FINAL REPORT

STRATEGIC REGIONAL ARTERIAL

55TH STREET CORRIDOR

(ARCHER AVENUE/55th STREET/GARFIELD BOULEVARD/ MORGAN DRIVE/PAYNE DRIVE/MIDWAY PLAISANCE)

ILL ROUTE 171 to CORNELL DRIVE

JANUARY 1998

By:

METRO

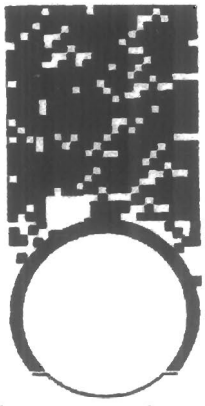
METRO TRANSPORTATION GROUP, INC.

Midwest Consulting Engineers, Inc.

Dames & Moore Design Group

For:

Illinois Department of Transportation



Operation Greenlight

FOREWORD

The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago. Included in this report is the 55th Street/Interstate 90/94 interchange. This Strategic Regional Arterial (SRA) report for 55th Street has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Metro Transportation Group as part of the Dames & Moore/MCE team.

As an SRA route, 55th Street is intended to function as part of a regional arterial system. 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 exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process including citizen comments.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago. The 55th Street SRA has been divided into five segments. Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

Segment 1: Archer Avenue

- Develop four 12 ft through lanes within the existing 66 to 80 ft right-of-way
- Long-term parking removal on both sides of the roadway and provisions for parking on the first half-block of the local streets off of Archer Avenue.
- Provide left turn lanes at signalized intersection locations where necessary for capacity. This includes the Archer Avenue intersections with Nashville Avenue, Narragansett Avenue, and Milligan Avenue.

Segment 2: 55th Street

- Develop four 12 ft through lanes within the existing 66 to 80 ft right-of-way
- Long-term parking removal on both sides of the roadway and provisions for parking on the first half-block of the local streets off of 55th Street.
- Provide left turn lanes at signalized intersection locations where necessary for capacity. This includes the 55th Street intersections with Austin Avenue, Laramie Avenue, Midway Parking Lot Access, and Lawndale Avenue.
- Remove the traffic signals at the 55th Street intersections with Kilpatrick Avenue, Hamlin Avenue, and Homan Avenue. The signal on 55th Street at Kilpatrick is primarily used for access to Midway Airport for shuttle/taxis, and this traffic could use Cicero Avenue for direct access to Midway Airport. The signal on 55th Street at Hamlin appears to be out-dated with only one-way streets from the north and south on Hamlin Avenue accessing 55th Street. The Homan Avenue signal is not well-spaced with respect to the surrounding signals.

Segment 3: Garfield Boulevard

- Develop two 12 ft through lanes in each direction within the existing 200 ft of right of way.
- Develop three 12 ft through lanes in each direction, and exclusive right and left turn lanes at the I-90/94 interchange. This will include new 55th street bridges over I-90 /94.

- Maintain on-street parking, in 11 ft. parking lanes, with peak hour parking restrictions adjacent to the curb except in close proximity to the I-90/94 interchange.
- Retain the 100 ft landscaped median to provide management of access and enhance the efficiency of through traffic.
- Limit existing unsignalized intersections with full access to right-in/right-out only movements, with the closure of the median, in order to maintain the integrity and traffic flow of the boulevard.
- Remove the traffic signal and close the median at the Union Avenue/Garfield Boulevard intersection in order to achieve a more desirable signal spacing.
- Provide left turn lanes at signalized intersections in the median thus eliminating the current practice of shifting through lanes to provide left turn lanes. This includes the intersections of Wood Avenue, Loomis Avenue, Normal Avenue, and Wabash Avenue.

Segment 4: Morgan Drive/Payne Drive

- Develop two 12 ft through lanes in each direction and an 11 to 14 ft raised median in the Morgan Drive section of the segment. There would not be a median in the portion of the segment known as Payne Drive and two 12 ft lanes in each direction would be developed. There are no intersecting streets on Payne Drive for which access management or turn lane provisions would be necessary.
- Purchase additional right-of-way to achieve the desirable SRA cross section in this segment. Discussions with the Chicago Park District have indicated that right-of-way could be acquired if the overall land exchange is equitable.
- Remove the on-street parking on Payne Drive and relocate the parking off the SRA route on Payne Drive north of the SRA route.
- Limit the Payne Drive at Morgan Drive intersection to right-in/right-out only.
- Provide left turn lanes in the median at full access intersections. This includes the Morgan Drive intersections with Russell Drive, Rainey Drive, and 57th Street.

Segment 5: Midway Plaisance

- Develop two 12 ft through lanes in each direction and maintain the historic landscaped median within the existing 300 ft right-of-way.
- Long-term parking removal adjacent to the inside curb of the median should be considered.

INTRODUCTION

INTRODUCTION

The SRA System

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRAs) is proposed, in the 2010 TSD, to address this need most effectively from a traffic perspective. The SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region composed of 66 corridors.

From a traffic perspective, the purpose of SRAs will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. There is no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The desired configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between SRAs was determined by the projected 2010 level of travel demand in the area.

As part of a comprehensive approach, the SRA system is intended to:

- Supplement the primary expressway system
- Enhance public transportation
- Accommodate commercial vehicle traffic.
- Increase personal mobility and reduce congestion

This report is concerned with 55th Street, which has been designated a SRA corridor from IL 171 in the Village of Summit to Cornell Drive in the City of Chicago.

SRA Design Concept

A report on design concepts for the SRA system was developed by the Harland Bartholomew and Associates, Inc. and was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for 55th Street that is described in this report.

Organization of the Report

This report presents a summary of the SRA planning study for the 55th Street corridor. It is organized as follows:

- **Environmental Conditions and Land Use**
  - This chapter presents Environmental and Land Use conditions which determine the nature of the corridor. The chapter includes a description of wetland, historical, and hazardous waste sites located within the corridor. Land use, zoning, and future developments are also listed.
- **Existing Roadway Conditions**
  - This chapter presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Corridor Planning Overview**
  - This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. The future land use and community concerns are reviewed.
- **Recommended Improvements**
  - This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirement, access management, and public transit. Cost projections for right-of-way and construction are also presented.
- **Public Involvement**
  - This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections: Individual Community Interviews, Panel Advisory Meetings, Newsletters, and the Public Hearing. These four opportunities for participation allowed the general public and their elected officials to voice opinions concerning the SRA study.

The Corridor Study Area

The 55th Street corridor, approximately 12 miles in length, begins on the west in the Village of Summit at the IL 171/Archer Avenue intersection. The corridor proceeds easterly to the 55th Street/Archer Avenue intersection, then follows 55th Street as Archer Avenue continues in a northeasterly direction. The corridor continues east to its terminus with Cornell Drive, but changes names several times throughout its length. At Western Avenue, the corridor changes names to Garfield Boulevard; it is designated as Morgan Drive and Payne Drive as it traverses Washington Park; and again changes names to Midway Plaisance near its eastern terminus. The surrounding land use is primarily residential with some commercial adjacent to the Archer Avenue portion of the corridor. Midway Airport borders the 55th Street segment of the corridor, and the University of Chicago and the University of Chicago Hospitals are adjacent to the portion of the corridor known as Midway Plaisance. As noted previously, the corridor also bisects Washington Park. The corridor is divided into five segments which are described below.

Segment 1 -Archer Avenue

From IL 171 to the 55th Street split with Archer Avenue, the roadway is generally a four lane undivided road with curb and gutter. Parking is permitted on both sides of the roadway with some peak hour restrictions from Harlem Avenue to the Archer Avenue split. From IL 171 to Harlem Avenue, parking is prohibited. This segment, which is bordered primarily by commercial development, is contained within approximately 66 to 80 ft. of right-of-way.

Segment 2 - 55th Street

The next segment, from the 55th Street split with Archer Avenue to its intersection with Western Boulevard, is primarily a two lane undivided roadway with curb and gutter. Parking is generally permitted on both sides of the roadway with some peak hour restrictions and prohibitions. During the peak periods, the roadway generally functions as a three lane roadway. 55th Street widens at the major intersections to provide exclusive turn lanes. Commercial development is present at the intersections with residential development between the major cross streets. Midway Airport is also located along this segment of the corridor. This segment is contained within approximately 66 to 84 ft. of right-of-way.

Segment 3 - Garfield Boulevard

At Western Avenue, the cross section of 55th Street expands to include a wide boulevard median and changes names to Garfield Boulevard. Two to four through lanes are provided in each direction along this segment with curb and gutter. Parking is permitted adjacent to the outside curb on both sides of the roadway with peak hour restrictions. During the peak periods, an additional through lane is provided in the peak direction through the implementation of parking restrictions. The corridor is characterized by commercial development at the major intersections with residential development located between the cross streets. Garfield Boulevard provides access to the Dan Ryan Expressway and Washington Park. There is 200 ft. of right-of-way through this segment of the corridor which includes the approximately 100 ft. wide boulevard median.

Segment 4 - Morgan Drive/Payne Drive

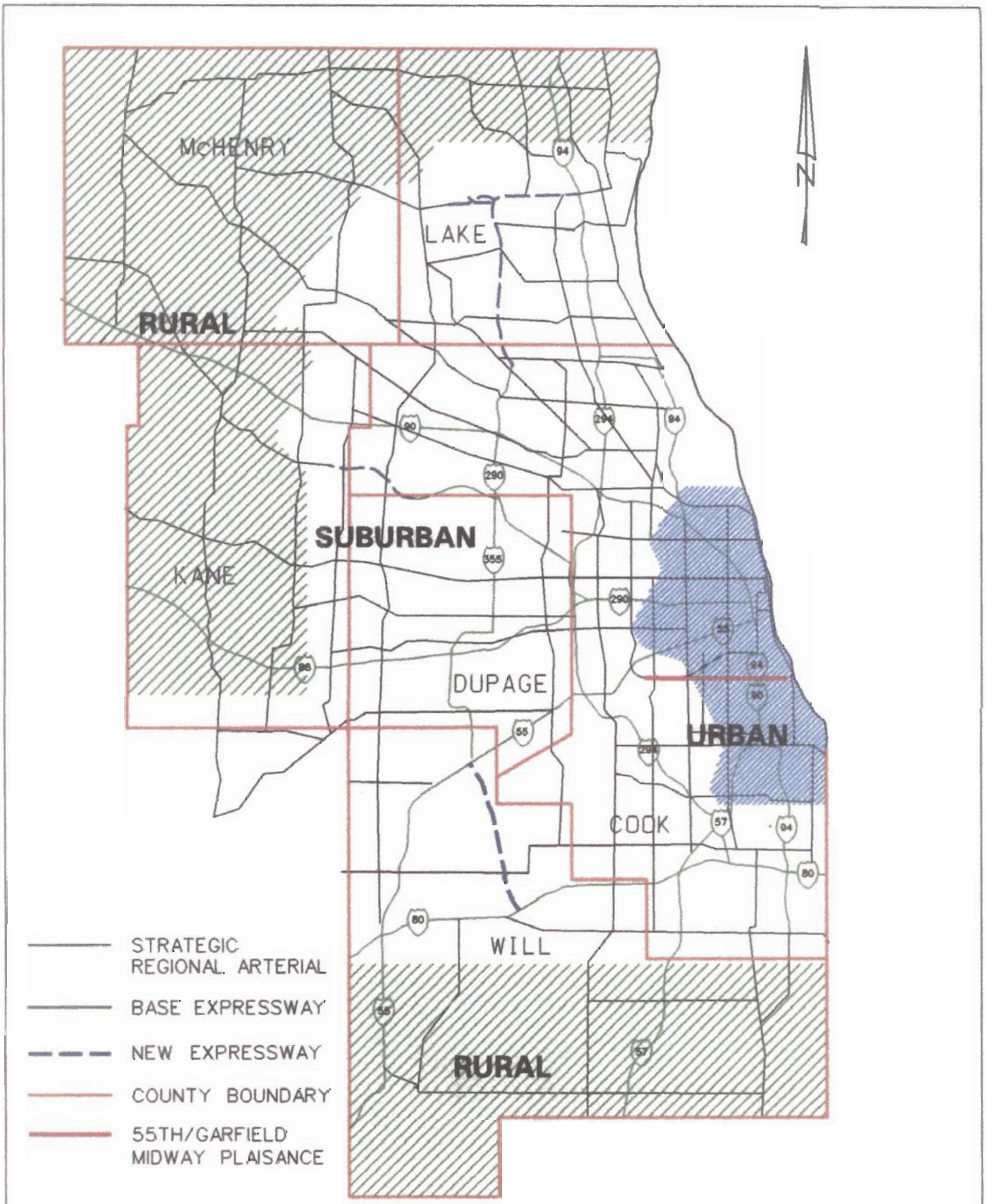
The next segment, through Washington Park, is basically a two lane undivided roadway with curb and gutter. The roadway also changes names to Morgan Drive and then Payne Drive through this segment. On Payne Drive, on-street parking is allowed on both sides of the roadway. The roadway provides access to the Museum of Science and Industry located near the eastern terminus of the corridor. The right-of-way in this area is provided only from curb-to-curb and varies from 45 to 115 ft.

Segment 5 - Midway Plaisance

Finally, at its intersection with Cottage Grove Boulevard, the corridor is renamed Midway Plaisance and once again expands to include a wide boulevard median with curb and gutter. Two through lanes in each direction, along with parking on both sides of each of the one-way roadways, are provided. The corridor is located adjacent to the University of Chicago and Hospitals and there is 300 ft. of right-of-way including the approximately 200 ft. wide boulevard median.

Since the land uses adjacent to the 55th Street corridor will continue to grow and develop it is important to plan for the corridor's future. Through careful study of the surrounding area and a sensitivity to its residential, commercial and historic character, future growth in traffic can be accommodated without significant impacts to the area.

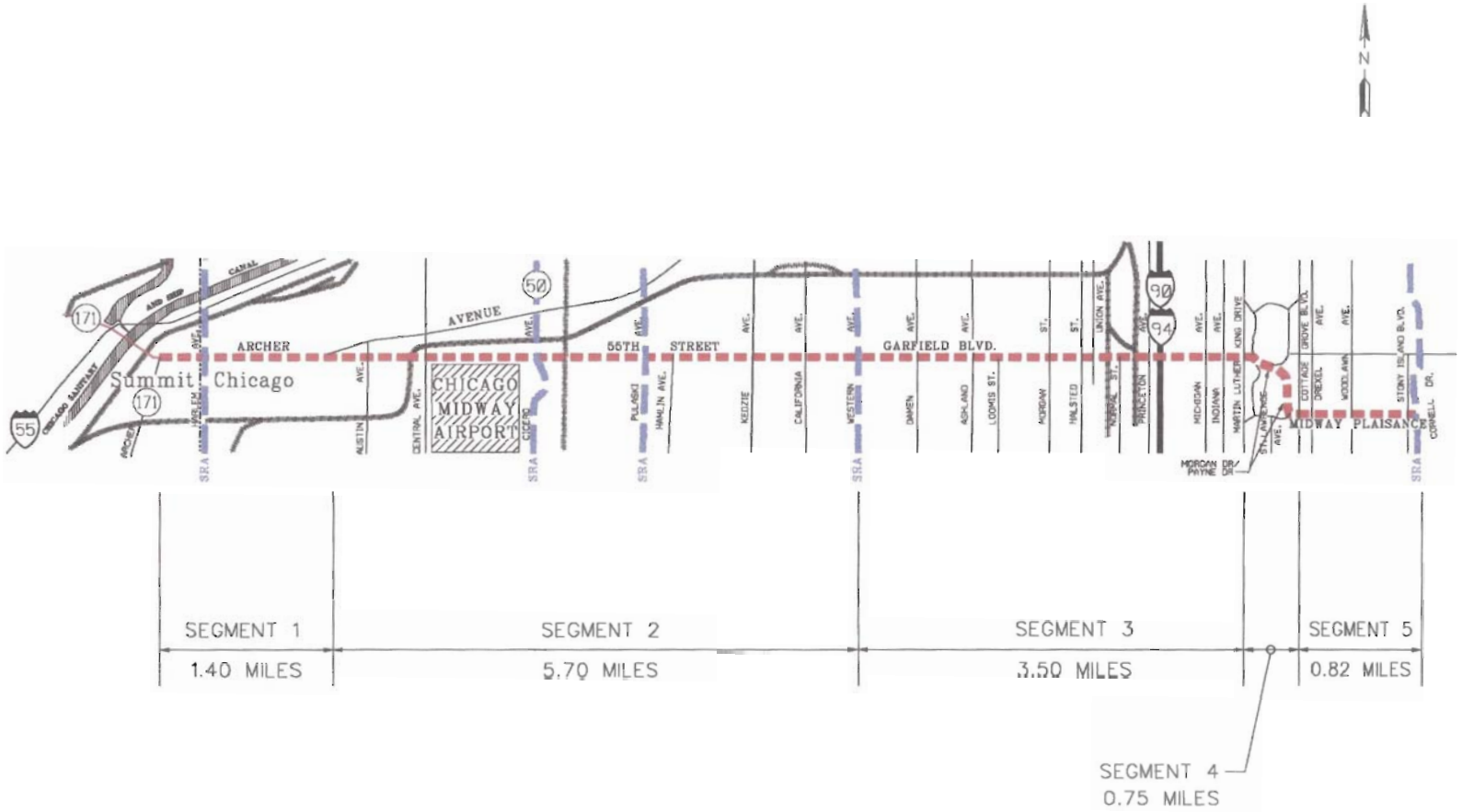
The location map (Figure i-1) and the corridor map (Figure i-2) are shown on the following pages.



LOCATION MAP - 55TH/GARFIELD/MIDWAY PLAISANCE

FIGURE I-1

SRA Strategic Regional Arterial Planning Study



55TH STREET SRA CORRIDOR

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

FIGURE i-2

ENVIROMENTAL CONDITIONS AND LAND USE

ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As part of the planning process, The SRA project study includes a general assessment of the environmental impacts. Environmental issues are a concern for transportation projects and include a wide variety of environmental topics. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation plans. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

There are no threatened or endangered species identified by the U.S. Fish and Wildlife Service as occurring along 55th Street.

The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago.

Segment 1 - Archer Avenue

Exhibit A8-01 to Exhibit A8-02

Segment 1 of the Archer Avenue/55th Street/Garfield Boulevard/Morgan Drive/Payne Drive/Midway Plaisance ("55th Street") corridor begins at IL 171 in the Village of Summit and continues east to the 55th Street split with Archer Avenue in the City of Chicago. This segment is located entirely in Cook County and passes through the Village of Summit and into the City of Chicago. The land use in this section is predominantly commercial with residential development behind it to the north and south.

Environmental Conditions

Within this section there are several potential underground storage tank (U.S.T.) sites. These include; the Goodyear station in the northwest corner of the 73rd Street/Archer Avenue intersection; the A-1 Automotive station in the southeast corner of the Lawndale Avenue/Archer Avenue intersection; an Amoco station on the southeast corner of the Oak Park Avenue/Archer Avenue intersection; a gas station/food mart at the corner of 73rd Court and Archer Avenue; a Jiffy Lube at the northwest corner of the Nashville Avenue/Archer Avenue intersection and the Goodyear service station at the northwest corner of the Nagle Avenue/Archer Avenue intersection.

Land Use

The land use in this segment is predominantly commercial adjacent to the roadway with residential development behind it to the north and south. As this segment is bordered primarily by commercial development, there is limited opportunity for roadway widening due to the close proximity of the commercial development. In the triangular parcel where Archer Avenue splits from 55th Street, there is a small park area with the Solidarity Movement monument to Lech Walesa. A Chicago Public Library branch is located at the northeast corner of Narragansett Avenue and Archer Avenue and the Kiddie Corner Nursery School is located at the northeast corner of the Normandy Avenue/Archer Avenue intersection.

Segment 2 - 55th Street

Exhibit A8-02 to Exhibit A8-07

Segment 2 of the corridor continues from the 55th Street split with Archer Avenue to its intersection with Western Avenue. This segment, as is the majority of the corridor, is located within the City of Chicago and Cook County. The land use in this section is predominantly residential with commercial development present at the major intersections.

Environmental Conditions

A jurisdictional wetland is located on the northwest corner of Belt Railway and 55th Street. This wetland is approximately one acre in size.

Within this section there are also several potential U.S.T. sites including an Auto Service gas station at the southwest corner of the Parkside Avenue/55th Street intersection. The Kean Gas Station at the southwest corner of the Linder Avenue/Archer Avenue intersection; an Amoco service station at the northwest corner of the Pulaski Avenue/55th Street intersection; an old service station at the southwest corner of Pulaski Road and 55th Street; the Car Shop Repair at the northwest corner of the Hamlin Avenue/55th Street intersection and a Clark Station at the California Avenue/55th Street intersection. There are two potential leaking underground storage tank (L.U.S.T.) sites - an abandoned gas station at Pulaski Road and 55th Street and a Shell station at California Avenue and 55th Street.

Land Use

In this segment, commercial development is present at the major intersections with residential development between the major cross streets. Midway Airport is located along this part of the corridor and is provided primary passenger access from Cicero Avenue and secondary service access from 55th Street. St. Camilla's Catholic Church is also located in the northwest corner of the Lockwood Avenue/55th Street intersection and Lourdes High School is located on the south side of 55th Street between Darlove Avenue and Komenski Avenue. A small park, which is connected to Lourdes High School, is located at the southwest corner of the 55th Street/Kedzie Avenue intersection and the St. Clare de Monte Falco Catholic School and Church are located at the northeast corner of the Washtenaw Avenue/55th Street intersection. The Rachel Carson Elementary School is located on the southwest corner of Rockwell Avenue and 55th Street and Gage Park High School is located two blocks south of 55th Street on Rockwell Avenue. The City of Chicago's 13th Ward Headquarters building is located on the northeast corner of the 55th Street/Ridgeway Avenue intersection and there is a Chicago Public Library branch west of California Avenue on the south side of 55th Street.

There is a Chicago Park District site on the northeast corner of the 55th Street/Cicero Avenue intersection and another park is also being planned on the vacated Grand Trunk Western Railroad right-of-way along the southern border of 55th Street. Strohacker Park is located between Kostner Avenue and Kolin Avenue on the north side of the 55th Street corridor.

Segment 3 - Garfield Boulevard

Exhibit A8-07 to Exhibit A8-10

At Western Avenue the roadway changes name to Garfield Boulevard until its intersection with Martin Luther King Drive. Segment 3 is known as Garfield Boulevard and is located with the City of Chicago. This segment of the corridor is characterized by commercial development at the major intersections with residential development located between the cross streets.

Environmental Conditions

Within this section there are several U.S.T. sites. These include old gas stations at the following streets intersecting with Garfield Boulevard: Oakley Avenue, Seeley Avenue, Damen Avenue, and Ashland Avenue. Other sites include Amoco service stations at the following streets intersecting with Garfield Boulevard: Princeton Avenue, and Wabash Avenue. A gas station at the southwest corner of the Halsted Avenue/Garfield Boulevard intersection; a Mobil service station at the southwest corner of the same intersection; and a gas station at the northwest corner of the Martin Luther King Drive/Garfield Boulevard intersection. Potential L.U.S.T. sites include an Amoco service station at Damen Avenue/Garfield Boulevard, the Martin Mini-Mart at Princeton Avenue/Garfield Boulevard and an abandoned gas station at Michigan Avenue/Garfield Boulevard.

Land Use

Gage Park extends from Rockwell Avenue to Western Avenue on the south side of Garfield Boulevard and is located in all four quadrants of the 55th Street/Western Avenue intersection.

On the southwest corner of the Peoria Street/55th Street intersection, there is a Neighborhood Gardens site which is sponsored by the nearby church and the City of Chicago. Sherman Park is located on the north side of Garfield Boulevard between Loomis Avenue and Racine Avenue and the Douglas Tubs Community Center is on the north side of Garfield Boulevard one-half block west of State Street.

The Oliver Wendell Holmes High School is located at the southeast corner of the Morgan Avenue/Garfield Boulevard intersection. St. Basil Visitation Church is on the southeast corner of Peoria Avenue/Garfield Boulevard intersection. Across 55th Street is the Visitation Community Center. Located on the southwest corner of the Paulina Avenue/Garfield Boulevard intersection is the Julia Gay Memorial United Methodist Church. At the northwest corner of the Wood Street/Garfield Boulevard intersection, there is the Benjamin Hays Community Academy and east of Halsted Avenue and around the C&WI Railroad, there are three storefront churches. There is also an abandoned church at the southeast corner of the Wentwood Avenue/Garfield Boulevard intersection.

Segment 4 - Morgan Drive/Payne Drive

Exhibit A8-10 to Exhibit A8-12

At Martin Luther King Drive, the corridor enters Washington Park and changes names to Morgan Drive. The roadway then turns toward the south and again changes names to Payne Drive. Segment 4 is located within the City of Chicago and traverses Washington Park for its entire length.

Environmental Conditions

Within this section there is one U.S.T. site, an abandoned gas station at the southeast corner of Martin Luther King Drive/Garfield Boulevard intersection.

Land Use

There is some limitation to roadway modification in this segment due to the roadway being situated within Washington Park. The location of the right-of-way at the back-of-curb limits the opportunity for roadway widening. However, the roadway provides a connection to the Museum of Science and Industry located near the eastern terminus of the corridor. The DuSable Museum is located within Washington Park.

Segment 5 - Midway Plaisance

Exhibit A8-12

Segment 5 of the corridor has been designated as the link of the corridor from Cottage Grove Avenue to Cornell Drive, the eastern terminus of the route. The roadway, through this segment of the corridor, is known as Midway Plaisance from its intersection with Cottage Grove Avenue. This segment is located within the City of Chicago and the University of Chicago Hospitals are located in this piece of the corridor.

Environmental Conditions

There are no noted environmental conditions within this section of the corridor.

Land Use

The outer limits of the right-of-way and the 200 ft. median through this section are registered as historic landmark areas which limits the expansion of the roadway into the right-of-way. The roadway in this section also provides significant on-street parking which is primarily used by the University facilities.

A connection to the Museum of Science and Industry, located near the eastern terminus of the corridor, is provided through this link of roadway and at the beginning of the Midway Plaisance west of Cottage Grove Avenue, there is a historic sculpture by Loredo Taft called Fountain of Time. Immediately east of Midway Plaisance, near Stoney Island Avenue, is Jackson Park and the Jackson Park Golf Course is also located off Midway Plaisance.

Table I-1 LUST and UST Sites 55th Street		
Name	**Location**	**Exhibit No.**
Goodyear Service Station	NW Corner of 73rd Street and Archer Avenue	U-1 Exhibit A8-01
A-1 Automotive Station	SE corner of Lawndale Avenue and Archer Avenue	U-2 Exhibit A8-01
Amoco	Southeast corner of Oak Park Avenue and Archer Avenue	U-3 Exhibit A8-01
Gas Station/Food Mart	73rd Court and Archer Avenue	U-4 Exhibit A8-01
Jiffy Lube	NW corner of Nashville Avenue and Archer Avenue	U-5 Exhibit A8-02
Goodyear Service Station	NW corner of Nagle Avenue and Archer Avenue	U-6 Exhibit A8-02
Auto Service/Gas Station	SW corner of Parkside Avenue and 55th Street	U-7 Exhibit A8-03
Kean Gas Station	NE corner of Linder Avenue and 55th Street	U-8 Exhibit A8-03
Amoco	NW corner of Pulaski Avenue and 55th Street	U-9 Exhibit A8-05
Shell Oil	SE corner of Pulaski Road and 55th Street	L-10 Exhibit A8-05
Abandoned Gas Station	SE corner of Pulaski Road and 55th Street	U-11 Exhibit A8-05
Car Shop Repair	NW corner of Hamlin Avenue and 55th Street	U-12 Exhibit A8-05
Clark Station	NW corner of California Avenue and 55th Street	U-13 Exhibit A8-06
Old Gas Station	NW corner of California Avenue and 55th Street	L-14 Exhibit A8-06
Old Gas Station	SE Corner of Garfield Boulevard and Oakley Avenue	U-15 Exhibit A8-07

Table I-1 Continued LUST and UST Sites 55th Street		
Old Gas Station	SE corner of Garfield Boulevard and Seeley Avenue	U-16 Exhibit A8-07
Old Gas Station	SE corner of Garfield Boulevard and Damen Avenue	U-17 Exhibit A8-07
Amoco	NE corner of Garfield Boulevard and Damen Avenue	L-18 Exhibit A8-07
Old Gas Station	SE corner of Garfield Boulevard and Ashland Avenue	U-19 Exhibit A8-08
Gas Station	SW corner of Halsted Avenue and Garfield Boulevard	U-20 Exhibit A8-09
Amoco	SE corner of Garfield Boulevard and Princeton Avenue	U-24 Exhibit A8-10
Amoco	NE corner of Garfield Boulevard and Shields Avenue	U-21 Exhibit A8-10
Martin Mini-Mart	NW corner of Wells Street and Garfield Boulevard	U-23 Exhibit A8-10
Shell	NW corner of Princeton Avenue and Garfield Boulevard	L-22 Exhibit A8-10
Mobil	SW corner of Wells Street and Garfield Boulevard	U-25 Exhibit A8-10
Gas station	NE corner of Wabash Avenue and Garfield Boulevard	U-27 Exhibit A8-10
Gas station	NW corner of State Street and Garfield Boulevard	U-26 Exhibit A8-10
Abandoned Gas station	SE corner of Michigan Avenue and Garfield Boulevard	U-28 Exhibit A8-10
Gas station	NW corner of Martin Luther King Drive and Garfield Boulevard	L-29 Exhibit A8-10
Abandoned gas station	SE corner of Martin Luther King Drive and Garfield Boulevard	U-30 Exhibit A8-10

Table I-2
Significant Buildings and Sites
55th Street

Name	Location	Exhibit Number
	Churches	
St. Camilla's Catholic Church	NW corner of Lockwood Avenue and 55th Street	A8-03
St. Gall Church	SW corner of 55th Street and Kedzie Avenue	A8-06
St. Clare de Monte Falco Church and School	NE corner of Washtenaw Avenue and 55th Street	A8-07
Julia Gay Memorial United Methodist Church	SW corner of Paulina Avenue and Garfield Boulevard	A8-08
St. Basil Visitation Church	SE corner of Peoria Avenue and Garfield Boulevard	A8-09
	Schools	
Kiddie Corner Nursery School	NE corner of Normandy Avenue/Archer Avenue	A8-02
Lourdes High School	South side of 55th Street between Karlov Avenue and Komenski Avenue	A8-05
Rachel Carson Elementary School	SW corner of Rockwell Avenue and 55th Street	A8-07
Gage Park High School	Two south of 55th Street on Rockwell Avenue	A8-07
Oliver Wendell Holmes High School	SE corner of Morgan Avenue and Garfield Boulevard	A8-09
	Parks	
Small park connected to Lourdes High School	Adjacent to 55th Street on the south side	A8-05
Gage Park	South side of Garfield Boulevard from Rockwell Avenue to Western Avenue	A8-07
Strohacker Park	North side of 55th Street between Kostner Avenue and Kolin Avenue	A8-08
Sherman Park	North side of Garfield Boulevard between Loomis Avenue and Racine Avenue	A8-08

Table I-2 Continued Significant Buildings and Sites 55th Street		
Other		
Chicago Public Library Branch	NE corner of Narragansett Avenue and Archer Avenue	A8-02
Solidarity Movement monument to Lech Walesa	Where Archer Avenue splits from 55th Street	A8-02
Midway Airport	South side of 55th Street	A8-03, A8-04
Chicago Public Library Branch	NE corner of Cicero Avenue and 55th Street	A8-04
The City of Chicago's 13th Ward Headquarters	NE corner of Ridgeway Avenue and 55th Street	A8-05
Benjamin Hays Community Academy	NW corner of Wood Street and Garfield Boulevard	A8-08
Neighborhood Gardens Site	SW corner of Peoria Street and 55th Street	A8-09
Douglas Tubs Community Center	North side of Garfield Boulevard one-half block west of State Street	A8-10
DuSable Museum	Located within Washington Park	A8-11
Museum of Science and Industry	Located near the eastern terminus of the corridor	A8-12
Fountain of Time Sculpture	Beginning of the Midway Plaisance west of Cottage Grove Avenue	A8-12
Jackson Park Golf Course	Located off Midway Plasisance	A8-12

