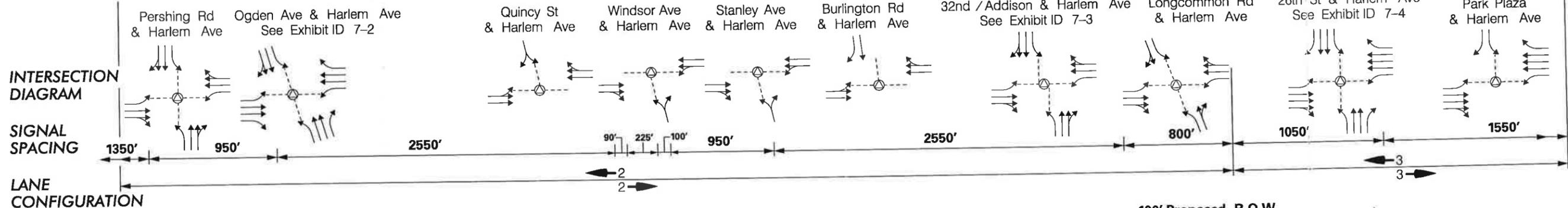
SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure	+20		
	Median Break	Additional Right-Of-Way		
	Proposed Right-Of-Way			



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SEGMENT 7



- NOTES**
- CONSOLIDATE SHOPPING CENTER ACCESS
 - REMOVE SIGNAL 600' SOUTH OF CERMAK RD
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES
 - SEE REPORT ON POSSIBLE GRADE SEPARATION AT THE BURLINGTON NORTHERN R.R. IN APPENDIX "A"
 - PROVIDE DIRECTIONAL SIGNAGE FOR NEARBY TRANSIT STATIONS
 - RELOCATE ON-STREET PARKING TO SIDE STREETS, ALLEYS OR VACANT LOTS OR PROVIDE NON-THRU TRAFFIC PARKING LANE REQUIRING 80' R.O.W.
 - PROVIDE FAR SIDE ON-STREET BUS STOPS WITH SHELTERS EVERY MAJOR BLOCK

Exhibit ILL43-12b
Illinois Route 43 (Harlem Avenue)

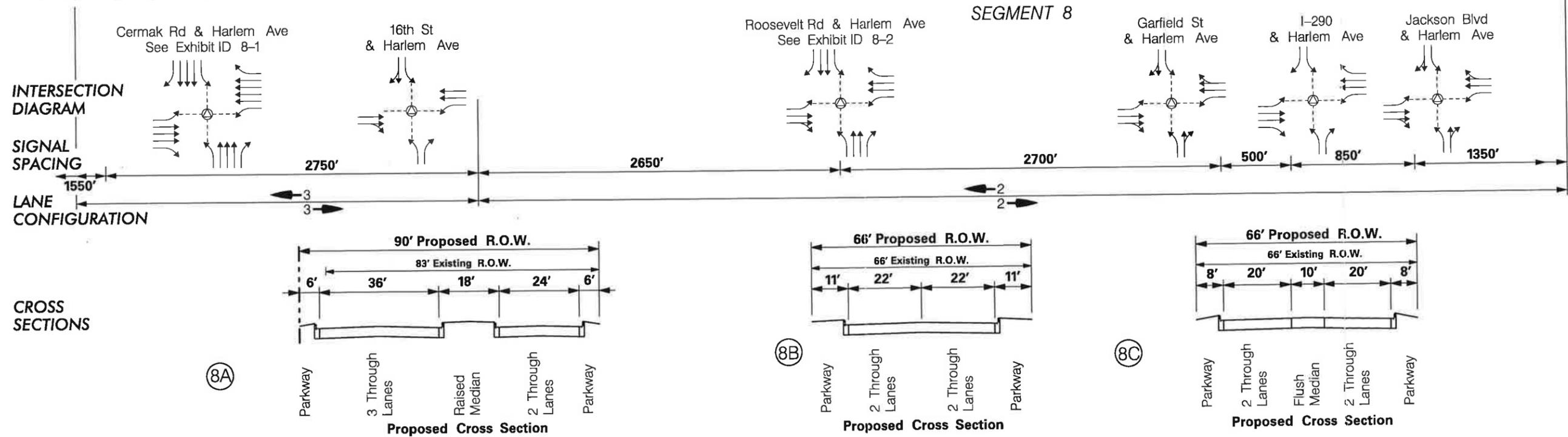
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure	+20		
	Median Break			



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MERIDIAN ENGINEERS & PLANNERS, INC.
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- NOTES**
- PROVIDE ADDITIONAL STORAGE FOR I-290 MOVEMENTS ON BOTH RAMPS & HARLEM AVE
 - PROVIDE FAR SIDE ON-STREET BUS STOPS EVERY 1/8 MILE
 - PROVIDE PARK-AND-RIDE NEAR I-290 INTERCHANGE
 - PROVIDE DIRECTIONAL SIGNS TO NEAR BY TRANSIT STATIONS

- PROVIDE ADDITIONAL ROW IN SPOT LOCATIONS TO DEVELOP TURN LANES AND BUS PULLOUTS
- REDUCE LANE WIDTHS IN SPOT LOCATIONS TO PROVIDE TURN BAYS
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-13b
Illinois Route 43 (Harlem Avenue)

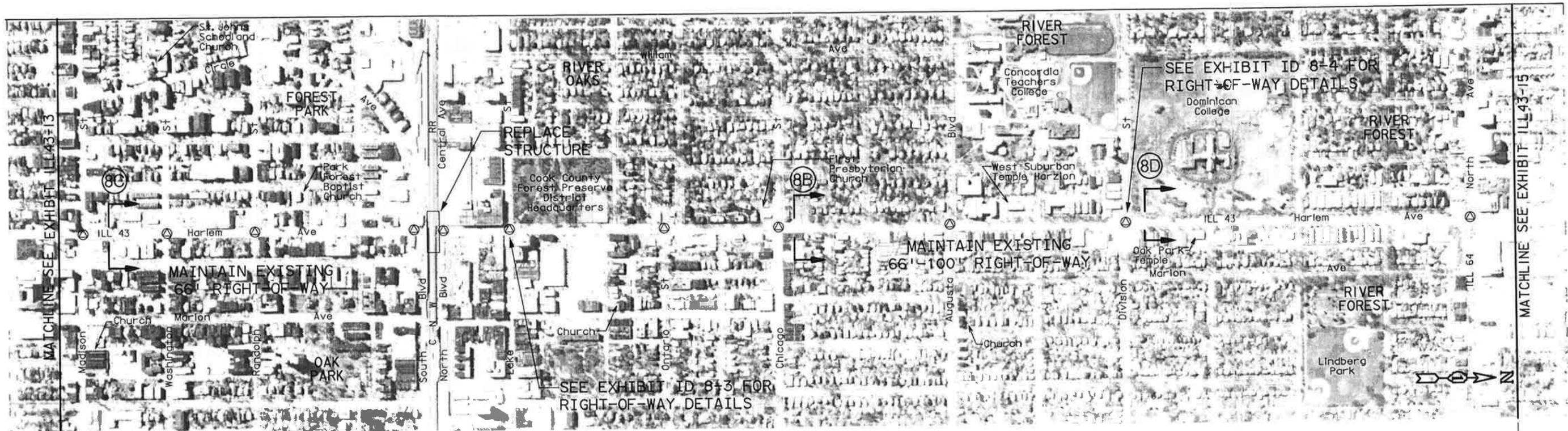
PROPOSED IMPROVEMENTS

Legend

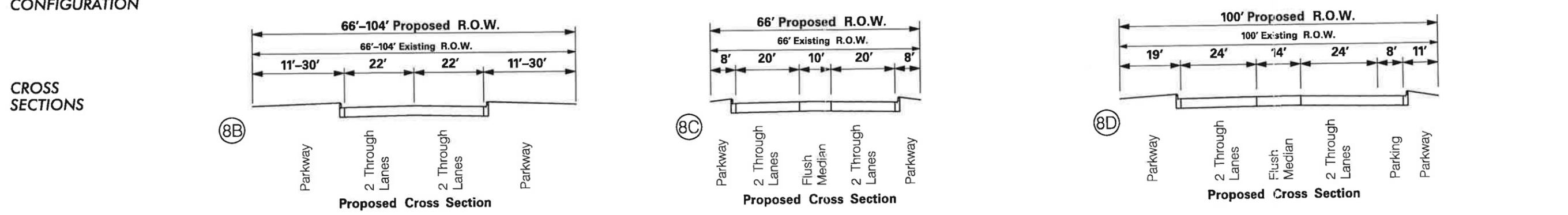
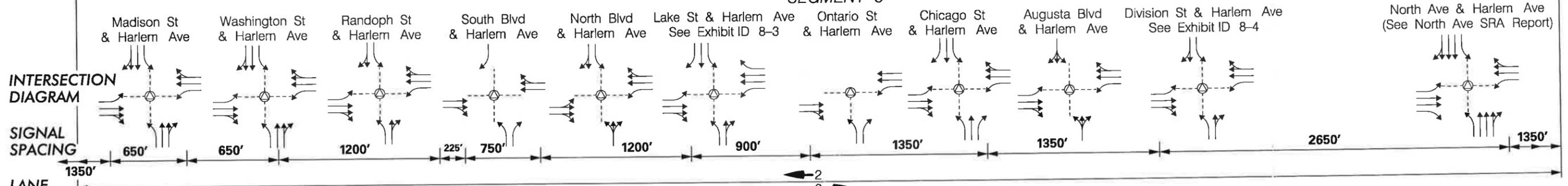
SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure Median Break	+20	Additional Right-Of-Way	
	Proposed Right-Of-Way			



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SEGMENT 8



- NOTES**
- PROVIDE ADDITIONAL ROW IN SPOT LOCATIONS TO DEVELOP TURN LANES AND BUS PULL OUTS
 - PROVIDE FAR SIDE ON-STREET BUS STOPS EVERY MAJOR BLOCK

- REPLACE STRUCTURE OVER CNW RAILROAD
- PROVIDE SIGNAGE TO LOCAL TRANSIT STATIONS
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit ILL43-14b
Illinois Route 43 (Harlem Avenue)

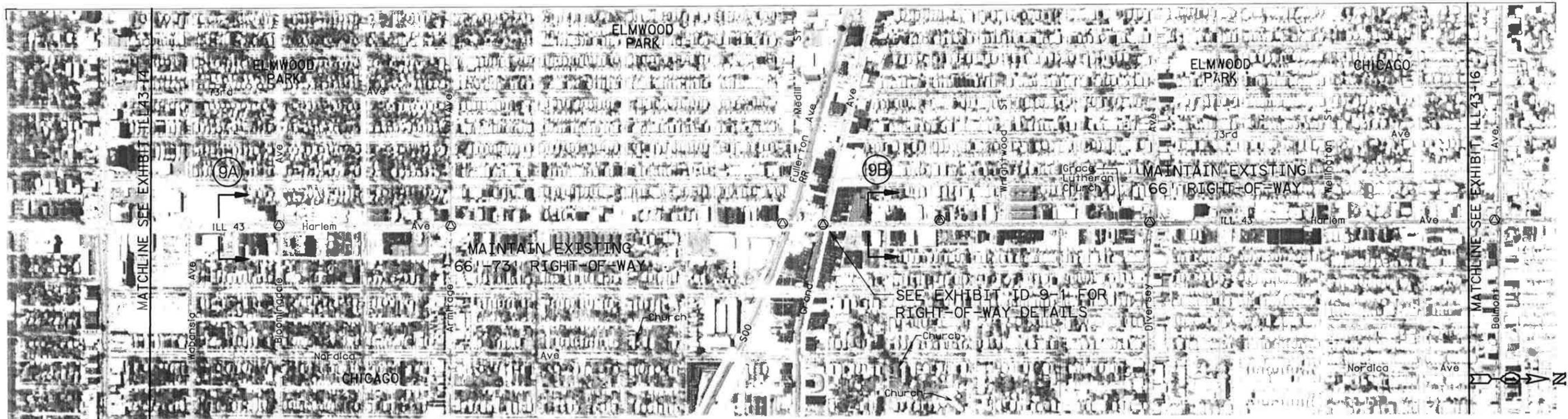
PROPOSED IMPROVEMENTS

Legend

Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	Additional Right-Of-Way	Existing Signal	Remove Signal
Median Break	Proposed Right-Of-Way		



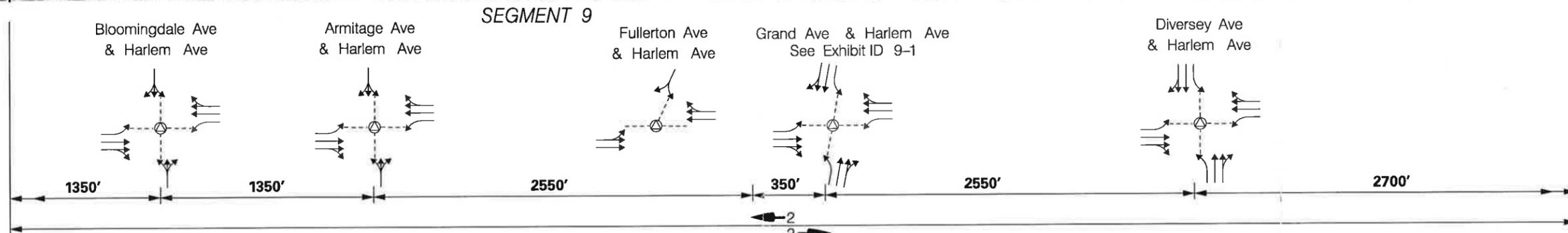
ILLINOIS DEPARTMENT OF TRANSPORTATION
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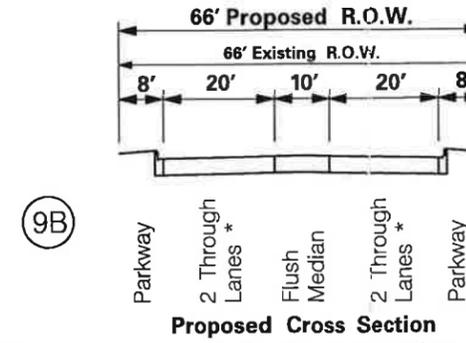
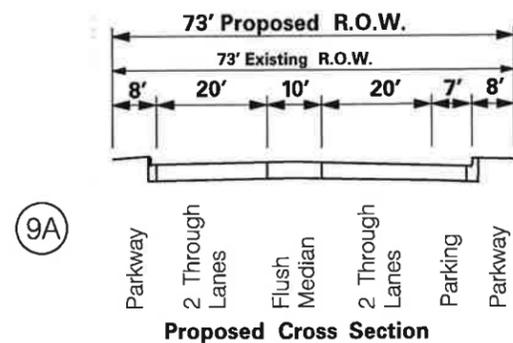
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



* 1 Through Lane and 1 Parking Lane During Off Peak Hours

NOTES

- PROVIDE BUS STOPS WITH SHELTERS AT EVERY MAJOR BLOCK
- MITIGATE IMPACTS USING NARROW PLANTERS AT BACK OF CURB
- PROVIDE TRUCK RESTRICTIONS IN OUTSIDE LANES

- PROVIDE LEFT TURN PROHIBITIONS AND CUL-DE-SAC SOME SIDE STREETS AT UNSIGNALIZED INTERSECTIONS
- PROVIDE ADDITIONAL ROW IN SPOT LOCATIONS TO DEVELOP TURN LANES AND BUS PULLOUTS AT SIGNALIZED INTERSECTIONS
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- PROVIDE DIRECTIONAL SIGNS TO NEARBY TRANSIT STATIONS

Exhibit ILL43-15b
Illinois Route 43 (Harlem 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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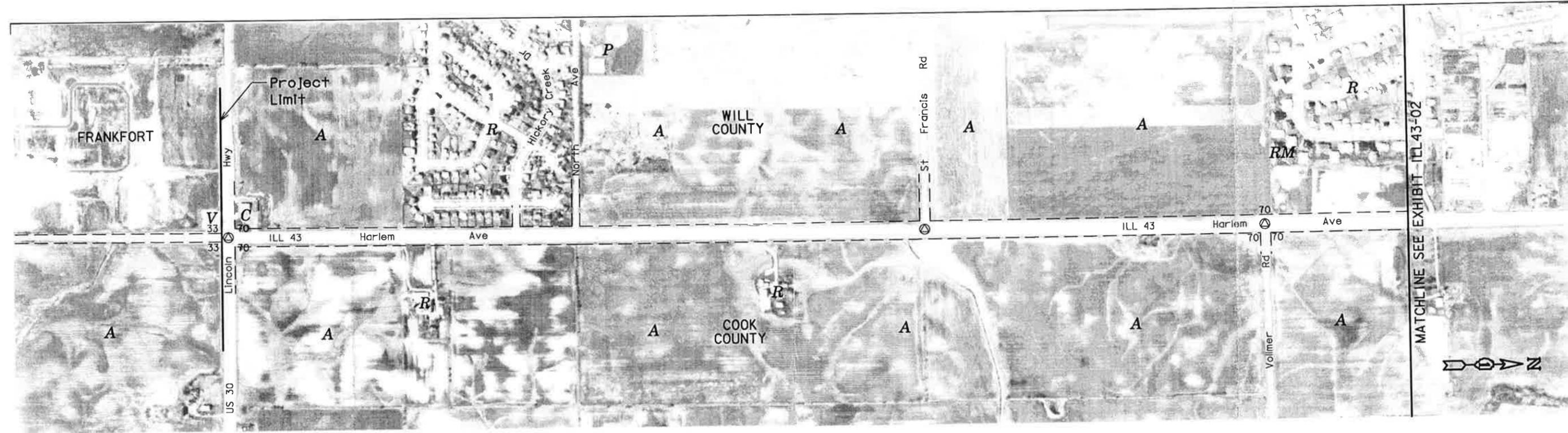
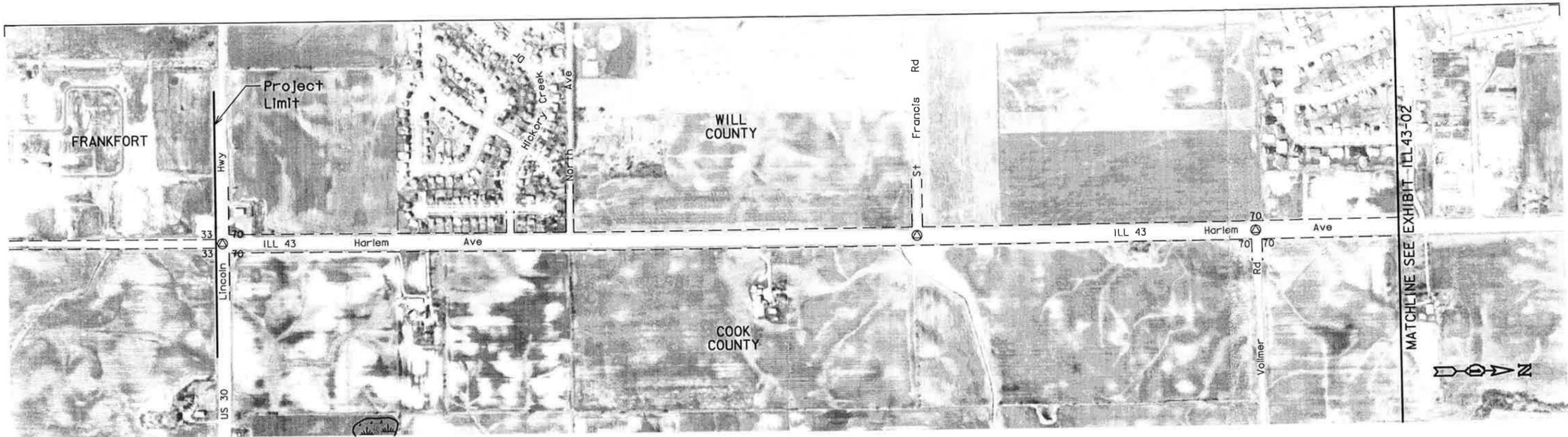


Exhibit ILL43-01a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



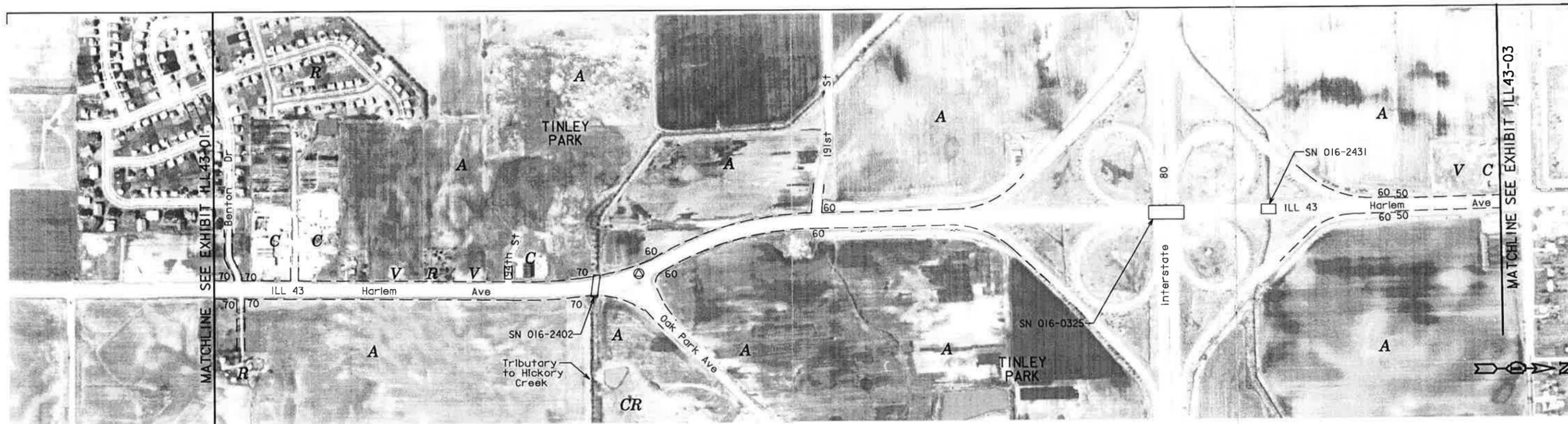
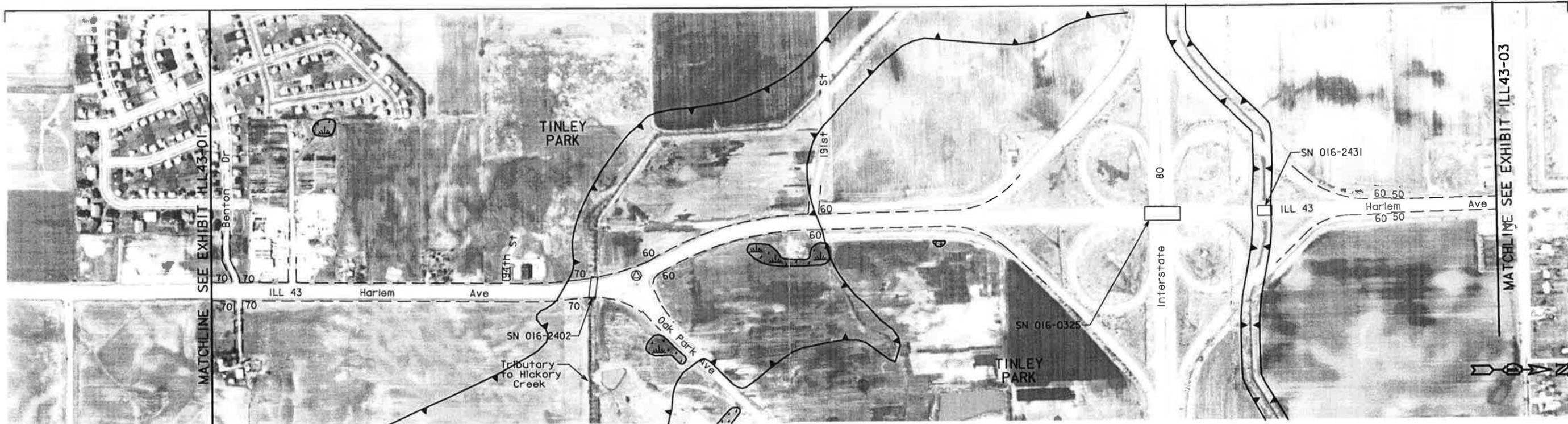
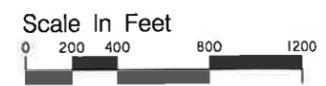