Table I-3
Sources of Environmental and Land Use Data
55th Street

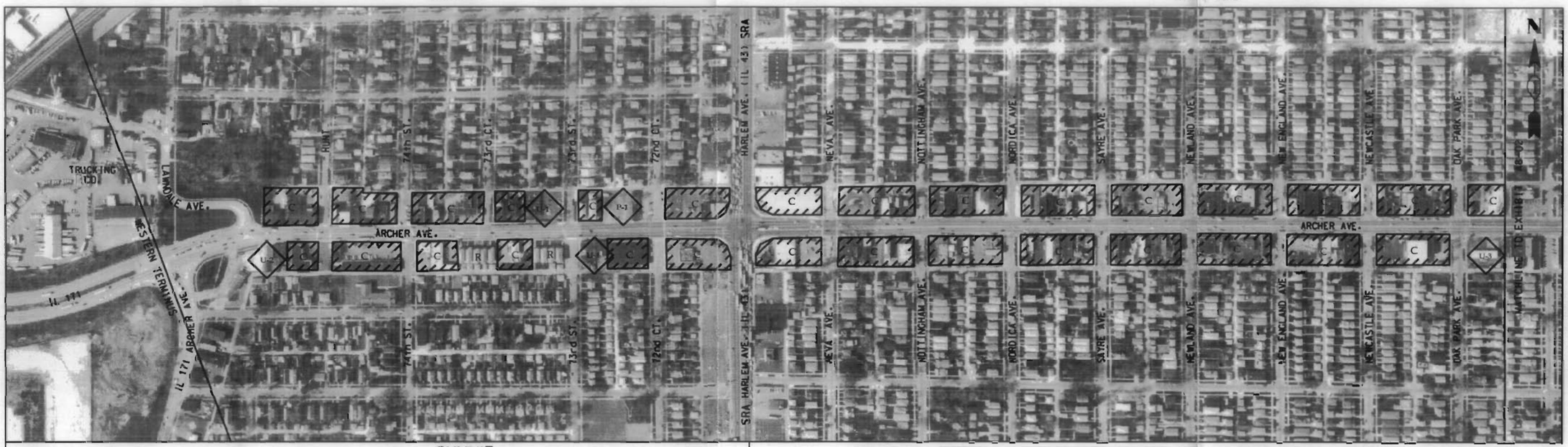
Item	Data Source
Park Land and Other Space	Illinois Nature Preserves System 1987 - 1988 Report and 1992 Update, Illinois Nature Preserves Commission Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois
Wetlands	National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service Field Reconnaissance 7/94
Hazardous Materials	Comprehensive Environment Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files
Historic Sites	The National Register of Historic Places 1990; U.S. Department of the Interior

- Intersection of two SRA routes
- Truck access may affect SRA operation
- UST sites present in segment

- Intersection of two SRA routes
- Most buildings adjacent to roadway
- UST site present in segment

SUMMIT

CHICAGO



SUMMIT CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U-1 = NW Corner 73rd/Archer
- U-2 = SE Corner Lawndale/Archer
- U-3 = SE Corner Oak Park/Archer
- U-4 = 73rd Court/Archer

DESCRIPTION OF LAND USE CONDITIONS:

- P-1 = Funeral Home, NE Corner Natoma/Archer

LEGEND

- (SYMBOL) = WETLAND WITH SYMBOLOGY
- = 100 YEAR FLOOD PLAIN
- I/C = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
- = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- T = CEMETERY
- = RELIGIOUS INSTITUTION
- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- C-# = CERCLIS OR HAZARDOUS MATERIAL SITE
- H-# = HISTORIC SITE
- P-# = PUBLIC FACILITY
- R = RESIDENTIAL

SEGMENT 1

55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the Illinois Department of Transportation

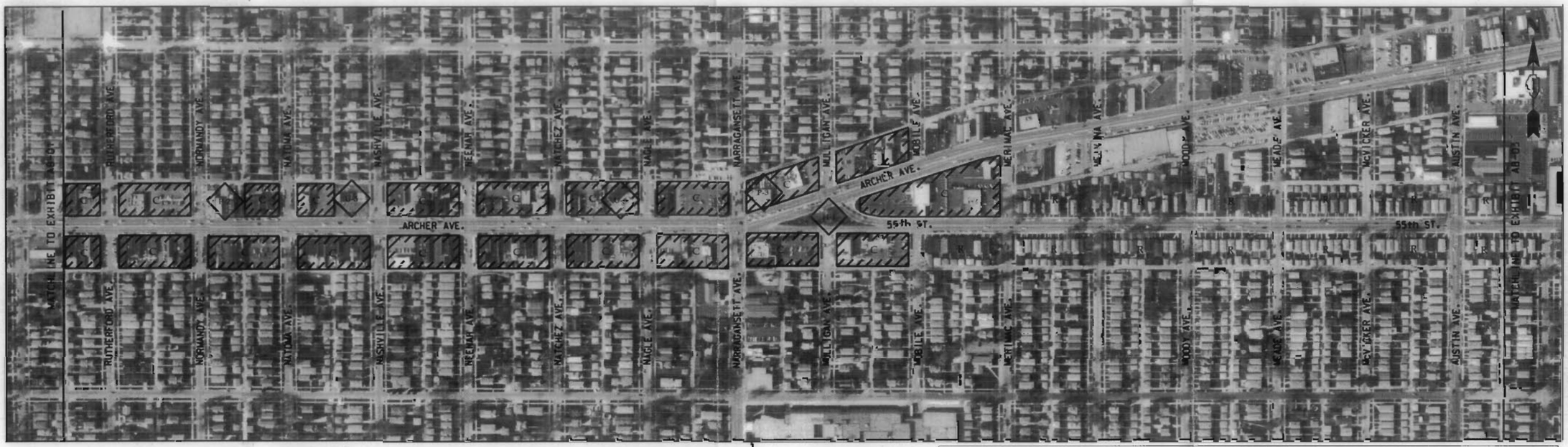
Scale in Feet
0 200 400 800

EXHIBIT A8-01

- Many commercial sites adjacent to the roadway.
- UST sites present in segment

- On-street parking affects SRA operation.
- Limited available right-of-way.

CHICAGO



CHICAGO SEGMENT 1 SEGMENT 2

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U - 5 = NW Corner Nashville/Archer
- U - 6 = NW Corner Nagle/Archer

DESCRIPTION OF LAND USE CONDITIONS:

- P - 2 = Nursery School, NE Corner Normandy/Archer
- P - 3 = Public Library, NE Corner Narragansett/Archer
- H - 1 = Solidarity Monument, Archer Avenue/ 55th Street

LEGEND

- (SYMBOL) = WETLAND WITH SYMBOLOGY
- = 100 YEAR FLOODPLAIN
- I/C = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
- = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- T = CEMETERY
- † = RELIGIOUS INSTITUTION
- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- S-# = SERCLIS OR HAZARDOUS MATERIAL SITE
- H-# = HISTORIC SITE
- P-# = PUBLIC FACILITY
- R = RESIDENTIAL

SEGMENT 1 & 2

55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A8-02

- On-street parking affects SRA operation.
- Traffic along 55th Ave. may be compromised by at-grade crossing.
- UST site present in segment.
- Limited available right-of-way.

- On-street parking affects SRA operation.
- Limited available right-of-way.
- Airport on south side of roadway.
- UST site present in segment.

CHICAGO

CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-7 U - 7 = SW Corner Parkside/55th St.

U-8 U - 8 = NE Corner Linder/55th St.

DESCRIPTION OF LAND USE CONDITIONS:

P-1 P - 4 = St. Camilla's Catholic Church, Nw Corner Lockwood/55th St.

LEGEND

- (SYMBOL) · WETLAND WITH SYMBOLOGY
- · 100 YEAR FLOOD PLAIN
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- · PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- T · CEMETERY
- † · RELIGIOUS INSTITUTION
- L-* · L.U.S.T. SITE
- U-* · U.S.T. SITE
- C-* · CERCLIS OR HAZARDOUS MATERIAL SITE
- H-* · HISTORIC SITE
- P-* · PUBLIC FACILITY
- R · RESIDENTIAL

SEGMENT 2

55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A8-03

- Airport on south side of roadway.
- No on street parking.
- Long term airport parking on north side.

- Limited available right-of-way.
- On street parking affects SRA operation.

CHICAGO

CHICAGO

DESCRIPTION OF LAND USE CONDITIONS:

P-5	P - 5	Chicago Police Department
P-6	P - 6	CTA Mass Transit Building, SE Corner Kilpatrick Ave./55th St.
P-7	P - 7	Strohacher Park, Between Kolin & Kostner (N. Side)

LEGEND

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- U-# = U.G.T. SITE
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SEGMENT 2
55TH STREET - ENVIROMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiang Associates, Ltd. for the

Illinois Department of Transportation

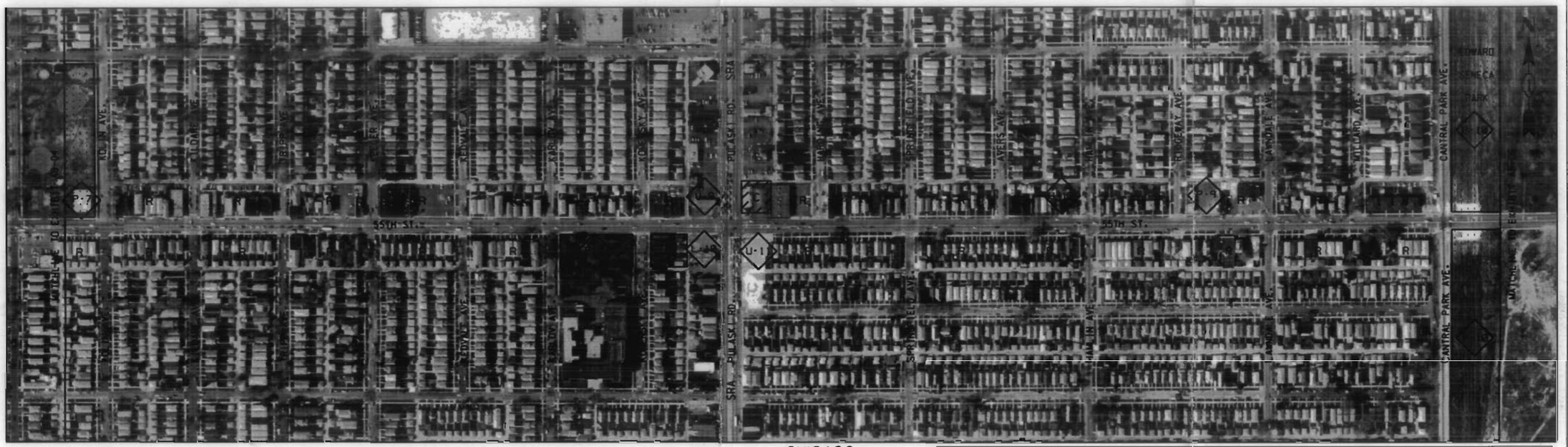
Scale In Feet
0 200 400 800

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A8-04

- Limited available right-of-way.
- Off-street parking affects SRA operations.
- Intersection of two SRA routes.
- UST site present in segment.

CHICAGO



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U - 9 = NW Corner Pulaski/55th
- L - 10 = SE Corner Pulaski/55th
- U - 11 = SE Corner Pulaski/55th
- U - 12 = NW Corner Hamlin/55th

DESCRIPTION OF LAND USE CONDITIONS:

- P - 7 = Strohacher Park, Between Kolin & Kostner (N. Side)
- P - 8 = Lourdes High School
- P - 9 = 13th Ward Headquarters, NE Corner Ridgeway/55th
- P - 10 = Edwards Seneca Park, Central Park/55th

LEGEND

- (SYMBOL) - WETLAND WITH SYMBOLOGY
- 100 YEAR FLOOD PLAIN
- I/C - BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- T - CEMETERY
- † - RELIGIOUS INSTITUTION
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- U-* - U.S.T. SITE
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- R - RESIDENTIAL

SEGMENT 2
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT A8-05

- On-street parking affects SRA operation.
- Limited available right-of-way.
- UST sites present in segment.

CHICAGO

CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U - 13 = NW Corner California/55th
- L - 14 = NE Corner California/55th

DESCRIPTION OF LAND USE CONDITIONS:

- P - 10 = Edward Seneca Park, St. Louis/55th
- P - 11 = Chicago Bureau of Electricity, SE Corner Homan/55th
- P - 12 = Rectory, SW Corner Sawyer/55th
- P -13 = St. Gall Church, SW Corner Kedzie/55th
- P -14 = Chicago Public Library, SE Corner Mozart/55th

LEGEND

- (SYMBOL) · WETLAND WITH SYMBOLOGY
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- † · RELIGIOUS INSTITUTION
- L-* · L.U.S.T. SITE
- U-* · U.S.T. SITE
- C-* · CERCLIS OR HAZARDOUS MATERIAL SITE
- H-* · HISTORIC SITE
- P-* · PUBLIC FACILITY
- R · RESIDENTIAL

SEGMENT 2
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

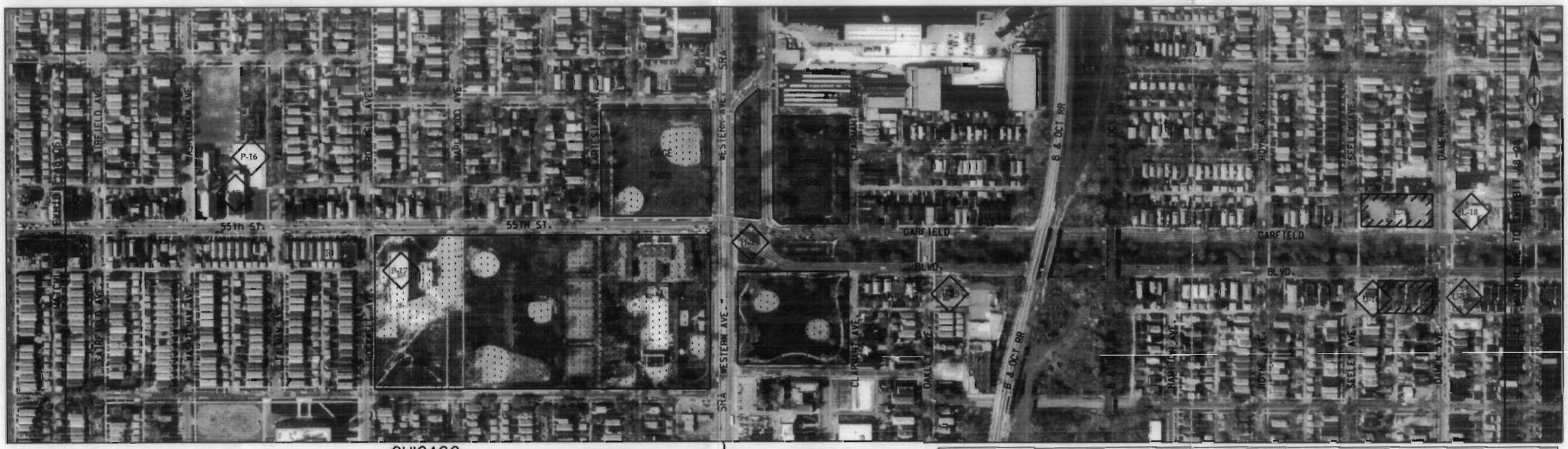
Scale In Feet
0 200 400 800

EXHIBIT A8-06

- On-street parking affects SRA operation.
- Capacity Improvements for high volume intersection may be constrained by historical site and park.
- Adjacent historical resources.
- Limited available right-of-way.
- Intersection of two SRA routes.

- On-street parking affects SRA operation.
- Intersection of two SRA routes.
- Wide landscaped median present in this segment.
- UST sites present in segment.

CHICAGO



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U - 15 = SE Corner Oakley/Garfield
- U - 16 = SE Corner Seeley/Garfield
- U - 17 = SE Corner Damen/Garfield
- L - 18 = NE Corner Damen/Garfield

DESCRIPTION OF LAND USE CONDITIONS:

- H - 2 = Vietnam Plaque Memorial, Western Ave./55th St. Intersection
- P - 15 = St. Clare De Monte Falco Church, NE Corner Washtenaw/55th St.
- P - 16 = St. Clare De Monte Falco School, NE Corner Washtenaw/55th St.
- P - 17 = Rachel Carson Elementary School, SE Corner Rockwell/55th St.

LEGEND

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- T = CEMETERY
- † = RELIGIOUS INSTITUTION
- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- C-# = CIRCLES OF HAZARDOUS MATERIAL SITE
- H-# = HISTORIC SITE
- P-# = PUBLIC FACILITY
- R = RESIDENTIAL

SEGMENT 2 & 3
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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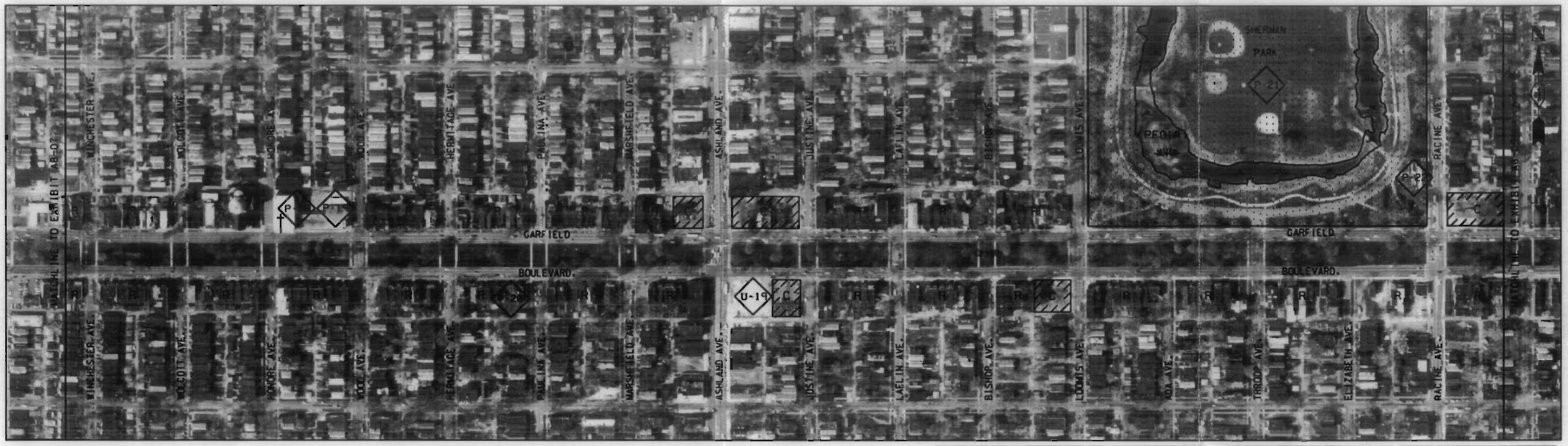
Scale in Feet
0 200 400 800

EXHIBIT A8-07

- On-street parking affects SRA operation.
- Sherman Park on north side of roadway.
- UST site present in segment.

CHICAGO



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-19 = SE Corner Ashland/Garfield

PF01A = Wetlands, Within Sherman Park Limits

DESCRIPTION OF LAND USE CONDITIONS:

P - 18 = St. Basil Church & School, NE Corner Honore/Garfield

P - 19 = Benjamin Hayes Academy, NW Corner Wood/Garfield

P - 20 = Julia Gay Church, SW Corner Paulina/Garfield

P - 21 = Sherman Park, Between Loomis and Racine(N. Side)/Garfield

P - 22 = Chicago Public Library, NW Corner Racine/Garfield

LEGEND

- (SYMBOL) · WETLAND WITH SYMBOLOGY
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SEGMENT 3
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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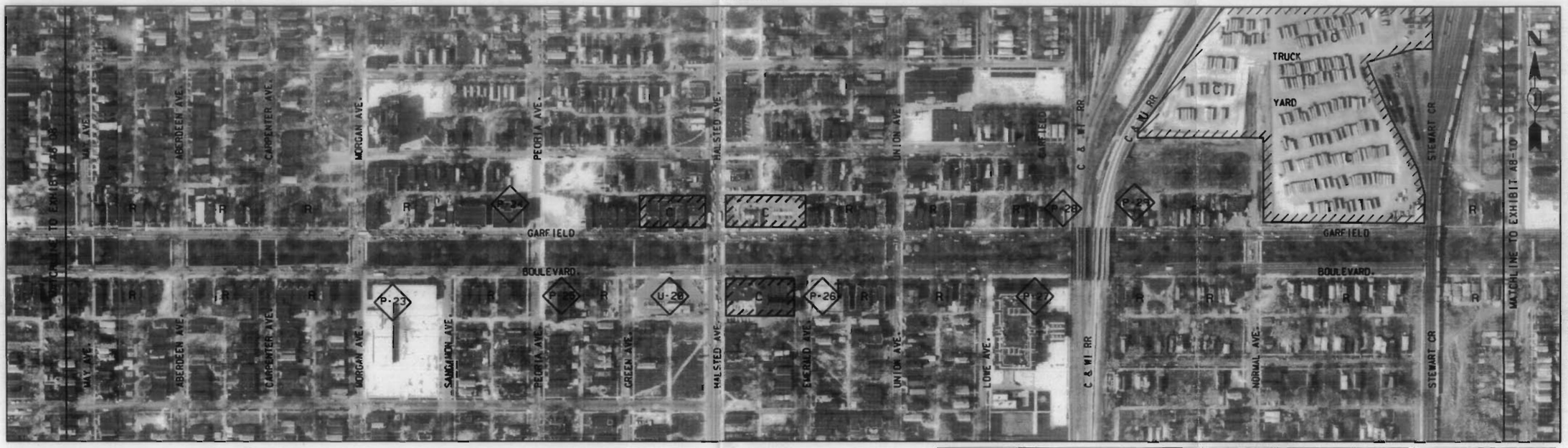
Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A8-08

- On-street parking affects SRA operation.
- Large commercial truck yard on north side of roadway.
- UST site present in segment.

CHICAGO



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U - 20 = SW Corner Halsted/Garfield

DESCRIPTION OF LAND USE CONDITIONS:

P - 23 = Oliver Wendell Holmes School, SE Corner Morgan/Garfield
P - 24 = Visitation Community Center, NW Corner Peoria/Garfield
P - 25 = St. Basil Visitation Church, SE Corner Peoria/Garfield
P - 26 = Storefront Church, SE Corner Emerald/Garfield
P - 27 = John Hope Academy, SE Corner Lowe/Garfield
P - 28 = Storefront Church, NW Corner C & W I RR/Garfield
P - 29 = Storefront Church, NE Corner C & W I RR/Garfield

LEGEND

- (SYMBOL) · WETLAND WITH SYMBOLOGY
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SEGMENT 3
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

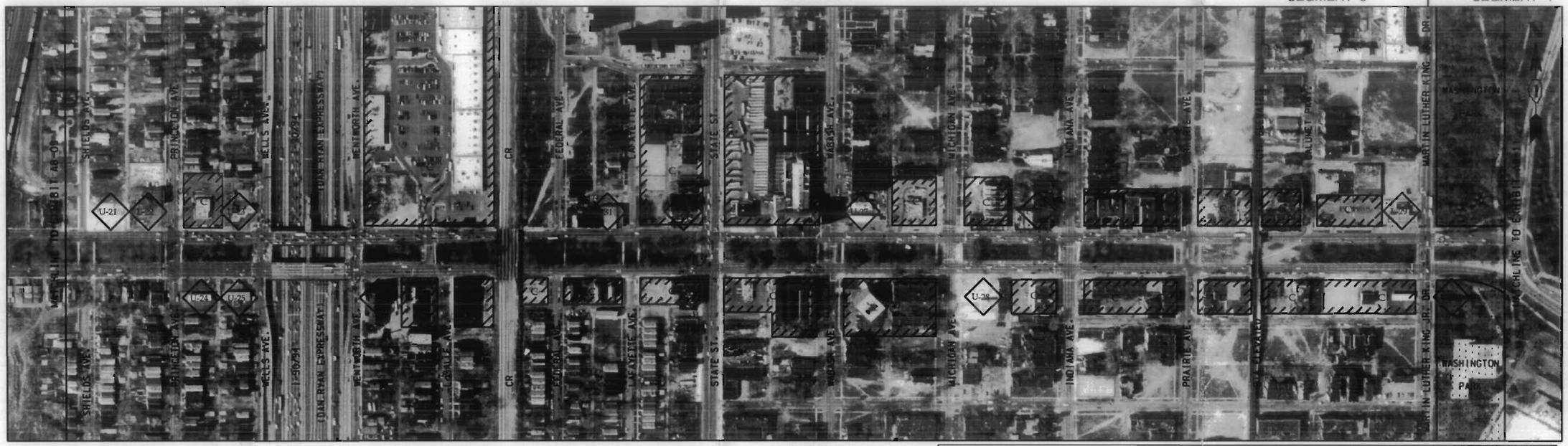
Scale In Feet
0 200 400 800

EXHIBIT A8-09

- On-street parking affects SRA operation.
- Station access within median at expressway may require special consideration.
- Closely spaced signalized intersections.
- Limited available right-of-way.
- UST sites present in segment.
- Washington Park on both sides of roadway.

CHICAGO

SEGMENT 3 ← → SEGMENT 4



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U - 21 = NE Corner Shields/Garfield
- L - 22 = NW Corner Princeton/Garfield
- U - 23 = NW Corner Wells/Garfield
- U - 24 = SE Corner Princeton/Garfield
- U - 25 = SW Corner Wells/Garfield
- U - 26 = NW Corner State/Garfield
- U - 27 = NE Corner Wabash/Garfield
- U - 28 = SE Corner Michigan/Garfield
- L - 29 = NW Corner Martin Luther Drive/Garfield
- U - 30 = SE Corner Martin Luther Drive/Garfield

DESCRIPTION OF LAND USE CONDITIONS:

- P - 30 = Abandoned Church, SE Corner Dan Ryan/Garfield
- P - 31 = Douglas Tubs Community Center, NW Corner LaFayette/Garfield
- P - 32 = Community Center, NW Corner Indiana/Garfield

LEGEND

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SEGMENT 3 & 4
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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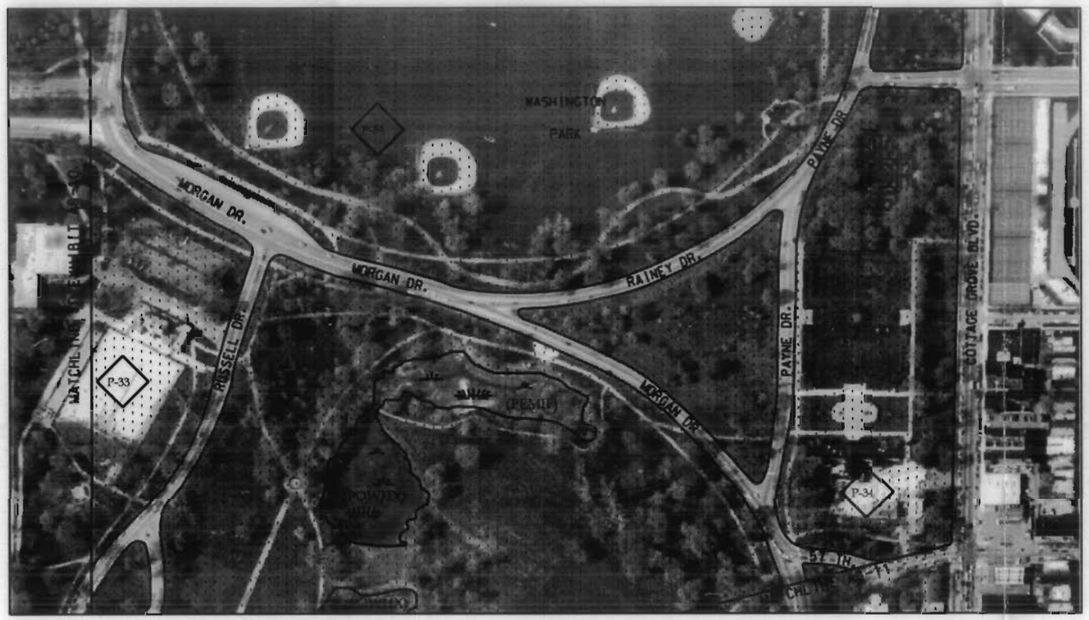
Scale In Feet
0 200 400 800

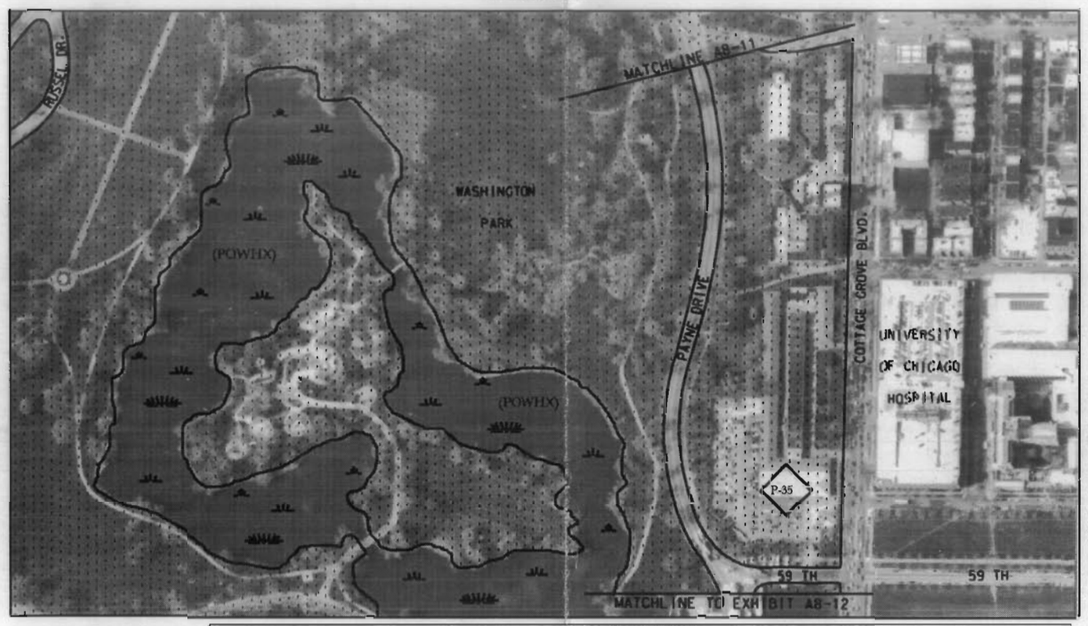
EXHIBIT A8-10

- Wetlands present on both sides of roadway.
  in Washington Park
- Available right-of-way may be constrained by park.

CHICAGO



CHICAGO



CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

PEM1F = Wetlands, Within Washington Park Limits

PPOWHX = Wetlands, Within Washington Park Limits

DESCRIPTION OF LAND USE CONDITIONS:

P - 33= Park District Pool, SW Corner Morgan Dr./Russell Dr.

P - 34= DuSable Museum, NE Corner Payne/Morgan

P - 35= Chicago Park District Maintenance Facility, NE Corner Morgan/Midway Plaisance

LEGEND

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SEGMENT 4
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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Illinois Department of Transportation

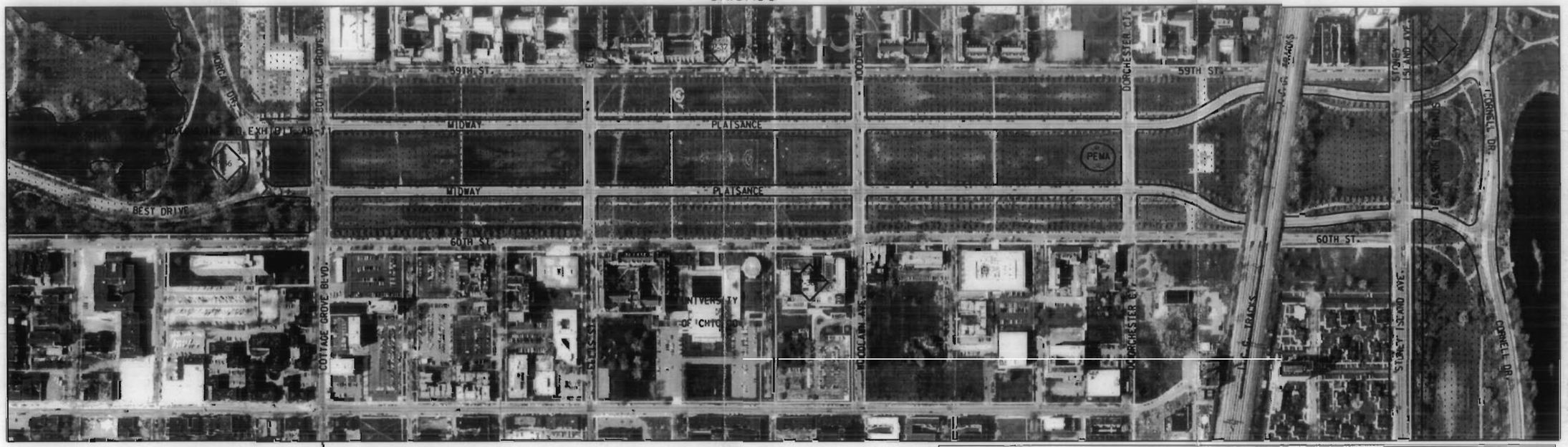
Scale In Feet

0 200 400 800

EXHIBIT A8-11

- On-street parking affects SRA operation.
- Intersection of two SRA routes at eastern terminus.
- Recreation facilities located within wide median.

CHICAGO



SEGMENT 4 ← → SEGMENT 5 CHICAGO

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

POWHX = Wetlands, West Of Morgan Drive

PEMA = Wetlands, At Midway Plaisance W. Of Dorchester

DESCRIPTION OF LAND USE CONDITIONS:

P - 36= "Fountain Of Time" Sculpture, West End Of Midway/Plaisance

P - 37= University Of Chicago Hospital, N. Of 59th (Between Ellis & Woodlawn)

P - 38= Universtiy of Chicago

P - 39= Jackson Park, East Of Stoney Island

LEGEND

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SEGMENT 4 & 5
55TH STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A8-12

EXISTING ROADWAY CONDITIONS

EXISTING ROADWAY CONDITIONS

Introduction

As part of the planning process, the SRA project study includes a detailed evaluation of the existing roadway conditions. Physical characteristics of the route are discussed including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined. Finally public transit issues including bus and rail service operating along and intersection the corridor are evaluated. The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago.

Segment 1 - Archer Avenue

Exhibit B8-01 to Exhibit B8-02

Segment 1 of the Archer Avenue/55th Street/Garfield Boulevard/Morgan Drive/Payne Drive/ Midway Plaisance ("55th Street") corridor begins at IL 171 in the Village of Summit and continues east to the 55th Street split with Archer Avenue in the City of Chicago. This section, located entirely in Cook County, passes through the Village of Summit and into the City of Chicago. This section intersects one SRA route, IL 43 (Harlem Avenue).

Physical Characteristics

This segment is generally characterized by a four lane, undivided roadway with curb and gutter. Parking is permitted on both sides of the roadway with some peak hour restrictions from Harlem Avenue to the Archer Avenue split. During the peak periods, the roadway functions as a five-lane roadway. From IL 171 to Harlem Avenue, parking is prohibited. In most areas, the sidewalk is located directly behind the curb, and the sidewalk continues to the buildings on both sides. The right-of-way through this area is 66 to 80 ft.

There are current planning, design, and construction activities that have a direct bearing on the corridor. An important planning activity, because of its current status, was considered an existing condition for the 55th Street SRA study. The IL 171/Archer Avenue intersection is currently under review in a Phase I study. The study will review the potential widening of the IL 171/Archer Avenue intersection and proposed plans for this widening have been incorporated as existing conditions as part of this SRA study. It's configuration, with dual turn lanes on each approach, make it comparable to a typical SRA/SRA intersection.

This segment has many local intersecting streets providing one- or two-way flow to and from Archer Avenue. Separate left turn lanes are not provided on Archer Avenue at the majority of these intersecting roadways; however, there are short left turn lanes at the signalized intersection with Oak Park Avenue and Nashville Avenue.

The intersection of Archer Avenue and Harlem Avenue is a major intersection of two SRA routes. The west leg of the intersection consists of two through lanes with a separate left turn lane. The east leg of the intersection also has two through lanes, a separate left turn lane, and a separate right turn lane. The north and south approaches of the intersection have the same lane configuration with three through lanes and a separate left turn lane.

There are no structures in this section.

Traffic Control, Operations, and Safety

The ADT between Illinois Route 171 and the Archer Avenue split with 55th Street, according to the CATS 1990 ADT Base Map, is approximately 32,000 vehicles per day. The on-street parking and maneuvers to get to/from the parking lane, combined with the through lanes being used by turning vehicles, cause the through movement of traffic to be difficult and congested through this section of the corridor. The speed limit in this section is 30 miles per hour.

Public Transportation

There are three CTA bus routes and two PACE bus routes operating within this part of 55th Street. CTA bus routes #62, #62H, and #99 (164) all operate between Harlem Avenue to Archer Avenue. PACE bus route #330 operates within the limits of this segment and PACE bus routes #307 and #386 intersect Archer Avenue at Harlem Avenue.

Segment 2 - 55th Street

Exhibit B8-02 to Exhibit B8-07

Segment 2 of the corridor continues from the 55th Street split with Archer Avenue to its intersection with Western Boulevard. This segment, as is the majority of the corridor, is located within the City of Chicago. Two other SRA routes intersect 55th Street in this section, IL 50 (Cicero Avenue) and Pulaski Road.

Physical Characteristics

This segment is primarily a two lane, undivided roadway with curb and gutter. Parking is generally permitted on both sides of the roadway with some peak hour restrictions. These restrictions on parking permit three through lanes in the direction of peak flow to be available during the rush hours. During the off peak periods, the roadway functions as a two lane roadway. 55th Street widens at the major intersections to provide for exclusive left turn lanes, but does not provide for separate left turn lanes at many local intersecting streets. Separate left turn lanes exist on 55th Street at its signalized intersections with Naragansett Avenue, Central Avenue, Cicero Avenue, Kostner Avenue, Keeler Avenue, Pulaski Road, St. Louis Avenue/Homan Avenue, Kedzie Avenue, California Avenue, Rockwell Avenue and Western Avenue. This part of the corridor has 66 to 84 ft. of right-of-way.

There are current planning and design activities that have a direct bearing on the corridor. These activities, because of their current status, were considered existing conditions for the 55th Street

SRA study. The 55th Street/Central Avenue intersection is currently under review in a Phase I study. The study will review the potential widening of the intersection and proposed plans for this widening have been incorporated as existing conditions as part of this SRA study.

The two intersecting SRA routes within this section of 55th Street are Cicero Avenue and Pulaski Road. These two intersecting SRA routes are major intersections within this part of the corridor. The west leg of the 55th Street/Cicero Avenue intersection consists of two through lanes with separate left and right turn lanes. The east leg of the intersection also has two through lanes with a separate left turn lane. The north and south approaches of the intersection have the same lane configuration with three through lanes and a separate left turn lane. The lane configuration for the east and west legs of the Pulaski Road/55th Street intersection are the same with two through lanes and a separate left turn lane. The north and south approaches of this intersection are also the same with three through lanes and a separate left turn lane.

There is one structure in this section. The CTA Rapid Transit Midway Orange Line (known as the "El") passes over 55th Street just east of Kilpatrick Avenue. The "El" storage yard is located at Kilpatrick Street. The "El" crosses 55th Street above grade and then drops to street level entering the yard. This structure has no structure number based on discussions with the City of Chicago Department of Transportation.

Traffic Control, Operations, and Safety

The ADT between the Archer Avenue split with 55th Street and Western Avenue, according to the CATS 1990 ADT Base Map, ranges from 12,000 to 18,000 vehicles per day, with the higher ADT occurring in the vicinity of Midway Airport. The on-street parking and maneuvers to get to/from the parking lane, combined with the through lanes being used by turning vehicles, cause the through movement of traffic to be difficult and congested through this section of the corridor. The speed limit in this section is 30 miles per hour.

Public Transportation

The CTA and PACE have nine intersecting bus routes at the major intersections. The western terminus of the CTA's Orange Line "El" is one block south of the Kilpatrick/55th Street intersection, and this terminus is connected to Midway Airport. The CTA has eight bus routes which operate along this section of 55th Street. CTA bus routes #55 and #55A operate in this section from Austin Avenue to Cicero Avenue. CTA bus route #55N, which is night owl service only, operates between Narragansett and Cicero Avenue. CTA #47N, #53A, #52N, #52A, and #49 all intersect 55th Street within this section of the corridor.

Segment 3 - Garfield Boulevard

Exhibit B8-07 to Exhibit B8-10

At Western Avenue the roadway changes names to Garfield Boulevard until its intersection with Martin Luther King Drive. This segment is located within the City of Chicago and intersected by one other SRA route, Western Avenue.

Physical Characteristics

At Western Avenue, the cross section of the roadway is characterized by a wide boulevard median with two to three through lanes in each direction except in the vicinity of the Dan Ryan Expressway where four through lanes are provided in each direction. Parking is permitted on the right side of both roadways with peak hour restrictions. During the peak periods, an additional through lane is provided in the peak direction through the implementation of parking restrictions. Garfield Boulevard provides some randomly spaced exclusive turn lanes in the median at signalized intersections; however, the majority of the intersecting local streets are limited to right-in/right-out maneuvers due to the barrier median. This section has 200 ft. of right-of-way which includes the approximately 100 ft. wide boulevard median.

There is one major SRA to SRA intersection in this segment. This is the intersection of Garfield Boulevard and Western Avenue. Western Avenue has been designated as an SRA route and the lane configuration of this intersection is: the east and west approaches have two through lanes with separate left turn lanes, the north approach has three through lanes with a separate left turn lane, and the south approach has two through lanes with a separate left turn lane.

The Garfield Boulevard/Dan Ryan Expressway interchange is also in this section of the corridor. The Wells Avenue intersection makes up the west ramps of this interchange and the Wentworth Avenue intersection makes up the east ramps of this interchange. The lane configuration of Garfield Boulevard at the west ramps consists of five eastbound through lanes and three westbound through lanes with a shared through/left and separate left turn lane on the east approach. The north approach consists of four southbound lanes of which two are shared through lanes and separate left and right turn lanes. The lane configuration of the Garfield Boulevard intersection at the east ramps consists of three eastbound through lanes, a shared through/left, and a separate left turn lane on the east approach of the Wentworth Avenue intersection. On the west approach of this intersection, the lane configuration consist of four westbound through lanes and a separate right turn lane. The south approach consists of two shared through lanes, a separate left turn lane, and a separate right turn lane.

There are eight structures in this part of the corridor. Structure numbers 016-6066, 016-6067, 016-6068, are for the B & OCT Railroad overpasses. Structure numbers 016-6063, 016-6064, and 016-6065 are for the C & WI Railroad overpasses.

The Historic District Bike Path begins at Western Avenue and travels east to State Street on the south side of Garfield Boulevard.

Traffic Control, Operations, and Safety

The ADT along Garfield Boulevard, according to the CATS 1990 ADT Base Map, is approximately 20,000 vehicles per day with the ADT increasing from west to east along this section of the corridor. The on-street parking and maneuvers to get to/from the parking lane, combined with the through traffic lanes being shifted over to accommodate left turn lanes cause the through movement of traffic to be difficult and congested through this piece of the corridor. The numerous signal installations, narrow lanes, and pedestrian activity near the Dan Ryan Expressway also produce many distractions for the driver and are a safety concern. The speed limit in this link is 30 miles per hour.

Public Transportation

The CTA has one bus line along this segment of the route on both sides of the street. CTA bus route #55 runs along 55th Street in this section of the corridor. Intersecting CTA bus lines are #48, #9, #8, #29, #44, #42, and #3. The CTA Rapid Transit Dan Ryan Line is located within the median of the Dan Ryan Expressway. Garfield Boulevard passes over both this rapid transit line and the expressway. There is a scheduled stop at Garfield Boulevard. The CTA Rapid Transit "Green Line" is located west of Martin Luther King Drive and there is a scheduled stop at Garfield Boulevard for this line also.

Segment 4 - Morgan Drive/Payne Drive

Exhibit B8-10 to Exhibit B8-12

At Martin Luther King Drive, the roadway enters Washington Park and changes names twice. East of Martin Luther King Drive, the roadway is known as Morgan Drive; as the roadway turns toward the south, it is renamed again to Payne Drive. Segment 4 is located within the City of Chicago and traverses Washington Park for its entire length. No SRA routes are intersected in this section.

Physical Characteristics

The roadway through this section is basically a two lane undivided roadway with curb and gutter. Parking is permitted on-street on the portion of the roadway known as Payne Drive. The location of the right-of-way to the back-of-curb limits the opportunity for roadway widening within Washington Park. The right-of-way is provided from back-of-curb to back-of-curb only and varies from 45 to 115 ft.

There are two transitions in the characteristics of the roadway in this section of the corridor. Just east of Martin Luther King Drive, the corridor changes from a six lane, divided roadway to a four lane, undivided roadway. This transition occurs where the corridor becomes Morgan Drive. Then approximately 0.75 miles east another transition occurs at Cottage Grove Avenue. At

Cottage Grove Avenue, the corridor becomes four lanes with a 100 ft. median. This is the beginning of Midway Plaisance and will be further discussed in the next section.

There are no structures in this section.

The Historic District Bicycle path continues through the park.

Traffic Control, Operations, and Safety

The ADT along this section of the corridor, according to the CATS 1990 ADT Base Map, is approximately 14,000 vehicles per day. The on-street parking and maneuvers to get to/from the parking lane, combined with the narrow pavement lanes cause the through movement of traffic to be difficult through this section of the corridor. The speed limit in this section is 30 miles per hour.

Public Transportation

The only bus line along this section of the route CTA bus line #55.

Segment 5 - Midway Plaisance

Exhibit B8-12

Segment 5 of the corridor changes names to Midway Plaisance at its intersection with Cottage Grove Avenue and continues east from this intersection to it eastern terminus near Cornell Drive. This section is located within the City of Chicago. There are no intersecting SRA routes in this section.

Physical Characteristics

The cross section in this part of the corridor is characterized by a wide boulevard median with two through lanes in each direction. Parking is permitted at all times on both sides of the median and on both sides of the roadway. Exclusive turn lanes are not provided at the signalized intersections due to the cross roads, as well as the main roadway, being one-way. Vehicles turn from the through lane. This section of the corridor has 300 ft. of right-of-way including the approximately 200 ft. wide boulevard median.

There is one structure in this section. This structure is where the Illinois Central Gulf (ICG) tracks pass over the Midway Plaisance west of Stoney Island Avenue.

The Historic District Bicycle path continues off-street on the south side of this segment.

Traffic Control, Operations, and Safety

The ADT along the Midway Plaisance, according to the CATS 1990 ADT Base Map, is approximately 13,000 vehicles per day. The on-street parking and maneuvers to get to/from the parking lane, on both sides of the roadway cause the through movement of traffic to be difficult

through this section of the corridor. The pedestrian activity due to on-street parking is also a safety concern. The speed limit in this link is 30 miles per hour.

Public Transportation

The CTA has no bus lines along this part of the route, although CTA bus lines #4, #28, #1, and #6 intersect Midway Plaisance within this section of the corridor.

The South Shore commuter rail line and Amtrak rail lines pass over Midway Plaisance at the ICG structure.

Table II-1
Structure Inventory
55th Street

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	COMMENTS
SN-1	C8-04		Midway CTA Line		Bridge is less than 5 years old
SN-2	016-6068		B & O CT Railroad	12' 10"	
SN-3	016-6067		Abandoned Railroad	12' 10"	
SN-4	016-6066		Abandoned Railroad	12' 10"	
SN-5	016-6065		C & WI Railroad	13' 7"	
SN-6	016-6064		C & WI Railroad	13' 7"	
SN-7	016-6063		C & WI Railroad	13' 7"	
SN-8	016-6062		Conrail Railroad	12' 8"	
SN-9	Westbound Garfield Boulevard	Dan Ryan Expressway		N/A	
SN-10	Eastbound Garfield Boulevard	Dan Ryan Expressway		N/A	
SN-11			Conrail Railroad	N/A	
SN-12			CTA Green Line	N/A	
SN-13			Illinois Central Gulf Railroad	N/A	

TABLE II-2
Accident Rates at Intersections
55th Street

Cross Street	N-S ADT	E-W ADT	No. of Accidents (1990-1992)	Rate
Archer Avenue (IL 171)	25300	31850	61	1.25
Harlem Avenue (IL 43)	47250	27950	21	0.26
Narragensett Avenue	18000	20800	116	2.73
Central Avenue	22200	16000	130	3.11
Cicero Avenue (IL 50)	64650	21500	75	0.80
Pulaski Road	39800	17950	125	1.98
Western Avenue	34400	23050	133	2.11
Halsted Avenue	20100	30100	92	1.67
Wells Avenue	10000	29000	28	1.83
Wentworth Avenue	10000	33750	73	1.72
Martin Luther King Dr.	13100	36300	93	1.72
Cottage Grove Avenue	15650	24800	47	1.06
Cornell Drive	6250	14500	10	0.68

TABLE II-3
Accident Rates on Segments
55th Street

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents (1990-1992)	Rate
Archer Avenue (IL 171)	Harlem Avenue (IL 43)	0.41	25300	174	15.32
Harlem Avenue (IL 43)	Narragensett Avenue	1.00	30600	481	14.36
Narragensett Avenue	Central Avenue	1.00	11000	327	27.15
Central Avenue	Cicero Avenue (IL 50)	1.05	21000	233	9.65
Cicero Avenue (IL 50)	Pulaski Road	0.97	22000	304	13.01
Pulaski Road	Western Avenue	2.00	13900	768	25.23
Western Avenue	Halsted Avenue	2.00	32200	852	12.08
Halsted Avenue	Wells Avenue	0.69	28000	201	9.50
Wells Avenue	Wentworth Avenue	0.06	30000	131	66.46
Wentworth Avenue	Martin Luther King Drive	0.75	37500	1204	39.09
Martin Luther King Drive	Cottage Grove Avenue	0.75	35100	160	5.55
Cottage Grove Avenue	Cornell Drive	0.82	14500	204	15.67

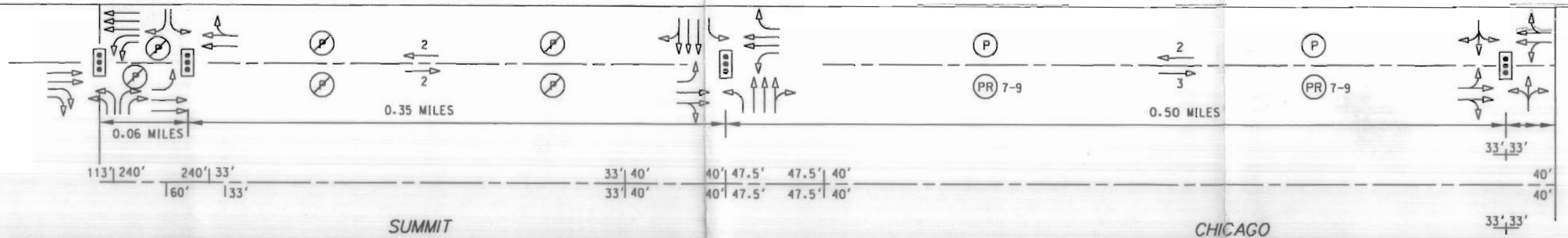
TABLE II-4
Sources of Data for Traffic and Transportation Characteristics
55th Street

Item	Data Source
Traffic Volumes	
• Average Daily Traffic	– Illinois Department of Transportation Office of Planning and Programming, 1989 Traffic Map, Cook County
• Intersection Turning Movement Counts	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit	
• Routes	– Metra – Pace
Traffic Control	
• Signalized Intersection Locations	– Field Reconnaissance
• Other Traffic Control	
Cross Section	
• Lane Widths	– As-Built Plans
• Shoulder Widths	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
• Type of Section	– Field Reconnaissance
Right-of-Way	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report – As-Built Plans, Sidwell Maps
Curb/Roadside Use	
• Parking	– Field Reconnaissance
• Bus and Loading Zones	
Structures	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Other Features	– Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report – Field Reconnaissance

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



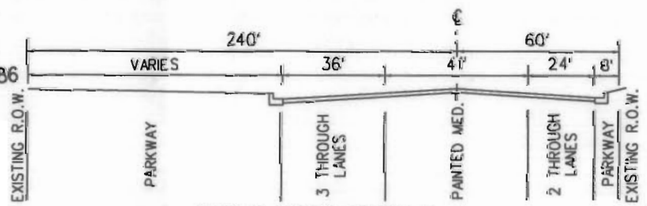
SUMMIT

CHICAGO

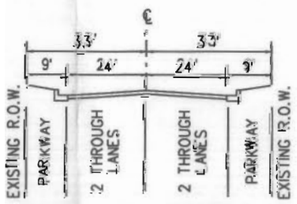
DESCRIPTION OF EXISTING CONDITIONS:

PT - 1 = CTA Bus Route #62
PT - 2 = CTA Bus Route #62 H
PT - 3 = CTA Bus Route #99(#164)
PT - 4 = PACE Bus Route #307/#386
PT - 5 = PACE Bus Route #330

SUMMIT

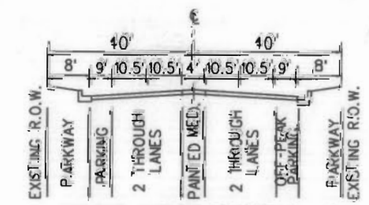


EXISTING TYPICAL SECTION A - A
IL 171 TO LAWNDALE AVE.



EXISTING TYPICAL SECTION B - B
LAWNDALE AVE. TO HARLEM AVE.

CHICAGO



EXISTING TYPICAL SECTION C - C
HARLEM AVE. TO MATCHLINE TO EXHIBIT B8-02

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN. # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- = PARKING PROHIBITED
- (PR) # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 1

55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet

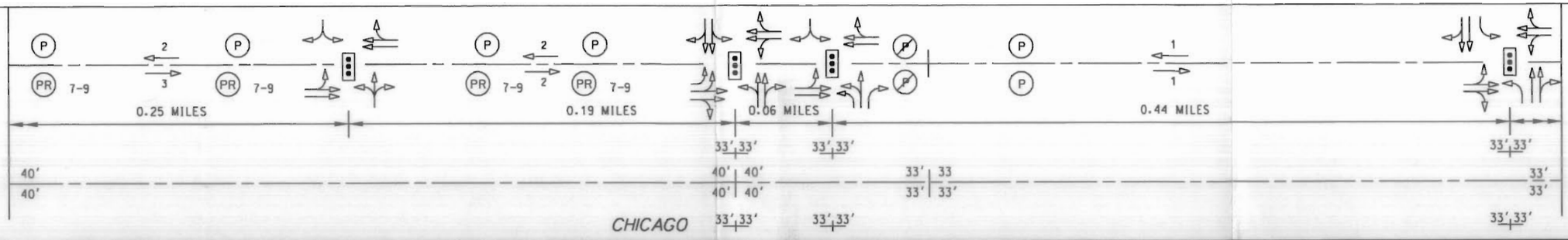
0 200 400 800

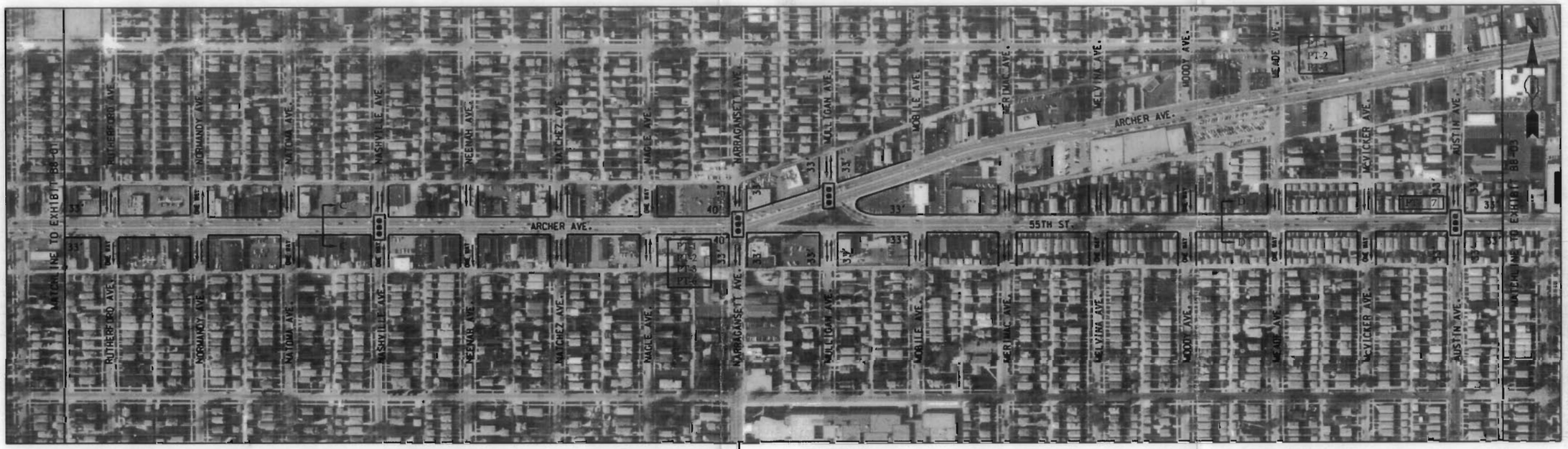
EXHIBIT B8-01

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

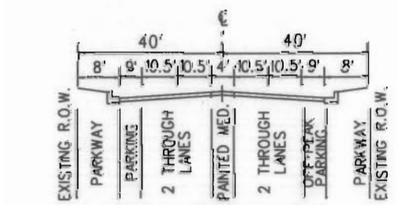




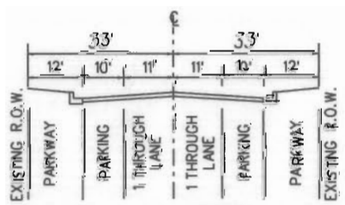
CHICAGO SEGMENT 1 ← → SEGMENT 2

DESCRIPTION OF EXISTING CONDITIONS:

PT - 1 = CTA Bus Route #62
PT - 2 = CTA Bus Route #62H
PT - 3 = CTA Bus Route #99(#164)
PT - 6 = CTA Bus Route #55N
PT - 7 = CTA Bus Route #55A



EXISTING TYPICAL SECTION C - C
MATCHLINE TO EXHIBIT B8-01 TO NARRAGANSETT AVE.



EXISTING TYPICAL SECTION D - D'
NARRAGANSETT AVE. TO MATCHLINE TO EXHIBIT B8-03

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) ## = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 1 & 2
55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

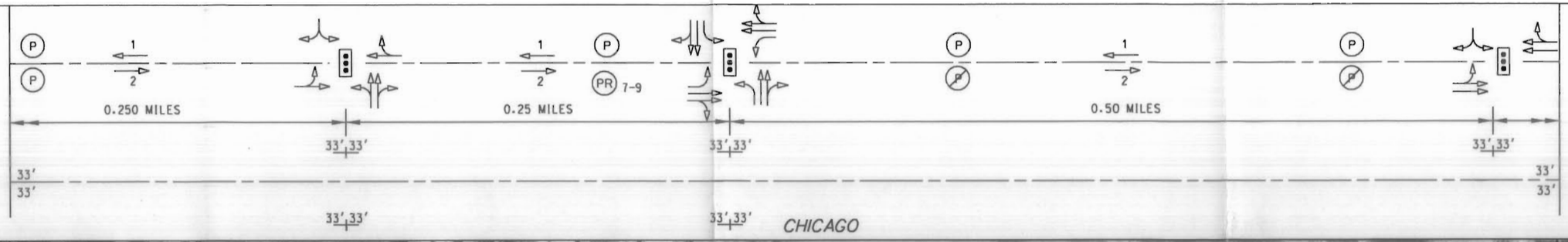
Scale In Feet
0 200 400 800

EXHIBIT B8-02

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

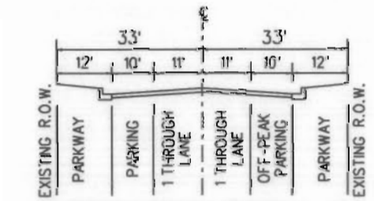


CHICAGO

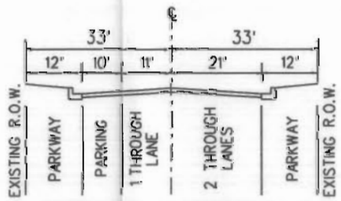
CHICAGO

DESCRIPTION OF EXISTING CONDITIONS:

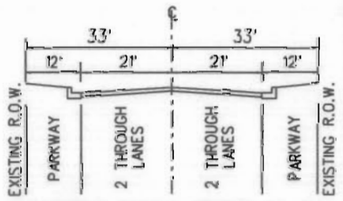
PT - 8 = CTA Bus Route #55A, #55N



EXISTING TYPICAL SECTION D - D
MATCHLINE TO EXHIBIT 88-02 TO CENTRAL AVE.



EXISTING TYPICAL SECTION E - E
CENTRAL AVE. TO LARAMIE AVE.



EXISTING TYPICAL SECTION F - F
LARAMIE AVE. TO MATCHLINE TO EXHIBIT 88-04

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2
55TH STREET - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT B8-03

EXISTING LANE CONFIGURATION

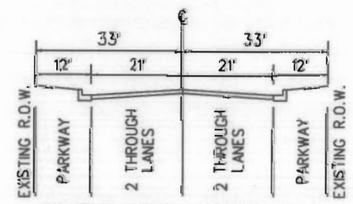
SIGNAL SPACING

EXISTING R.O.W.

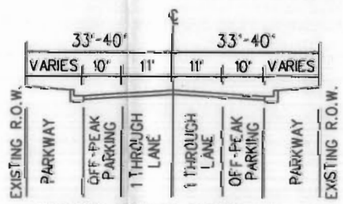
CHICAGO

DESCRIPTION OF EXISTING CONDITIONS:

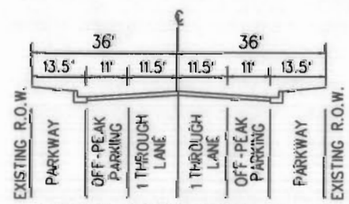
- PT - 8 = CTA Bus Route #55A(#55N)
- PT - 9 = Intersecting CTA Bus Route #47N
- PT - 10 = CTA Bus Route #55
- PT - 11 = CTA Rapid Transit - Midway Orange Line
- SN 1 = Midway Orange Line Overpass



EXISTING TYPICAL SECTION F - F
MATCHLINE TO EXHIBIT B8-03 TO CICERO AVE.



EXISTING TYPICAL SECTION D - D
CICERO AVE. TO KOSTNER AVE.



EXISTING TYPICAL SECTION G - G
KOSTNER AVE. TO MATCHLINE TO EXHIBIT B8-05

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRU Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

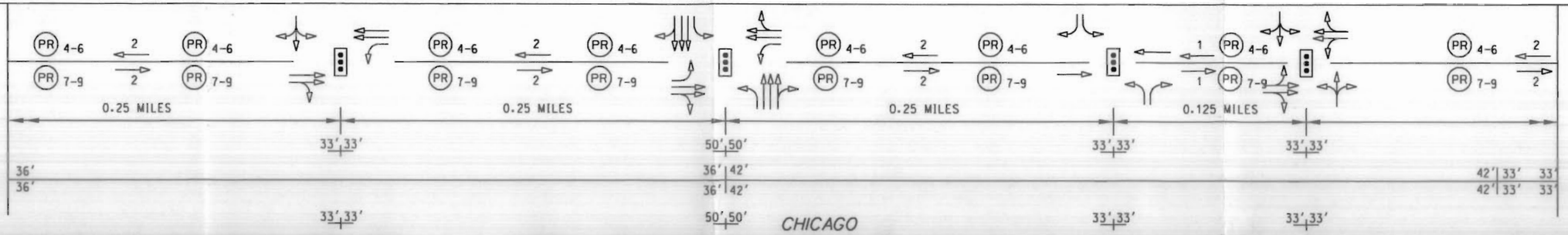
0 200 400 800

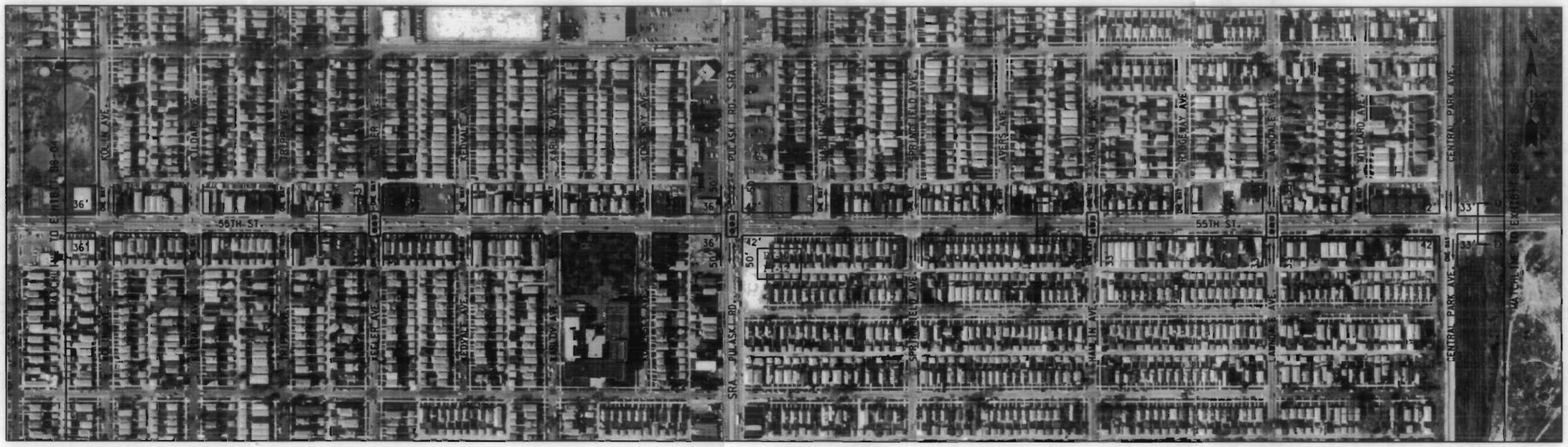
EXHIBIT B8-04

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



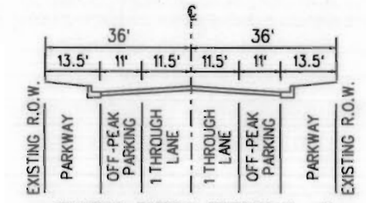


DESCRIPTION OF EXISTING CONDITIONS:

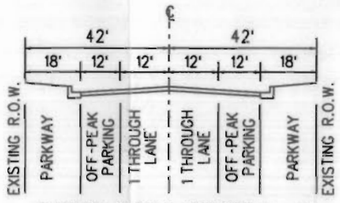
PT - 10 = CTA Bus Route #55

PT - 12 = Intersecting Bus Route #53A

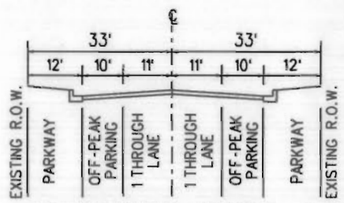
CHICAGO



EXISTING TYPICAL SECTION G - G
MATCHLINE TO EXHIBIT B8-04 TO PULASKI RD.