Exhibit ILL43-02a
 Illinois Route 43 (Harlem Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

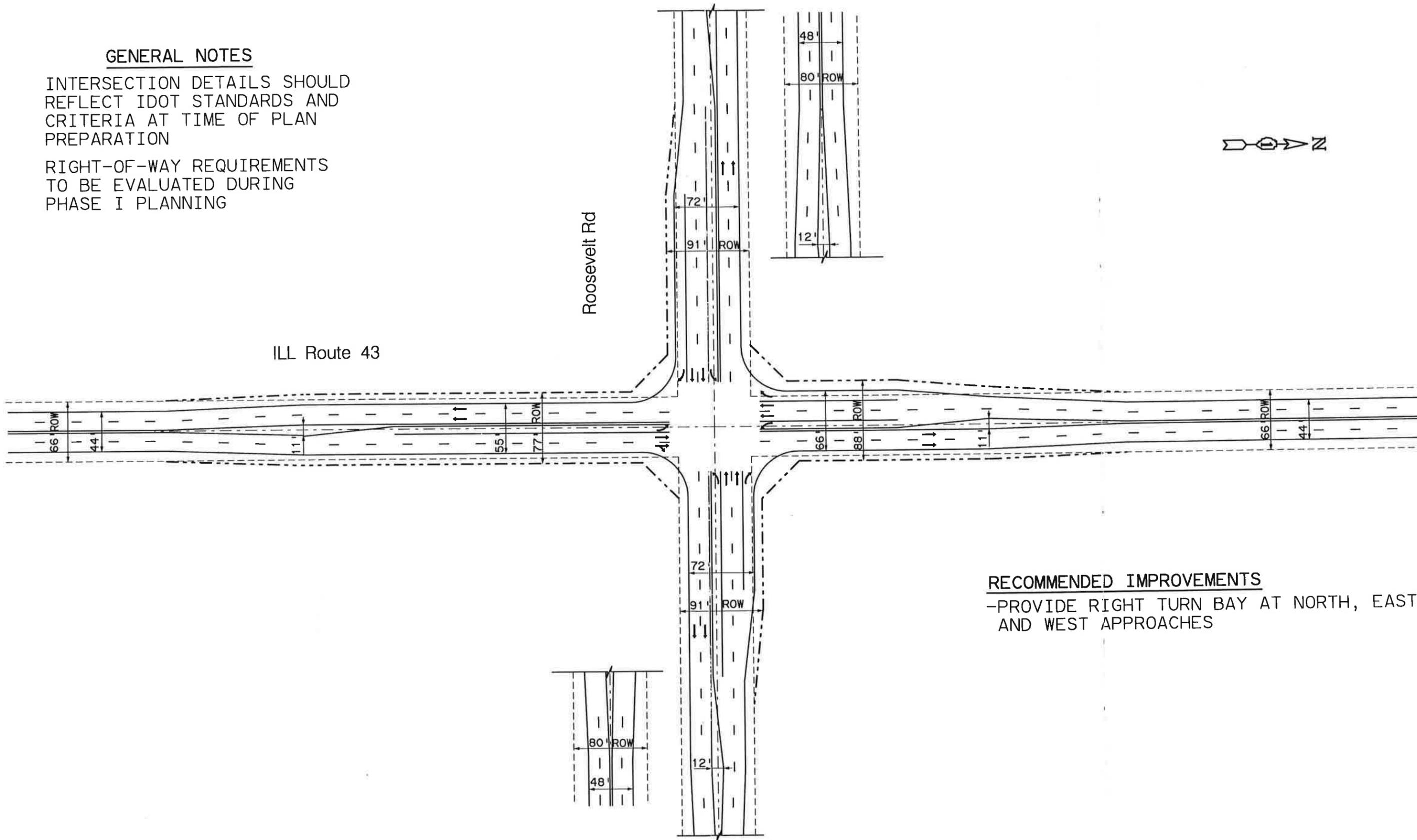


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.

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 NORTH, EAST AND WEST APPROACHES

Exhibit ID 8-2
ILL Route 43 at Roosevelt Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - - Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 = Right-Of-Way



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

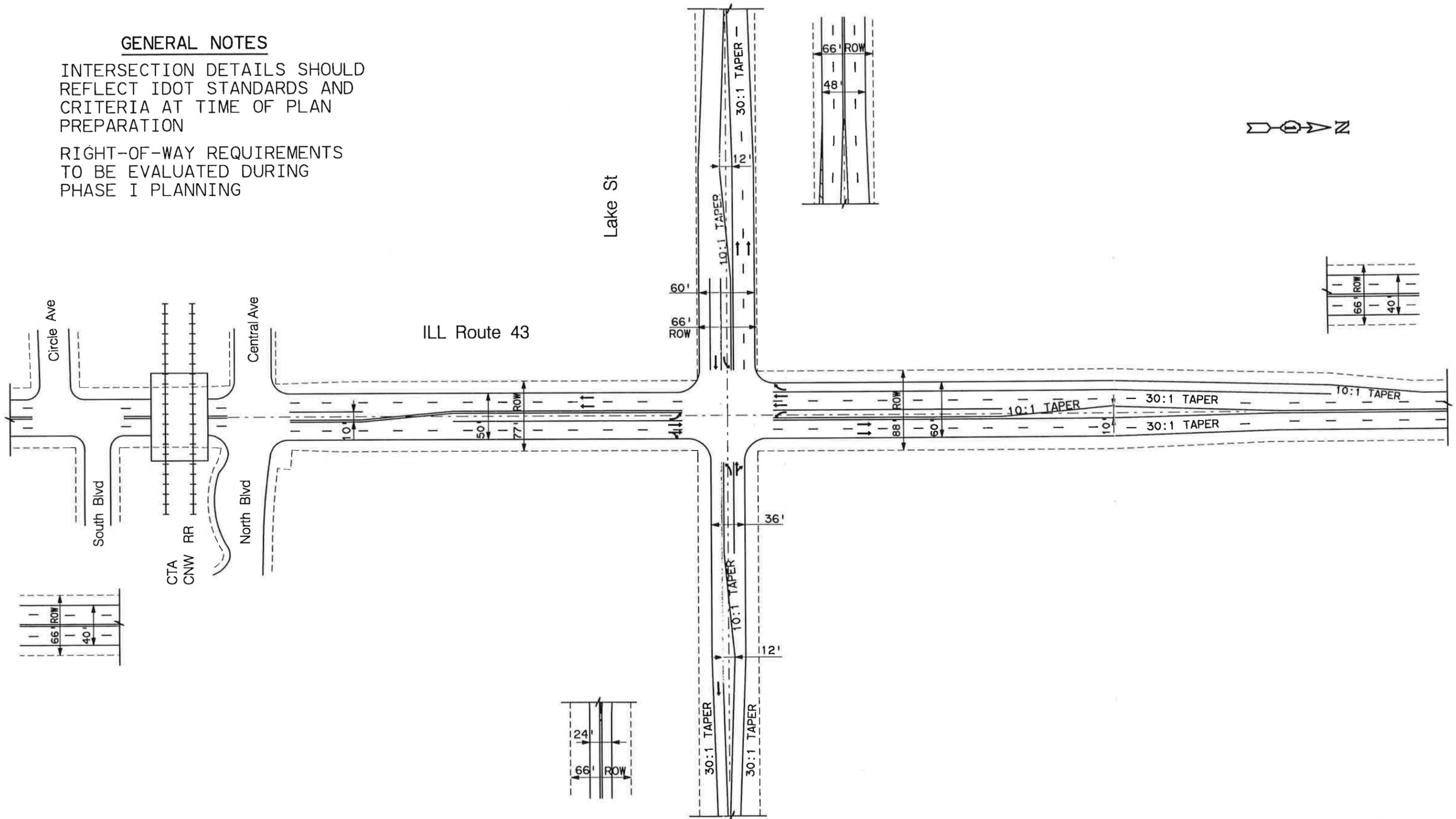


Exhibit ID 8-3
ILL Route 43 at Lake St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - - Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 = Right-Of-Way



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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

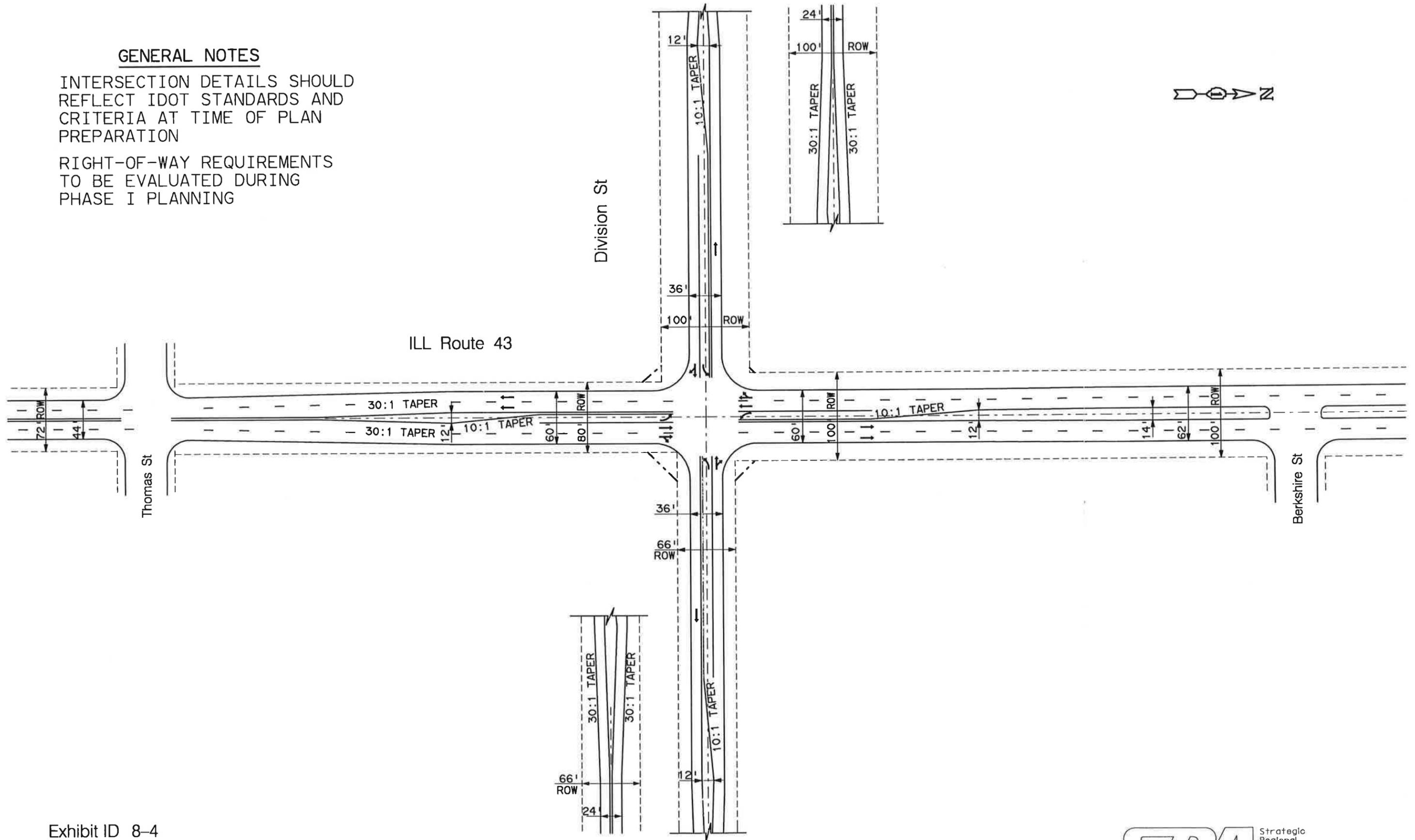


Exhibit ID 8-4
ILL Route 43 at Division St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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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

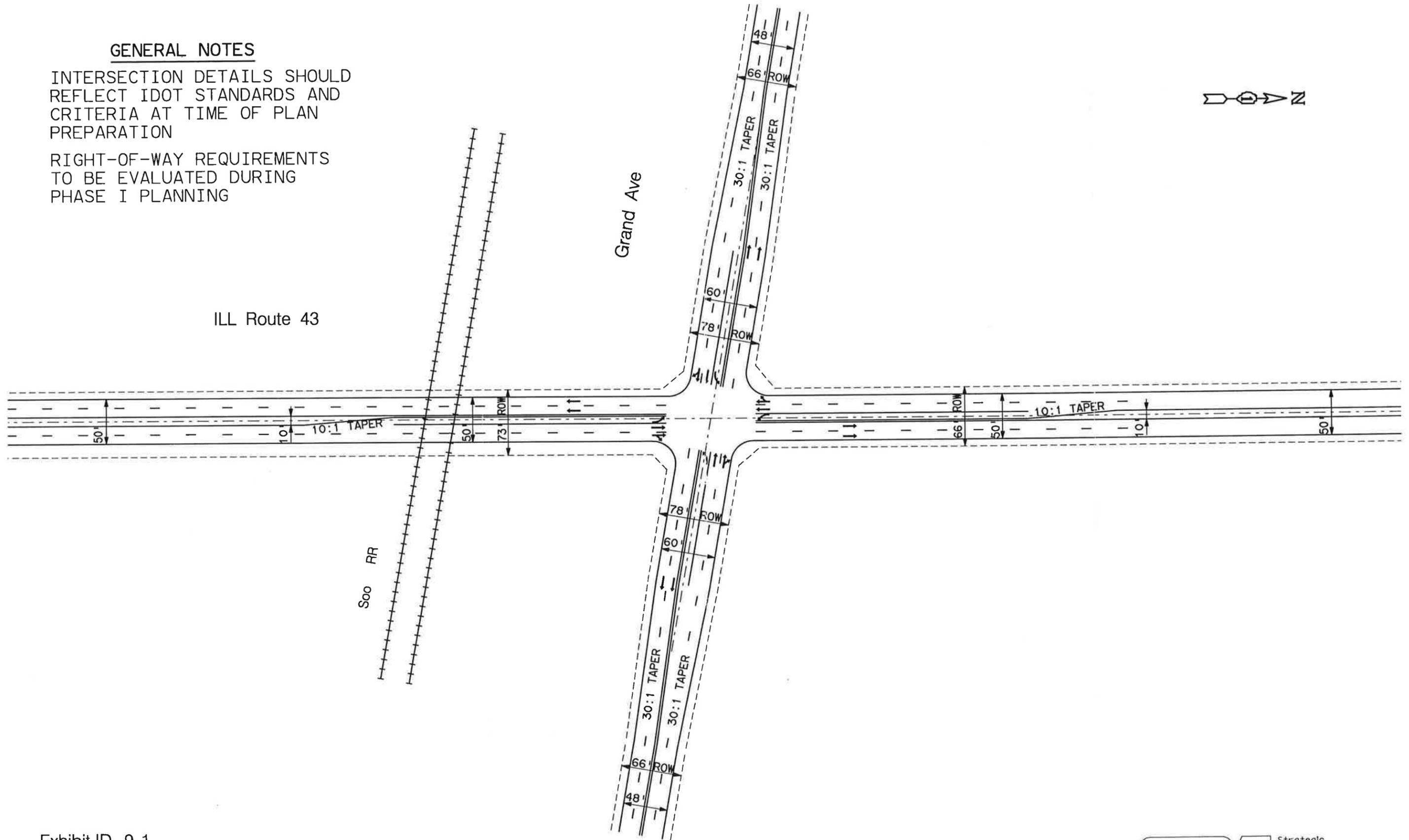


Exhibit ID 9-1
ILL Route 43 at Grand Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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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

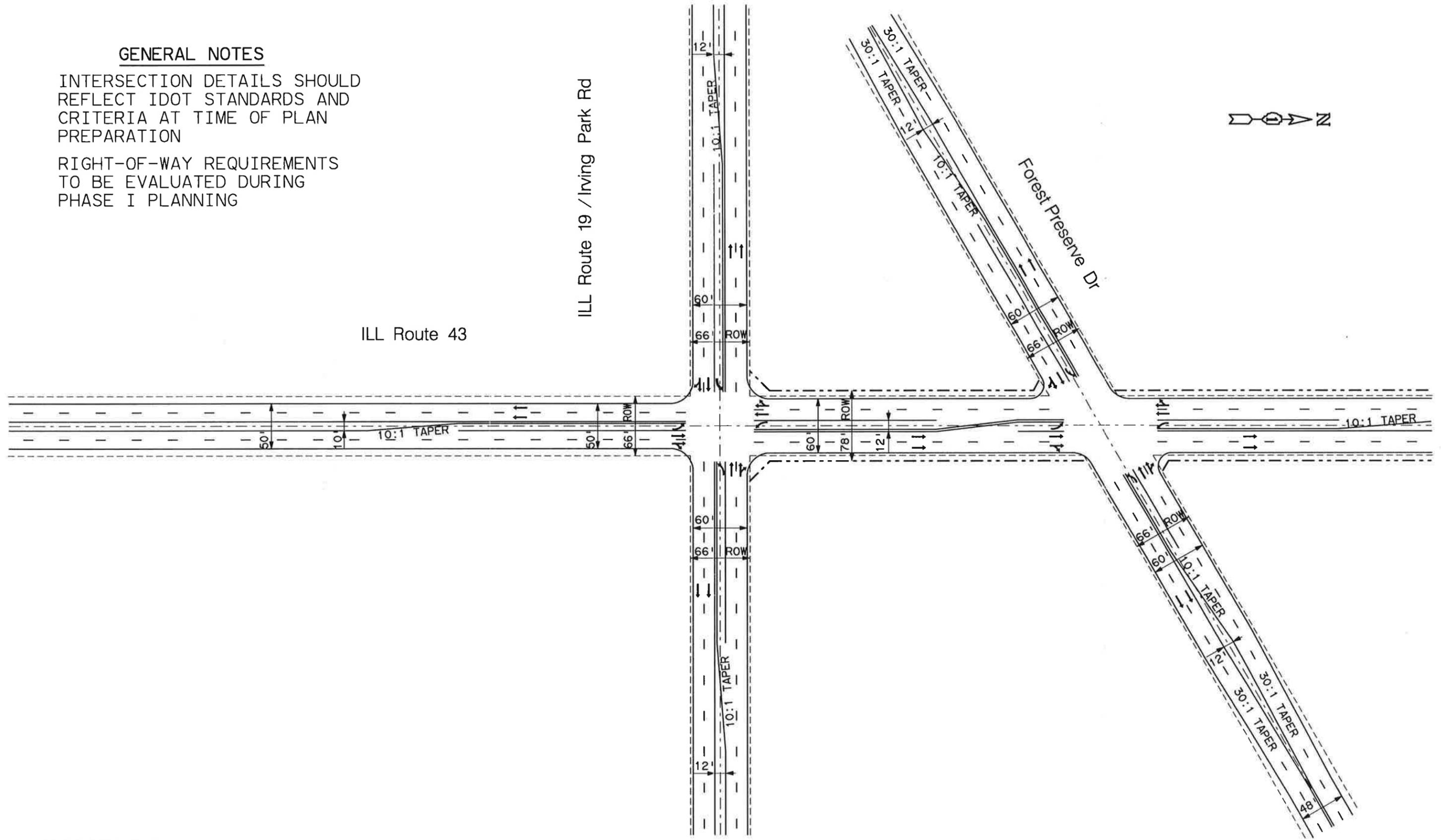


Exhibit ID 9-2
ILL Route 43 at ILL Route 19 / Irving Park Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

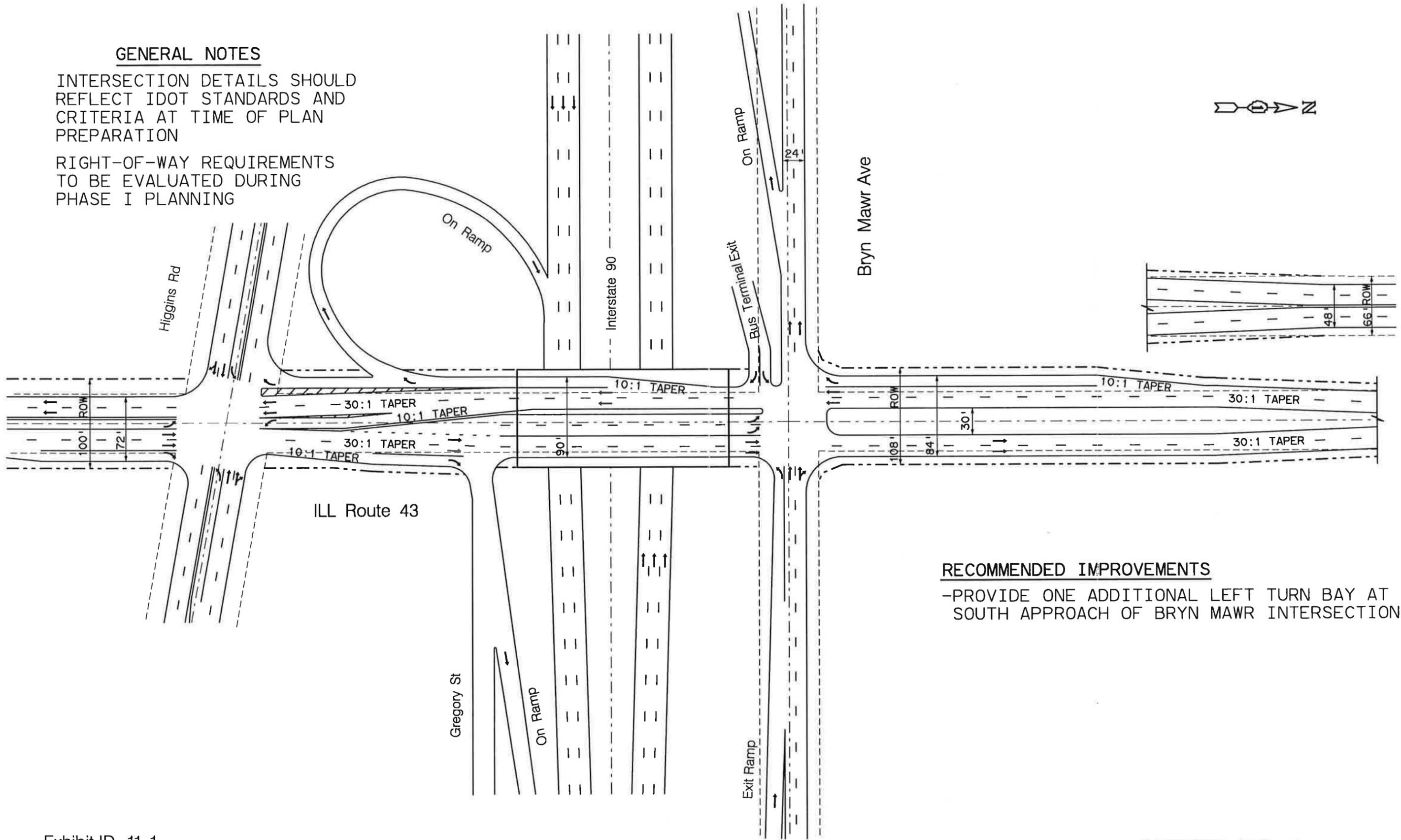
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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 ONE ADDITIONAL LEFT TURN BAY AT SOUTH APPROACH OF BRYN MAWR INTERSECTION

Exhibit ID 11-1
ILL Route 43 at Bryn Mawr Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 --- Proposed Right-Of-Way
 = Right-Of-Way

Scale In Feet
 0 50 100 200

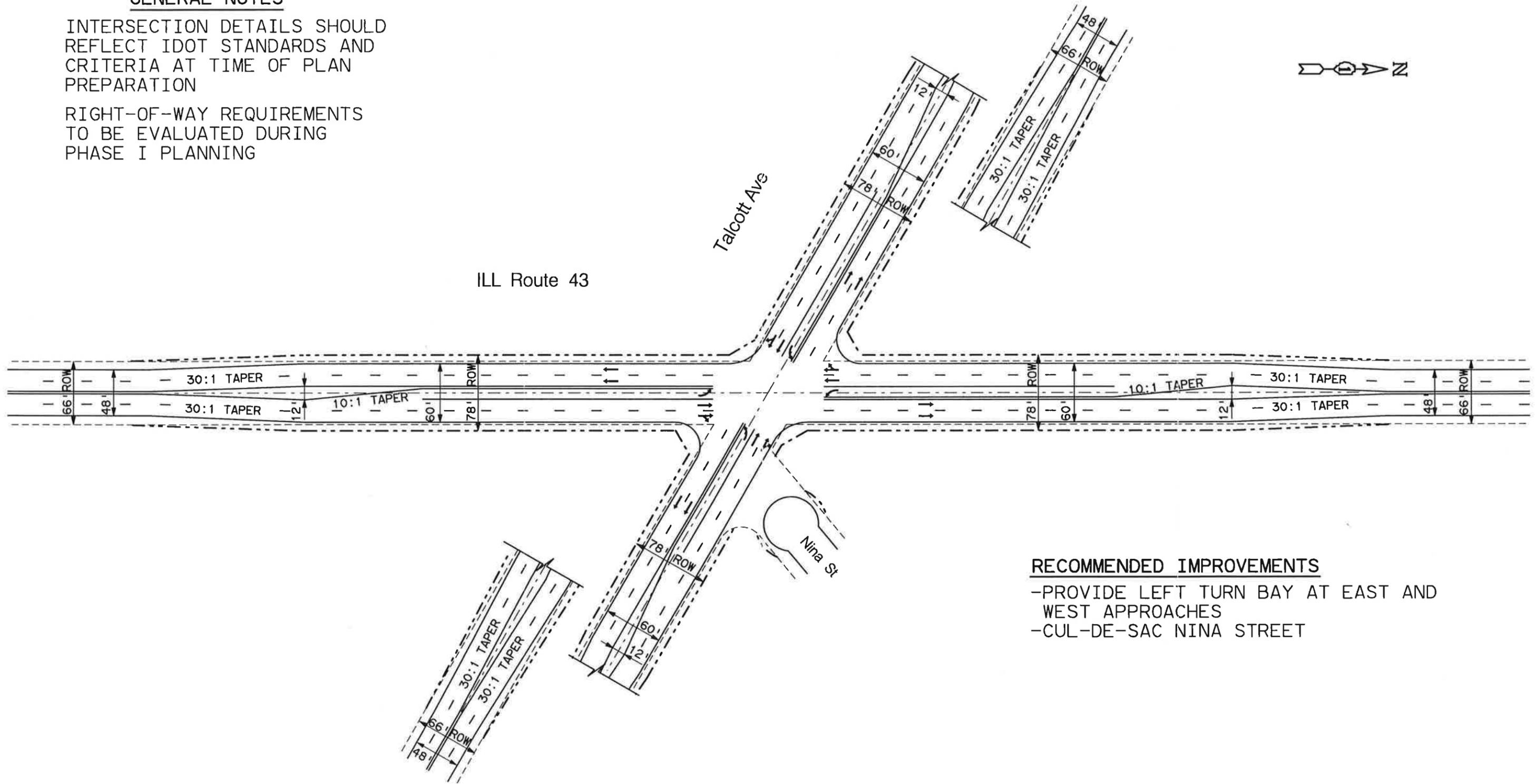


ILLINOIS DEPARTMENT OF TRANSPORTATION
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GENERAL NOTES

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 LEFT TURN BAY AT EAST AND WEST APPROACHES
- CUL-DE-SAC NINA STREET

Exhibit ID 11-2
ILL Route 43 at Talcott Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

Scale In Feet
 0 50 100 200

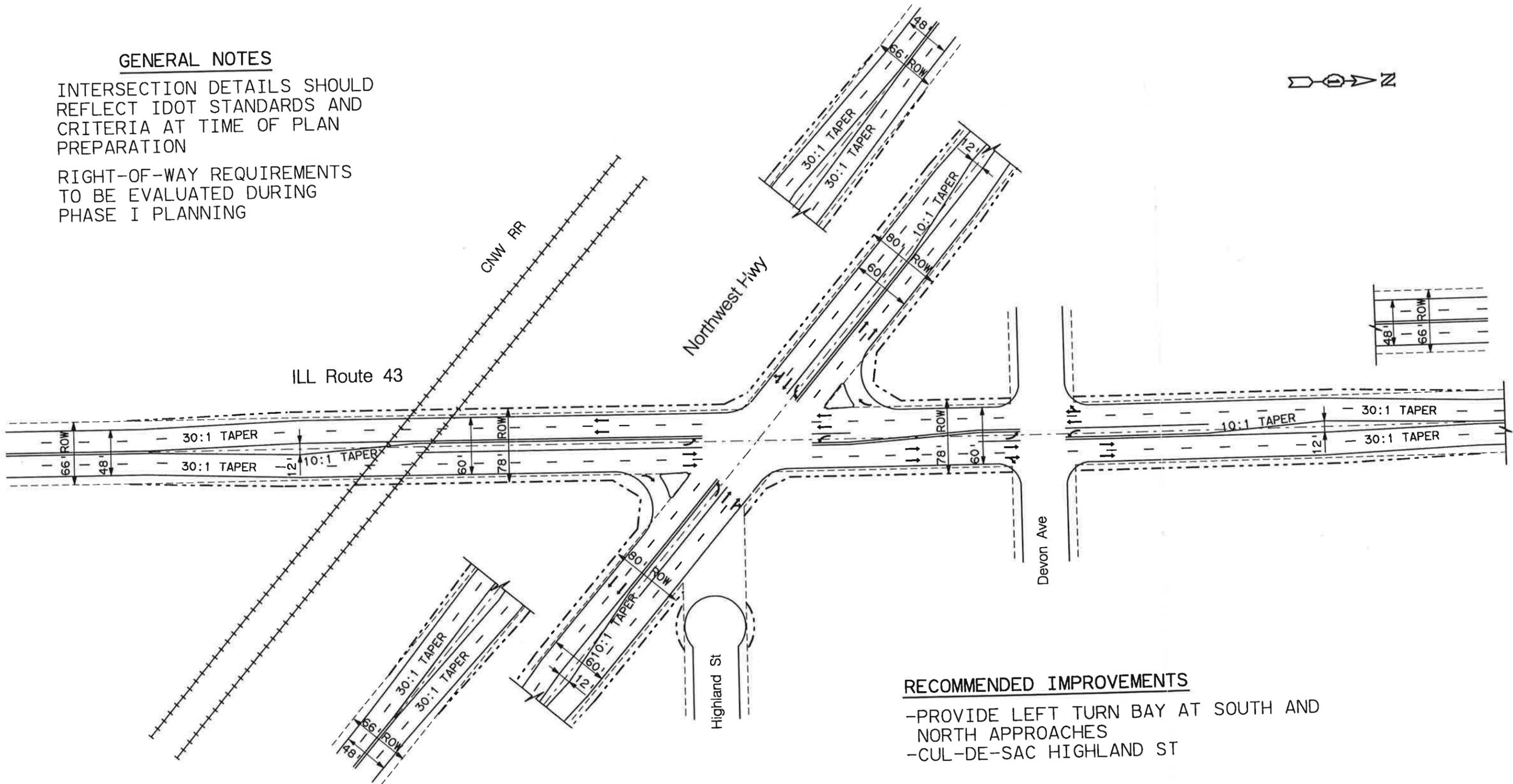
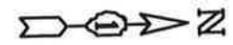


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 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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 LEFT TURN BAY AT SOUTH AND NORTH APPROACHES
- CUL-DE-SAC HIGHLAND ST

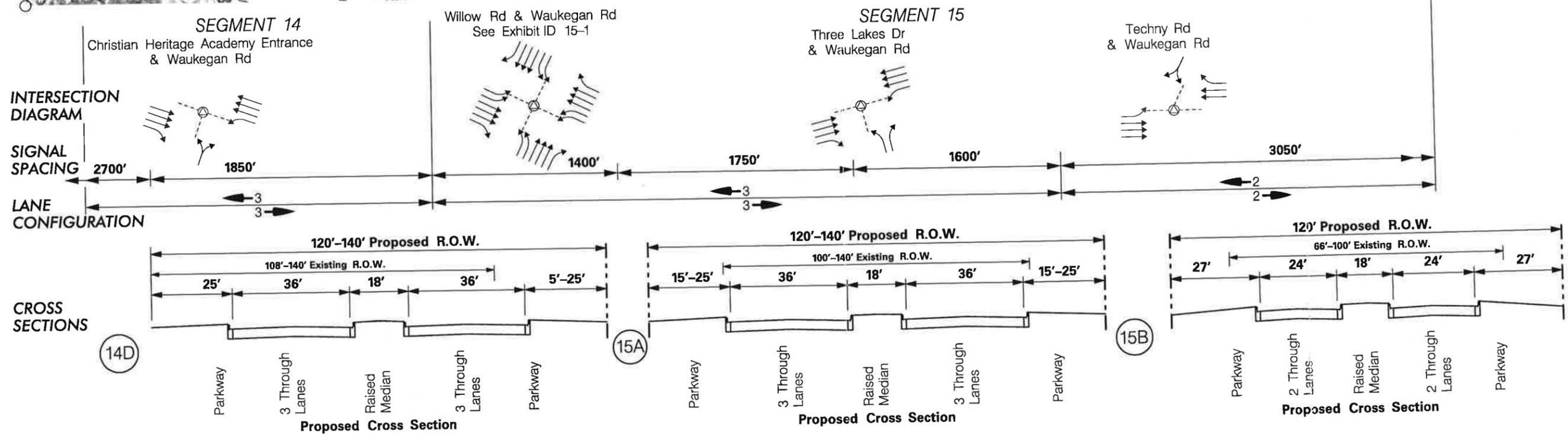
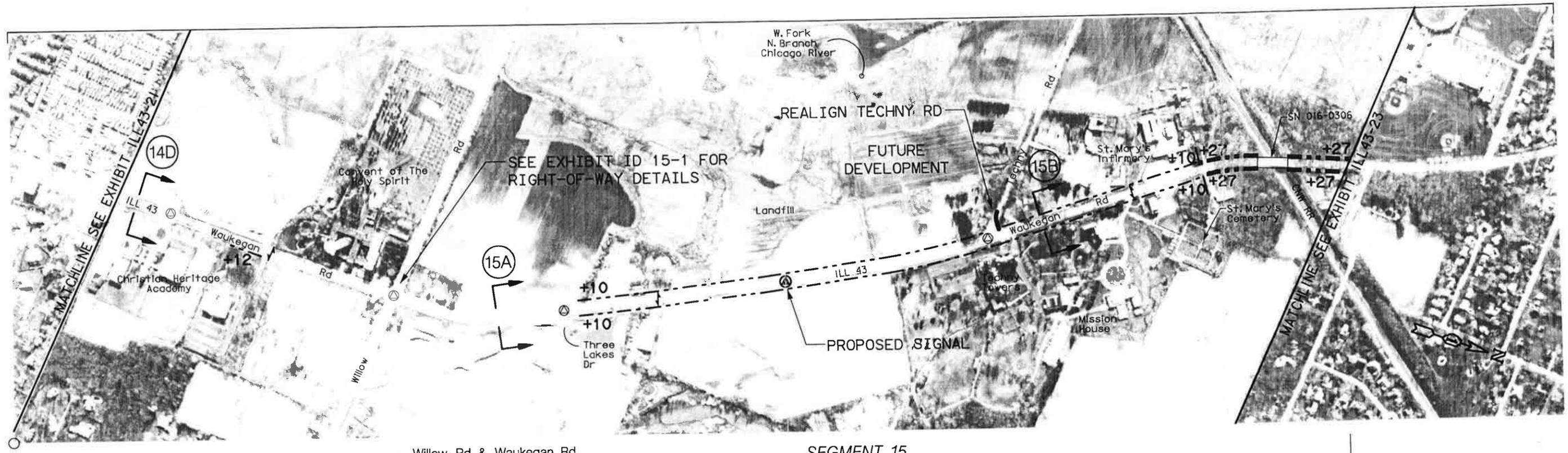
Exhibit ID 11-3
ILL Route 43 at Northwest Hwy

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



SRA Strategic Regional Aerial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

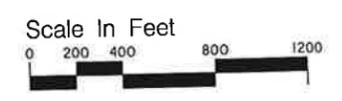


- NOTES**
- PROVIDE MEDIAN BREAKS AT 1/4 MILE SPACING
 - RESERVE SPACE FOR FUTURE BUS TURNOUTS AT 1/2 MILE INTERVALS COORDINATED WITH TECHNY DEVELOPMENT
 - REALIGN TECHNY RD AT 90° TO WAUKEGAN RD
 - COORDINATE PROPOSED SIGNAL WITH FUTURE DEVELOPMENT AS WARRANTED
 - PROVIDE SIGNAL PRE-EMPTION FOR BUSES
 - PROVIDE DIRECTIONAL SIGNS TO NEARBY POTENTIAL TRANSIT STATION

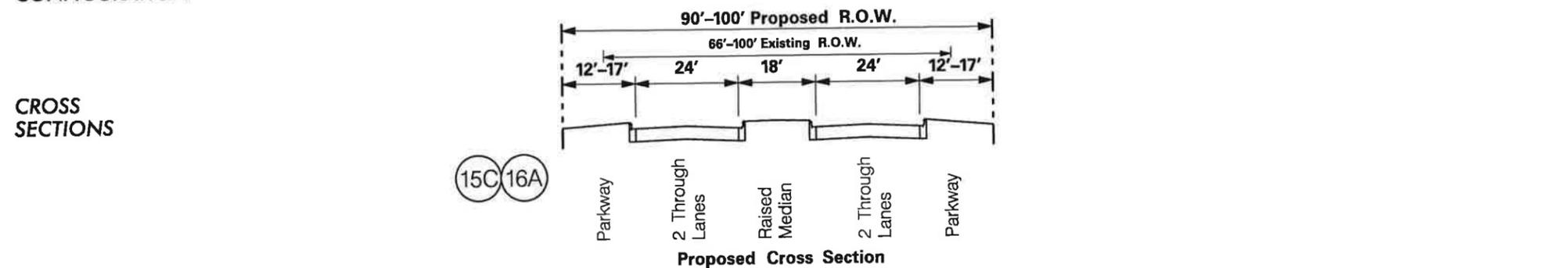
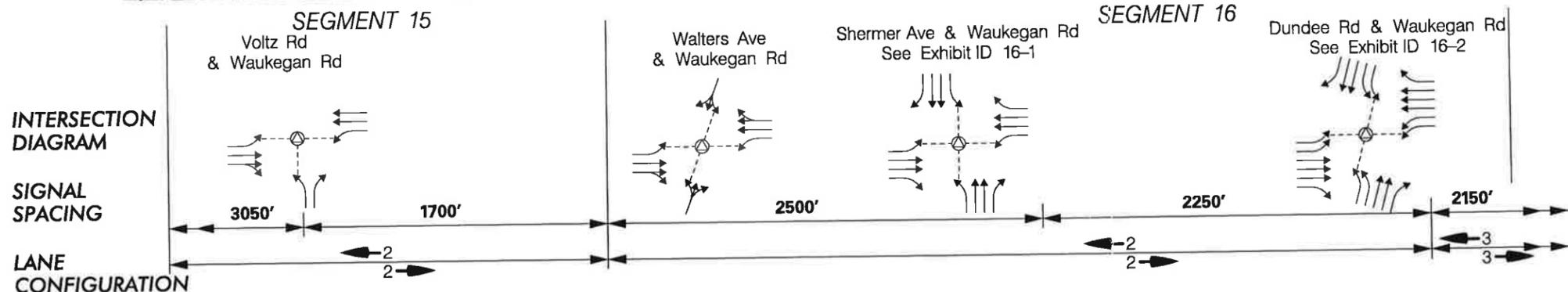
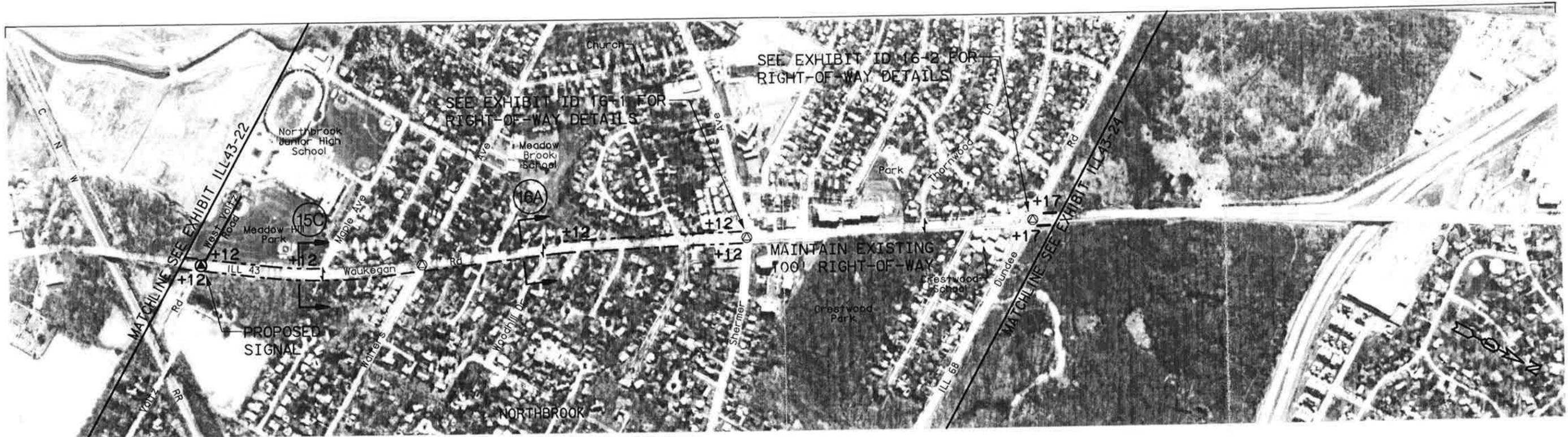
Exhibit ILL43-22b
Illinois Route 43 (Waukegan Road)

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 SIGNAL PRE-EMPTION FOR BUSES
- PROVIDE DIRECTIONAL SIGNING TO METRA STATION
- PROVIDE SIGNAL AT VOLTZ RD AS WARRANTED
- PROVIDE FAR SIDE BUS STOPS AND SHELTERS AT SHERMER AVENUE AND DUNDEE ROAD

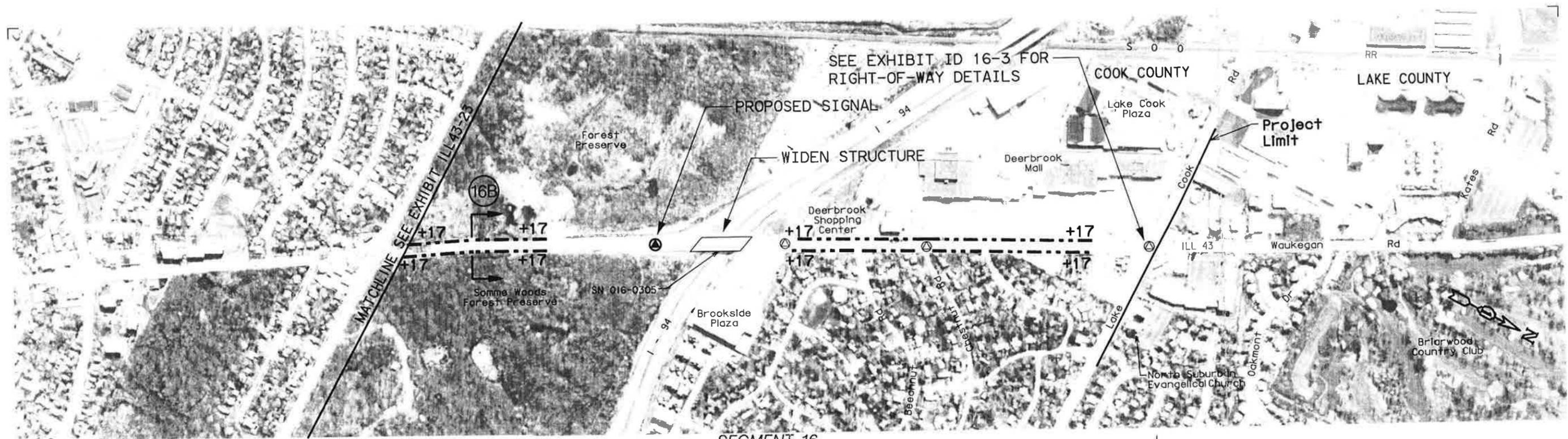
Exhibit ILL43-23b
Illinois Route 43 (Waukegan Road)

PROPOSED IMPROVEMENTS

- Legend**
- SN [Symbol] Structure Number
 - [Symbol] Existing Structure
 - [Symbol] Median Break
 - +20 [Symbol] Cul-De-Sac
 - [Symbol] Additional Right-Of-Way
 - [Symbol] Proposed Right-Of-Way
 - [Symbol] New Signal
 - [Symbol] Existing Signal
 - [Symbol] Flashing Signal
 - [Symbol] Remove Signal