EXISTING TYPICAL SECTION H - H
PULASKI RD. TO CENTRAL PARK AVE.



EXISTING TYPICAL SECTION D - D
CENTRAL PARK AVE. TO MATCHLINE TO EXHIBIT B8-06

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- = PARKING PROHIBITED
- (PR) # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2
55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

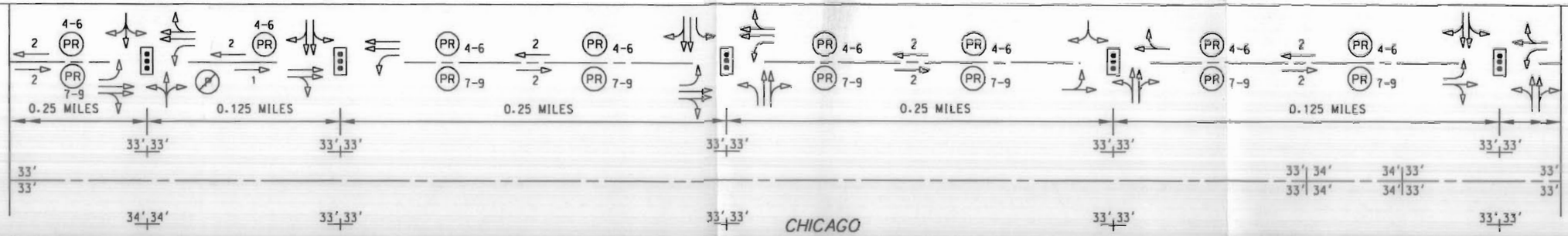
Scale in Feet
0 200 400 800

EXHIBIT B8-05

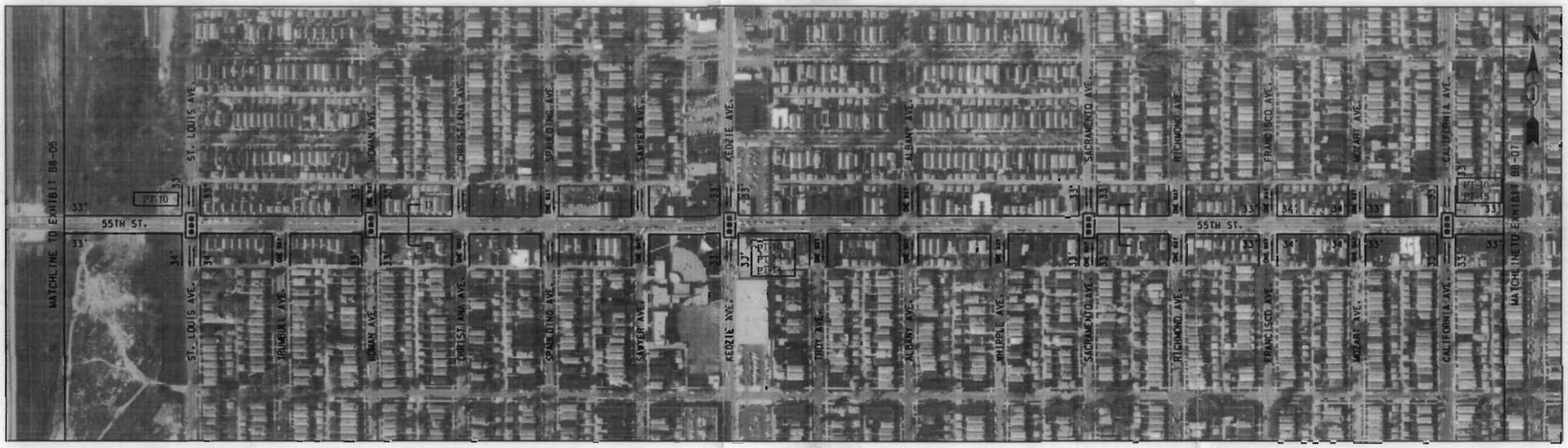
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

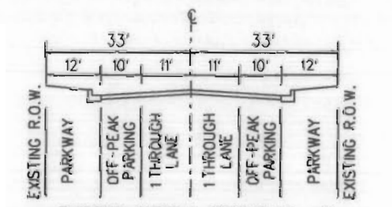


CHICAGO



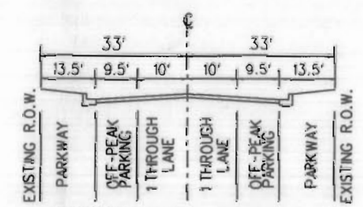
DESCRIPTION OF EXISTING CONDITIONS:

PT - 10 = CTA Bus Route #55
PT - 13 = Intersecting CTA Bus Route #52N
PT - 14 = Intersecting CTA Bus Route #52A
PT - 15 = Intersecting CTA Bus Route #94



EXISTING TYPICAL SECTION D - D
MATCHLINE TO EXHIBIT 88-05 TO KEDZIE AVE.

CHICAGO



EXISTING TYPICAL SECTION I - I
KEDZIE AVE. TO MATCHLINE TO EXHIBIT 88-07

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2
55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by OAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

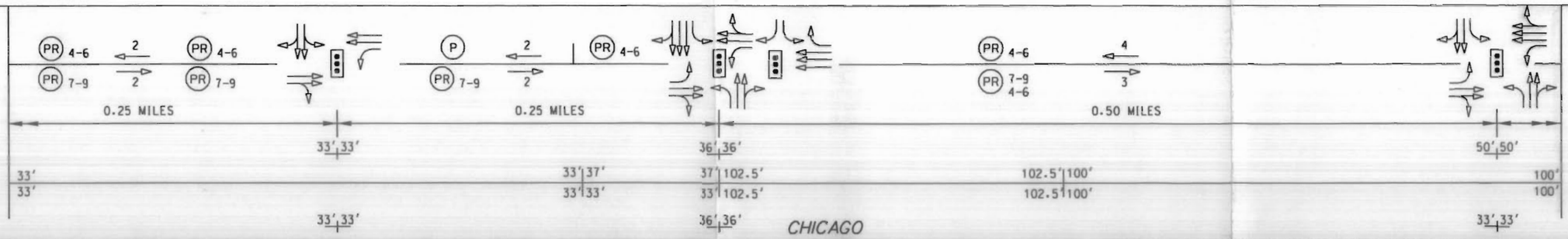
Scale In Feet
0 200 400 800

EXHIBIT B8-06

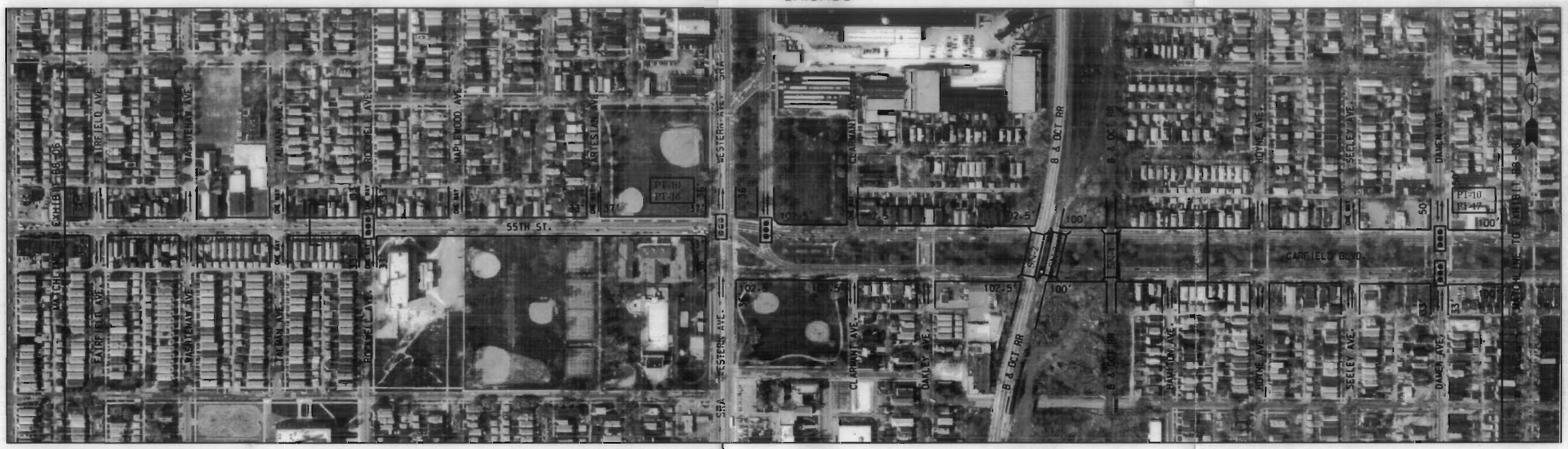
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



CHICAGO

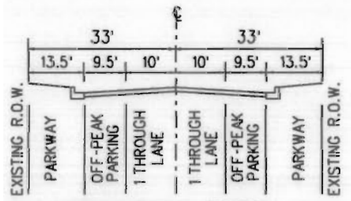


SEGMENT 2 ← → SEGMENT 3 CHICAGO

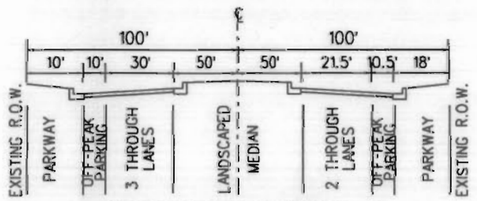
DESCRIPTION OF EXISTING CONDITIONS:

PT - 10 = CTA Bus Route #55
PT - 16 = Intersecting CTA Bus Route #49
PT - 17 = Intersecting CTA Bus Route #48

SN 2 = Structure #016-6068
SN 3 = Structure #016-6067
SN 4 = Structure #016-6066



EXISTING TYPICAL SECTION I - I
MATCHLINE TO EXHIBIT B8-06 TO WESTERN AVE.



EXISTING TYPICAL SECTION J - J
WESTERN AVE. TO MATCHLINE TO EXHIBIT B8-08

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2 & 3
55TH STREET - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

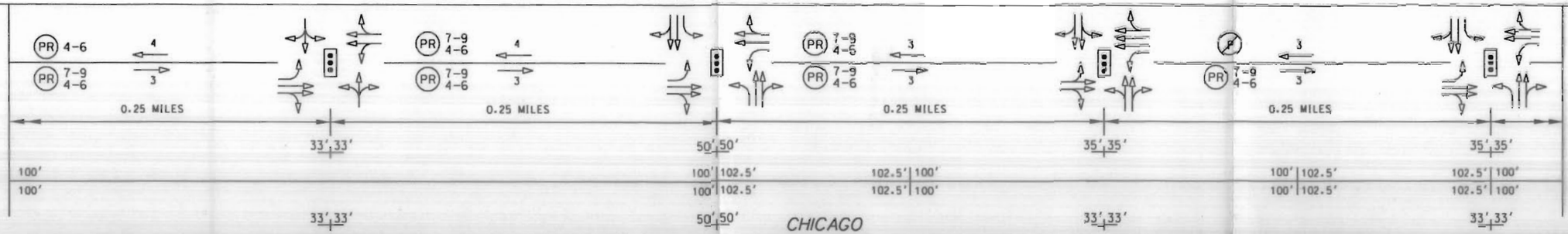
Scale In Feet
0 200 400 800

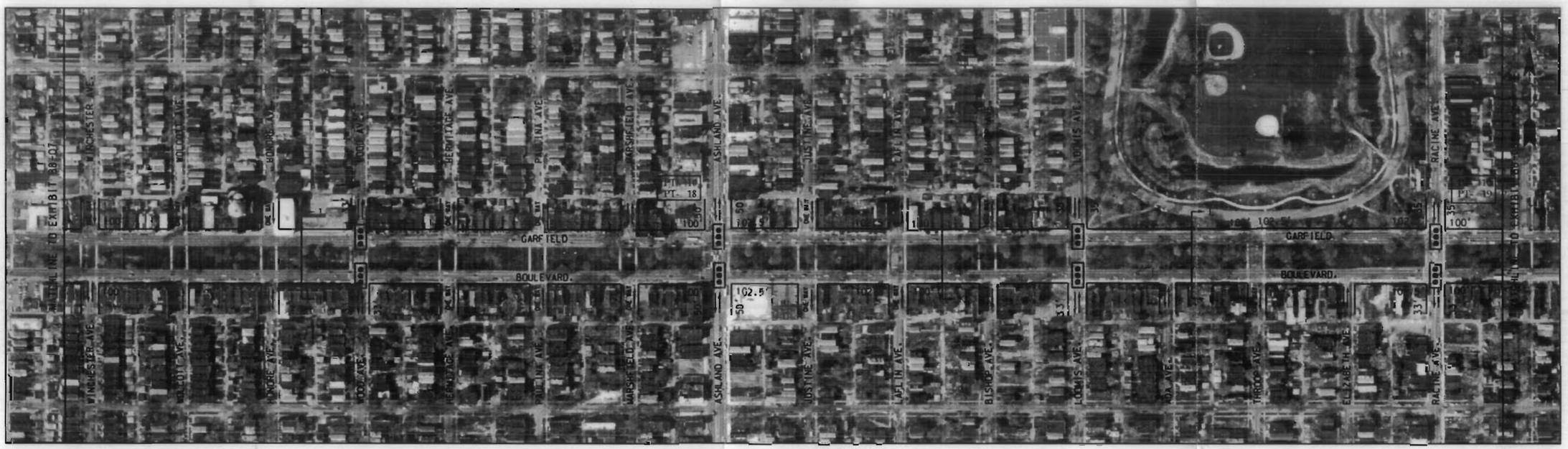
EXHIBIT B8-07

EXISTING LANE CONFIGURATION

SIGNAL SPACING

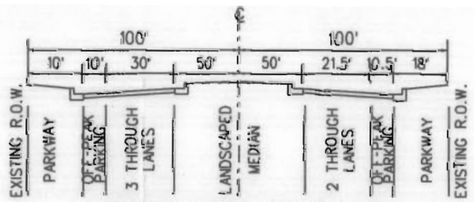
EXISTING R.O.W.



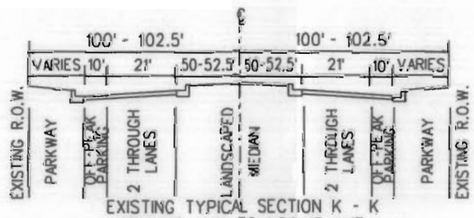


DESCRIPTION OF EXISTING CONDITIONS:

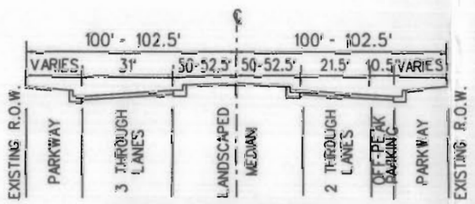
PT - 10 = CTA Bus Route #55
PT - 18 = Intersecting CTA Bus Route #8
PT - 19 = Intersecting CTA Bus Route #44



EXISTING TYPICAL SECTION J - J
MATCHLINE TO EXHIBIT B8-07 TO ASHLAND AVE.



EXISTING TYPICAL SECTION K - K
ASHLAND AVE. TO LOOMIS AVE.
RACINE AVE. TO MATCHLINE TO EXHIBIT B8-08



EXISTING TYPICAL SECTION L - L
LOOMIS AVE. TO RACINE AVE.

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = EXISTING PUBLIC TRANSIT LOCATION
- = PARKING ALLOWED
- = PARKING PROHIBITED
- = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3
55TH STREET - EXISTING CONDITIONS

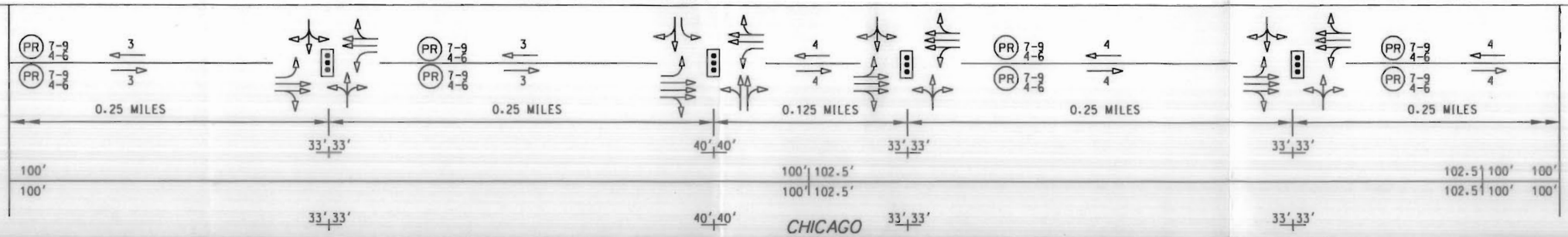
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

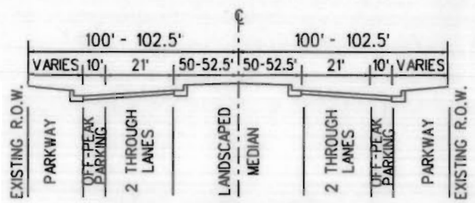
EXHIBIT B8-08

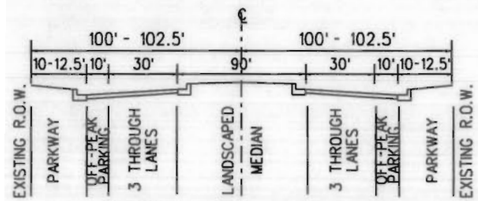


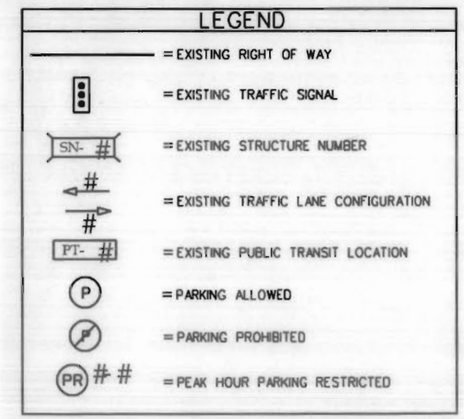
DESCRIPTION OF EXISTING CONDITIONS:

PT - 10 = CTA Bus Route #55
PT - 20 = Intersecting CTA Bus Route #8
PT - 18 = Intersecting CTA Bus Route #42

SN 5 = Structure # 016-6065
SN 6 = Structure # 016-6064
SN 7 = Structure # 016-6063
SN 8 = Structure # 016-6062







ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3
55TH STREET - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the
Illinois Department of Transportation

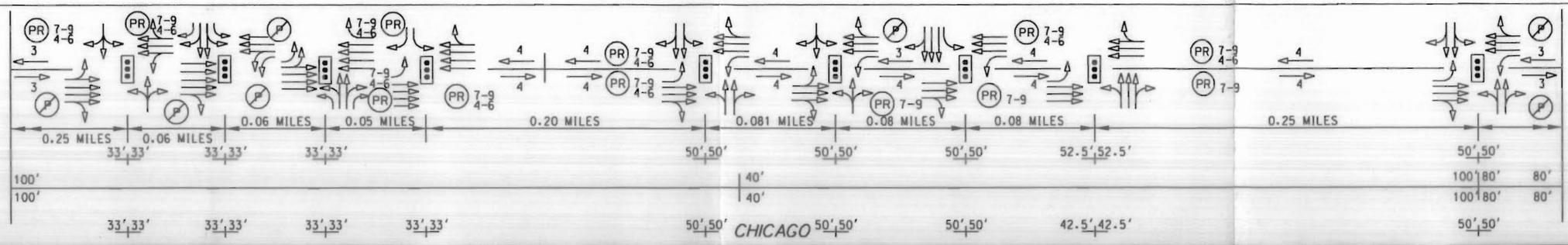
Scale In Feet
0 200 400 800

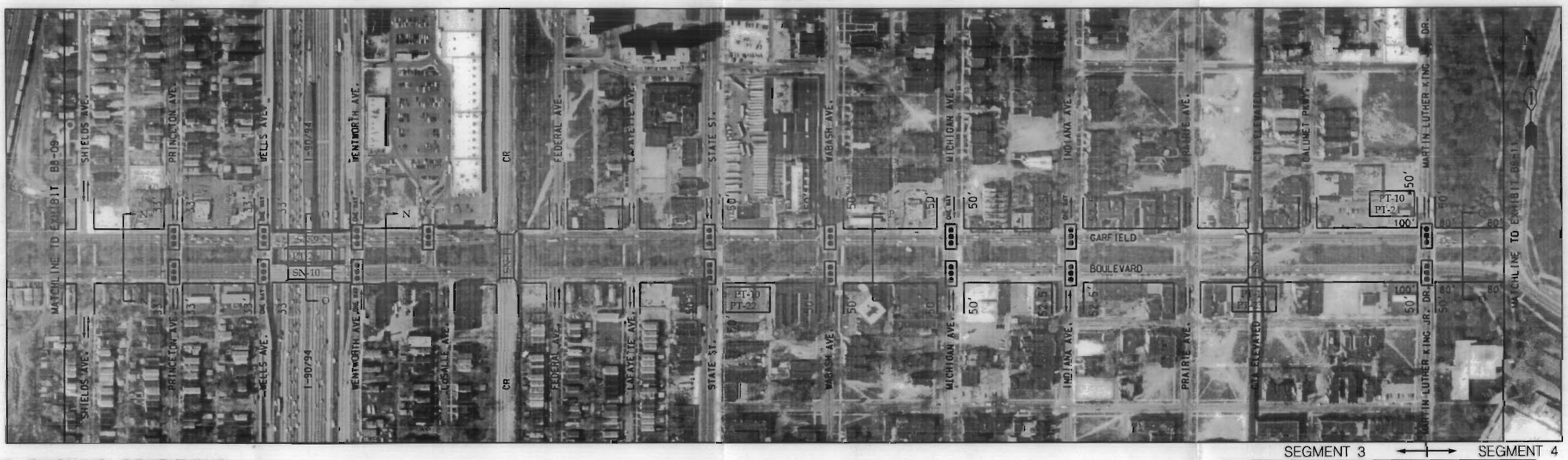
EXHIBIT B8-09

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

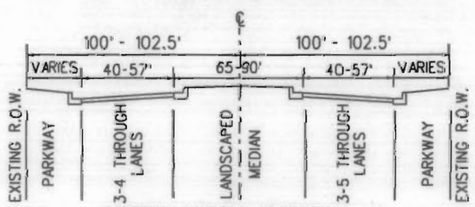




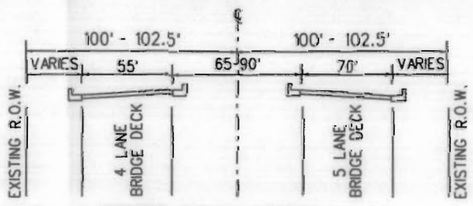
DESCRIPTION OF EXISTING CONDITIONS:

PT - 10 = CTA Bus Route •55
PT - 22 = Intersecting CTA Bus Route •29
PT - 23 = CTA Trains Green Line
PT - 24 = Intersecting CTA Bus Route •3

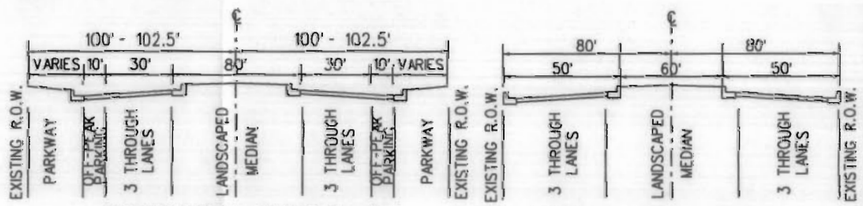
SN 9 = Structure - W/B Bridge
SN 10 = Structure - E/B Bridge
SN 11 = Structure - CR RAILROAD
SN 12 = Structure - CTA ELEVATED GREEN LINE



EXISTING TYPICAL SECTION N - N
SHIELDS AVE. TO WELLS AVE.
WENTWORTH AVE. TO FEDERAL AVE.



EXISTING TYPICAL SECTION O - O
BRIDGE OVER I-90/94



EXISTING TYPICAL SECTION P - P
FEDERAL AVE. TO MARTIN LUTHER KING DR.

EXISTING TYPICAL SECTION Q - Q
MARTIN LUTHER KING DR. TO MATCHLINE TO EXHIBIT B8-11

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- = PARKING PROHIBITED
- (PR) # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3 & 4
55TH STREET - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

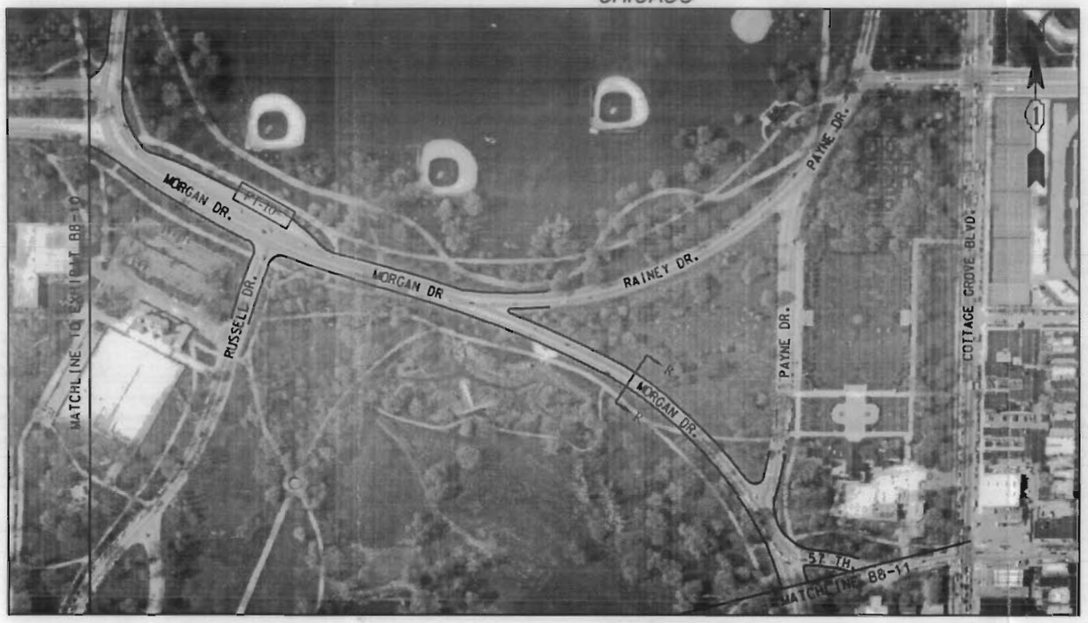
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

Scale In Feet
0 200 400 800

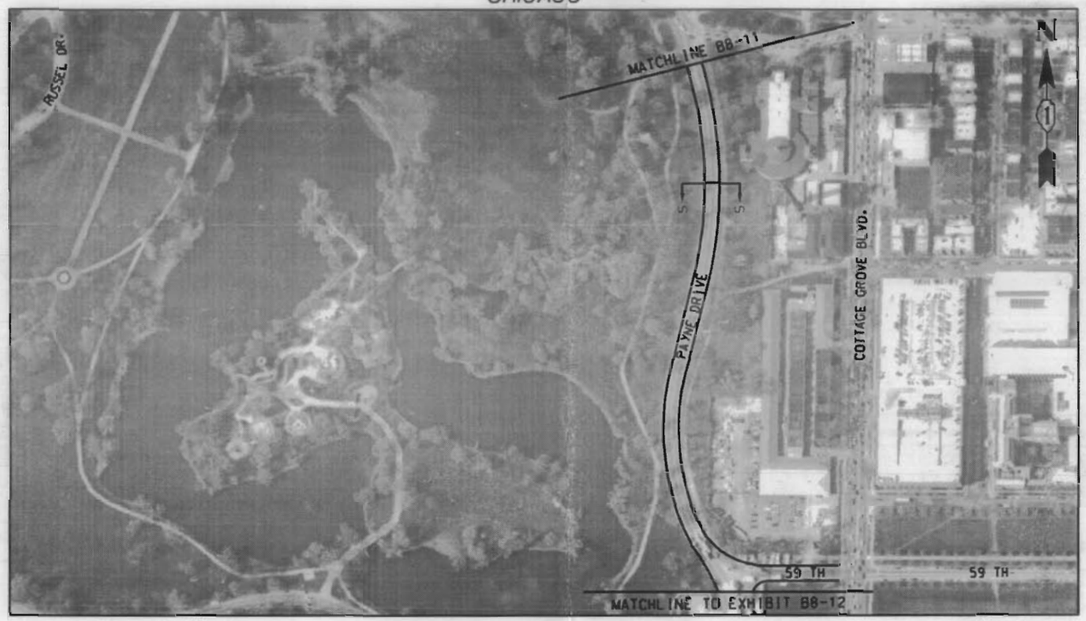
EXHIBIT B8-10

EXISTING LANE CONFIGURATION	2 ← / → 2	1 ← / → 1
SIGNAL SPACING	0.75 MILES	0.75 MILES
EXISTING R.O.W.	22.5' / 22.5' — 22.5 / 22.5	22.5' / 22.5' — 22.5 / 22.5

CHICAGO



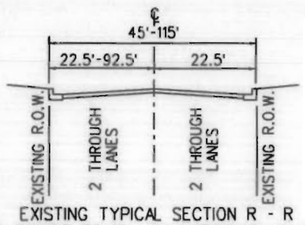
CHICAGO



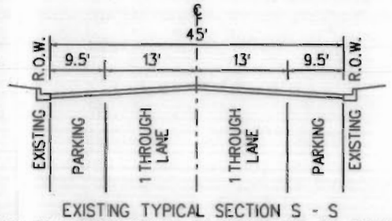
CHICAGO

DESCRIPTION OF EXISTING CONDITIONS:

PT - 10 = CTA Bus Route #55



EXISTING TYPICAL SECTION R - R
MATCHLINE TO EXHIBIT B8-10 TO MATCHLINE TO EXHIBIT B8-11A



EXISTING TYPICAL SECTION S - S
MATCHLINE TO EXHIBIT B8-11A TO MATCHLINE TO EXHIBIT B8-12

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- # / # = EXISTING TRAFFIC LANE CONFIGURATION
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) # # = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4
55TH STREET - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation

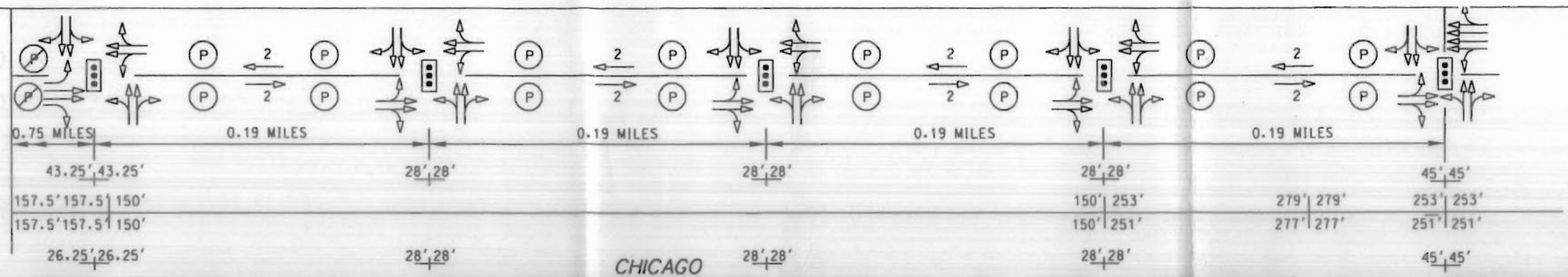
Scale In Feet
0 200 400 800

EXHIBIT B8-11

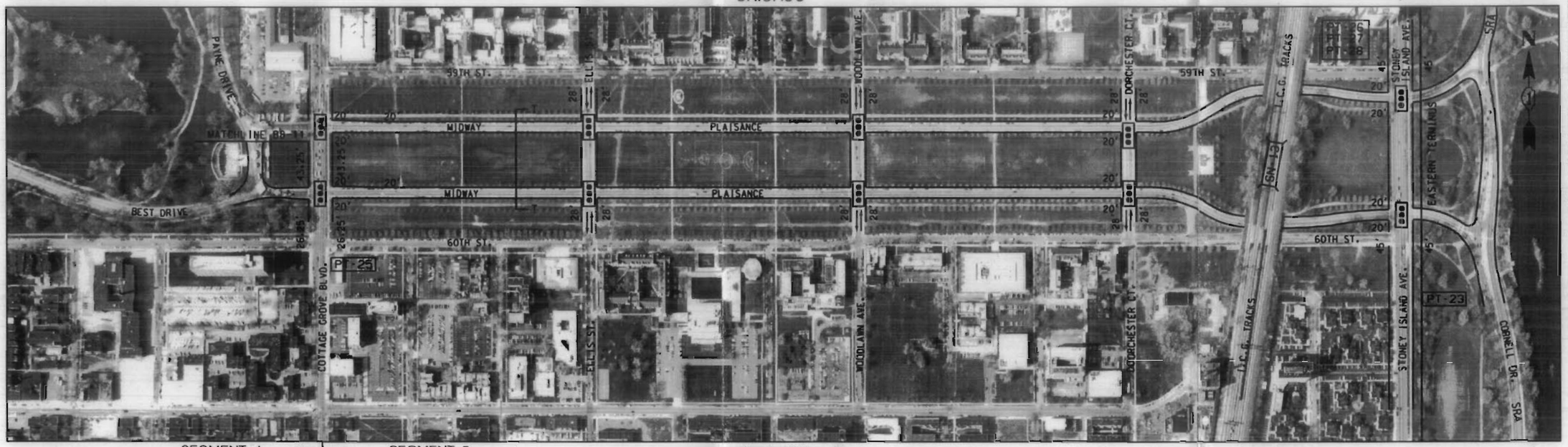
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



CHICAGO

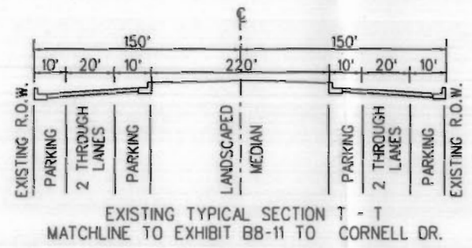


SEGMENT 4 ← → SEGMENT 5

CHICAGO

DESCRIPTION OF EXISTING CONDITIONS:

PT - 25 = Intersecting CTA Bus Route #4
PT - 26 = Intersecting CTA Bus Route #28
PT - 27 = Intersecting CTA Bus Route #1
PT - 28 = Intersecting CTA Bus Route #6
SN - 13 = Metra Electric/South Shore Train Depot (overhead)



EXISTING TYPICAL SECTION T - T
MATCHLINE TO EXHIBIT B8-11 TO CORNELL DR.