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 5/95 Chkd SAW Date 5/95

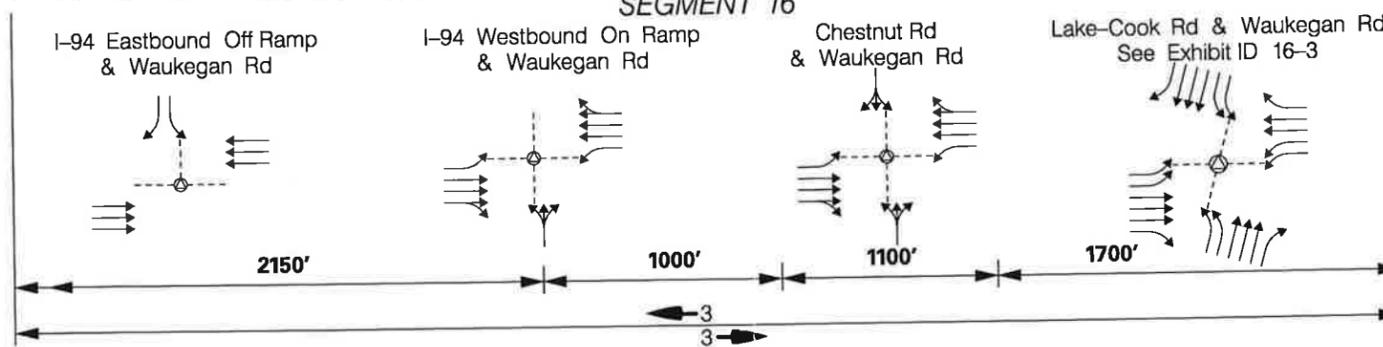


SEGMENT 16

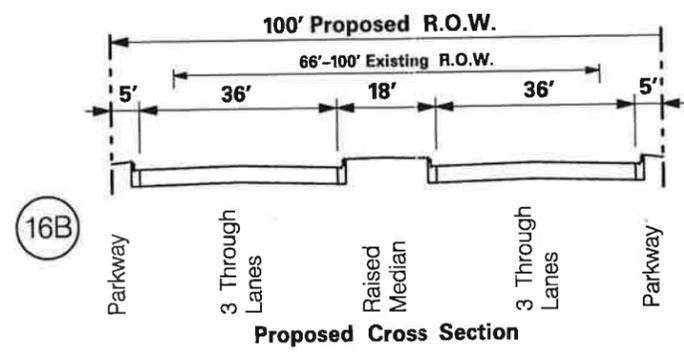
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- REALIGN I-94 EASTBOUND OFF RAMP TO PERMIT ACCESS NORTH
- PROVIDE SIGNAL AT I-94 EASTBOUND OFF RAMP FOR ACCESS NORTH
- PROVIDE BUS STOPS AND SHELTERS BETWEEN I-94 AND LAKE-COOK ROAD

- PROVIDE DIRECTIONAL SIGNAGE FOR LOCAL TRANSIT STATIONS
- CONSOLIDATE ACCESS
- PROVIDE SIGNAL PRE-EMPTION FOR BUSES
- WIDEN STRUCTURE OVER I-94

Exhibit ILL43-24b
Illinois Route 43 (Waukegan Road)

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



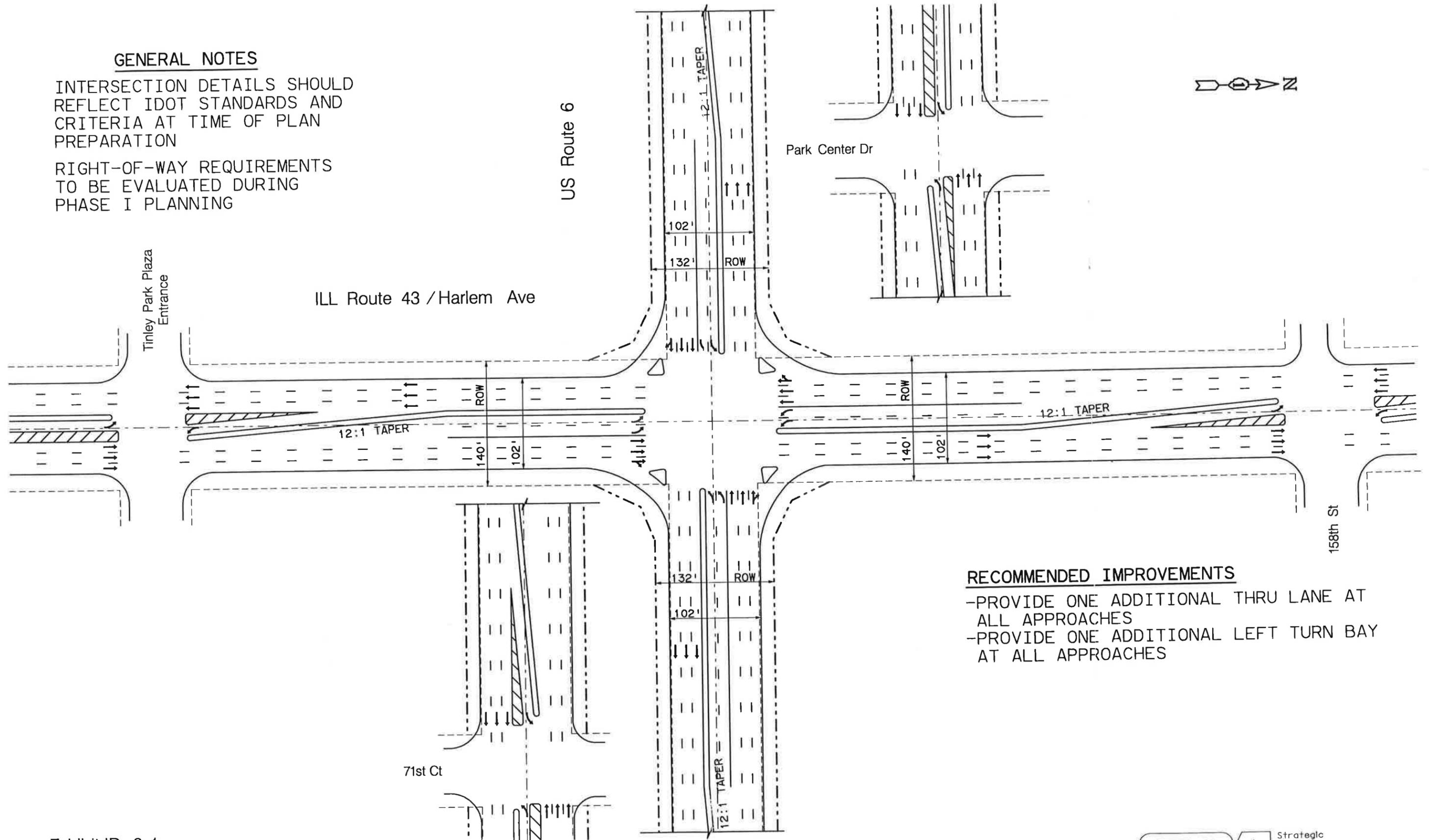
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 5 / 95 Chkd SAW Date 5 / 95

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 ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES

Exhibit ID 3-1
ILL Route 43 / Harlem Ave at US Route 6

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 --- Proposed Right-Of-Way
 = Right-Of-Way

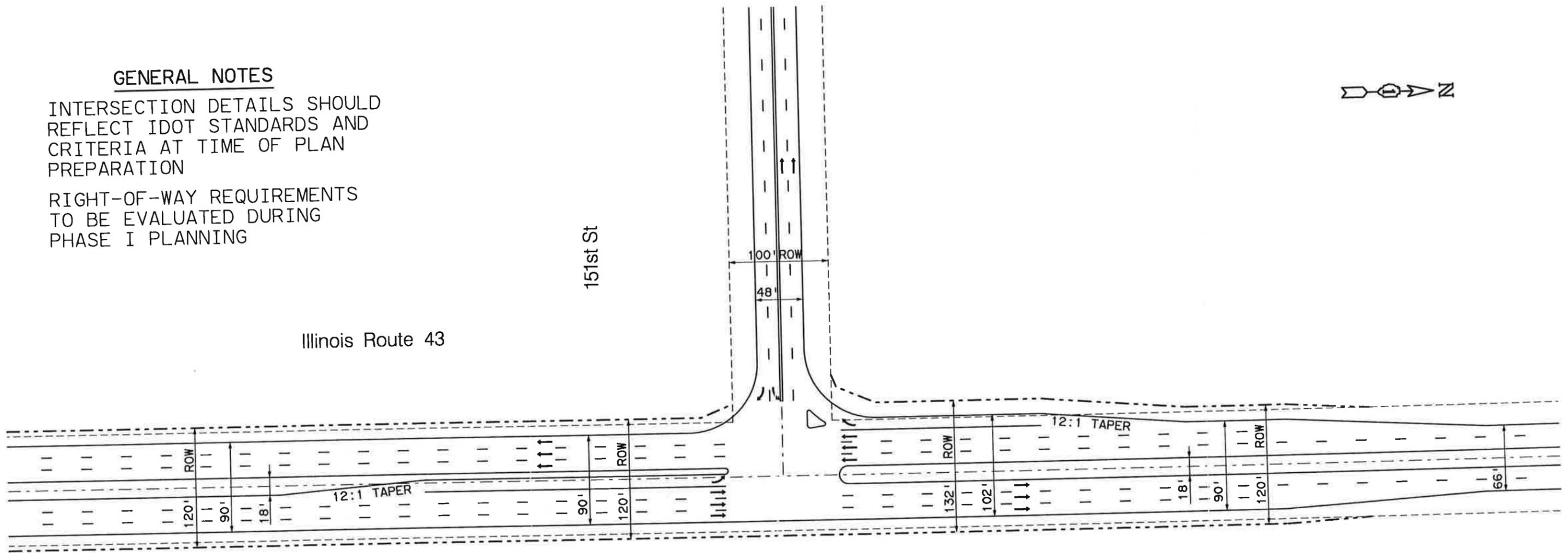
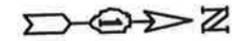


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 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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 ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH APPROACH

Exhibit ID 3-2
Illinois Route 43 at 151st St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

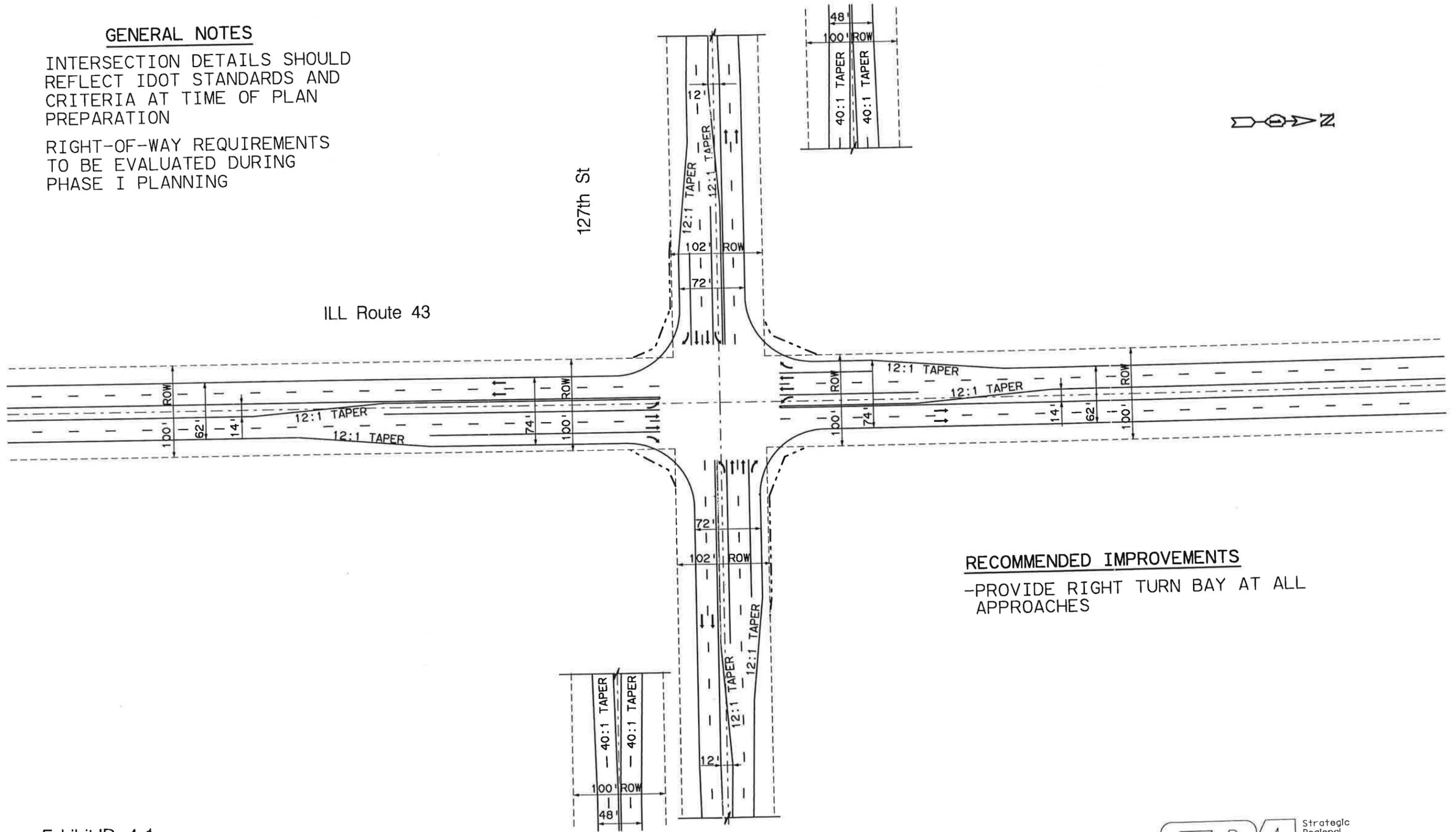
Legend
 - - - - Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 = Right-Of-Way



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 4-1

ILL Route 43 at 127th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

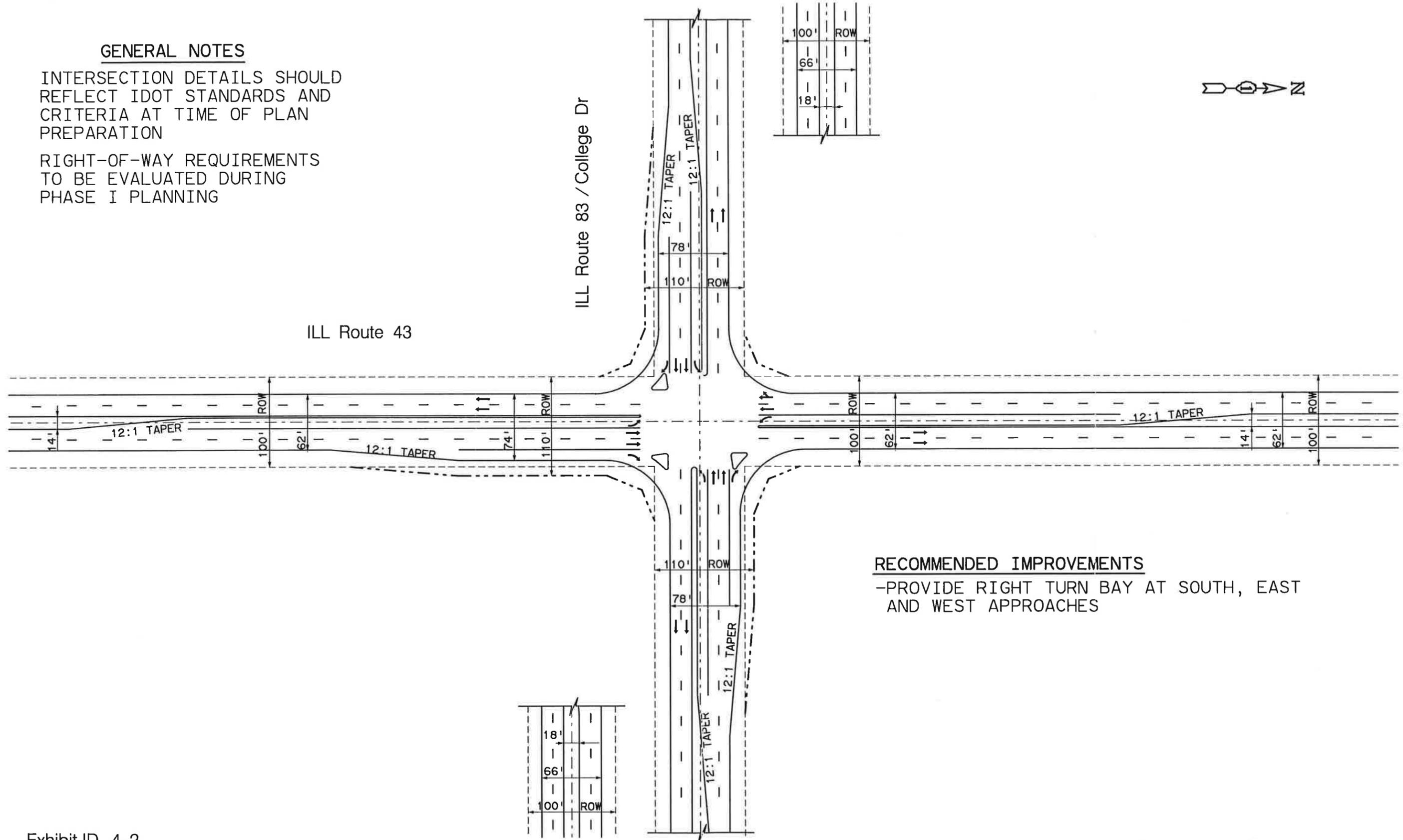


ILLINOIS DEPARTMENT OF TRANSPORTATION
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GENERAL NOTES

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 SOUTH, EAST AND WEST APPROACHES

Exhibit ID 4-2

ILL Route 43 at ILL Route 83 / College Dr

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

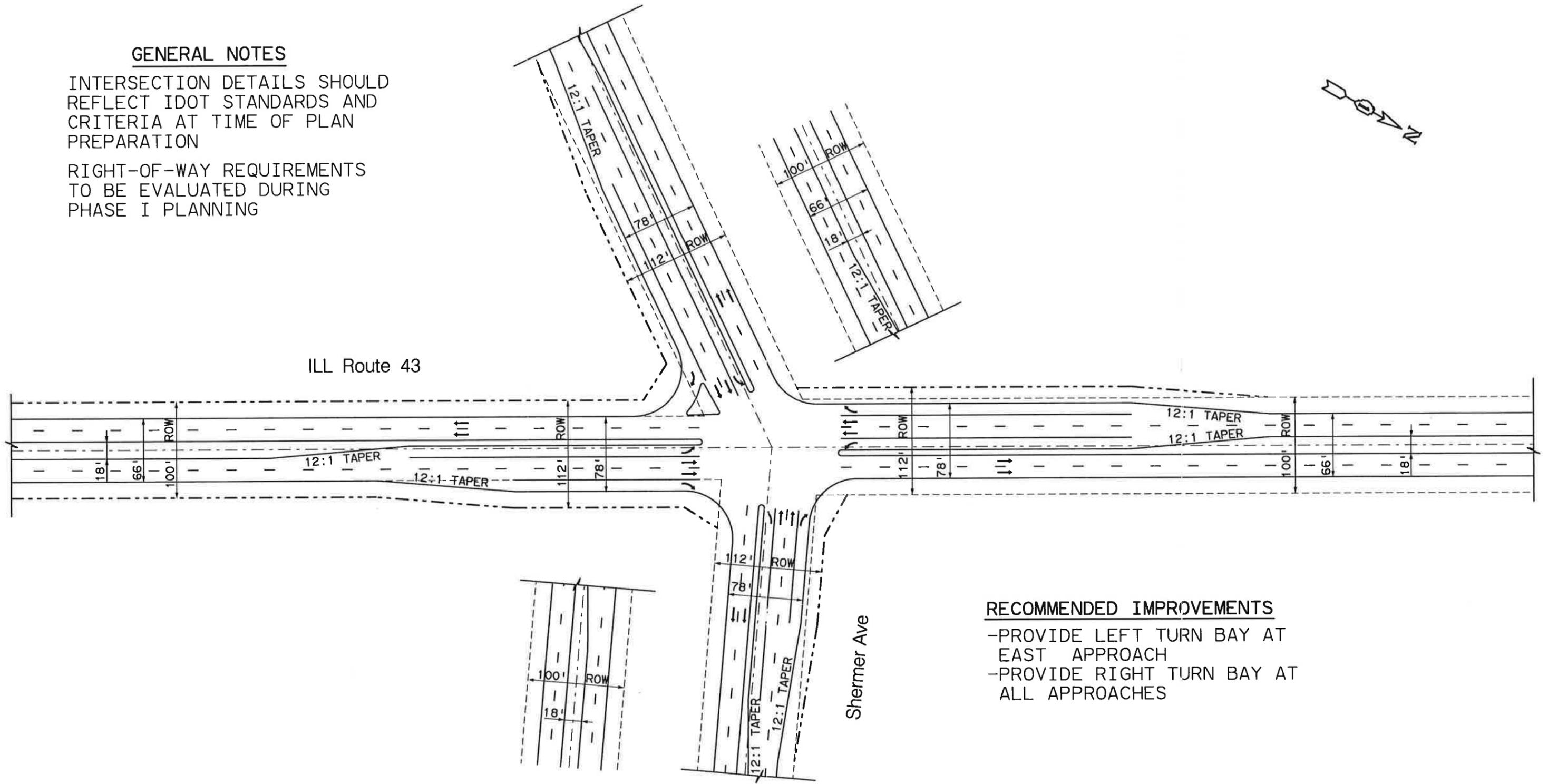
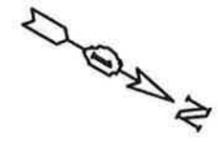


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 Drwn JDB Date 3/96 Chkd DCK Date 3/96

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 LEFT TURN BAY AT EAST APPROACH
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 16-1
ILL Route 43 at Shermer Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

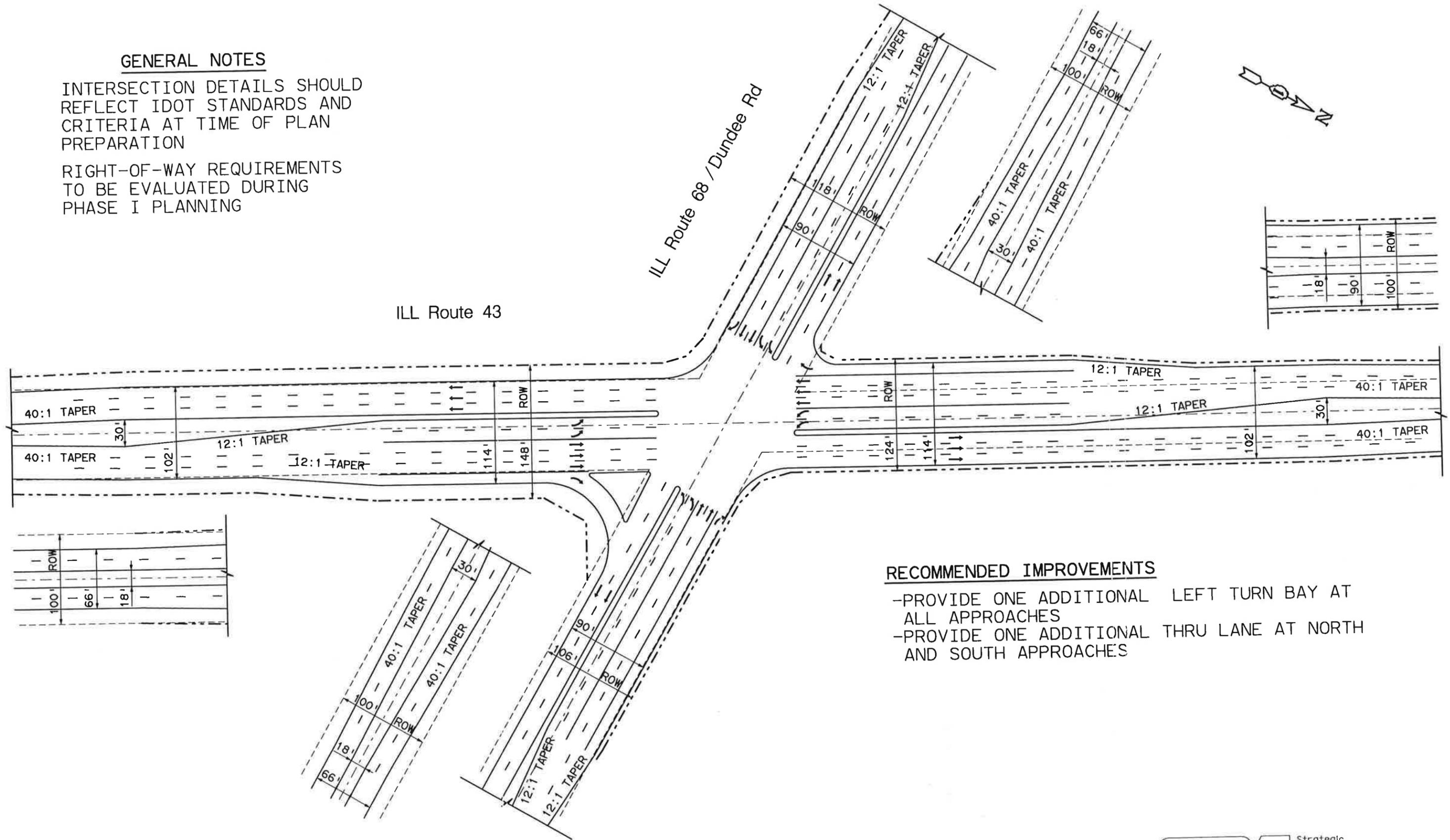
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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 ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES

Exhibit ID 16-2
ILL Route 43 at ILL Route 68 / Dundee Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

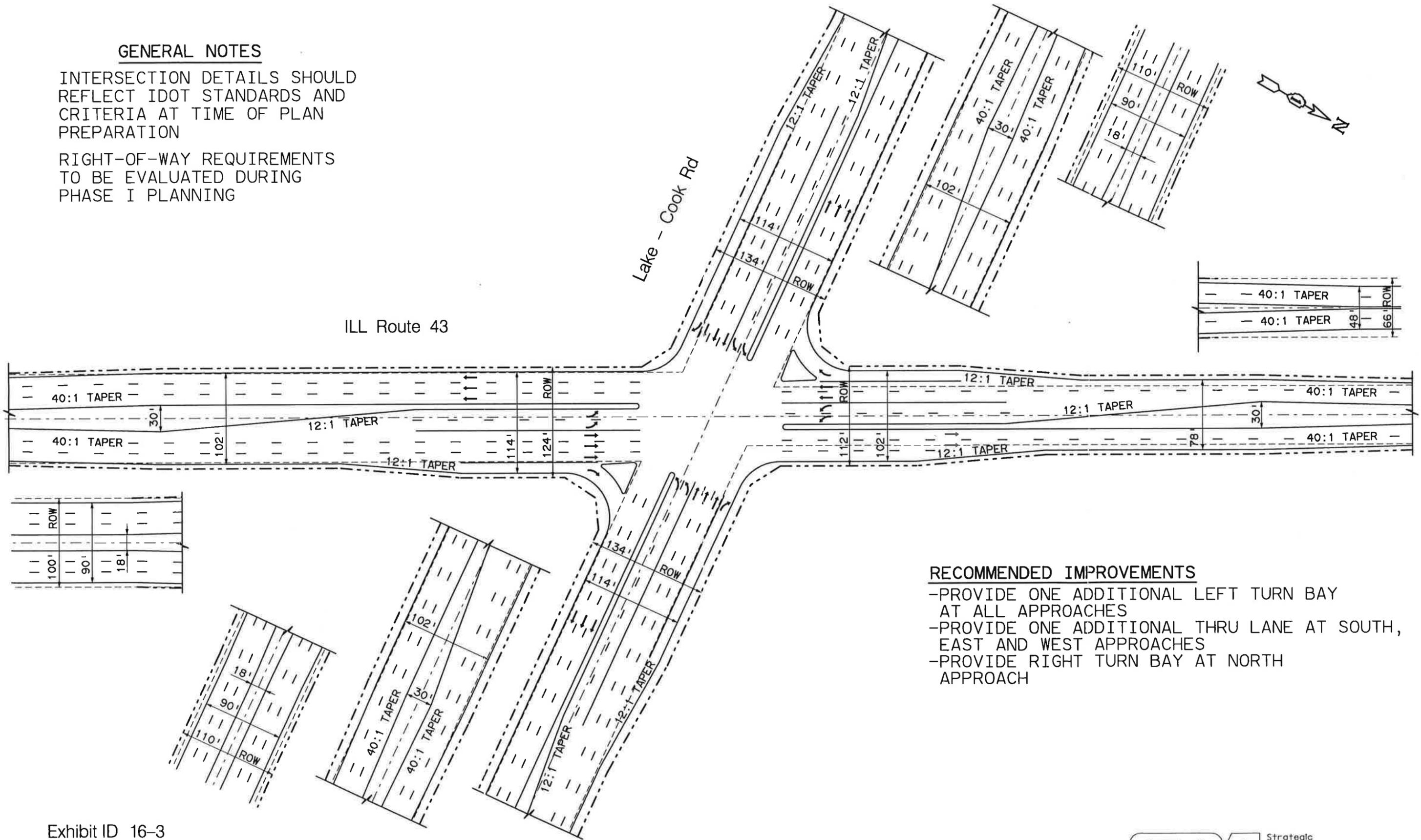
Scale In Feet
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SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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 ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL THRU LANE AT SOUTH, EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH APPROACH

Exhibit ID 16-3
ILL Route 43 at Lake - Cook Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

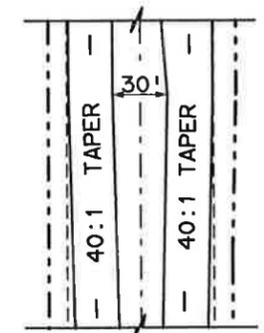
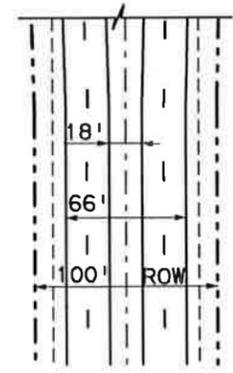
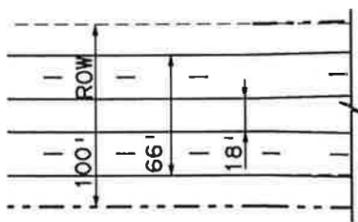
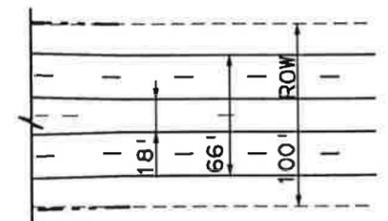
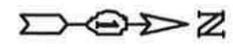
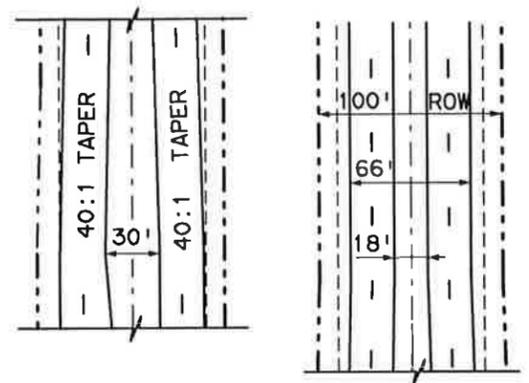
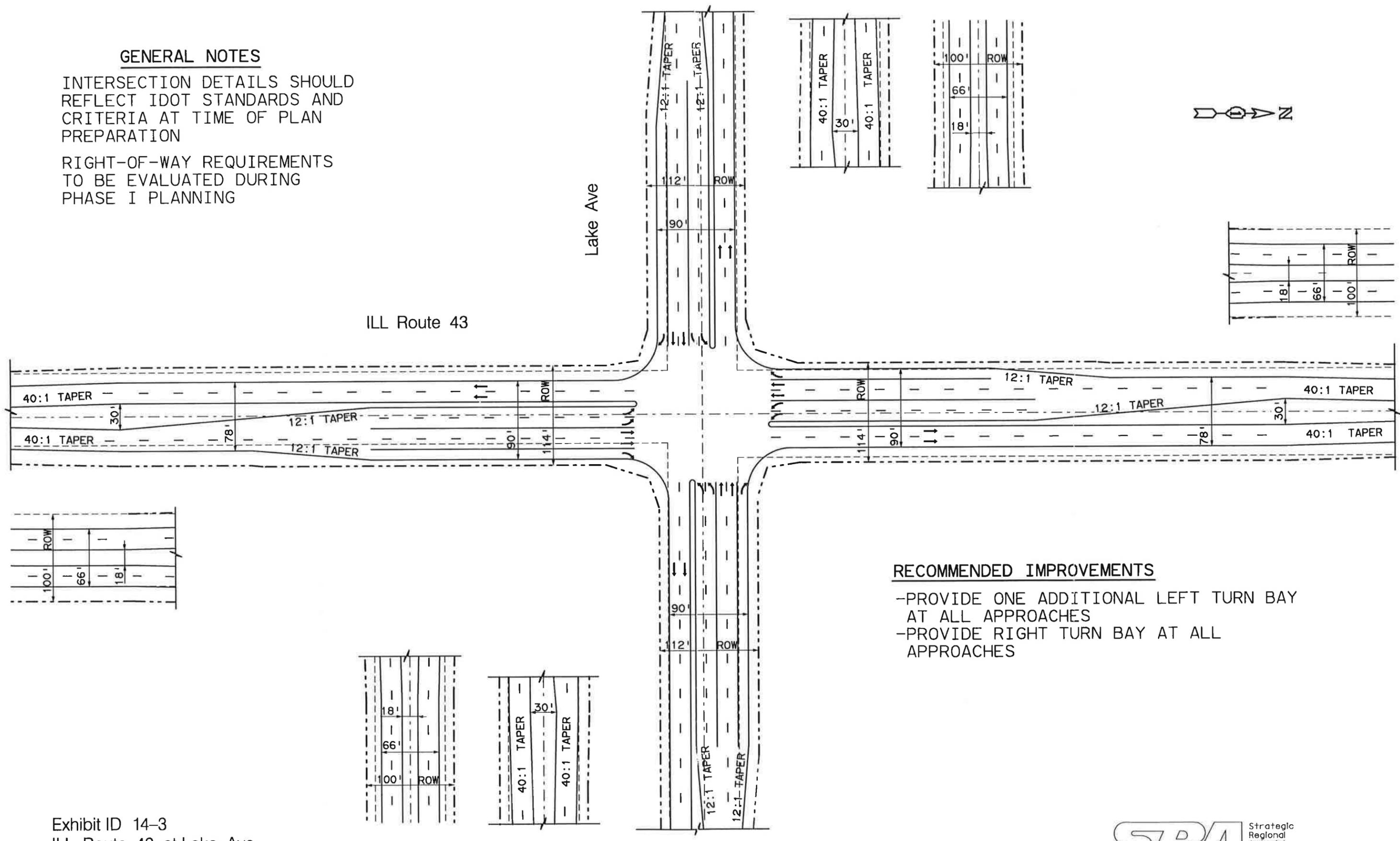


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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



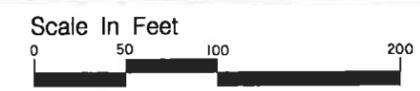
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 14-3
ILL Route 43 at Lake Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 = Right-Of-Way

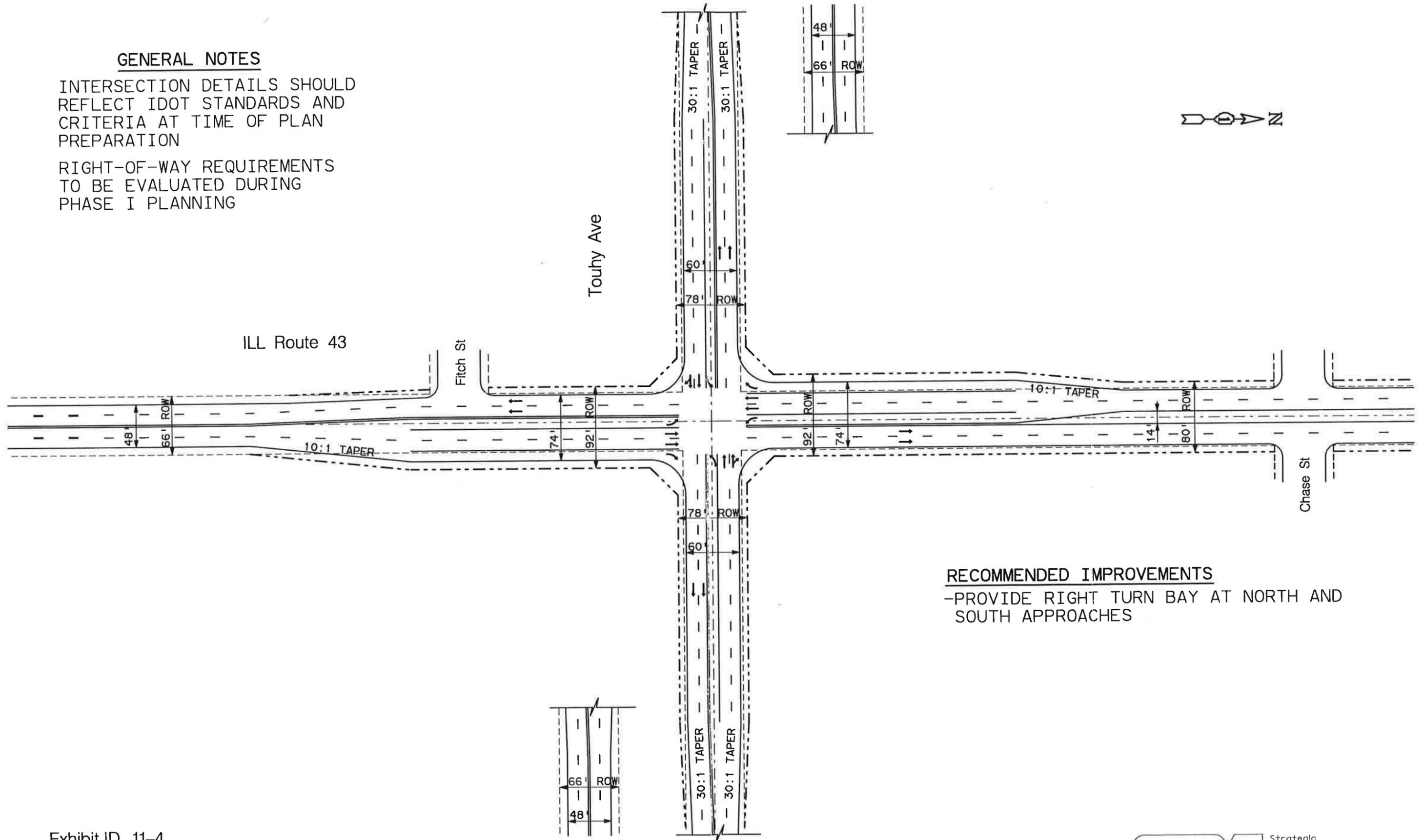


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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 NORTH AND SOUTH APPROACHES

Exhibit ID 11-4
ILL Route 43 at Touhy Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

Scale In Feet
 0 50 100 200

SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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

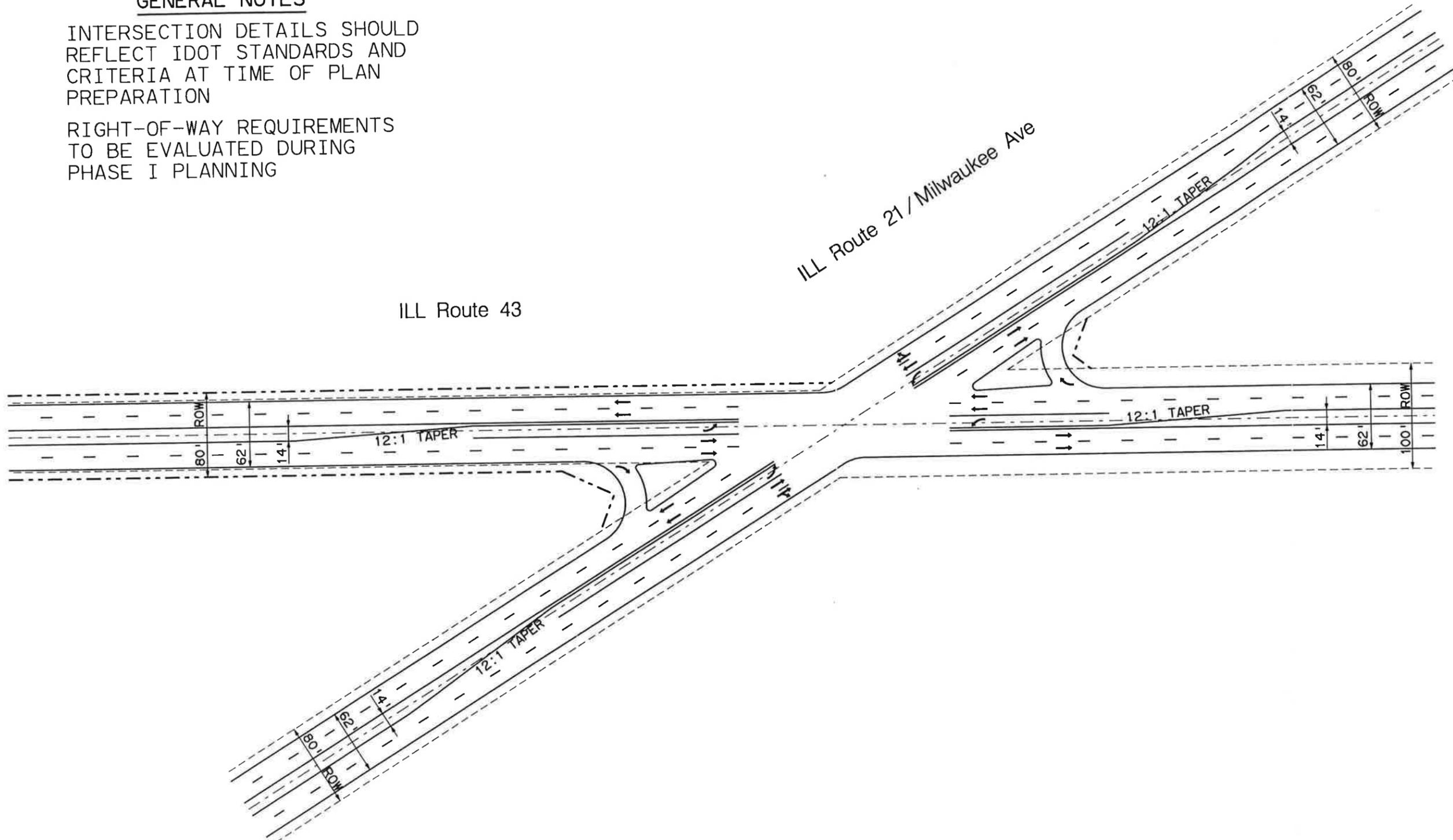


Exhibit ID 12-1
ILL Route 43 at ILL Route 21 / Milwaukee Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

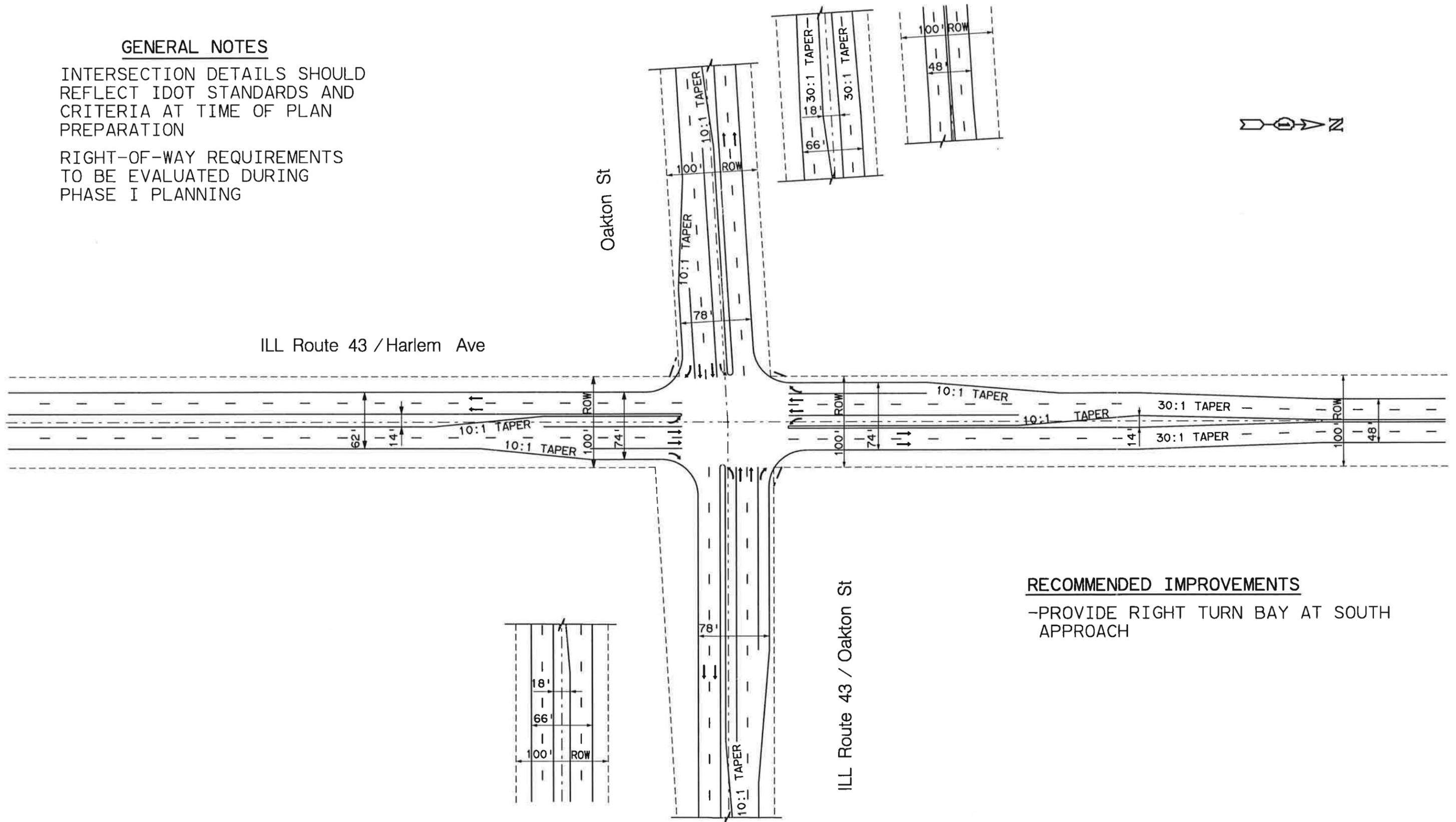


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Dwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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 SOUTH APPROACH