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) #-# = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4 & 5
55TH STREET - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT B8-12

CORRIDOR PLANNING FRAMEWORK

55 TH STREET

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago. Long-range planning for the 55th Street SRA corridor takes into account many factors. These factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance between all of these design considerations to best address the transportation needs of the region.

This chapter outlines the planning considerations that influenced the recommended improvements for the 55th Street corridor. A summary of the planning framework issues follows:

- Functional Classification
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along 55th Street
- Other planned transportation improvements within, crossing, or near 55th Street
- Long-range land use plans for the communities along 55th Street
- Existing safety and traffic operational problems along 55th Street
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for 55th Street was developed after compiling the information mentioned above and includes the following recommendations:

- The number of continuous through lanes in each direction along 55th Street
- Locations of signalized intersections
- Locations and specifications of special intersections
- A general discussion of access management
- The need for and locations of special or unique highway solutions

Functional Classification

The 55th Street SRA corridor is classified as a urban route for the entire 12 mile length. According to the Design Concept Report, the desirable cross section is two continuous through lanes in each direction, separated by a 14 ft. median (See Table III-1).

Route Design Considerations

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The desirable cross section is shown in Figure III-1.

According to the Design Concept Report an urban SRA requires 83 to 86 ft. of R.O.W. The R.O.W. on the 55th Street corridor varies from 45 to 300 ft. so the full SRA cross section will not be possible for the entire corridor. The desirable R.O.W. width provides for two through lanes in either direction separated by median 11 to 14 ft. wide. A full listing of desirable urban SRA characteristics appears in Table III-1. The Urban SRA Roadway Design Criteria appear in Table III-2.

The 2010 Transportation Network

The I-55 Corridor, the Dan Ryan Expressway, and Lake Shore Drive all intersect with 55th Street, providing access to these major corridors near the western, middle, and eastern end of the corridor. The 55th Street corridor in conjunction with these major thoroughfares and other SRA routes in the area, supplements and provides an east/west connection through this area.

The 55th Street corridor is intersected by five SRA routes. At the west end of the route it is intersected by Harlem Avenue. In the middle sections of the corridor, 55th Street is intersected by Cicero Avenue (IL 50), Pulaski Road, and Western Avenue. The fifth intersecting SRA route is Cornell Drive which intersects 55th Street on the far east end of the corridor.

There are two parallel SRA routes in the vicinity of 55th Street. The first parallel SRA route is Archer Avenue/Pershing Road which is north of 55th Street. The second parallel SRA route is US 12/20/95th Street/Indianapolis Boulevard which is approximately 4.5 miles south of 55th Street. There are no other major east-west routes in the area to accommodate the regional traffic flow.

2010 Traffic Models

CATS provided Dames & Moore/MCE and Metro Transportation Group with raw travel demand model output for the years 1990 and 2010. The model runs for this study assumed full build-out of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 TSD Plan Update in all other respects. The data were modified by Metro Transportation Group, in consultation with CATS, to produce the 2010 forecasts shown in this report.

The existing (1990) ADT and the projected (2010) ADT can be found in Table III-3.

Other Corridor Planning Activities

Roadway Improvements

Planning information was obtained from IDOT, CATS, Cook County, the City of Chicago, and the Village of Summit. There are only two roadway improvement projects relevant to 55th Street and they were presented under the Existing Conditions section of this report. The two roadway improvement projects consist of Phase I studies to review the widening of the IL 171/Archer Avenue and 55th Street/Central Avenue intersections.

City and Village Comprehensive Plans

The City of Chicago and CATS provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives. These plans are listed in Table III-4.

Transit Improvements

The 55th Street corridor has existing bus and commuter rail transit. Transit in this corridor consists of CTA and PACE bus routes and the CTA Orange Line and Red Line commuter rail lines. There are no scheduled improvements for transit in this corridor.

Future Land Use and Development

Future Conditions

Current land use trends along the 55th Street corridor are expected to remain similar in the future due to the high density of residential land-use, Midway Airport, the boulevard system, the surrounding parks, and the University of Chicago Hospitals and University. Limited new growth is foreseeable.

Planning Framework and Recommendations

The planning framework was used to determine the best possible alternates for the 55th Street corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria lead to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross section and geometrics, operations, access management, public transit, and short term alternates.

Cross Section and Geometrics

This section is a discussion of the number and width of through lanes, median type and width, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

Operations

The operations section contains information pertaining to projected traffic volume, proposed speed limit, and predicted capacity and level of service. This section also examines accident rates and contains general solutions for areas indicated as high accident locations.

Access Management

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role. This section discusses methods used to coordinate access for vehicles entering and leaving the corridor.

Public Transit

This section contains recommendations concerning public transit. Techniques associated with mass transit which may be applicable to urban situations are evaluated. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered with the objectives of the SRA system.

Short Term Alternates

Any improvement that is low cost method of enhancing the flow of traffic on the SRA route is considered in the section. Examples include access management, traffic signal installation/removal, and signal coordination.

Table III-1
2010 Desirable Route Characteristics
Urban Strategic Regional Arterial

Right-of-Way Width	107'-110'*
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	14' desirable, 11' minimum
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 arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours***; Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading

* 83'-86' where bus/HOV lanes are not provided
** where criterion and conditions of Section 4.3 are met
*** where criterion and conditions of Section 4.3 are met

* Adapted from SRA Design Concept Report, HB & A, Inc.

Table III-2
Urban SRA Roadway Design Criteria

Horizontal Alignment	
Minimum Design Speed	35 mph
Minimum Stopping Sight Distance	225'
Minimum Radius Horizontal Curve	415' w/normal crown 345' w/S.E. = 4%
Maximum Degree of Curvature	14°30'
Maximum Superelevation	4%
Minimum Length of Superelevation - Four Lane With Small Probability of Six Lanes - Six Lane Section	 231' 309'
Horizontal Clearance	2'
Vertical Alignment	
Maximum Grades	7%
Length Crest Vertical Curve	Compatible with Design Speed
Length Sag Vertical Curve	Compatible with Design Speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

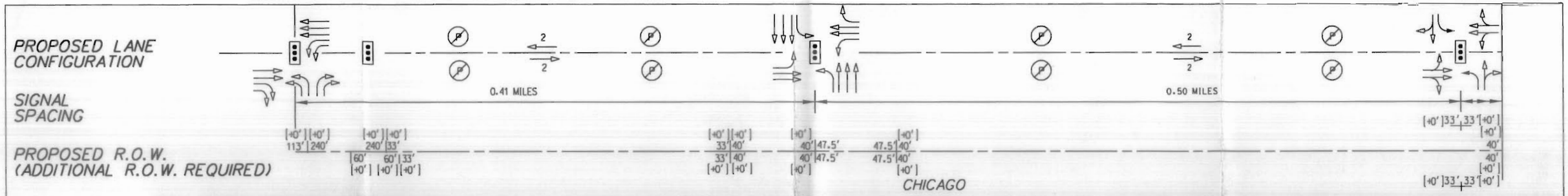
* Adapted from SRA Design Concept Report, HB & A, Inc.

Table III-3
Existing and Projected Average Daily Traffic
55th Street

LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
Archer Avenue (IL 171) to Archer Avenue	30000 - 40000	40000 - 50000
Archer Avenue to Austin Avenue	10000 - 20000	30000 - 40000
Austin Avenue to Central Avenue	10000 - 20000	30000 - 40000
Central Avenue to Cicero Avenue (IL 50)	10000 - 20000	20000 - 30000
Cicero Avenue (IL 50) to Pulaski Avenue	10000 - 20000	20000 - 30000
Pulaski Avenue to Hamlin Avenue	10000 - 20000	20000 - 30000
Hamlin Avenue to Kedzie Avenue	10000 - 20000	20000 - 30000
Kedzie Avenue to California Avenue	10000 - 20000	30000 - 40000
California Avenue to Western Avenue	10000 - 20000	30000 - 40000
Western Avenue to Damen Avenue	10000 - 20000	40000 - 50000
Damen Avenue to Ashland Avenue	10000 - 20000	40000 - 50000
Ashland Avenue to Loomis Street	10000 - 20000	40000 - 50000
Loomis Street to Morgan Street	10000 - 20000	40000 - 50000
Morgan Street to Halsted Street	10000 - 20000	40000 - 50000
Halsted Street to Union Avenue	20000 - 30000	40000 - 50000
Union Avenue to Normal Street	20000 - 30000	40000 - 50000
Normal Street to Princeton Avenue	20000 - 30000	40000 - 50000
Princeton Avenue to Michigan Avenue	20000 - 30000	40000 - 50000
Michigan Avenue to Indiana Avenue	20000 - 30000	40000 - 50000
Indiana Avenue to Martin Luther King Drive	20000 - 30000	40000 - 50000
Martin Luther King Drive to St. Lawrence Avenue	10000 - 20000	30000 - 40000
St. Lawrence Avenue to Cottage Grove Boulevard	10000 - 20000	30000 - 40000
Cottage Grove Boulevard to Drexel Avenue	10000 - 20000	30000 - 40000
Drexel Avenue to Woodlawn Avenue	10000 - 20000	20000 - 30000
Woodlawn Avenue to Stony Island Boulevard	10000 - 20000	20000 - 30000

Table III-4
Summary of Previous and Current Planning Studies
55th Street

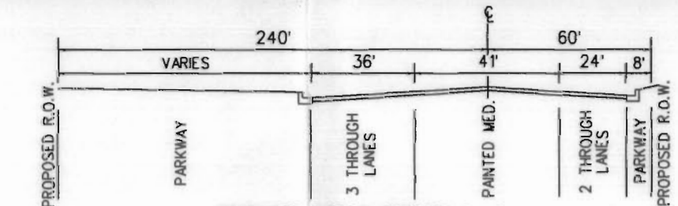
Study, Plan, or Report	Source	Status as of 1994
Transportation Planning Studies		
• CATS 2010 Transportation System Development Plan	CATS	Official
Other Plans and Studies		
• Life Along the Boulevards	CDOT	Official



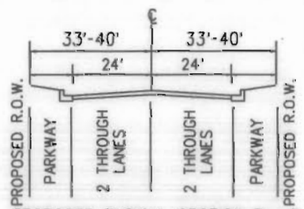
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Archer Avenue/Harlem Avenue intersection (see Exhibit D8-01).
- Archer Avenue/Oak Park Avenue intersection (see Exhibit D8-03).

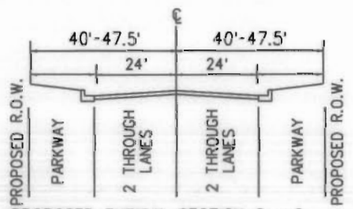
NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION A - A
IL 171 TO LAWNDALE AVE.



PROPOSED TYPICAL SECTION B - B
LAWNDALE AVE. TO HARLEM AVE.



PROPOSED TYPICAL SECTION C - C
HARLEM AVE. TO MATCHLINE TO EXHIBIT C8-02

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- +00' = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

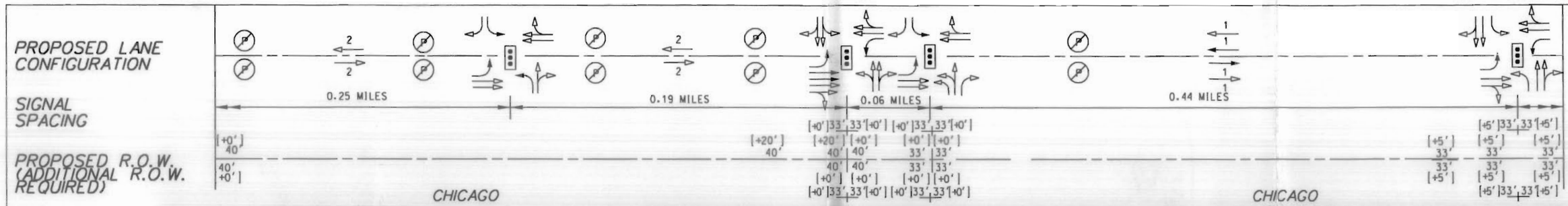
SEGMENT 1
55TH STREET - PROPOSED CONDITIONS

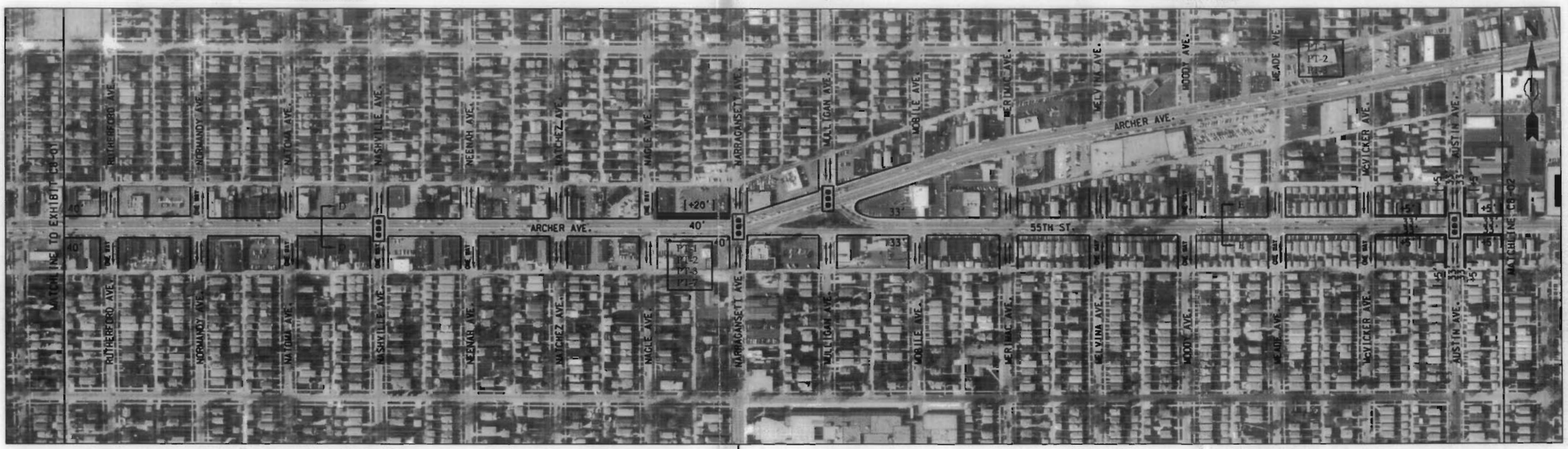
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT C8-01

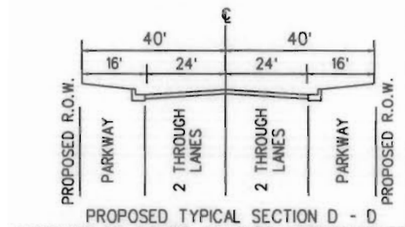




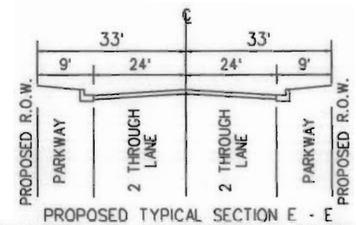
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Archer Avenue/Narragansett Avenue/55th Street intersection (see Exhibit D8-02).

NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION D - D
MATCHLINE TO EXHIBIT C8-01 TO NARRAGANSETT AVE.



PROPOSED TYPICAL SECTION E - E
NARRAGANSETT AVE. TO MATCHLINE TO EXHIBIT C8-03

LEGEND

- — — = EXISTING — - - — = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

SEGMENT 1 & 2
55TH STREET - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

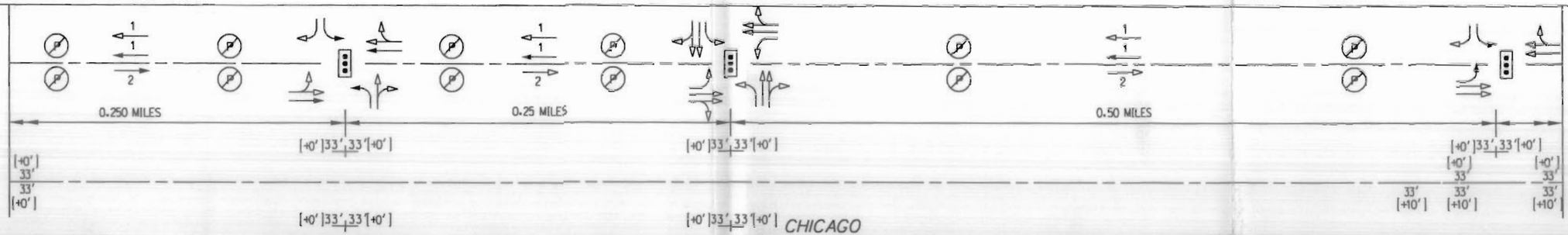
Scale In Feet
0 200 400 800

EXHIBIT C8-02

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

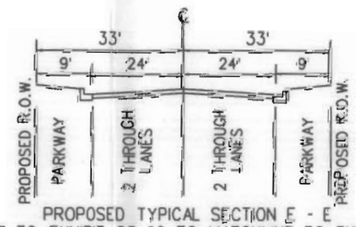
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Coordinate improvements with Chicago Bicycle Route Plans.

NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION E - E'
MATCHLINE TO EXHIBIT C8-02 TO MATCHLINE TO EXHIBIT C8-04

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT: # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (Ø) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SEGMENT 2

55TH STREET - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

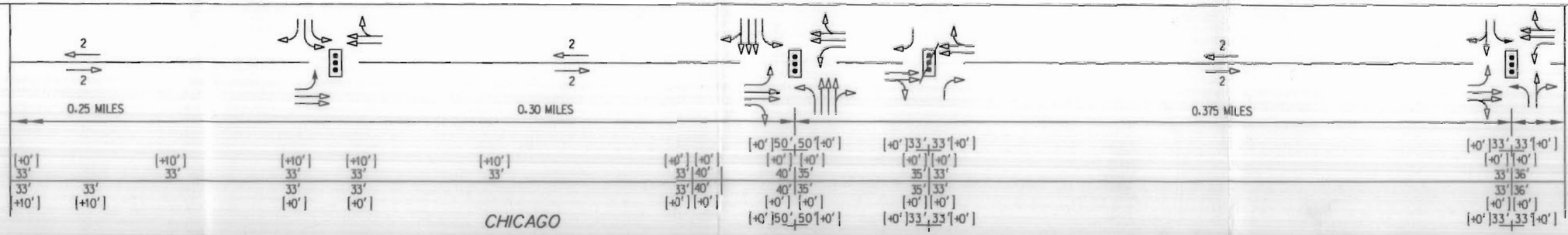
0 200 400 800

EXHIBIT C8-03

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

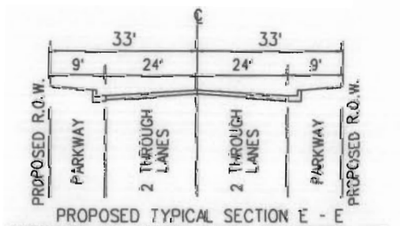


CHICAGO

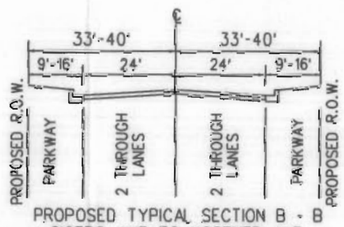
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Remove signal at Kilpatrick Avenue.
- Modify access to Midway Airport from Kilpatrick Avenue via Cicero Avenue.
- Coordinate improvements with Chicago Bicycle Route Plans.
- 55th Street/Cicero Avenue intersection (see Exhibit D8-04).

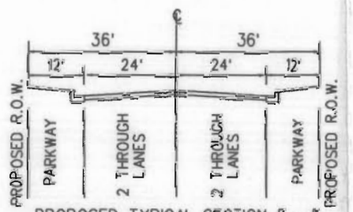
NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION E - E
MATCHLINE TO EXHIBIT C8-03 TO CICERO AVE.



PROPOSED TYPICAL SECTION B - B
CICERO AVE. TO KOSTNER AVE.



PROPOSED TYPICAL SECTION F - F
KOSTNER AVE. TO MATCHLINE TO EXHIBIT C8-05

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 2

55TH STREET - PROPOSED CONDITIONS

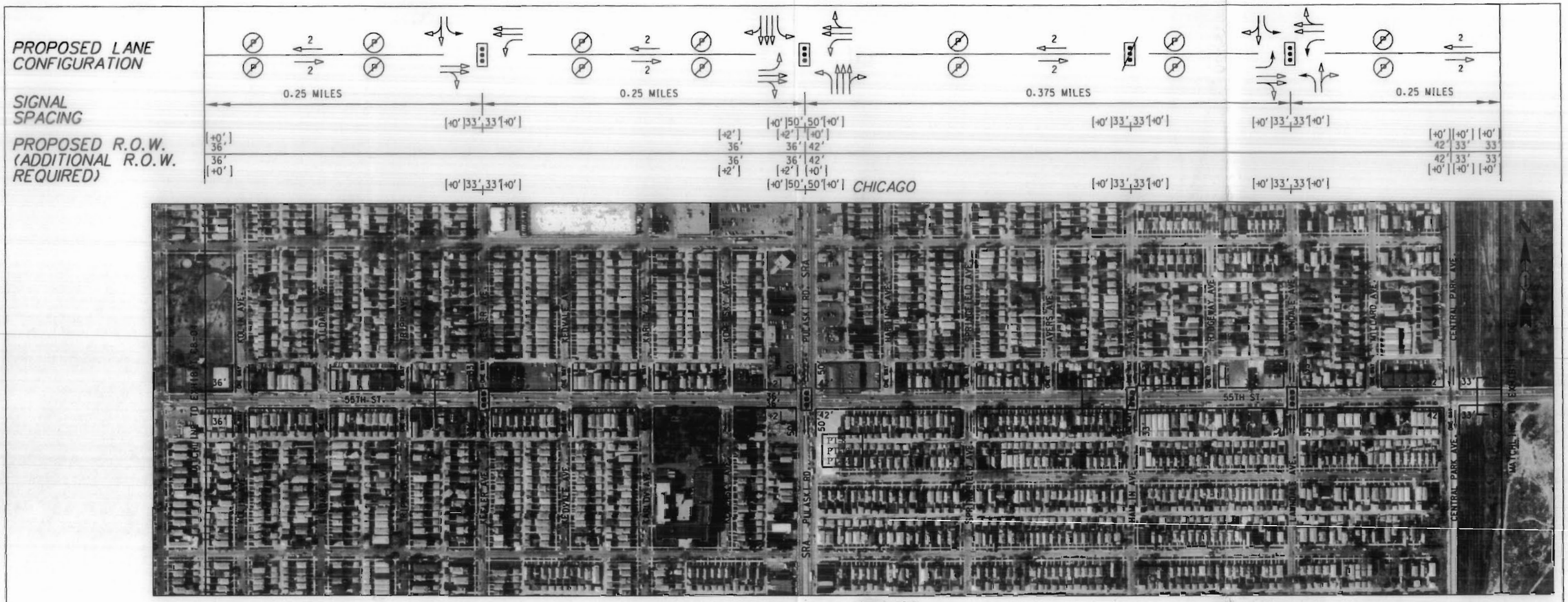
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT C8-04

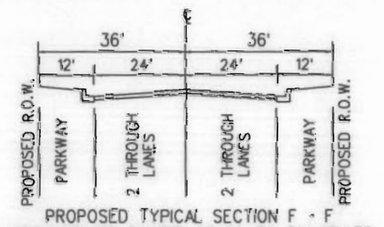


CHICAGO

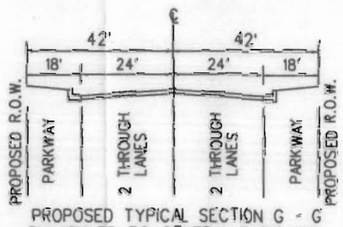
DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Remove signal at Hamlin Avenue
- Coordinate improvements with Chicago Bicycle Route Plans.
- 55th Street/Pulaski Road intersection (see Exhibit D8-05).

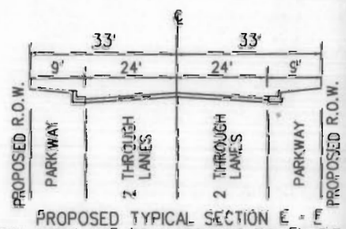
NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION F - F
MATCHLINE TO EXHIBIT C8-04 TO PULASKI RD.



PROPOSED TYPICAL SECTION G - G
PULASKI RD. TO CENTRAL PARK AVE.



PROPOSED TYPICAL SECTION E - E
CENTRAL PARK AVE. TO MATCHLINE TO EXHIBIT C8-06

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT: # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 2

55TH STREET - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

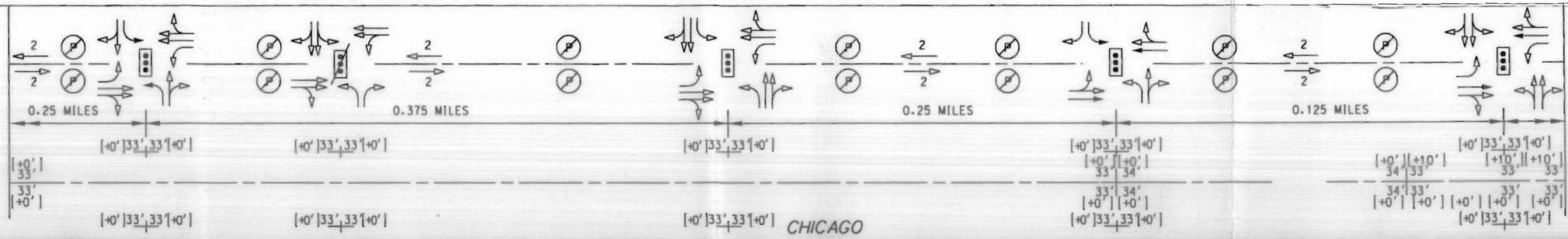
Scale In Feet
0 200 400 800

EXHIBIT C8-05

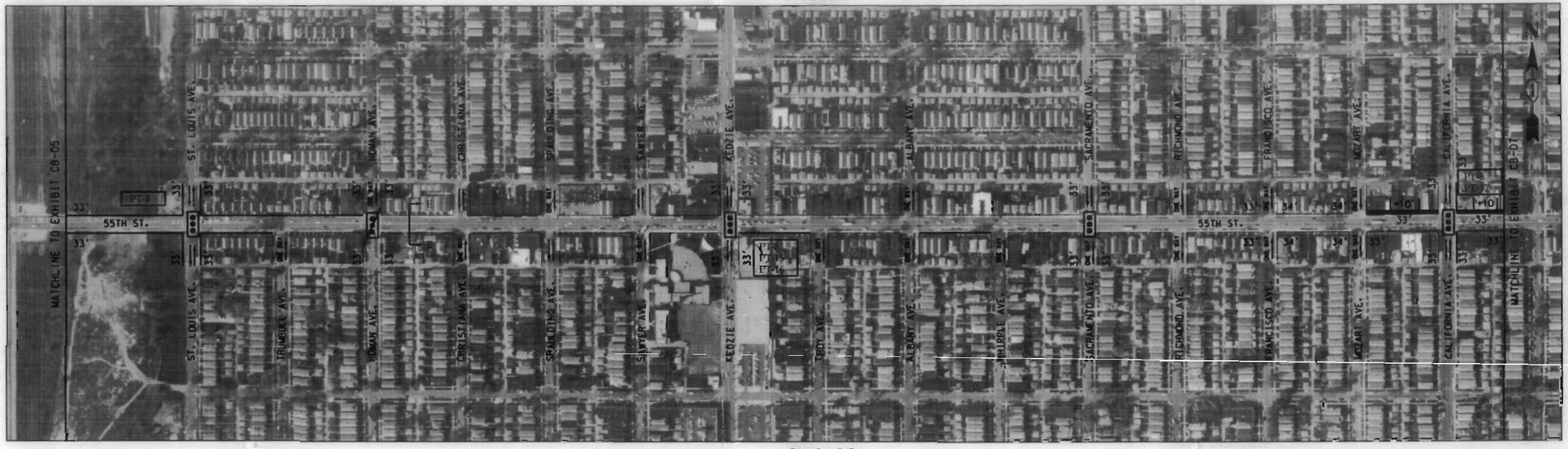
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



CHICAGO

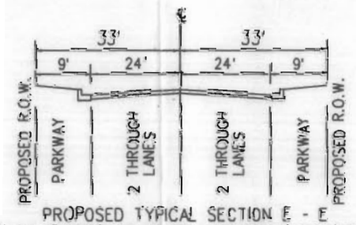


CHICAGO

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median.
- Long term removal of on-street parking.
- Access management at cross-streets.
- Remove signal at Homan Ave.
- Coordinate improvements with Chicago Bicycle Route Plans.

NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION E - E

MATCHLINE TO EXHIBIT C8-05 TO MATCHLINE TO EXHIBIT C8-07

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT: # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SEGMENT 2

55TH STREET - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

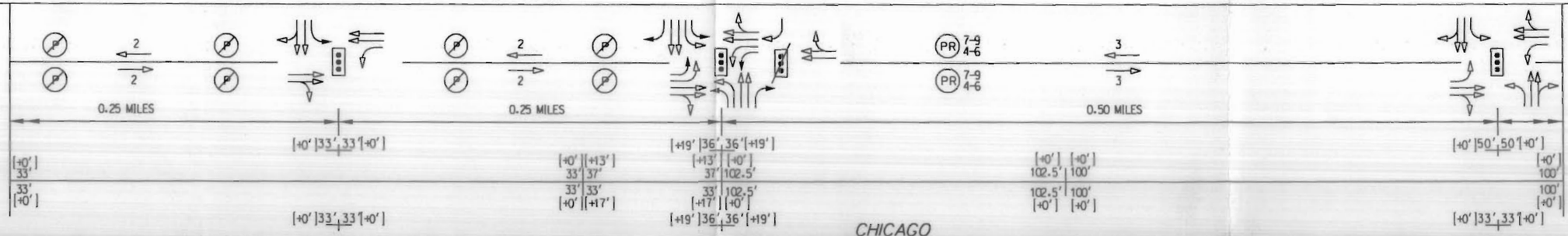
0 200 400 800

EXHIBIT C8-06

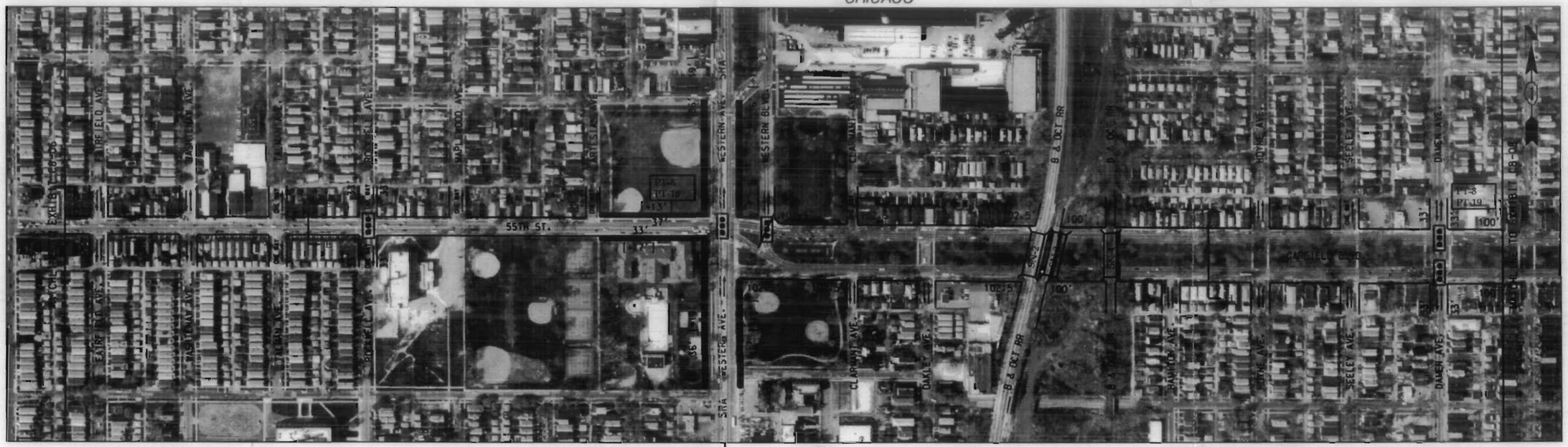
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



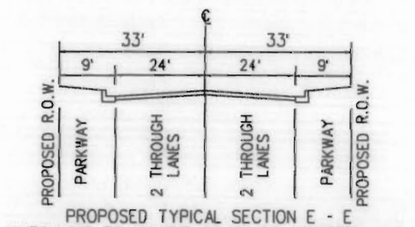
CHICAGO



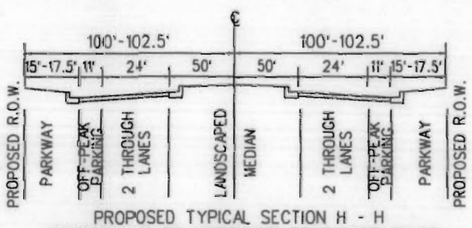
SEGMENT 2 ← → SEGMENT 3 CHICAGO

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with no median in segment 2.
- Maintain or provide four through lanes with existing landscaped barrier median in segment 3.
- Long term removal of on-street parking in segment 2.
- Maintain on-street parking in segment 3 with existing peak hour restrictions.
- Coordinate improvements with Chicago Bicycle Route Plans.
- 55th Street/Western Avenue intersection (see Exhibit 08-06).
- Remove signal at Western Boulevard
- Consider closing Western Boulevard at Garfield Boulevard.
- Provide left-turn lanes on Garfield Boulevard on both approaches at all signalized intersections.