Exhibit ID 12-2
ILL Route 43 / Harlem Ave at Oakton St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - - Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 = Right-Of-Way

Scale In Feet
 0 50 100 200

SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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

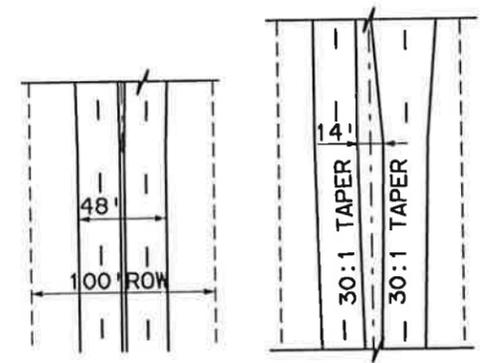
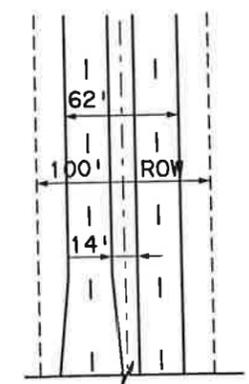
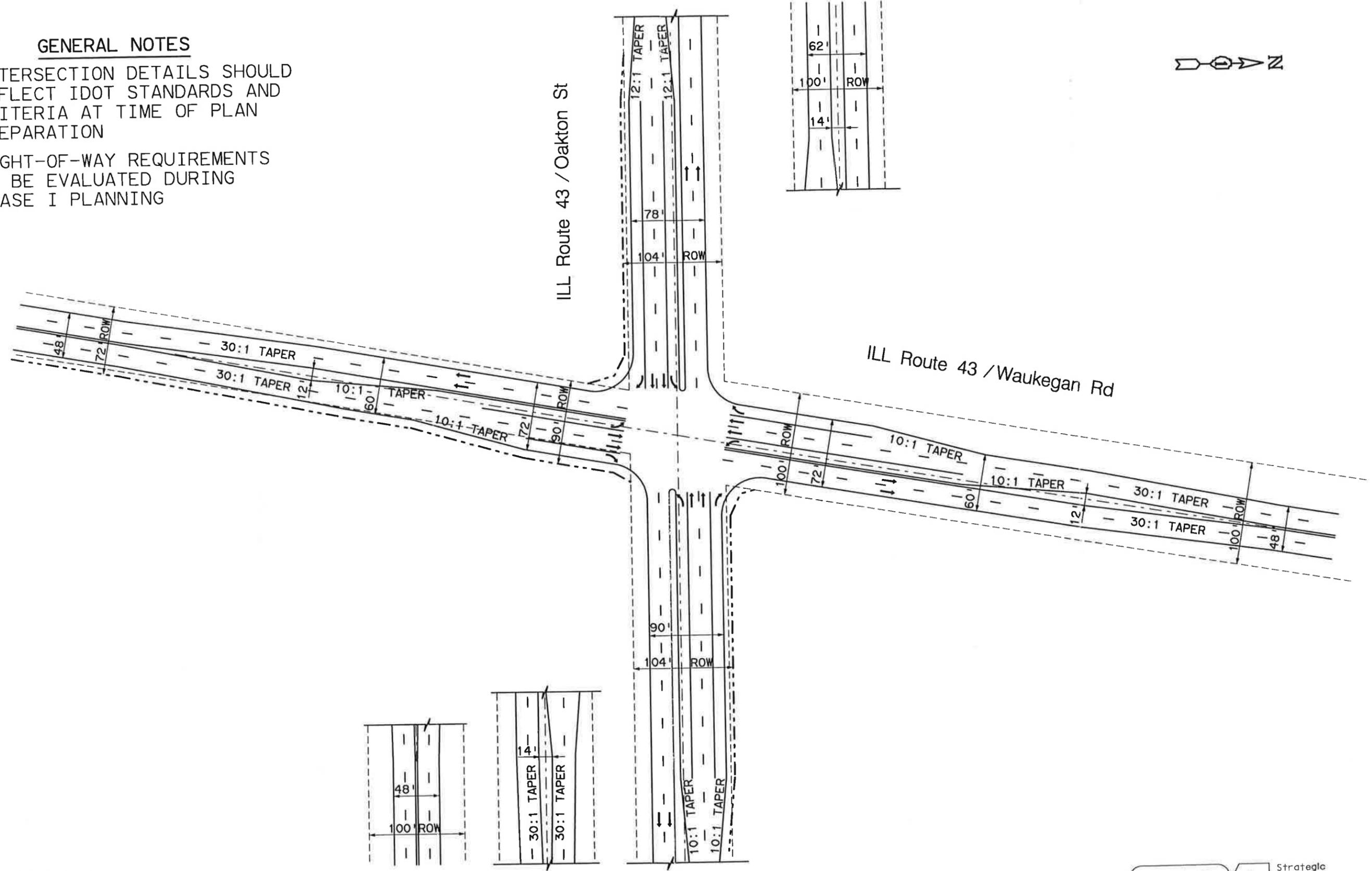
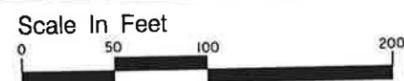


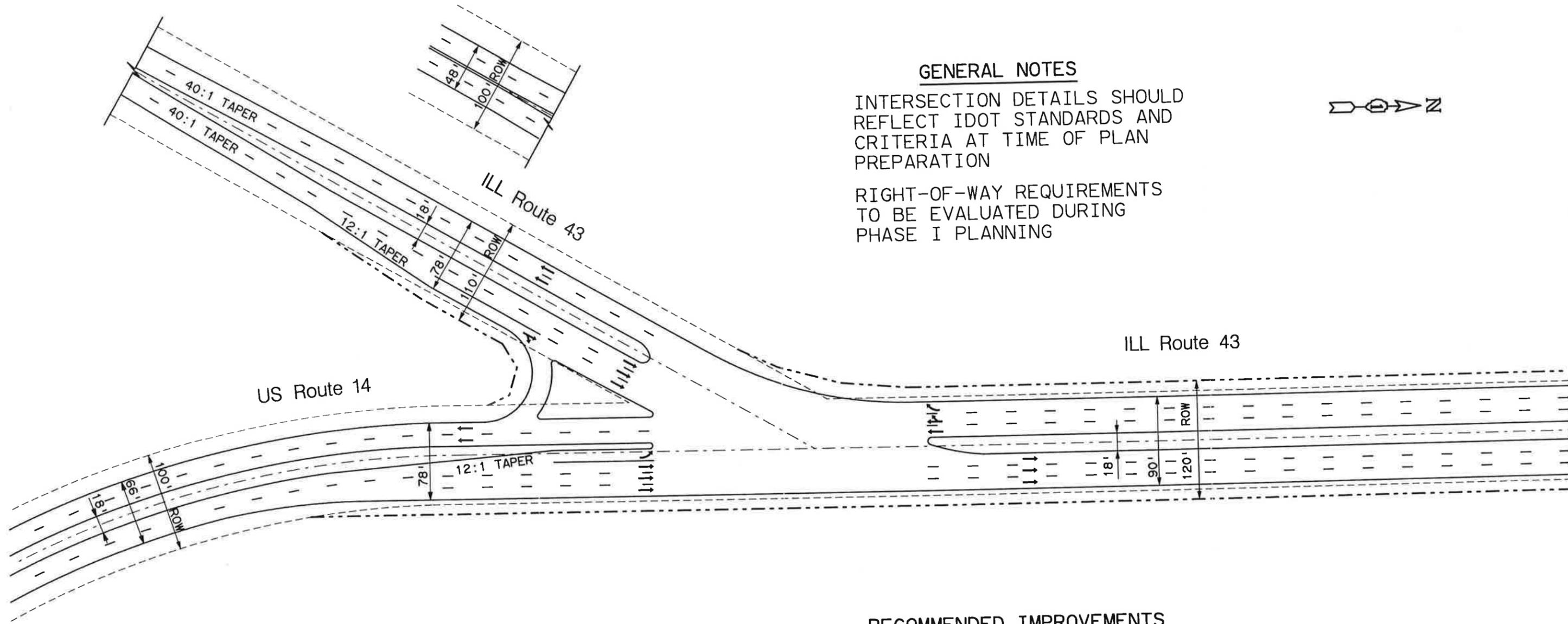
Exhibit ID 12-3
ILL Route 43 / Oakton St at Waukegan Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



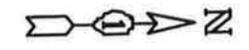
SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
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 Drwn JDB Date 3 / 96 Chkd DCK Date 3 / 96



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



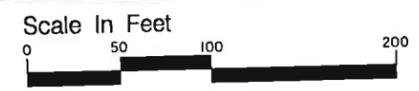
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH APPROACH
- PROVIDE RIGHT TURN BAY AT SOUTHWEST APPROACH
- PROVIDE LEFT TURN BAY AT SOUTH APPROACH
- REMOVE EXISTING LEFT TURN BAY AT NORTH APPROACH

Exhibit ID 13-1
ILL Route 43 at US Route 14

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

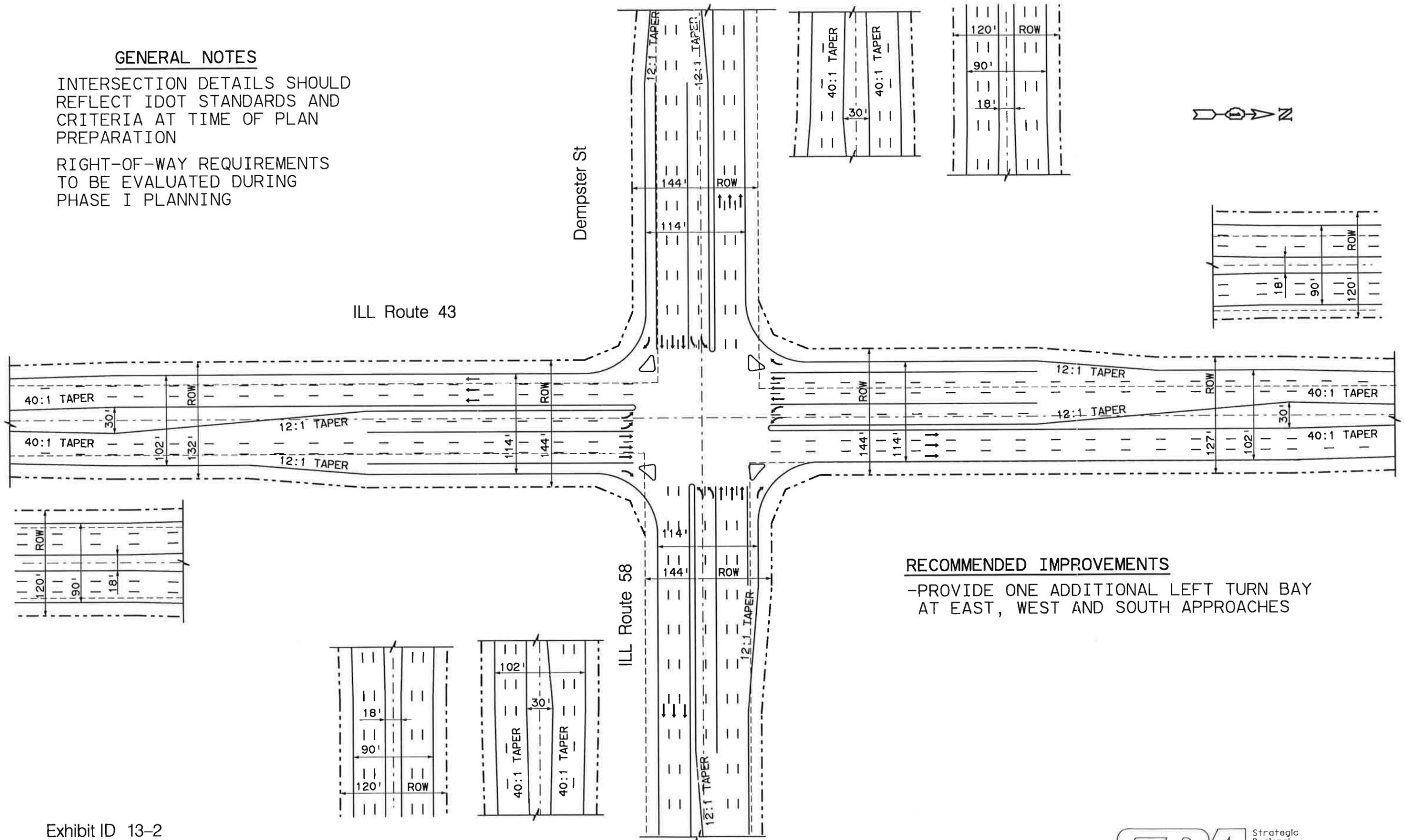
Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



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 ONE ADDITIONAL LEFT TURN BAY AT EAST, WEST AND SOUTH APPROACHES

Exhibit ID 13-2
ILL Route 43 at Dempster St/ILL Route 58 East

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

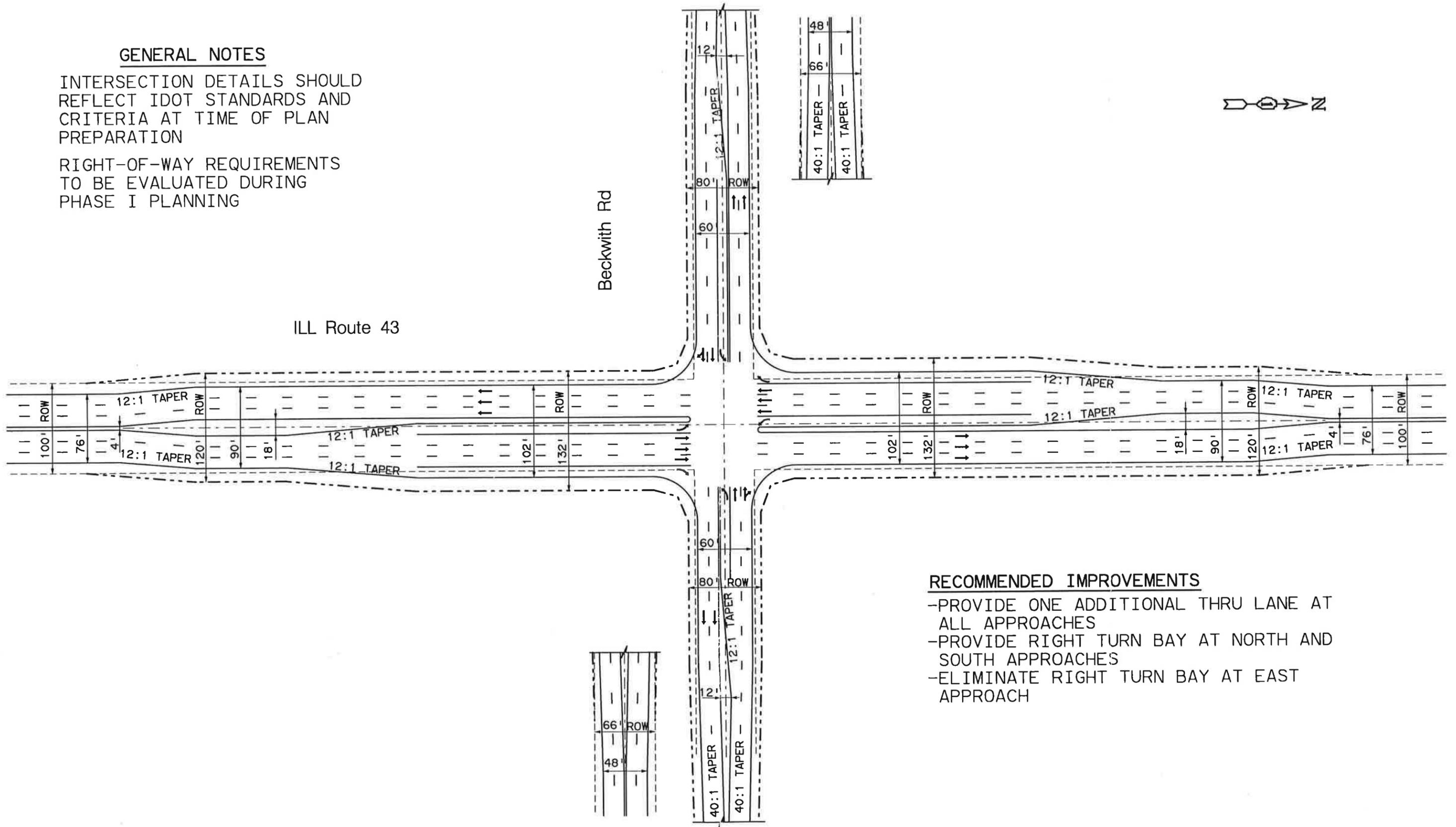
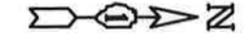


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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 ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH AND SOUTH APPROACHES
- ELIMINATE RIGHT TURN BAY AT EAST APPROACH

Exhibit ID 13-3
ILL Route 43 at Beckwith Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 --- Proposed Right-Of-Way
 = Right-Of-Way

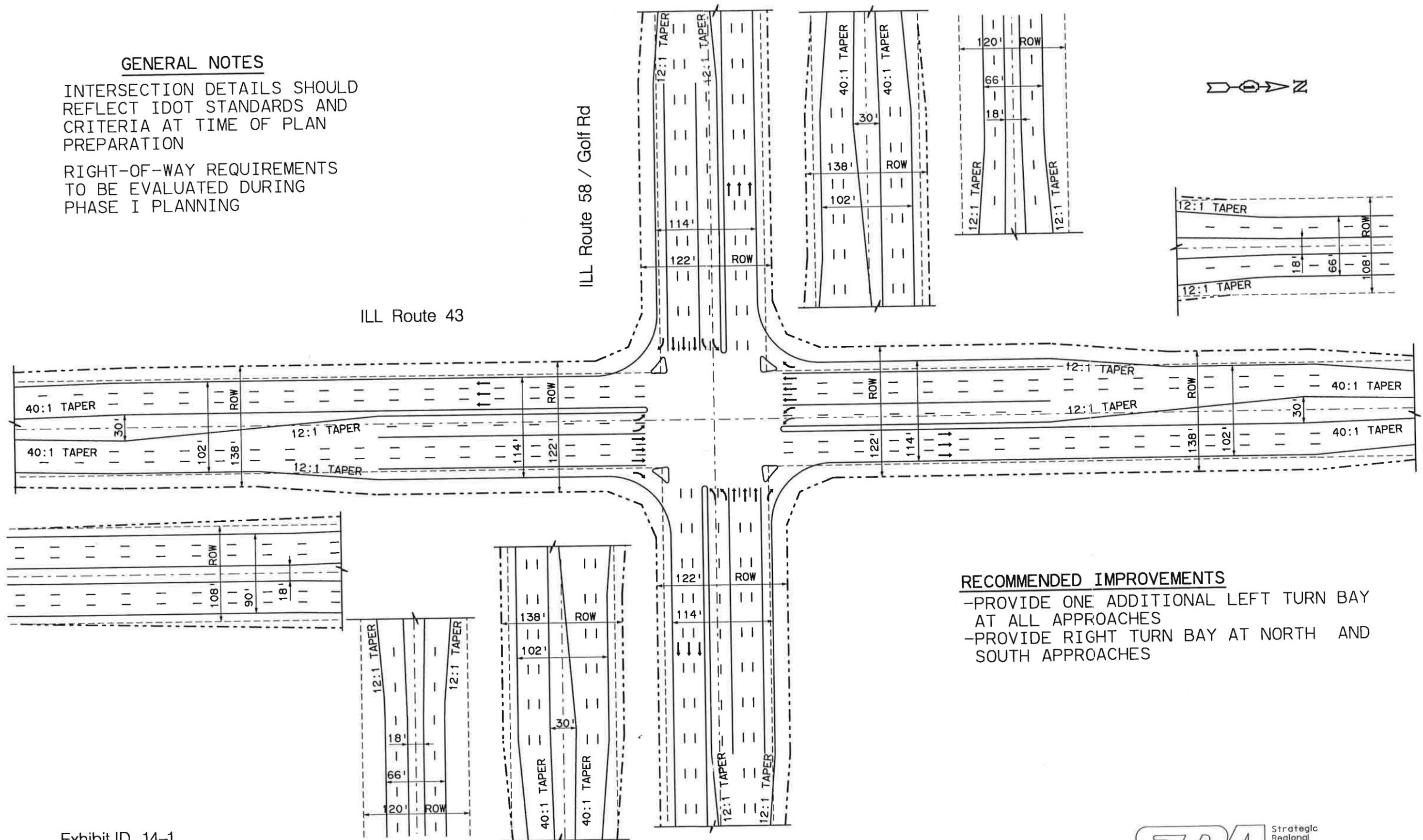


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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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 ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH AND SOUTH APPROACHES

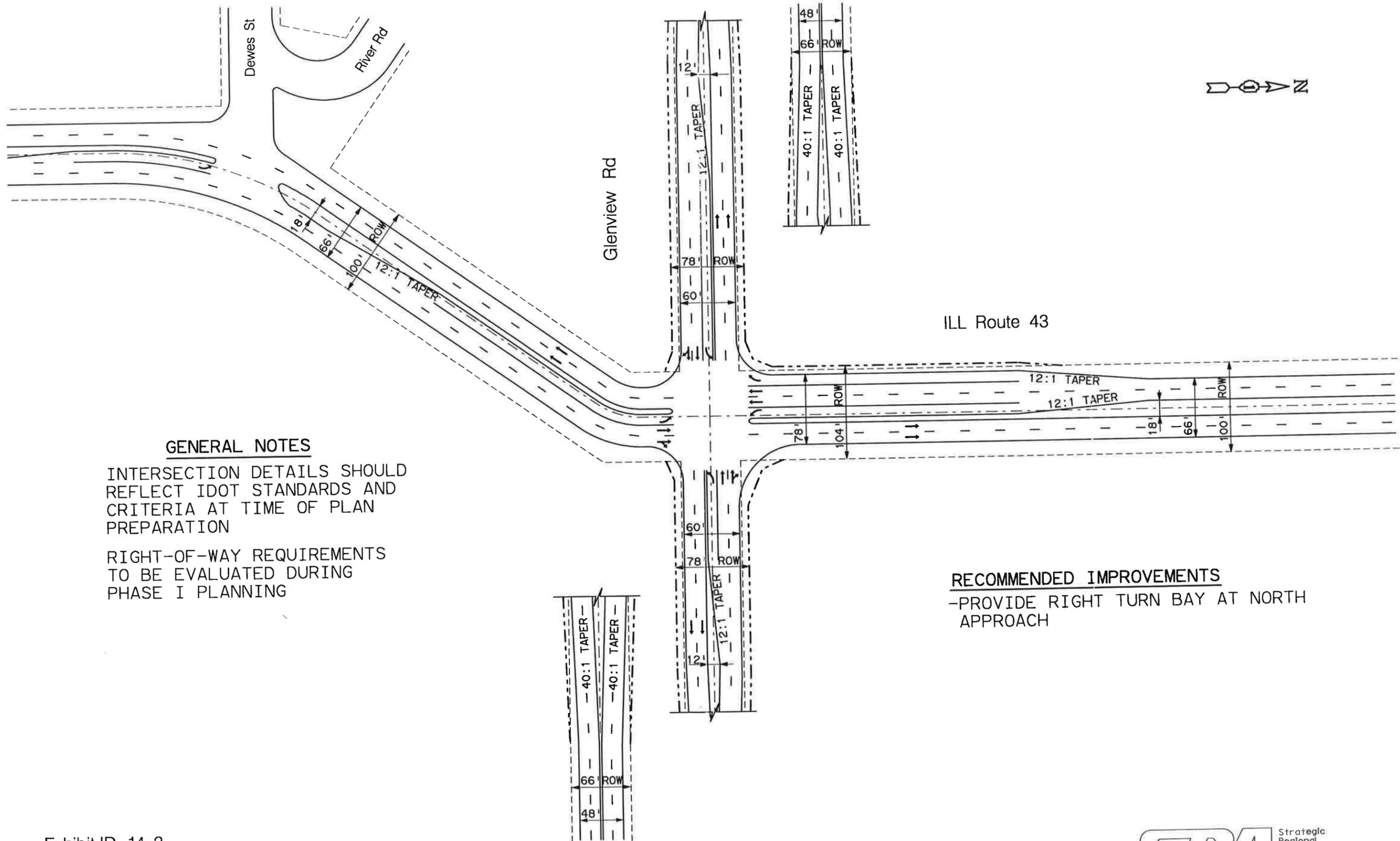
Exhibit ID 14-1
ILL Route 43 at ILL Route 58 West/ Golf Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95



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

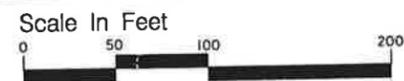
RECOMMENDED IMPROVEMENTS

-PROVIDE RIGHT TURN BAY AT NORTH APPROACH

Exhibit ID 14-2
ILL Route 43 at Glenview Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

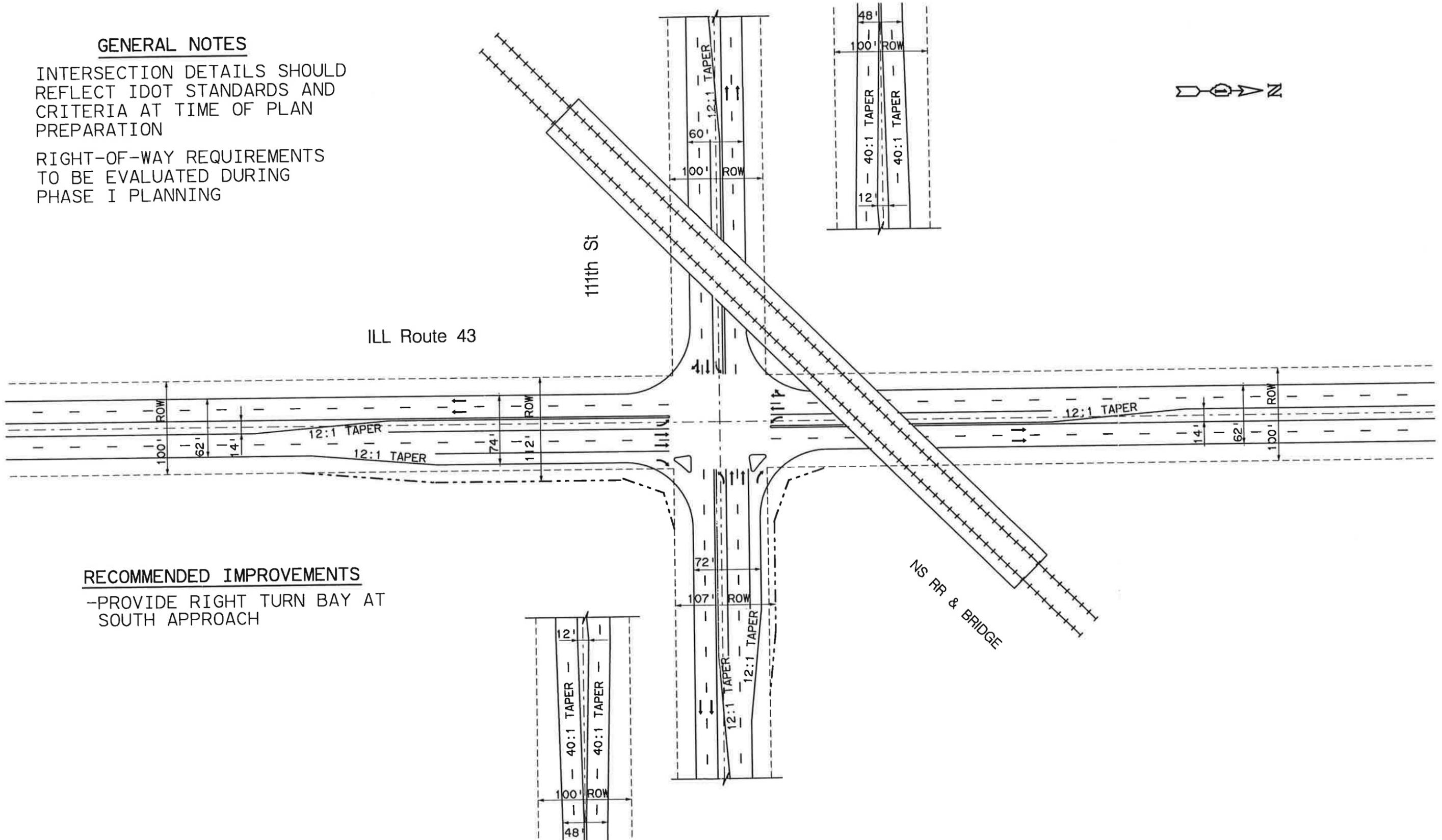


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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 SOUTH APPROACH

Exhibit ID 4-3
ILL Route 43 at 111th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

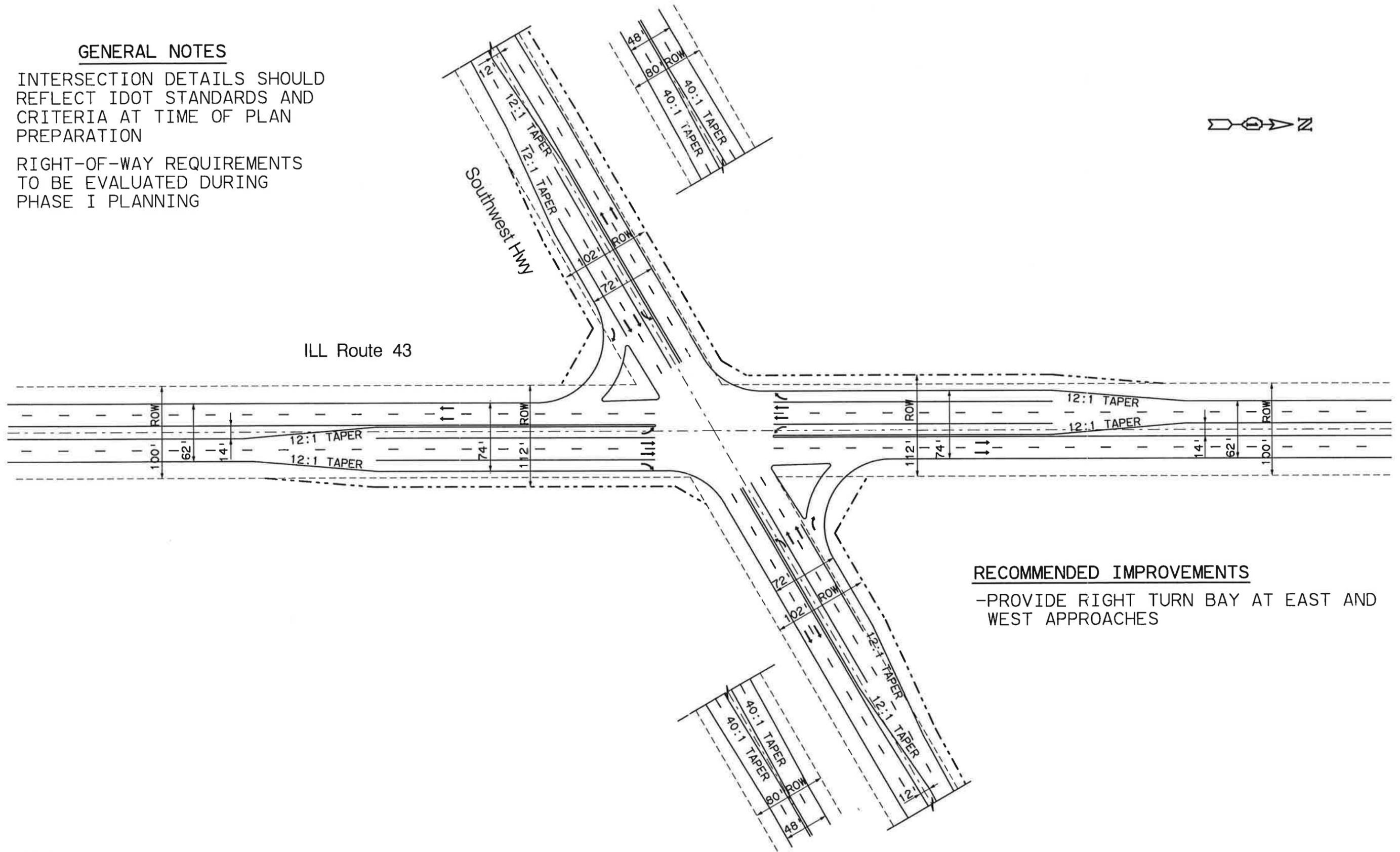


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JDB Date 3/96 Chkd DCK Date 3/96

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 EAST AND WEST APPROACHES

Exhibit ID 4-4
ILL Route 43 at Southwest Hwy

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

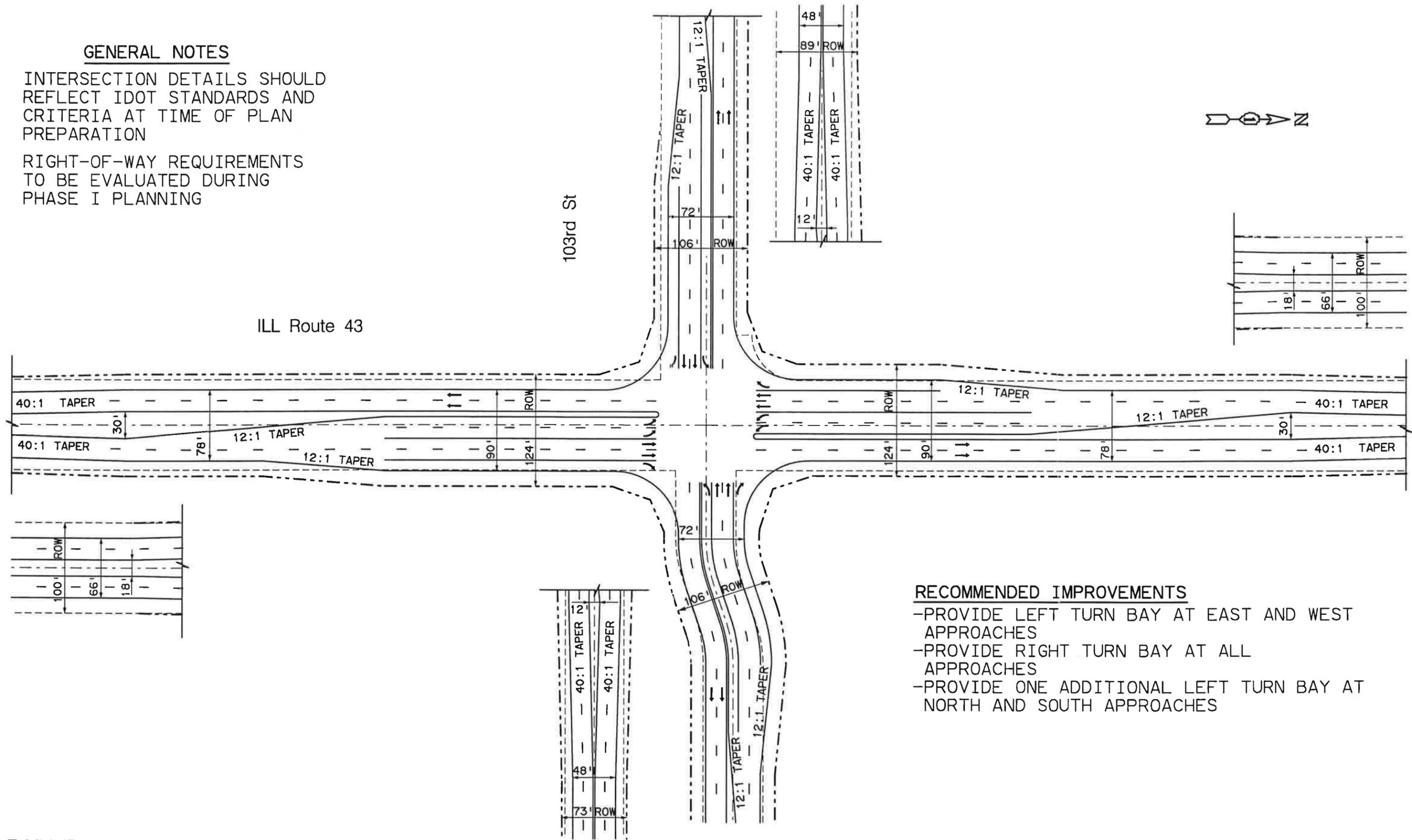


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JDB Date 3 / 96 Chkd DCK Date 3 / 96

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 LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 4-5
ILL Route 43 at 103rd St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

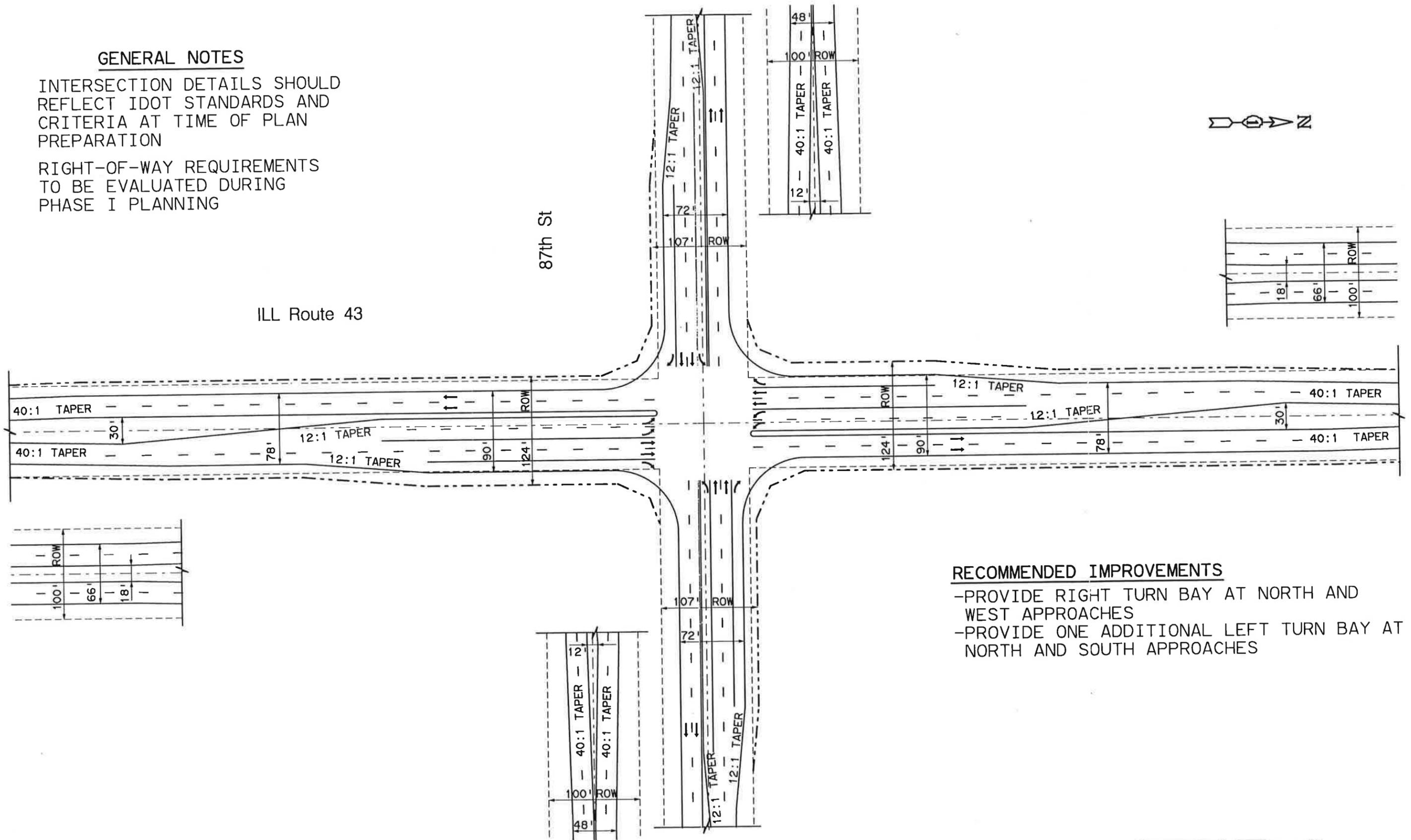


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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 NORTH AND WEST APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 6-1
ILL Route 43 at 87th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

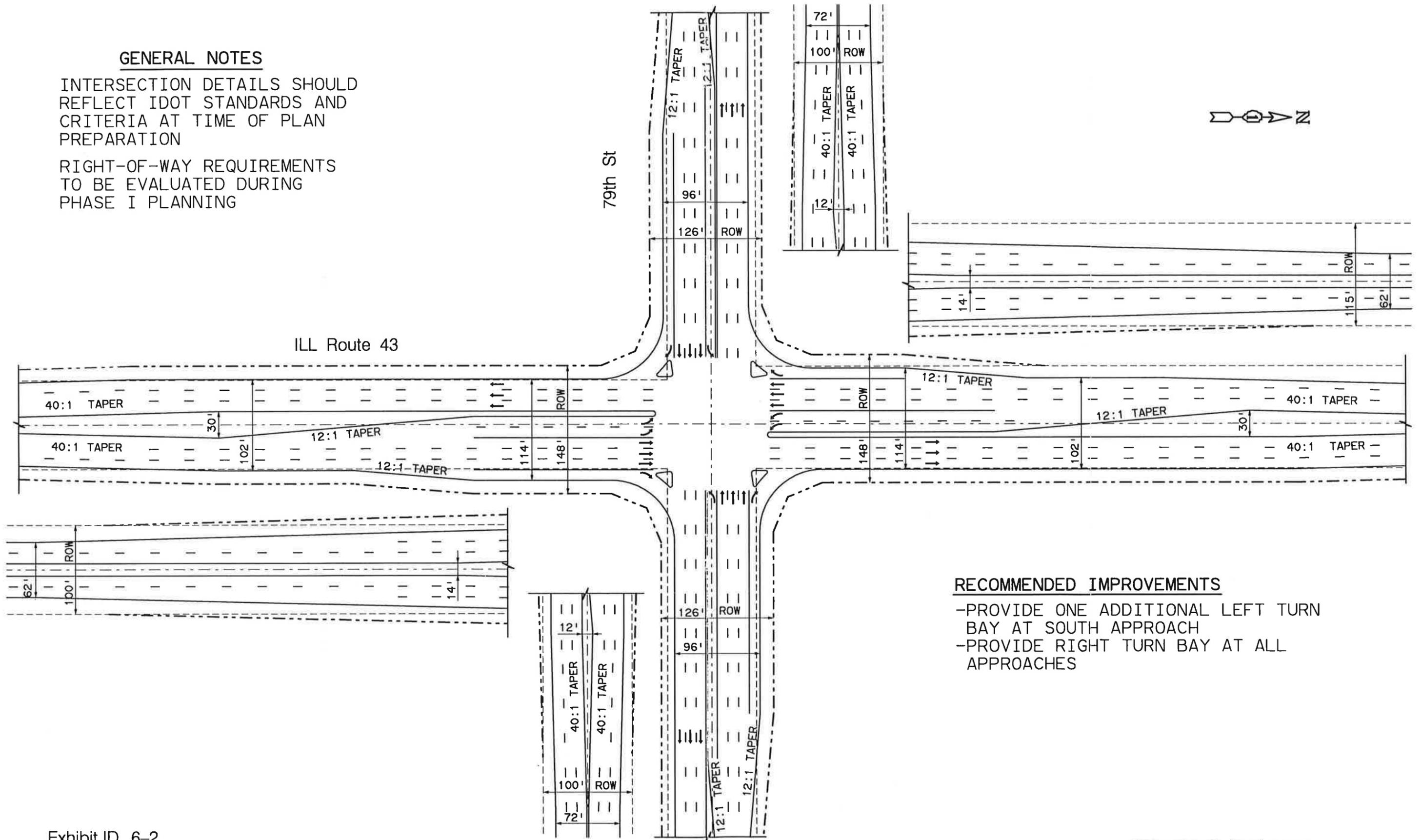
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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 ONE ADDITIONAL LEFT TURN BAY AT SOUTH APPROACH
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 6-2
ILL Route 43 at 79th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