PROPOSED TYPICAL SECTION E - E
MATCHLINE TO EXHIBIT C8-06 TO WESTERN AVE.



PROPOSED TYPICAL SECTION H - H
WESTERN AVE. TO MATCHLINE TO EXHIBIT C8-08

NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.

LEGEND

- — — = EXISTING — - - - = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

SEGMENT 2 & 3

55TH STREET - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

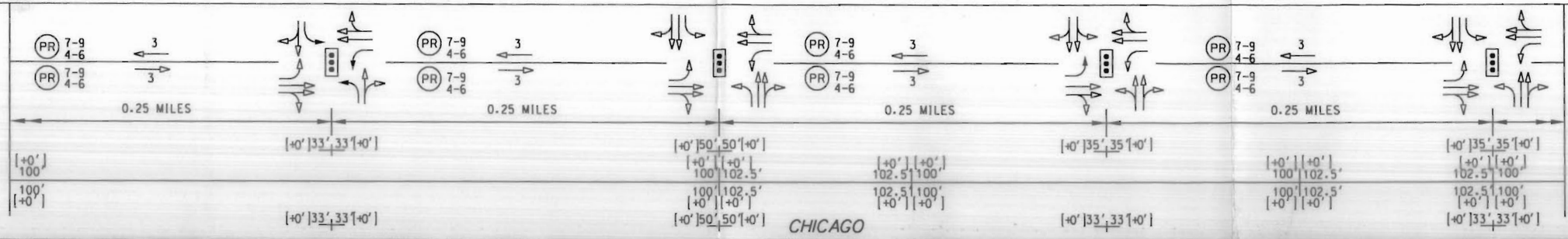
Scale In Feet
0 200 400 800

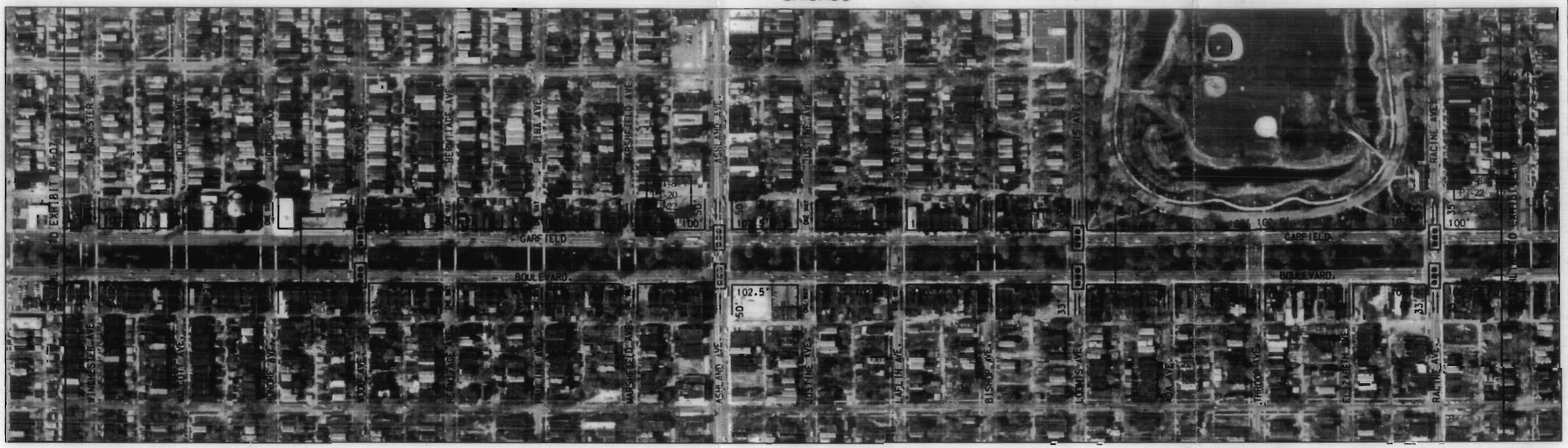
EXHIBIT C8-07

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

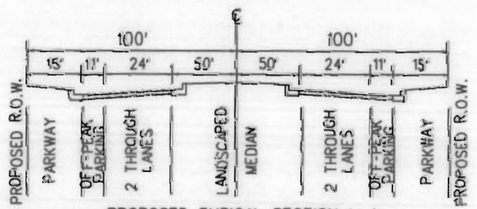




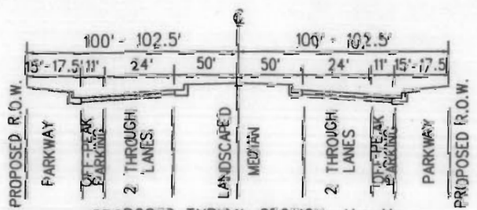
CHICAGO

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with existing landscaped barrier median.
- Maintain on-street parking with existing peak hour restrictions.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Garfield Boulevard/Wood Avenue intersection (see Exhibit D8-07).
- Close non-signalized street crossings of Garfield Boulevard.
- Provide left-turn lanes on Garfield Boulevard on both approaches at all signalized intersections.



PROPOSED TYPICAL SECTION I - I
MATCHLINE TO EXHIBIT C8-07 TO ASHLAND AVE.



PROPOSED TYPICAL SECTION II - II
ASHLAND AVE. TO MATCHLINE TO EXHIBIT C8-09

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN: # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT: # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SEGMENT 3

55TH STREET - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

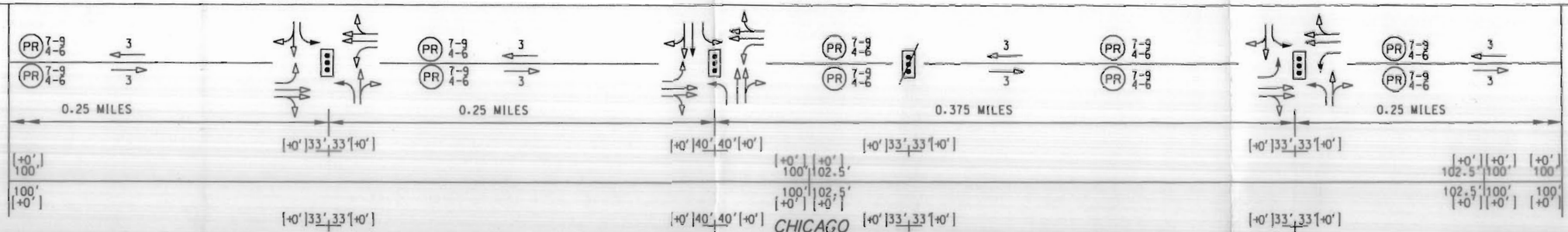
Scale In Feet
0 200 400 800

EXHIBIT C8-08

PROPOSED LANE CONFIGURATION

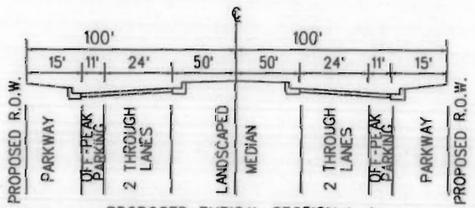
SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

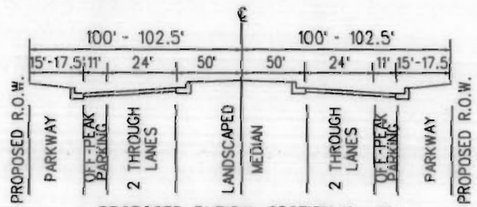


DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain or provide four through lanes with existing landscaped barrier median.
- Maintain on-street parking with existing peak hour restrictions.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Remove signals at Union Ave.
- Close non-signalized street crossings of Garfield Boulevard.
- Provide left-turn lanes on Garfield Boulevard on both approaches at all signalized intersections.



PROPOSED TYPICAL SECTION I - I
MATCHLINE TO EXHIBIT C8-08 TO HALSTED AVE.



PROPOSED TYPICAL SECTION H - H
HALSTED AVE. TO MATCHLINE TO EXHIBIT C8-10

LEGEND

— —	= EXISTING — - - - = PROPOSED R.O.W.
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= EVALUATE NEED FOR A TRAFFIC SIGNAL
SN- #	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
#	= NUMBER OF TRAFFIC LANES
PT- #	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR	= PEAK HOUR PARKING RESTRICTED

SEGMENT 3
55TH STREET - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

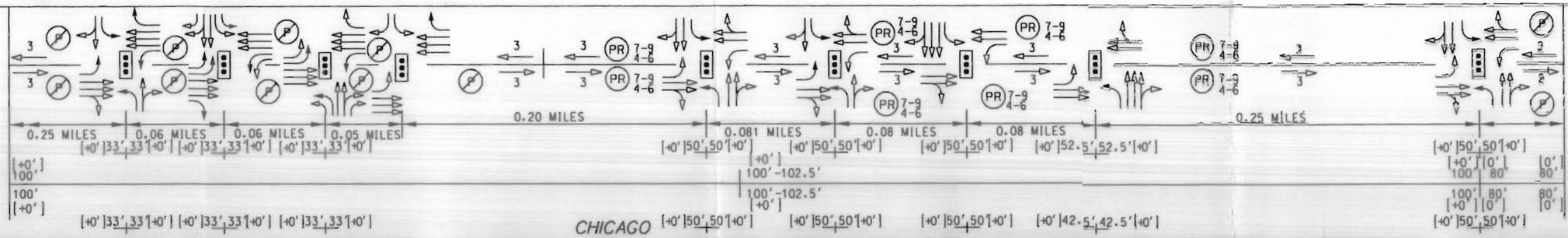
Scale In Feet
0 200 400 800

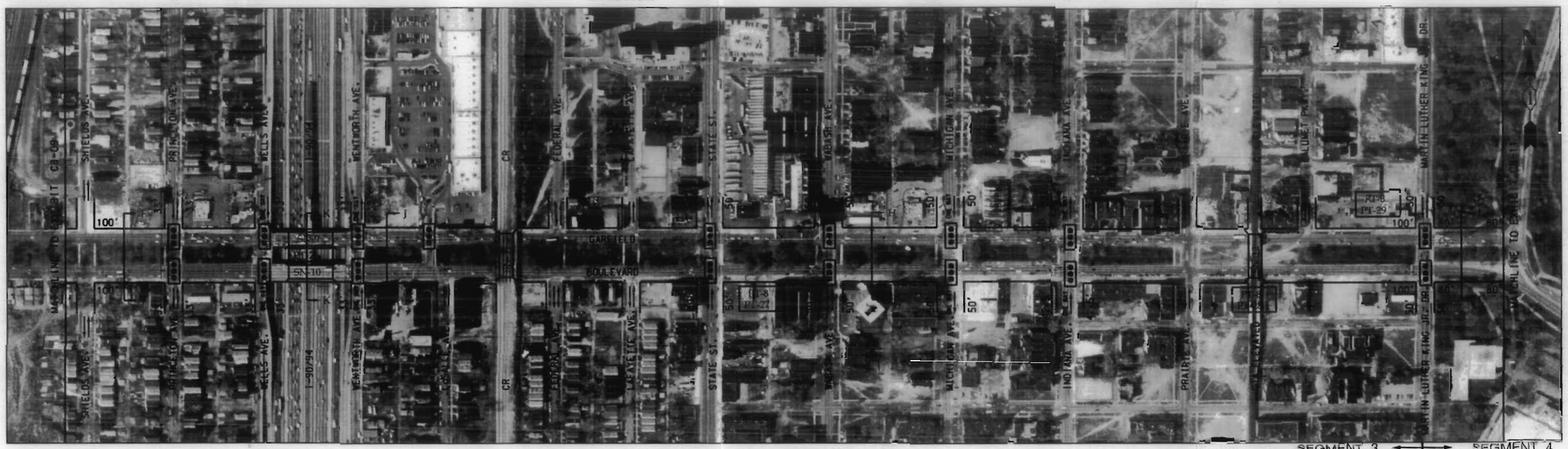
EXHIBIT C8-09

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



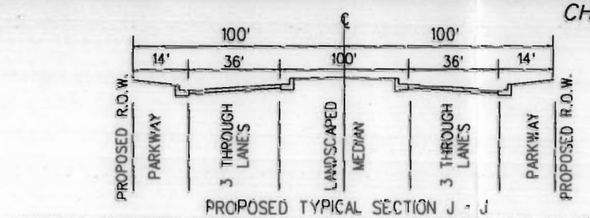


SEGMENT 3 ← → SEGMENT 4

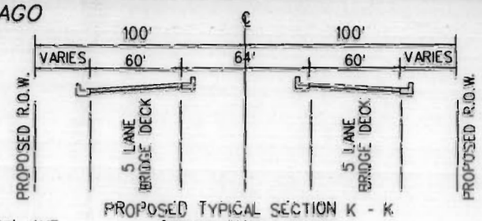
DESCRIPTION OF PROPOSED CONDITIONS:

- Develop new structures for Garfield Boulevard over I-90/94.
- Eliminate mid-block pedestrian crossings on bridges.
- Move bus stops to far-side of interchange signals, off of bridges.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Garfield Boulevard/I-90/94 interchange (see Exhibit D8-08).
- Garfield Boulevard/Martin Luther King Boulevard/Morgan Drive (See Exhibit D8-09).
- Close non-signalized street crossings of Garfield Boulevard.
- Provide left-turn lanes on Garfield Boulevard on both approaches at all signalized intersections.

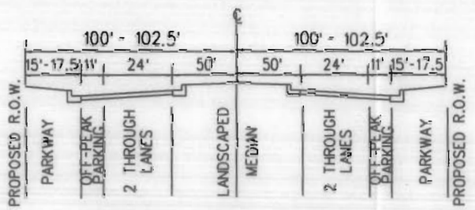
CHICAGO



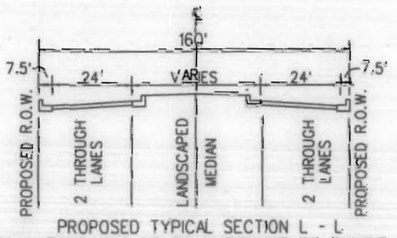
PROPOSED TYPICAL SECTION J - J
MATCHLINE TO EXHIBIT C8-09 TO WELLS AVE. & WENTWORTH AVE. TO FEDERAL AVE.



PROPOSED TYPICAL SECTION K - K
BRIDGE OVER I-90/94



PROPOSED TYPICAL SECTION H - H
FEDERAL AVE. TO MARTIN LUTHER KING DR.



PROPOSED TYPICAL SECTION L - L
MARTIN LUTHER KING DR. TO MATCHLINE TO EXHIBIT C8-11

LEGEND

- = EXISTING
- = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SEGMENT 3 & 4
55TH STREET - PROPOSED CONDITIONS

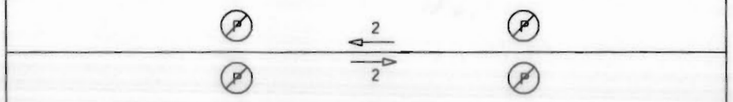
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

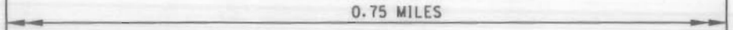
Scale In Feet
0 200 400 800

EXHIBIT C8-10

PROPOSED LANE CONFIGURATION

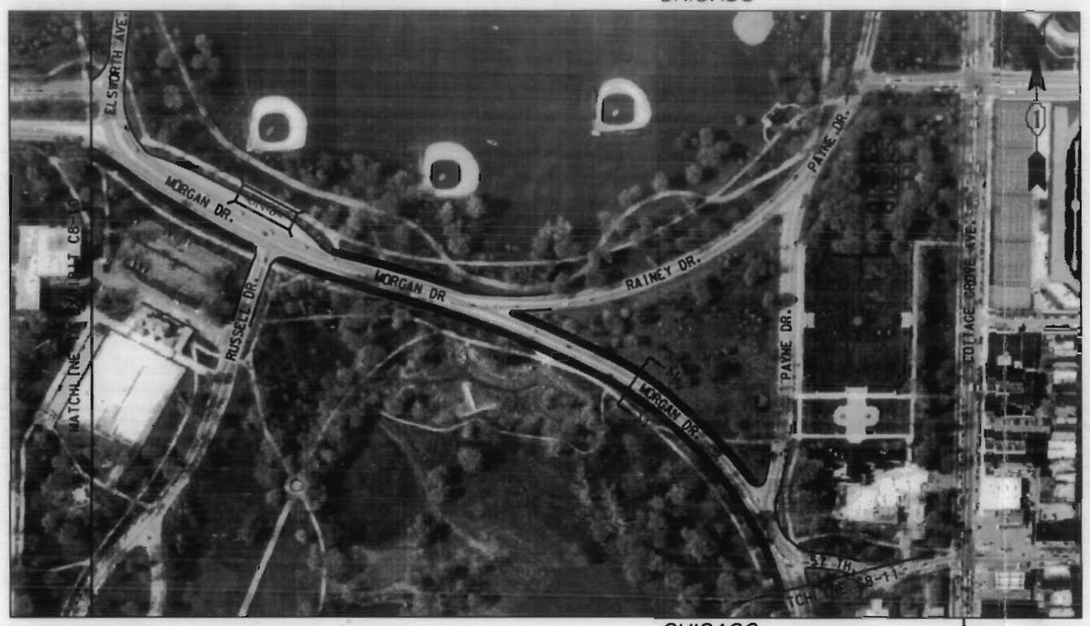


SIGNAL SPACING

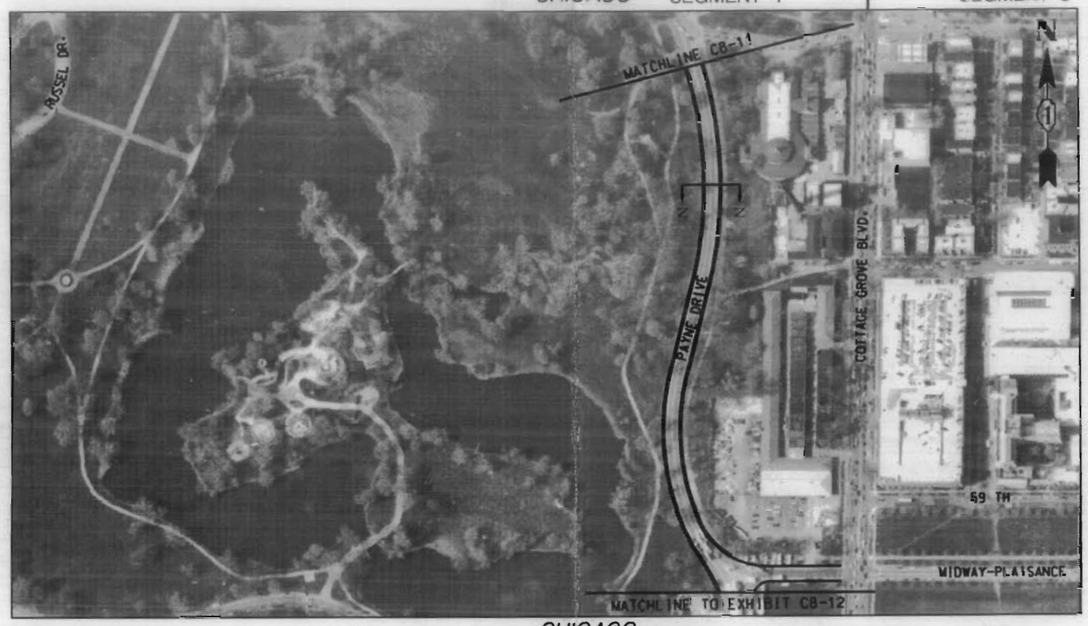


PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

CHICAGO



CHICAGO SEGMENT 4 ⟷ SEGMENT 5



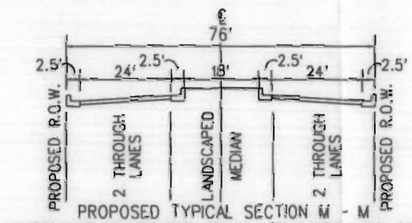
CHICAGO SEGMENT 4 ⟷ SEGMENT 5

CHICAGO

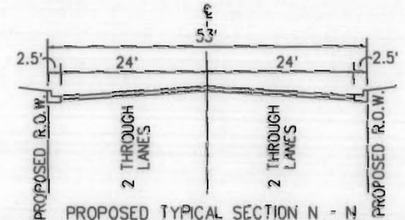
DESCRIPTION OF PROPOSED CONDITIONS:

- Coordinate improvements with Chicago Park District.
- Provide four through lanes with landscaped barrier median on Morgan Drive.
- Provide four through lanes with no median on Payne Drive that is on SRA route.
- Long term removal of on-street parking on Payne Drive.
- Access management through reconfiguration of cross-streets.
- Coordinate improvements with Chicago Bicycle Route Plans
- Morgan Drive/Payne Drive Alignment (see Exhibit D8-09, D8-10, & D8-11).

NOTE: Parking removal is ultimate improvement pending funding, programming, coordination and concurrence with involved municipality and property owners along corridor.



PROPOSED TYPICAL SECTION M - M
MATCHLINE TO EXHIBIT C8-10 TO MATCHLINE C8-11



PROPOSED TYPICAL SECTION N - N
MATCHLINE C8-11 TO MATCHLINE TO EXHIBIT C8-12

LEGEND

- — — = EXISTING — - - - = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

SEGMENT 4

55TH STREET - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

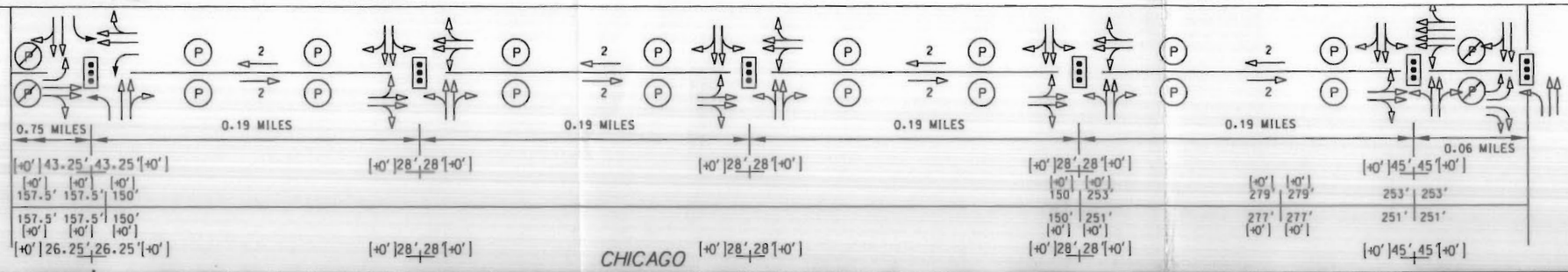
0 200 400 800

EXHIBIT C8-11

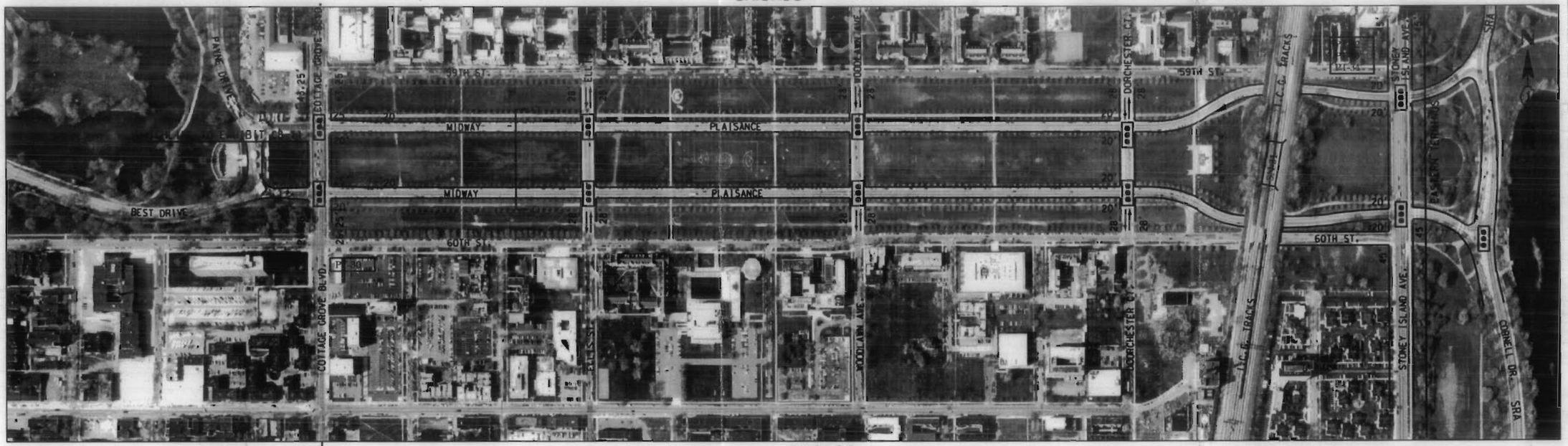
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



CHICAGO

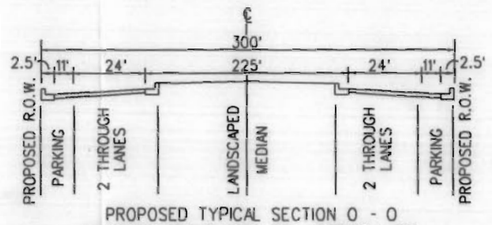


SEGMENT 4 ←→ SEGMENT 5

CHICAGO

DESCRIPTION OF PROPOSED CONDITIONS:

- Coordinate improvements with Chicago Park District, University of Chicago and Hospitals
- Maintain or provide four through lanes with existing landscaped barrier median.
- Long term removal of parking on inside lane of roadways.
- Coordinate improvements with Chicago Bicycle Route Plans.
- Payne Drive/Midway Plaisance/Cottage Grove Avenue intersection (see Exhibit D8-11).
- Maintain signed mid-block pedestrian crossings.



PROPOSED TYPICAL SECTION O - O
COTTAGE GROVE AVE. TO CORNELL DR.

LEGEND

- — — = EXISTING — - - - = PROPOSED R.O.W.
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN- # = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT- # = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

SEGMENT 4 & 5

55TH STREET - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT C8-12

RECOMMENDED IMPROVEMENTS

RECOMMENDED IMPROVEMENTS

The 55th Street SRA corridor including Archer Avenue, 55th Street, Garfield Boulevard, Morgan Drive/Payne Drive and Midway Plaisance, is a Strategic Regional Arterial from IL 171 in Summit to Cornell Drive in Chicago.

Segment 1 - Archer Avenue

Exhibit C8-01 to Exhibit C8-02

Segment 1 of the corridor, known as Archer Avenue, begins at IL 171 in the Village of Summit and continues east to the 55th Street split with Archer Avenue in the City of Chicago. This section of the corridor, is located entirely in Cook County and passes through the Village of Summit and into the City of Chicago. This section intersects one other SRA route, Harlem Avenue.

Cross Section and Geometrics

The proposed cross section for Segment 1 is to provide for four lanes (two through lanes in each direction) with no median. Based on the *Design Concept Report*, the desirable urban SRA cross section is to provide four through lanes (two in each direction) with an 11 to 14 ft. median. However, achieving this desirable SRA cross section of four 12 ft. through lanes with a median in this section is very difficult due to the limitations for expansion of right-of-way. The 66 to 80 ft. of right-of-way with buildings located approximately 8 ft. from the back-of-curb limits the options that could be considered without including the removal of numerous buildings. Therefore, in order to minimize right-of-way acquisition, but still provide for the movement of through traffic, the proposed cross section for Segment 1 is to provide four 12 ft. through lanes with no median.

To achieve this cross section, parking would have to be removed on both sides of the roadway over time. Parking could be provided in the first half-block of the local streets off of Archer Avenue and numerous vacant parcels could be redeveloped and used for future parking areas. This is already occurring in several blocks of the segment. No property or buildings would have to be acquired along the corridor to achieve the desired cross section, except at the major intersections to adequately widen for capacity improvements. Existing sidewalks could be maintained at the back of curb.

Archer Avenue at IL 43 (Harlem Avenue) is a major intersection of two SRA routes. An acceptable Level of Service based on 2010 volumes can be provided at this intersection maintaining the existing lane configuration within the existing right-of-way. This includes left-turns lanes and three through lanes on Harlem Avenue and left-turn lanes, two through lanes, and an additional separate westbound right-turn lane proposed for Archer Avenue. The proposed lane configuration for this intersection is illustrated on Exhibit D8-01.

Other proposed geometric changes in this section of the corridor are at the Archer Avenue/Narragansett Avenue intersection. In order to provide continuous through lanes to Archer Avenue as well as 55th Street, an additional eastbound through lane is proposed at this intersection for motorists to move northeasterly through the intersection to Archer Avenue where it splits from 55th split. A separate left-turn lane is also recommended on Archer Avenue for eastbound vehicles. This configuration will require an additional 20 ft. of right-of-way along the north side of Archer Avenue. The proposed lane configurations for this intersection are given in Exhibit D8-02.

A typical signalized urban intersection is illustrated for the intersection of Archer Avenue and Oak Park Avenue. It is proposed that separate left-turn lanes be constructed on Oak Park Avenue, the minor roadway, to reduce the demand for green time on the side street and the delay to through movements on 55th Street, due to the existing shared through/left lanes. Separate left-turn lanes on the SRA route could be provided where right-of-way is available. The proposed intersection lane configuration is given in Exhibit D8-03.

There are no structures in this section of the corridor. Improvements to bike paths and bike lanes should be coordinated with the Chicago Bicycle Route Plans.

Operations

The 2010 ADT in this section, according to CATS, ranges from 46,000 vehicles per day on the west to 39,000 vehicles per day on the eastern terminus of this section. The recommended speed limit is 35 mph.

A capacity analysis was performed for this section of 55th Street by applying the forecast ADT to the recommended model. The results of this analysis are shown in Table IV-4 at the end of this chapter.

Access Management

Access management is an important tool for this corridor primarily due to the proposed cross section not being able to provide a median. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report.

In this section of 55th Street, since a median for separate left-turn lanes at unsignalized intersections is not able to be provided, potential future access drives should be reviewed in detail. It is recommended that any additional unsignalized intersections be constructed approximately midway between signalized intersections in order to ensure that adequate gaps in through traffic flows can be obtained for ingress and egress left-turns; or that access to future developments be limited in some cases to right-turn only movements. Access management should also be applied, where possible, when development alternatives are considered.

Public Transit

In order to provide for ongoing public transit service in this section of the corridor, until on-street parking is removed, it is recommended that parking be prohibited a minimum of 80 ft. from the intersection at all designated bus stops.

Short Term Alternatives

Short term alternatives were developed through this section of the corridor to increase capacity of through traffic movements. As development continues, on-street parking should be removed on both sides of the roadway over time. This would provide for an extra through lane and eliminate conflicts between vehicles parking and motorists traveling in the through lane. Recommendations include new left-turn lanes at signalized intersections where there is adequate right-of-way. Traffic signals should also be coordinated to assist vehicle progression through the series of signalized intersections.

Segment 2 - 55th Street

Exhibit C8-02 to Exhibit C8-07

Segment 2 of the corridor continues from the 55th Street split with Archer Avenue to its intersection with Western Avenue and is located within the City of Chicago. The roadway changes names through this section to 55th Street and intersects two other SRA routes, Cicero Avenue (IL 50) and Pulaski Avenue.