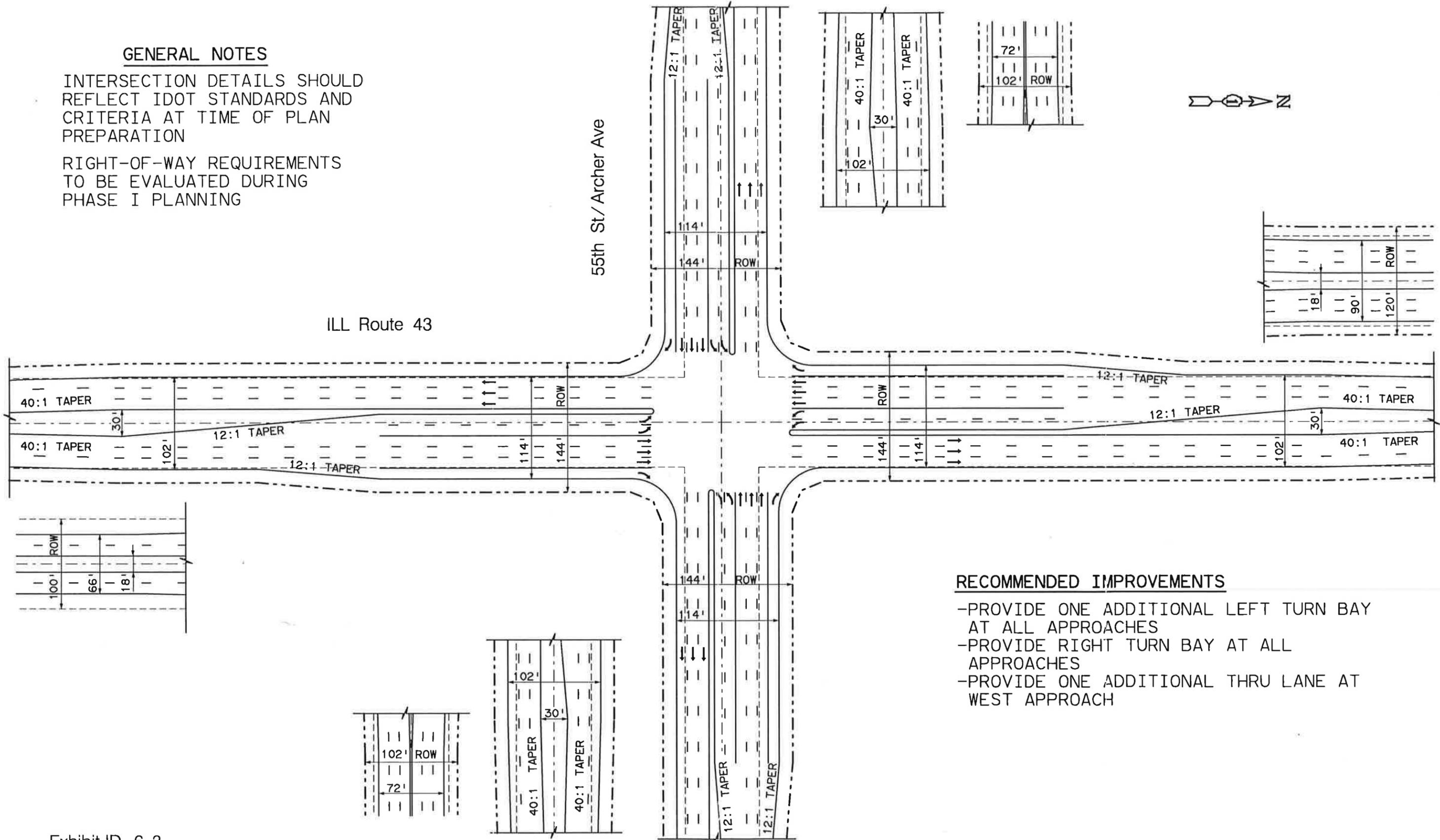
Legend --- Existing Right-Of-Way
 --- Proposed Right-Of-Way
 = Right-Of-Way



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 ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL THRU LANE AT WEST APPROACH

Exhibit ID 6-3
ILL Route 43 at 55th St/Archer Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 --- Proposed Right-Of-Way
 = Right-Of-Way

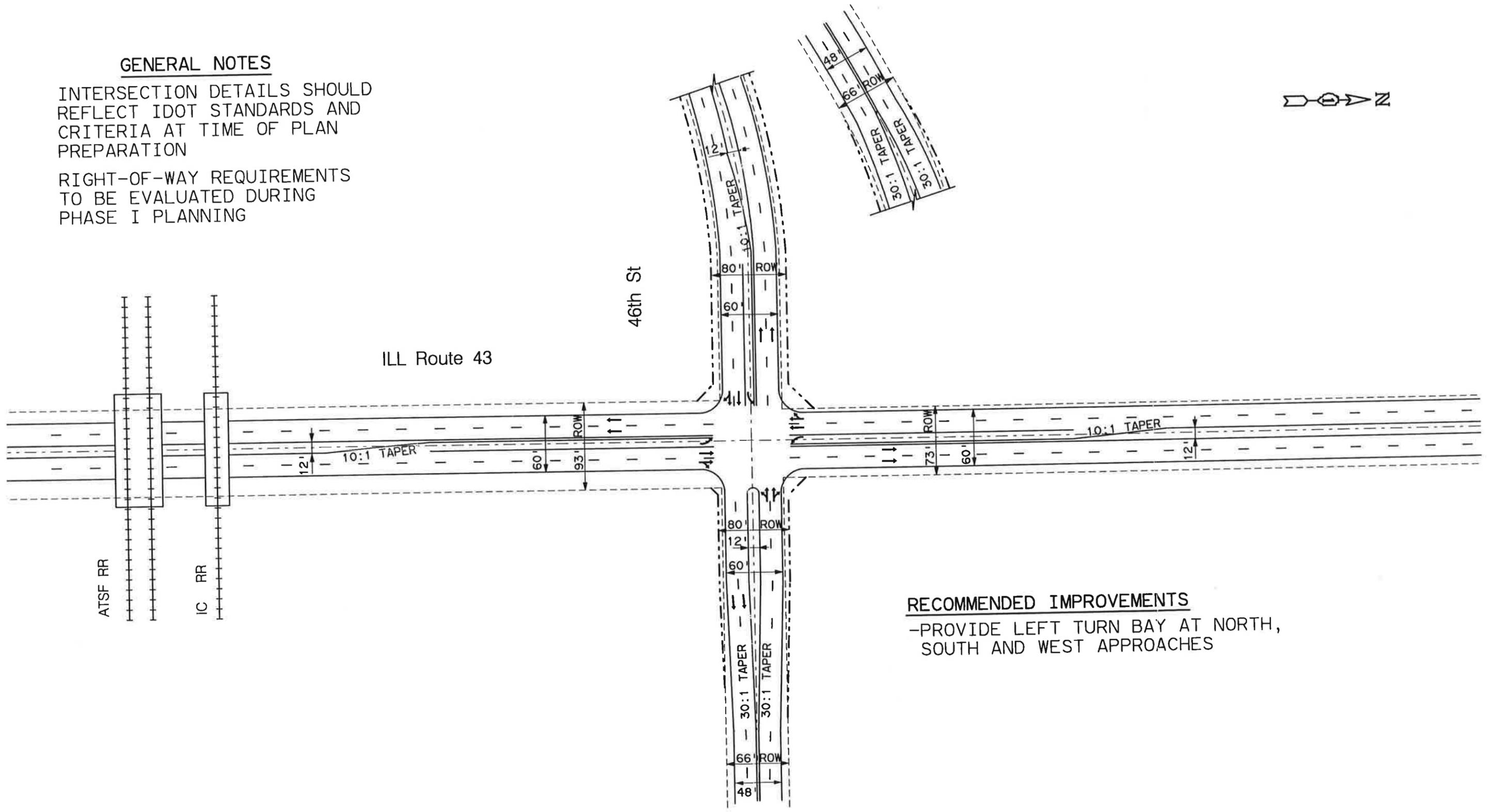
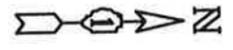


ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5/95 Chkd EMW Date 5/95

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 LEFT TURN BAY AT NORTH, SOUTH AND WEST APPROACHES

Exhibit ID 7-1
ILL Route 43 at 46th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95

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

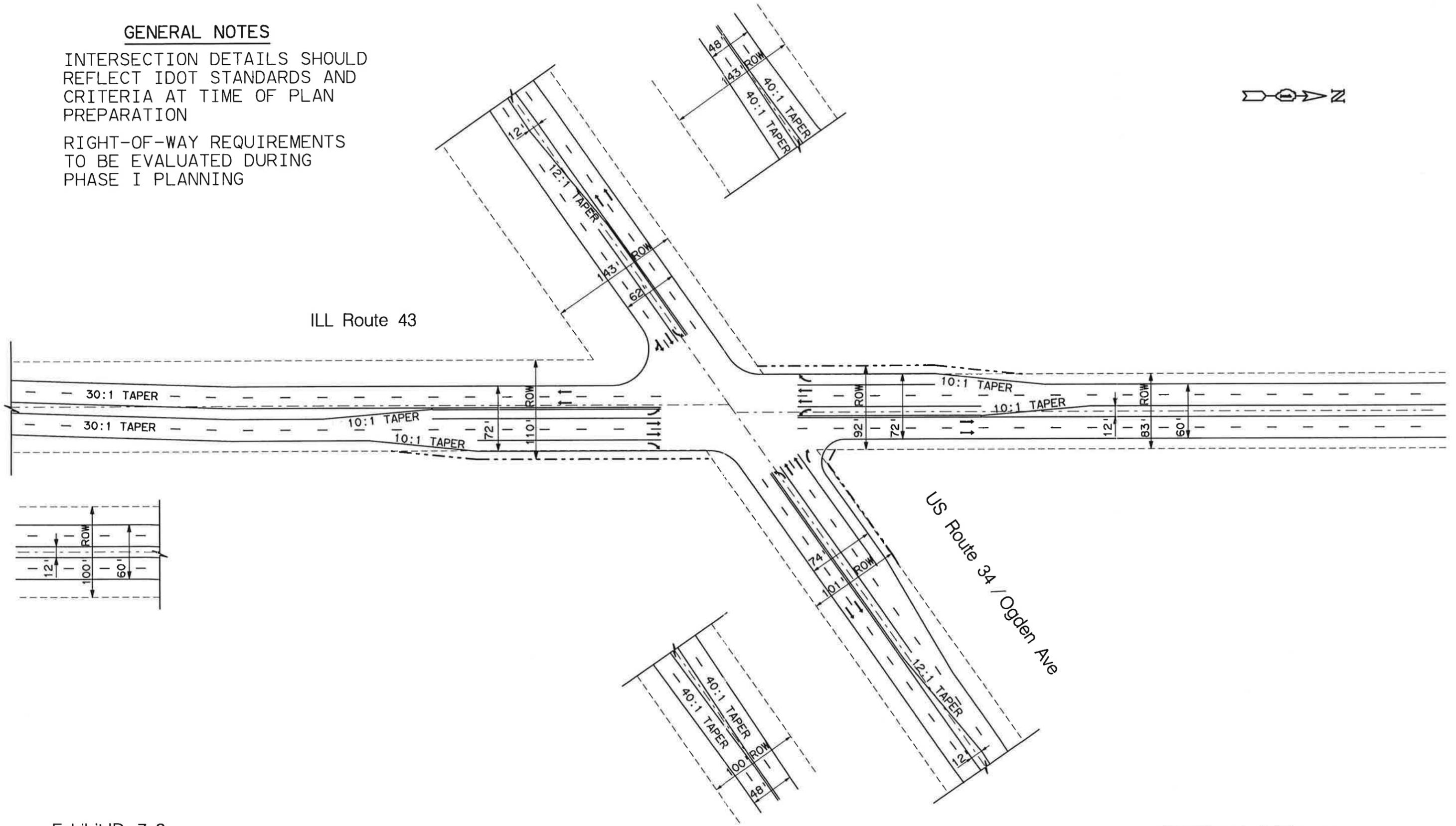


Exhibit ID 7-2
ILL Route 43 at US Route 34 / Ogden Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

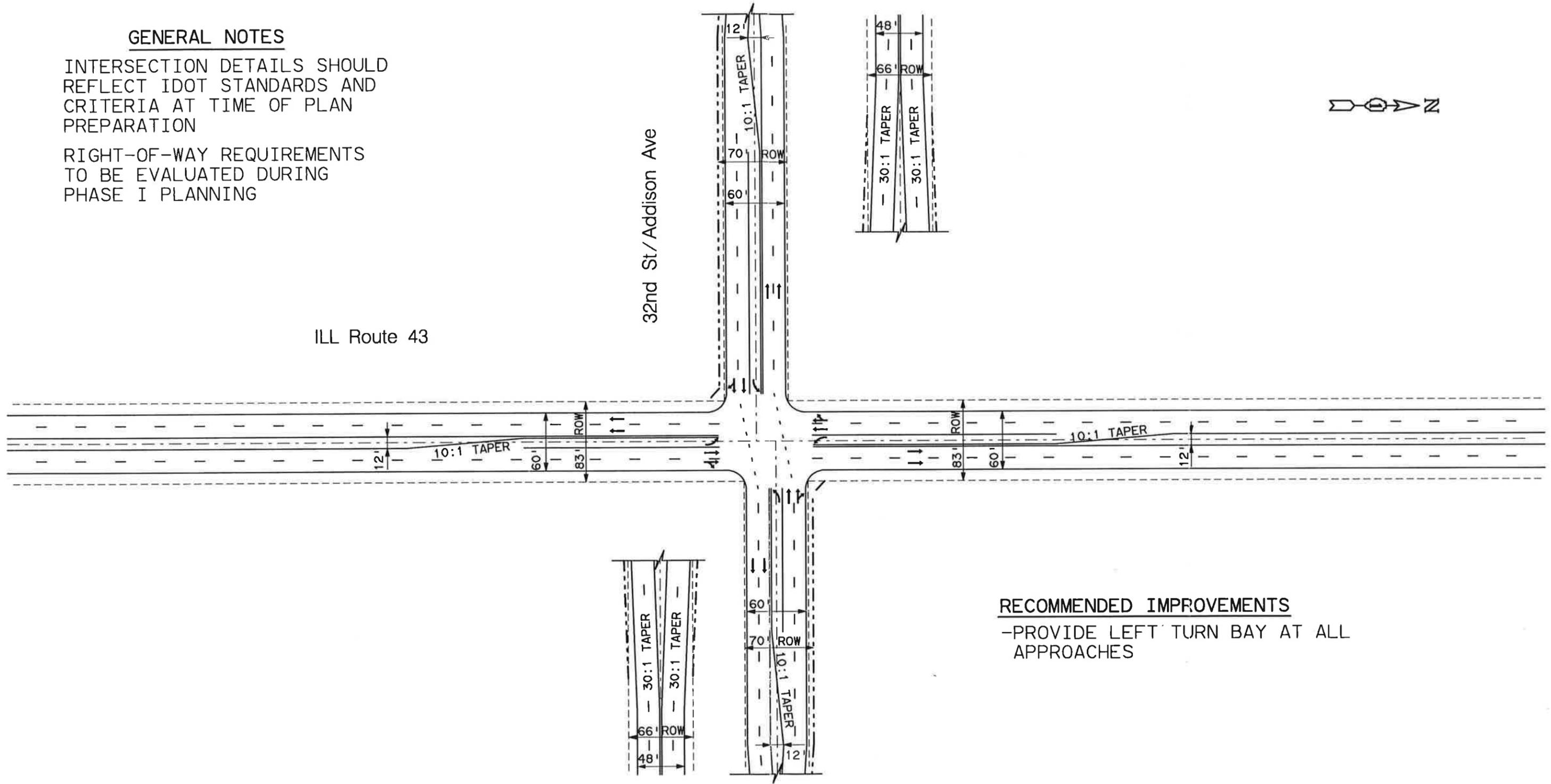
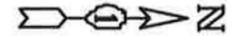
Legend
 - - - - Existing Right-Of-Way
 - - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



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 LEFT TURN BAY AT ALL APPROACHES

Exhibit ID 7-3
ILL Route 43 at 32nd St/Addison Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



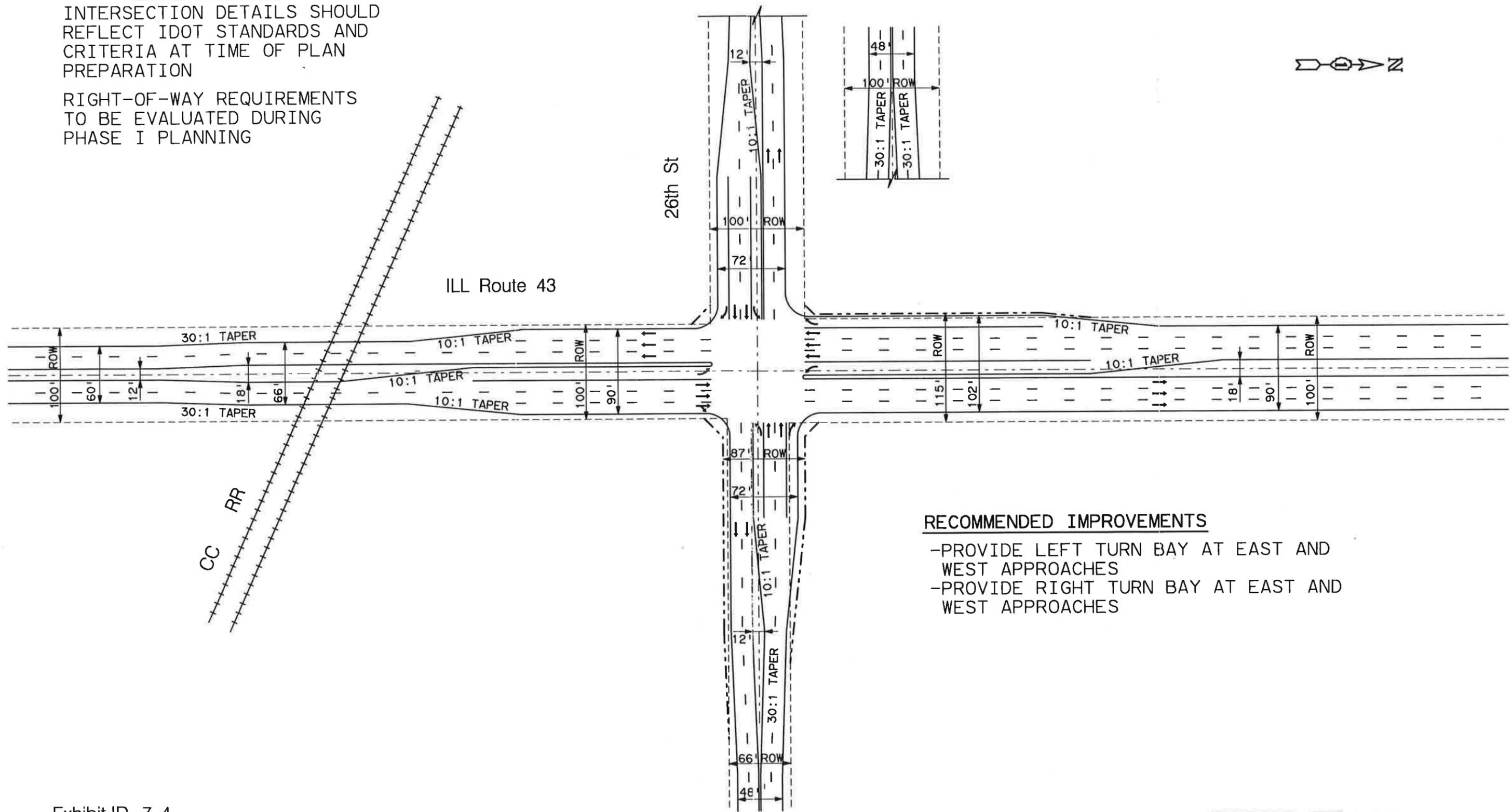
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 5/95 Chkd EMW Date 5/95

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 LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT EAST AND WEST APPROACHES

Exhibit ID 7-4
ILL Route 43 at 26th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



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

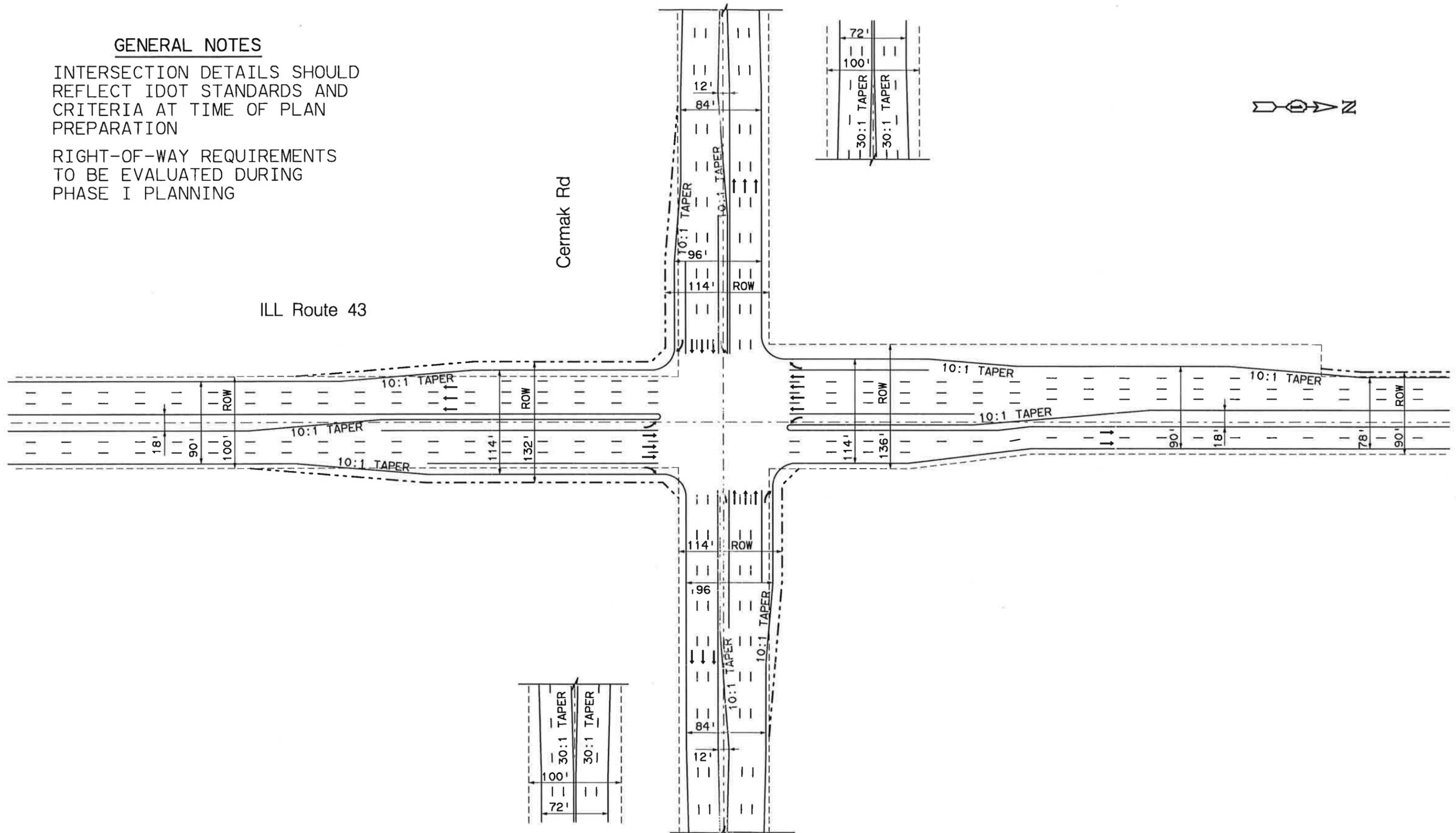


Exhibit ID 8-1
ILL Route 43 at Cermak Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.
 Drwn JTS Date 5 / 95 Chkd EMW Date 5 / 95