Cross Section and Geometrics

Achieving the desirable urban SRA cross section, as described in the *Design Concept Report*, of four 12 ft. through lanes and a median, in this section, is very difficult due to the limitations for expansion of right-of-way. This section has 66 to 84 ft. of right-of-way with buildings (mainly single family residences) located approximately 10 to 15 ft. from the back-of-sidewalk.

Therefore, to improve the movement of through traffic along this section of the corridor, accommodate a minimum of four 12 ft. through lanes, and limit the acquisition of right-of-way due to the close proximity of the adjacent residences, a proposed cross section of four 12 ft. through lanes (two in each direction) with no median is proposed. This cross section meets the desired SRA guidelines of a minimum of four continuous through lanes, but due to the constraints of limited right-of-way, the desired median could not be achieved through this section.

To achieve this cross section, parking would have to be removed on both sides of the roadway over time. Parking could be provided in the first half-block of the local streets off of Archer Avenue and numerous vacant parcels could be redeveloped and used for future parking areas, similar to what exists at a few locations in the segment. No property or buildings would have to be acquired along the corridor to achieve the desired cross section, except at the major intersections, to adequately widen for capacity improvements. Existing sidewalks could be maintained at the back of curb.

The IL 50 (Cicero Avenue)/55th Street intersection is a major intersection of two SRA routes. An acceptable Level of Service based on 2010 volumes can be provided at this intersection maintaining the existing lane configuration within the existing right-of-way. This includes left-turns lanes and three through lanes on Cicero Avenue and left-turn lanes, two through lanes, and a separate eastbound right-turn lane on 55th Street. The proposed lane configuration, using the current intersection geometrics for this intersection, is illustrated on Exhibit D8-04.

The 55th Street/Pulaski Road intersection is another major intersection of two SRA routes. An acceptable Level of Service based on 2010 volumes can also be achieved at this intersection by maintaining the existing lane configuration. The existing lane configuration includes three through lanes and separate left-turn lanes on Pulaski Road in addition to two through lanes with separate left-turn lanes on 55th Street. The proposed lane configuration, using the current intersection geometrics for this intersection, is illustrated on Exhibit D8-05.

Proposed geometric changes in this section of the corridor also include the provision of separate left-turn lanes at signalized intersections both on the SRA route and on the cross streets. These separate left-turn lanes were only recommended for capacity improvements and would not require substantial right-of-way acquisition, if any at all. New left-turn lanes on 55th Street are proposed at Austin Avenue (Exhibit C8-02), Laramie Avenue (Exhibit C8-03), Midway Parking Lot (Exhibit C8-04), Lawndale Avenue (Exhibit C08-05). Left-turn lanes are proposed on the cross street approach to 55th Street at Menard Avenue and Laramie Avenue (Exhibit C8-03), Kostner Avenue (Exhibit C8-04), Keeler Avenue and Lawndale Avenue (Exhibit C8-05), St. Louis Avenue and Sacramento Avenue (Exhibit C8-06) and Rockwell Avenue (Exhibit C8-07).

Due to substandard SRA signal spacing and in association with land use access, the removal of three signals is proposed in this segment. These include: 55th Street at Kilpatrick Avenue, 55th Street at Hamlin Avenue, and 55th Street at Homan Avenue. The signal at 55th Street at Kilpatrick Avenue is primarily used for access to Midway Airport for shuttle/taxis; this traffic could use Cicero Avenue for direct access to Midway Airport. The traffic signal at the Hamlin Avenue intersection appears to be out-dated with only one-way streets accessing 55th Street from the north and south, and the Homan Avenue signal is not well-spaced with respect to the adjacent signals.

The reconfiguration to any structures is not envisioned in this section. Improvements to bike paths and bike lanes should be coordinated with the Chicago Bicycle Route Plans.

Operations

The proposed 2010 ADT in this section, according to CATS, is approximately 30,000 vehicles per day throughout this entire piece of the corridor. The recommended speed limit is 35 mph.

A capacity analysis was performed for this section of 55th Street by applying the forecast ADT to the recommended model. The results of this analysis are shown in Table IV-4 at the end of this chapter.

Access Management

Access management is an important tool for this corridor primarily due to the proposed cross section not being able to provide a median. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report.

A median with separate left-turn lanes at unsignalized intersections is not able to be provided, so access management schemes will need to be considered. These could include one-way street system enhancements, peak-hour turning restrictions and limited access to developments in order to reduce left-turning maneuvers from the through traffic lanes which would inhibit the through traffic flow. All potential access drives should be reviewed in detail.

Public Transit

In order to provide for ongoing public transit serve in this section of the corridor, until on-street parking is removed, it is recommended that parking be prohibited a minimum of 80 ft. from the intersection at all designated bus stops.

Short Term Alternatives

Short term alternatives were developed through this part of the corridor to increase capacity of the through traffic movements. As development continues, on-street parking should be removed on both sides of the roadway over time. This would provide for an extra through lane and eliminate conflicts between vehicles parking and motorists traveling in the through lane. Recommendations include new left-turn lanes at signalized intersections where there is adequate right-of-way. Traffic signals should also be coordinated to assist vehicle progression through the series of signalized intersections.

Segment 3 - Garfield Boulevard

Exhibit C8-07 to Exhibit C8-10

At Western Avenue the roadway changes names to Garfield Boulevard until its' intersection with Martin Luther King Drive. Segment 3 is the portion of the route known as Garfield Boulevard and is located within the City of Chicago. One other SRA route is intersected in this section, Western Avenue.

Cross Section and Geometrics

The desirable urban SRA cross section of four 12 ft. through lanes (two through lanes in each direction) and a median, as described in the *Design Concept Report*, can be more easily achieved in this section than the previous sections, due to the existing 200 ft. of right-of-way which includes an approximately 100 ft. wide boulevard median. There are now two to four approximately 10 ft. wide through lanes in each direction with exclusive turn lanes provided at the signalized intersections along this part of the corridor. Some of the turn lanes have been cut into the median and some have been produced through a shift in the through traffic lanes. Parking is permitted on the right side of both roadways with some peak hour restrictions.

The proposed plan for Segment 3 attempts to improve the movement of through traffic, continue to provide off-peak parking adjacent to the curb along this section of the corridor and meet the SRA guidelines for urban corridors. These guidelines consist of a proposed cross section of two 12 ft. through lanes in each direction. Three 12 ft. through lanes in each direction are proposed in the vicinity of the Dan Ryan Expressway which permits some of the infrastructure to be maintained while enhancing the roadway through the implementation of 12 ft. through lanes.

It is anticipated that left-turn lanes be provided throughout this segment of the corridor by using a small area of the median at the signalized intersections. This would eliminate the current practice of shifting through lanes to provide left-turn lanes and thus allow a safer and more efficient flow of through traffic volumes. However, the equitable exchange of land (closure of the median at unsignalized intersections versus using small areas for left-turn lanes) in this boulevard section will continue to be examined prior to the production of the final plan.

Garfield Boulevard's intersection with Western Avenue is a major intersection of two SRA routes. To facilitate traffic flow through this intersection, dual left-turn lanes are proposed on all approaches. In addition, separate right-turn lanes are proposed on both approaches on Western Avenue. The proposed lane configuration for this intersection is given in Exhibit D8-06. These turn lane improvements will help facilitate the redistribution of traffic with the recommended removal of the traffic signal and prohibition of left-turn maneuvers at Western Boulevard. This intersection is very close to the Western Avenue/Garfield Boulevard intersection and is not within the SRA guidelines for spacing of signalized intersections. Therefore, to improve the flow along both SRA routes it is recommended that the boulevard median be extended and Western Boulevard access to Garfield Boulevard be limited to right-turn maneuvers only.

A typical signalized urban intersection in this boulevard section of the corridor is illustrated for the Garfield Boulevard/Wood Avenue intersection. Improvements could consist of installing

separate left-turn lanes on all approaches and maintaining Garfield Boulevard as two through lanes in each direction at this intersection except during peak periods where three through lanes would be provided. This could be provided within the existing right-of-way. A detail of this representative lane configuration of a typical signalized intersection is given in Exhibit D8-07.

Other improvements recommended in this section of the corridor include reconfiguration of the Garfield Boulevard interchange with I-90/94. Also, it is recommended that the mid-block pedestrian crossings and the traffic signals on the bridges be removed. The interchange ramp intersections are proposed to be upgraded. Wells Avenue and Wentworth Avenue are proposed to consist of dual left-turns, two through lanes, and a separate right-turn lane. Garfield Boulevard over the Dan Ryan Expressway is proposed to consist of dual left-turn lanes, three through lanes, and separate right-turn lanes at its intersection with Wells Avenue and Wentworth Avenue. The through lanes on Garfield Boulevard would be carried west to south Princeton Avenue and east to the shopping center access drive before transitions back to the proposed two through lanes in each direction. No parking would be permitted on Garfield Boulevard in this section and this reconfiguration would involve a 60 ft. wide new structure for eastbound movements and a 60 ft. wide new structure for the westbound movements. The proposed intersection lane configurations are given in Exhibit D8-08.

Due to the substandard SRA signal spacing, the removal of the signal and closure of the median at the Union Avenue/Garfield Boulevard intersection is also proposed. This signal removal is proposed in order to achieve more desirable signal spacing of one-quarter mile between signals; and closure of an unsignalized median crossing is consistent with the proposed access management plan.

Improvements in this section of the corridor should be coordinated with the Chicago Bicycle Route Plans.

Operations

The proposed 2010 ADT in this section, according to CATS, is approximately 31,000 vehicles per day with the higher traffic volumes focused in the area of the Dan Ryan Expressway. The recommended speed limit is 35 mph.

A capacity analysis was performed for this section of 55th Street by applying the forecast ADT to the recommended model. The results of this analysis are shown in Table IV-4 at the end of this chapter.

Access Management

The existing 100 ft. landscaped median will be maintained to provide the management of access along the route and continue to enhance the movement of through traffic in the corridor. The majority of the local streets are limited to right-in/right-out due to the existing barrier median. Full access would be retained only at signalized intersections with the intermediate local roadways gaining access through the local street network. Existing unsignalized full access points are proposed to be limited to right-in/right out with the closure of the median at these points in order to maintain the integrity of traffic flow on the boulevard.

Public Transit

In order to improve public transit in this section of the corridor, it is recommended that the CTA Red Line bus stops be relocated to Wells Street for the westbound direction and to Wentworth Avenue for the eastbound direction. It is also recommended that pedestrian barriers be provided on the bridge to channel bus/rapid transit passengers to stops at the Well Street and Wentworth Avenue intersections. Ultimate improvements of the Red Line street level station call for relocating the street level station approximately 15 ft. to the north to allow for a westbound bus turnout.

A bus turnout is also recommended for the CTA Green Line, in order to accommodate the projected usage of the proposed "superstation" in the vicinity of Garfield Boulevard.

Parking should be prohibited a minimum of 80 ft. from the intersection at designated bus stops in order to permit buses to pull out of the through lanes.

Short Term Alternatives

Short term alternatives were developed through this section of the corridor to increase capacity of the through traffic movements. Recommendations include left-turn lanes to be installed at all signalized intersections and be provided in the median to avoid the shifting of the through traffic lanes. Traffic signals should also be coordinated to assist vehicle progression through the series of signalized intersections.

Segment 4 - Morgan Drive/Payne Drive

Exhibit C8-10 to Exhibit C8-12

At Martin Luther King Drive, the roadway enters Washington Park and changes names as it continues easterly to Morgan Drive. The roadway then changes names again to Payne Drive as it turns toward the south. Segment 4 is located within the City of Chicago and traverses Washington Park for its entire length.

Cross Section and Geometrics

The existing right-of-way from the back-of-curb to back-of-curb limits the opportunity for major roadway modification through this section to the desirable urban SRA cross section of four 12 ft. through lanes and median. The roadway through this section of the corridor is generally a two lane undivided roadway with right-of-way varying from 45 to 115 ft.

However, based on discussions with the Chicago Park District and to improve the movement of through traffic along the corridor, a proposed cross section of four 12 ft. through lanes (two through lanes in each direction) and an 18 ft. raised median for approximately half of this section is proposed. The median is not proposed in the portion of this segment known as Payne Drive. The additional right-of-way outside the back-of-curb that would be necessary to accommodate the median on Morgan Drive could be acquired if the overall land exchange is equitable. This includes furnishing the Park District with land in the form of the proposed landscaped median.

On-street parking is provided on the section of roadway known as Payne Drive. This parking is proposed to be removed in order to minimize the amount of right-of-way acquisition that would be required to provide the proposed four 12 ft. through lanes. Payne Drive also ties into Morgan Drive from the north off the SRA route and on-street parking could be provided on this section of Payne Drive.

The proposed median through half of the park would also enhance the consistency of the cross section by tying together the existing Garfield Boulevard median and the Midway Plaisance median. The raised median would also permit intersection improvements to be made at the Morgan Drive/Martin Luther King intersection which currently allows a variety of potentially hazardous maneuvers. These improvements consist of adding separate left-turn lanes on both Martin Luther King Drive approaches. Also, Elsworth Avenue, which ties into Morgan Drive from the north and runs parallel to Martin Luther King, would have access management via right-turn maneuvers only by the extension of the Garfield Boulevard median. This would potentially improve the safety of this intersection. The proposed intersection lane configuration is illustrated in Exhibit D8-09.

As a result of the continuous median on Morgan Drive, the Payne Drive/Morgan Drive "tee" intersection is proposed to be limited to right-turn only movements. Vehicles currently using this intersection can shift to the connecting Rainey Drive which is proposed to have a separate left-turn lane. The proposed lane configuration is illustrated in Exhibit D8-10.

Finally, improvements are recommended at the intersection of Payne Drive/Midway Plaisance/Cottage Grove Avenue to improve and facilitate traffic flow through this area. The proposed lane configurations consist of two through lanes on all approaches and separate left-turn lanes only on Payne Drive/Midway Plaisance. Vehicles turning left from Cottage Grove Avenue will use a left-turn lane between the eastbound and westbound roadways. The proposed intersection lane configuration is illustrated in Exhibit D8-11.

Improvements should be coordinated with the Chicago Bicycle Route Plans and the Chicago Park District.

Operations

The proposed 2010 ADT in this section, according to CATS, is approximately 20,000 vehicles per day decreasing from west to east. The recommended speed limit is 35 mph.

A capacity analysis was performed for this section of 55th Street by applying the forecast ADT to the recommended model. The results of this analysis are shown in Table IV-4 at the end of this chapter.

Access Management

There are no intersecting streets on Payne Drive for which access management or turn lane provisions would be necessary.

As discussed previously, the proposed median through the north half of this segment in the park would tie together the existing Garfield Boulevard median and the Midway Plaisance median. This was noted to be preferable by the Chicago Park District. The raised median would also permit management of access near the Morgan Drive/Martin Luther King intersection which currently allows a variety of potentially hazardous maneuvers.

Public Transit

It is recommended that until on-street parking is removed, parking should at least be prohibited a minimum of 80 ft. from the intersection at designated bus stops in order to facilitate buses loading and unloading.

Short Term Alternatives

Some short term alternatives through this section of the corridor to increase capacity of the through traffic movements were developed. Also, over time on-street parking on Payne Drive should be removed. This would provide for an extra through lane and eliminate conflicts between parking vehicles and motorists traveling in the through lanes.

Segment 5 - Midway Plaisance

Exhibit C8-12

Segment 5 of the roadway changes names again at its intersection with Cottage Grove Avenue to Midway Plaisance and continues east from this intersection to just west of Cornell Drive, its eastern terminus. This segment is located entirely within the City of Chicago.

Cross Section and Geometrics

This section is characterized by 300 ft. of right-of-way which includes an approximately 200 ft.

wide landscaped boulevard. The roadway through this section has two through lanes with parking permitted on each side of each one-way roadway with no peak hour restrictions. The proposed 2010 ADT in this section, according to CATS, ranges from 20,000 to 7,500 vehicles per day decreasing from west to east. The area outside the limits of the right-of-way and the 200 ft. median are registered as historic landmark areas which limits the expansion of the cross section of four 12 ft. through lanes and a median.

Intersection details were discussed previously for the Cottage Grove/Midway Plaisance intersection in Segment 4.

To improve the movement of through traffic along the corridor and to accommodate the design concept of a minimum of four 12 ft. through lanes, a proposed cross section of two 12 ft. through lanes in each direction and maintaining the configuration of the landscaped median is proposed. For safety purposes and to obtain the SRA desirable cross section, the on-street parking on one side of each of the one-way roadways would be removed.

There are no structures in this section of the corridor. Improvements should be coordinated with the Chicago Bicycle Route Plans.

Operations

The proposed 2010 ADT in this section, according to CATS, ranges from 20,000 to 7,500 vehicles per day decreasing from west to east. The recommended speed limit is 35 mph.

A capacity analysis was performed for this section of 55th Street by applying the forecast ADT to the recommended model. The results of this analysis are shown in Table IV-4 at the end of this chapter.

Access Management

The existing 200 ft. wide landscaped median will be maintained to provide the management of access along the route and continue to enhance the movement of through traffic in the corridor. Full access will be retained at the existing signalized intersections which is further enforced by the historic designation of the median.

Public Transit

It is recommended that until on-street parking is removed, parking should at least be prohibited a minimum of 80 ft. from the intersection at designated bus stops in order to facilitate buses loading and unloading.

Short Term Alternatives

Some short term alternatives were developed through this section of the corridor to increase capacity of the through traffic movements. Over time, on-street parking on the inside lane of each of the one-way roadways should be removed. This would help eliminate conflicts between

parking vehicles and motorists traveling in the through lane. Traffic signals should be coordinated to assist vehicle progression through the series of signalized intersections.

TABLE IV-1 Estimated RIGHT-OF-WAY Requirements for 55th Street			
Segment	**Intersecting Street**	**Estimated Additional ROW Required (acres)**	**Cost Estimates (1995 Dollars)**
1	Archer Ave Requirements	0.13	$60,000.00
Segment 1 Total		0	$60,000.00
2	55th Street Requirements	1.75	$735,000.00
Segment 2 Total		0	$735,000.00
3	Garfield Boulevard Requirements*	1.20	$490,000.00
Segment 3 Total		1.20	$490,000.00
4	Martin Luther King Drive	0	$0
4	Morgan/Payne Drive Requirements	0	$0
Segment 4 Total		0	$0
5	Midway Plaisance	0	$0
Segment 5 Total		0	$0

*Additional right-of-way acquired subtracted from center landscaped median

TABLE IV-2
Estimate of Construction Costs
55th Street

Recommended Improvement	Estimated Cost (1995 Dollars)
Segment 1	
Roadway	$0
Intersection/Interchange Improvement	$250,000
Structure Modification/Replacement	$0
Right-of-Way**	$60,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvements - Segment I	$310,0000
Segment 2	
Roadway	$0
Intersection/Interchange Improvement	$700,000
Structure Modification/Replacement	$0
Right-of-Way	$735,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvements - Segment II	$1,435,000
Segment 3	
Roadway	$0
Intersection/Interchange Improvement	$750,000
Structure Modification/Replacement	$10,000,000
Right-of-Way	$490,000
Transit Improvement	$0
Total Estimated Cost for Recommended Improvements - Segment III	$11,240,000

TABLE IV-2 (Con't) Estimate of Construction Costs 55th Street	
Recommended Improvement	**Estimated Cost (1995 Dollars)**
Segment 4	
Roadway	$1,500,000
Intersection/Interchange Improvement	$250,000
Structure Modification/Replacement	$0
Right-of-Way	$0
Transit Improvement	$0
Total Estimated Cost for Recommended Improvements - Segment I	$1,750,000
Segment 5	
Roadway	$0
Intersection/Interchange Improvement	$150,000
Structure Modification/Replacement	$0
Right-of-Way	$0
Transit Improvement	$0
Total Estimated Cost for Recommended Improvements - Segment II	$150,000

TABLE IV-3
Intersection Level of Service (2010)
55th Street

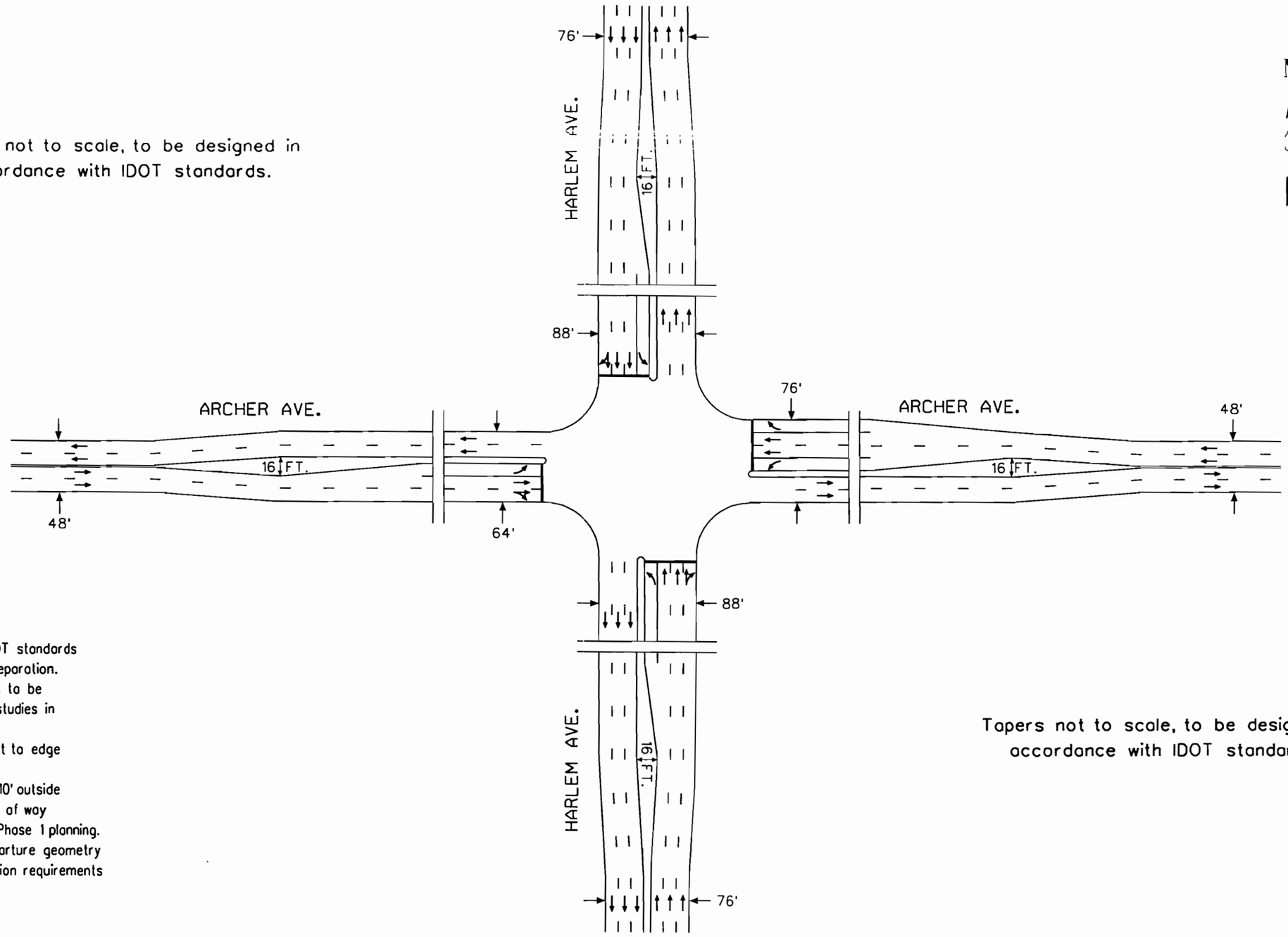
	N	S	E	W	INT
IL 171	A	A	A	A	A
Harlem Ave	A	A	A	A	A
Oak Park Ave	A	A	A	A	A
Nashville Ave	A	A	D	D	B
Narragansett Ave	B	B	D	D	B
Mulligan Ave	A	A	D	D	B
Austin Ave	B	B	A	A	A
Menard Ave	A	A	A	A	A
Central Ave	B	B	A	A	A
Laramie Ave	A	A	B	B	A
Midway Parking Lot	A	A	A	A	A
Cicero Ave	A	A	A	A	A
Kostner Ave	A	A	B	B	A
Keeler Ave	A	A	B	B	A
Pulaski Ave	A	A	A	A	A
Lawndale Ave	A	A	A	A	A
St. Louis Ave	A	A	A	A	A
Kedzie Ave	A	A	B	B	A
Sacramento Ave	A	A	A	A	A
California Ave	A	A	A	A	A
Rockwell Ave	A	A	A	A	A
Western Ave	A	A	A	A	A
Damen Ave	B	B	E	E	D
Wood Ave	A	A	E	E	C
Ashland Ave	B	B	E	E	D

TABLE IV-3 (Continued)

Intersection Level of Service (2010) 55th Street					
	N	S	E	W	INT
Loomis Ave	A	A	E	E	C
Racine Ave	B	B	E	E	D
Morgan Ave	A	A	E	E	B
Halsted Ave	B	B	E	E	D
Normal Ave	A	A	D	D	B
Princeton Ave	A	A	B	B	B
Wells Ave	A	A	A	A	A
Wentworth Ave	A	A	A	A	A
LaSalle Ave	A	A	D	D	B
State Street	B	B	E	E	B
Wabash Street	A	A	E	E	B
Michigan Ave	C	C	E	E	E
Indiana Ave	A	A	E	E	C
Martin Luther King	B	B	E	E	D
Cottage Grove Ave	B	B	E	E	D
Ellis Street	B	B	A	A	A
Woodlawn Ave	B	B	A	A	A
Dorchester Court	B	B	A	A	A
Stoney Island	B	B	A	A	A
Cornell Drive	A	A	A	A	A

TABLE IV-4 Arterial Level of Service (2010) 55th Street			
		EB	WB
Segment 1	Archer Avenue	A	A
Segment 2	55th Street	A	A
Segment 3	Garfield Boulevard	A	A
Segment 4	Morgan Drive	A	A
Segment 5	Midway Plaisance	A	A

Tapers not to scale, to be designed in accordance with IDOT standards.



Tapers not to scale, to be designed in accordance with IDOT standards.

Notes:

1. Channelization details to reflect IDOT standards and criterio at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

ARCHER AVE. / HARLEM AVE.

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

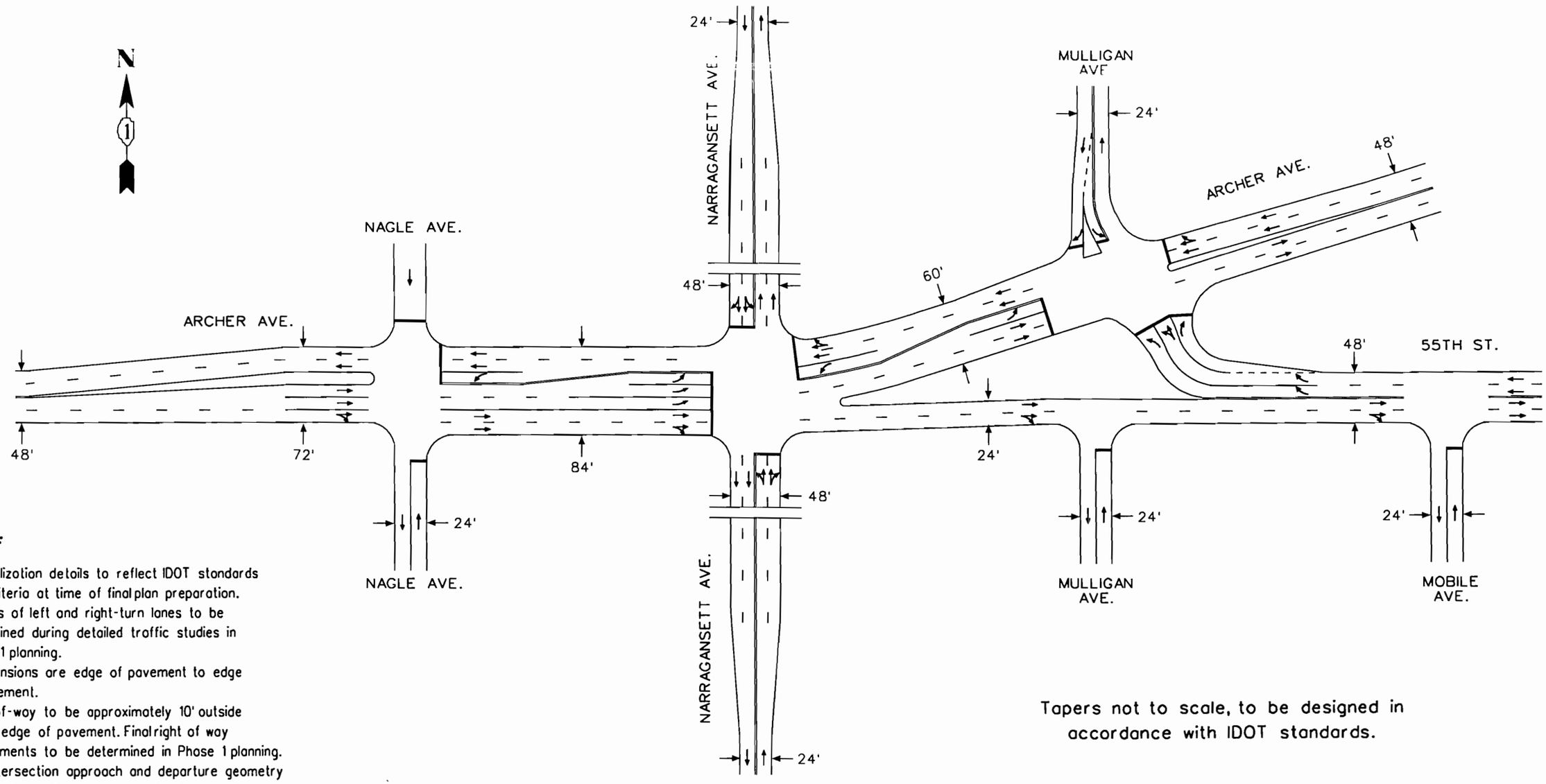
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

Revised on: 2-26-96

EXHIBIT D8-01



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2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

ARCHER AVE. / 55TH ST. / NARRAGANSETT AVE.

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

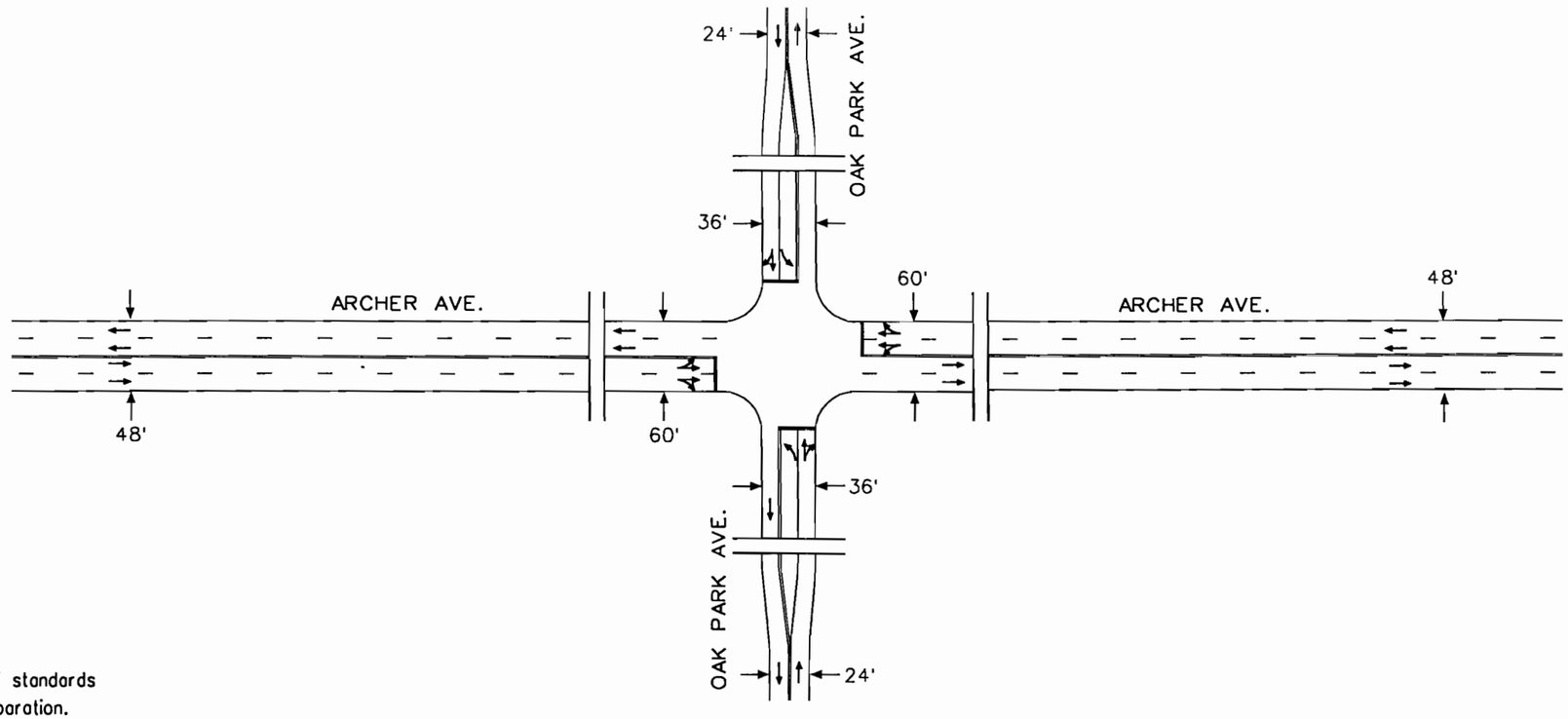
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

Revised on: 2-26-96

EXHIBIT D8-02



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

ARCHER AVE. / OAK PARK AVE.

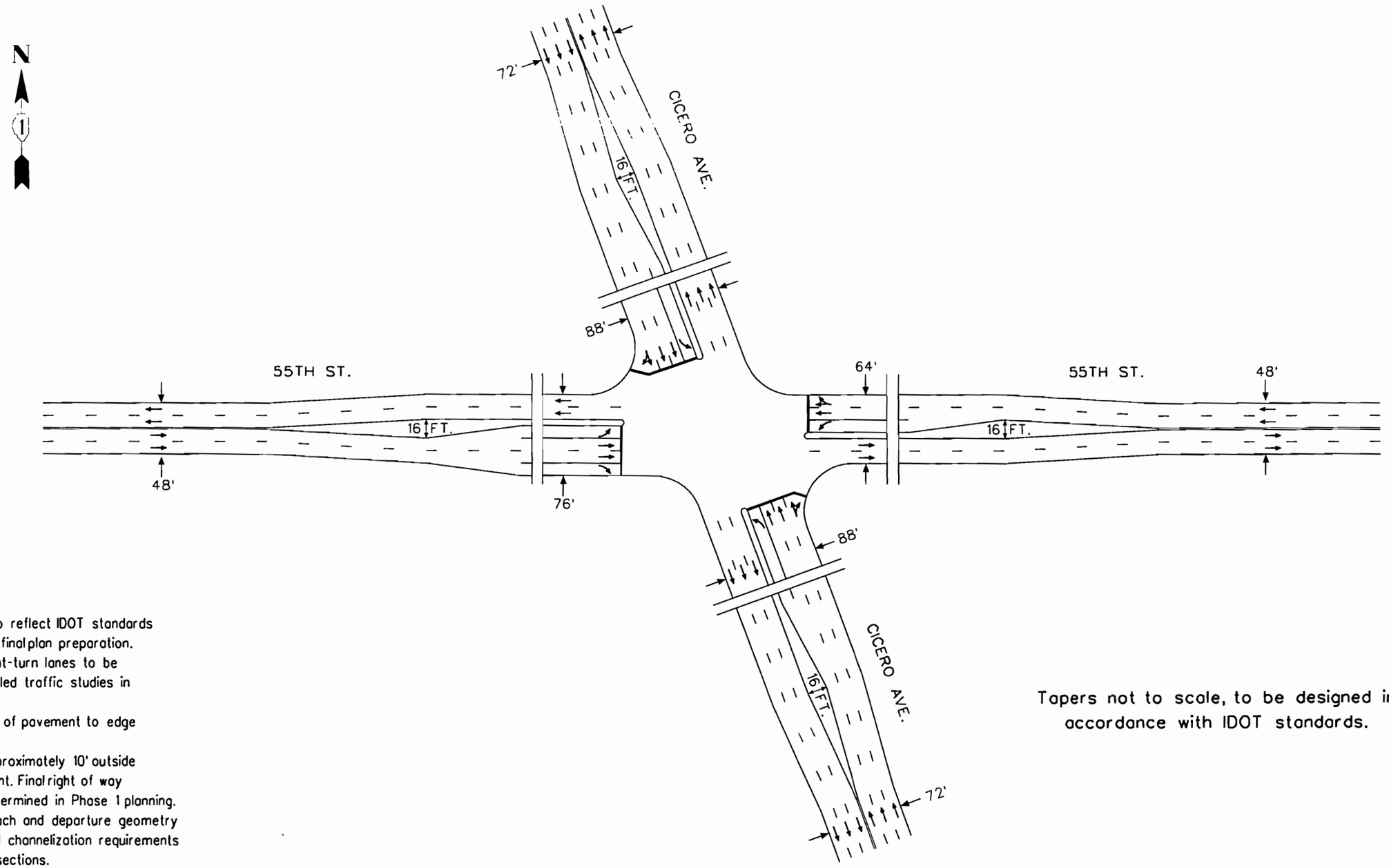
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-03



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

55TH ST. / CICERO AVE.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

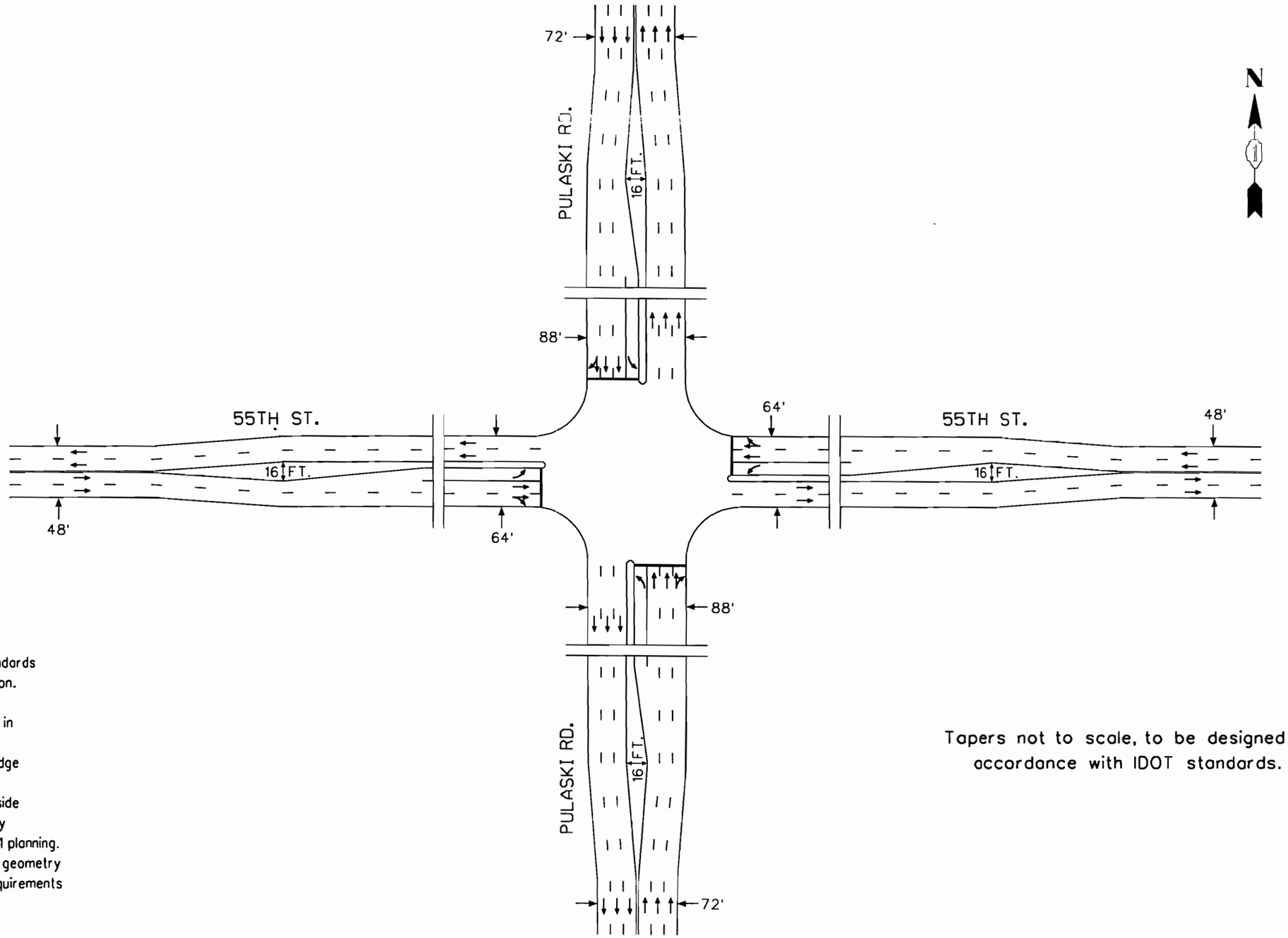
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

Revised on: 2-26-96

EXHIBIT D8-04



Notes:

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2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

55TH ST. / PULASKI RD.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

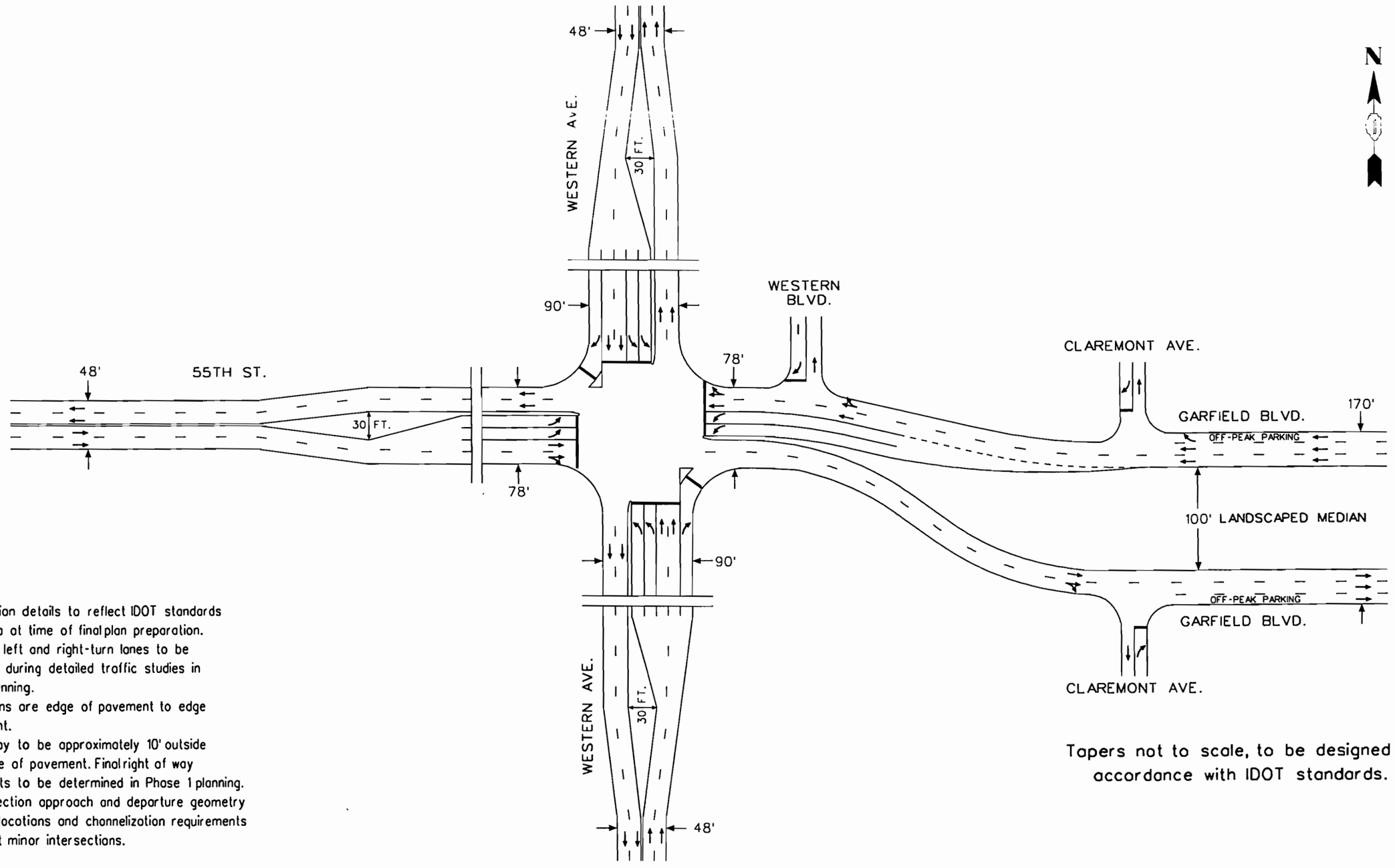
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

Revised on: 2-26-96

EXHIBIT D8-05



Tapers not to scale, to be designed in accordance with IDOT standards.

Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

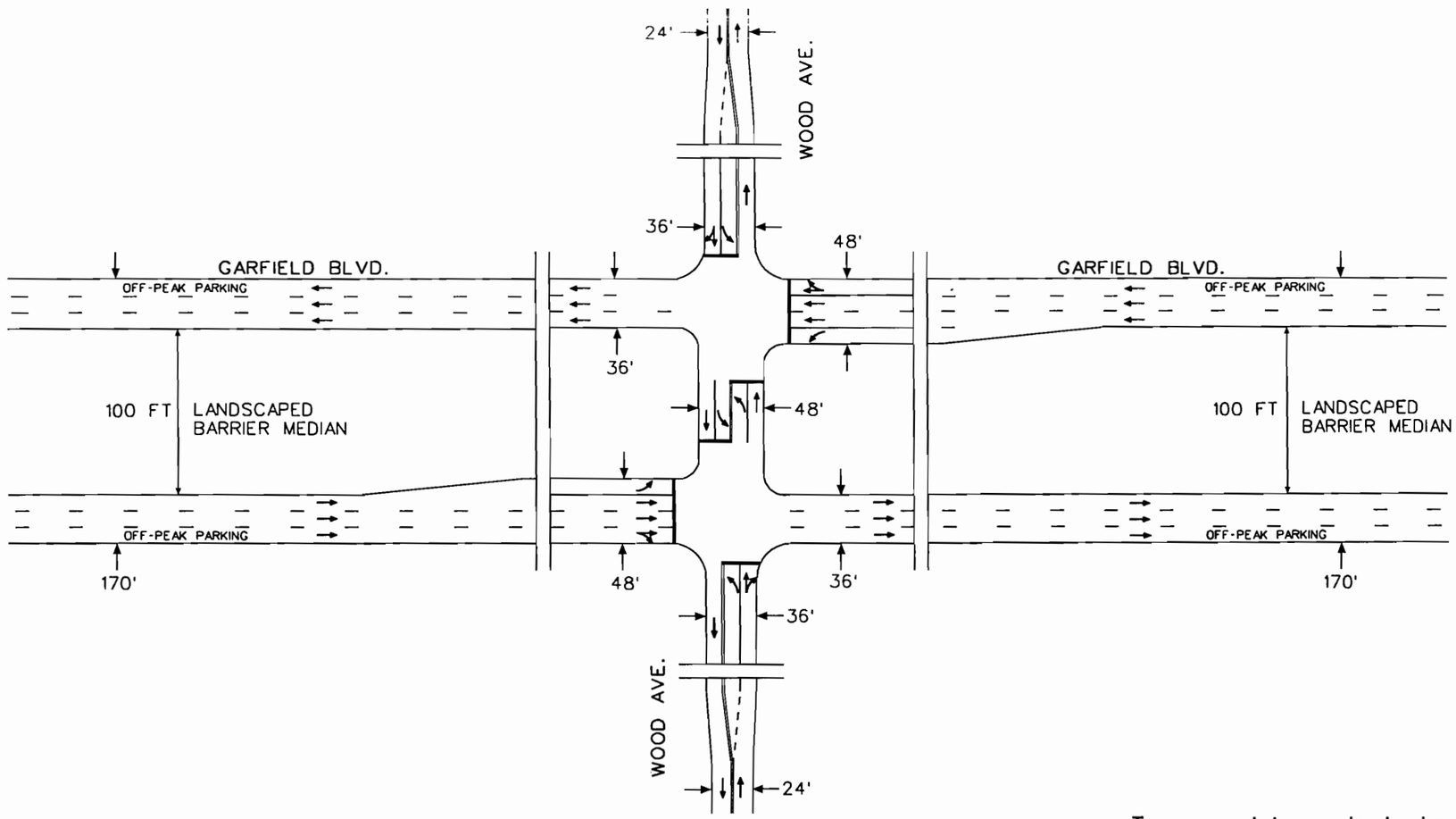
55th ST. / WESTERN AVE. / GARFIELD BLVD.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-06



Notes:

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2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelizotion requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

GARFIELD BLVD. / WOOD AVE.

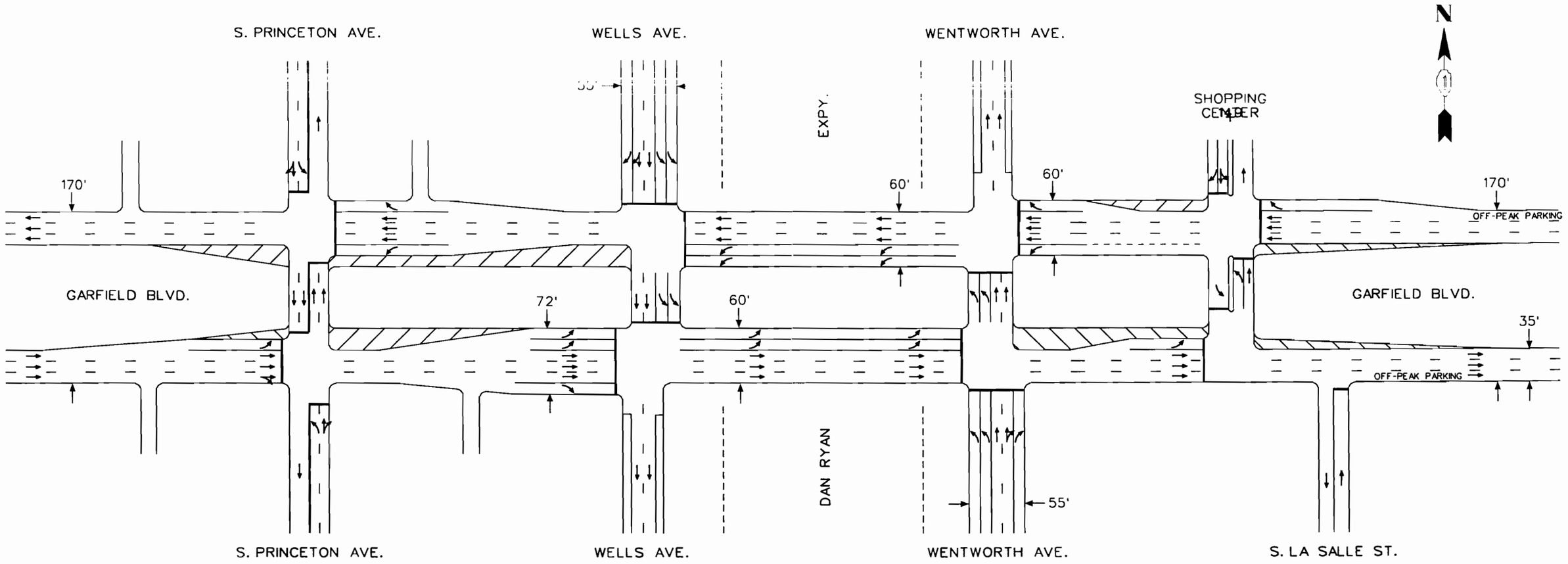
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-07



Notes:

1. Channelization details to reflect IDOT standards and criterio at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

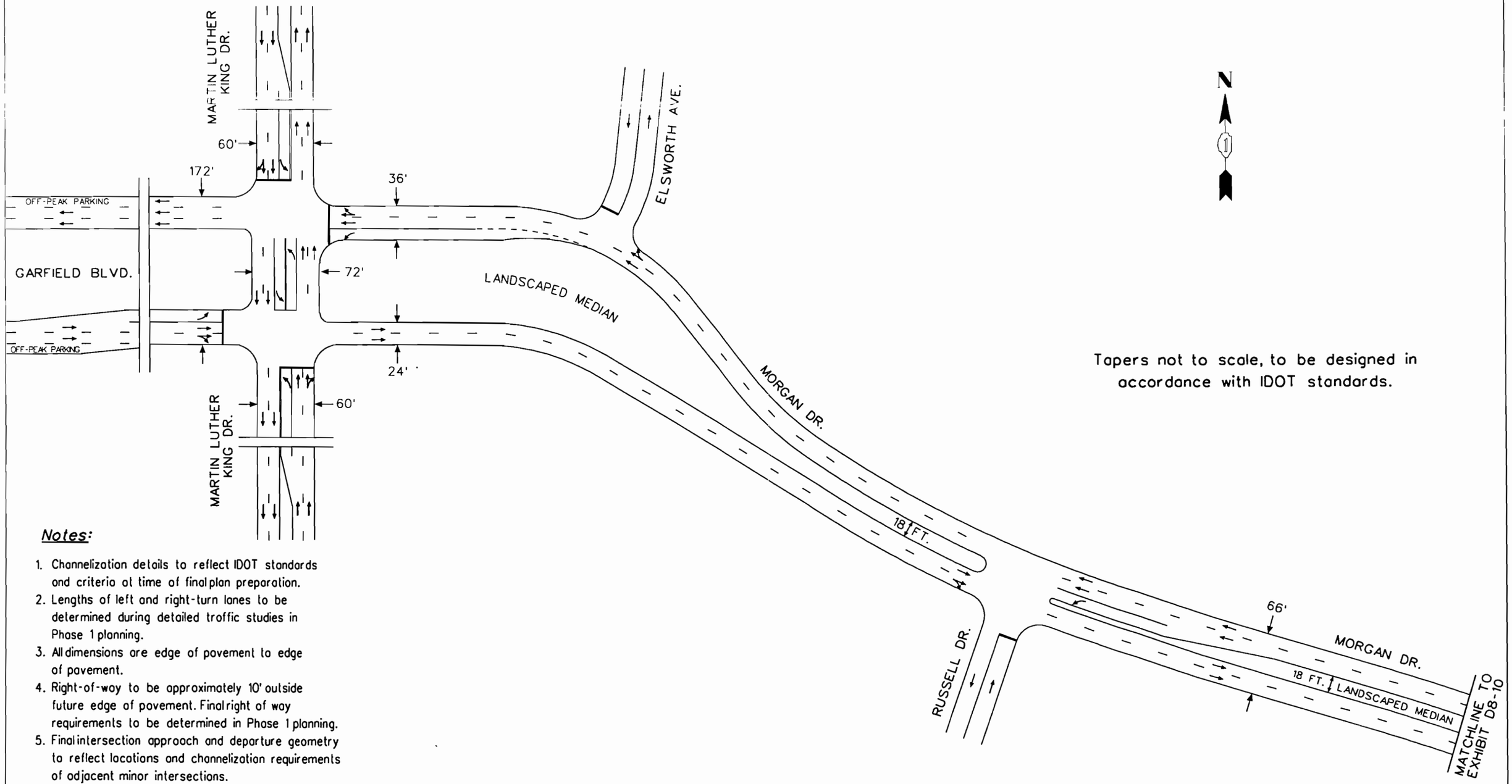
GARFIELD BLVD. / DAN RYAN EXPY.

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the
Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-08



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Tapers not to scale, to be designed in accordance with IDOT standards.

Notes:

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2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

GARFIELD BLVD. / MARTIN LUTHER KING BLVD. / MORGAN DR.

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

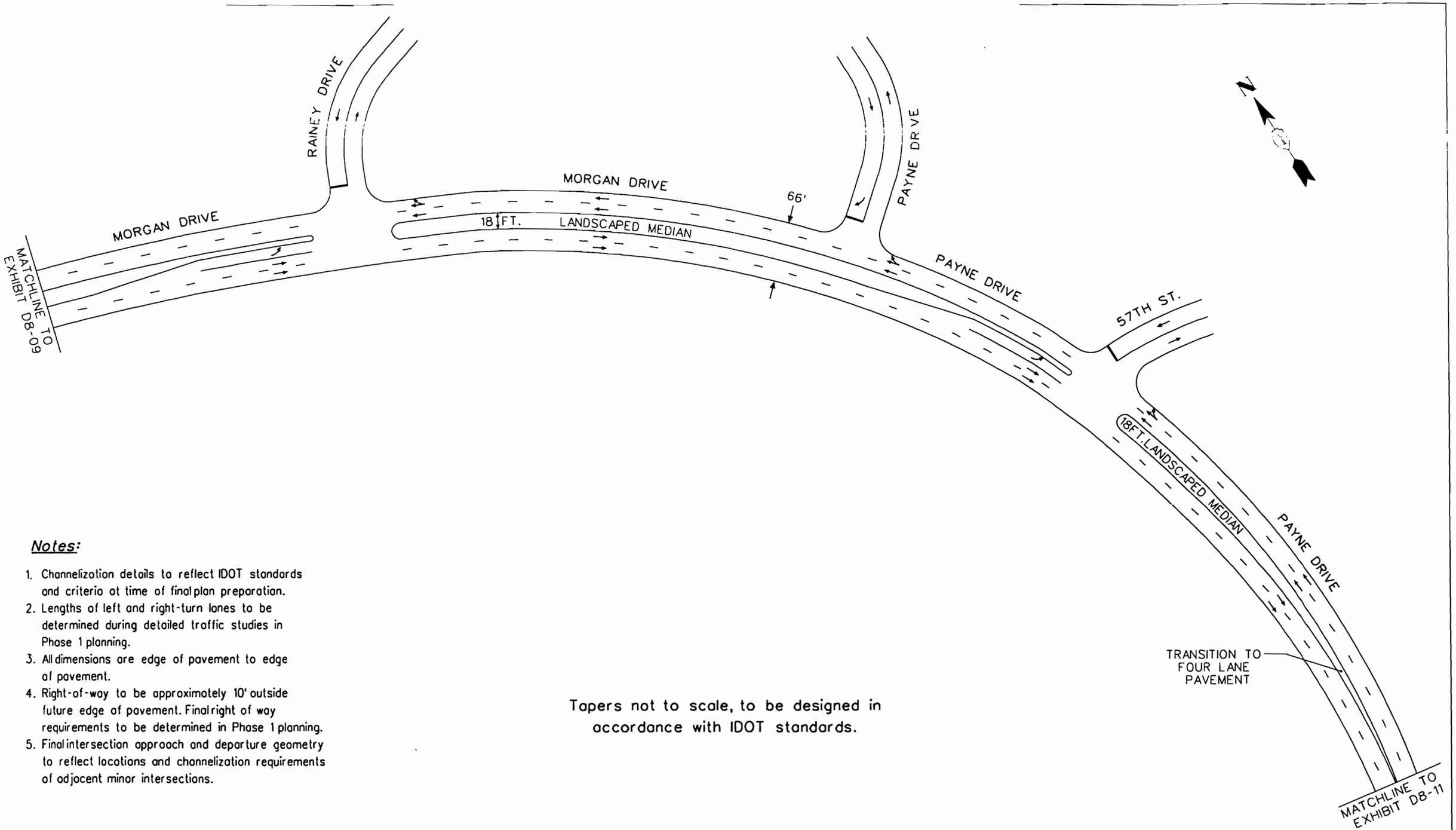
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

Revised on: 2-26-96

EXHIBIT D8-09



Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

MORGAN DR. / PAYNE DR.

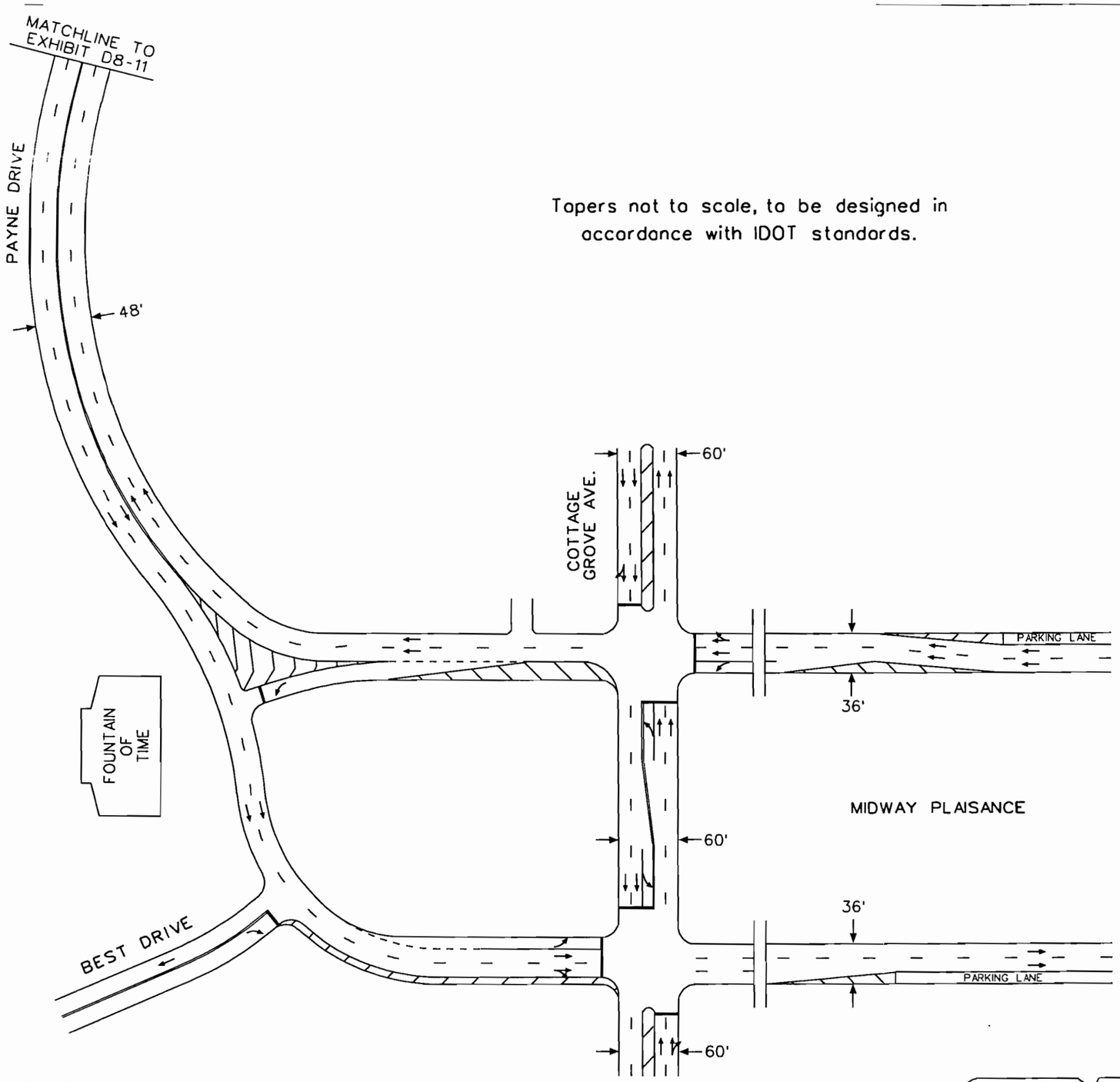
STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-10



Tapers not to scale, to be designed in accordance with IDOT standards.

N

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Notes:

1. Channelization details to reflect IDOT standards and criteria at time of final plan preparation.
2. Lengths of left and right-turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All dimensions are edge of pavement to edge of pavement.
4. Right-of-way to be approximately 10' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

PAYNE DR. / MIDWAY PLAISANCE / COTTAGE GROVE AVE.

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with Transportation Group and Boyer Engineering, Ltd. for the METRO

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D8-11

PUBLIC INVOLVEMENT

Public involvement plays a fundamental role in the SRA study. The process is set up so that local agencies have the opportunity to provide input, as well as voice their concerns throughout the study process. The study is initiated (Individual community Interviews) and completed (Public Hearing) with public involvement. There are four phases to public involvement in this project: Individual Community Interviews (ICIs), Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. In addition, a periodic newsletter spotlighting the SRA corridor is published.

Individual Community Interviews

The first step in the study process was to conduct interviews with municipal, governmental, and other agency representatives. This allowed the consultants to introduce the SRA study to local officials. At this time, the design team is introduced to the community representatives. This initial meeting allows the design team to develop a better understanding of local concerns and perspectives toward each corridor. Comments and information are gathered and incorporated in the Issues Summary Report. The ICI summary for 55th Street is contained within this chapter.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. The Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information. Advisory Panel 1 Workshop occurred after the ICIs are completed and after IDOT has reviewed the preliminary design concept. The Advisory Panel 1 Workshop is basically an extension of the ICIs. The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities, and in the case of Chicago, from each ward. Advisory Panel 1 was held on June 23, 1995 at Chicago City Hall.

Next is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. The Advisory Panel 2 Workshop occurs after IDOT has reviewed the geometric design and the draft report. Advisory Panel 2 was held on January 23, 1997 at the Ford City Mall. The Advisory Panel for the 55th Street corridor was composed of governmental agencies along the corridor, including:

- Village of Summit
- City of Chicago
- Cook County
- University of Chicago and Hospitals
- Southeast Chicago Commission

Public Hearings

The public hearing for 55th Street was held on February 6, 1997. This hearing was held at Ford City Mall. Public comments were documented in the public involvement section.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

INDIVIDUAL COMMUNITY INTERVIEWS (ICI)

ISSUES SUMMARY REPORT

55TH STREET - ARCHER AVENUE (IL 171) TO CORNELL DRIVE

JUNE 15, 1994

STRATEGIC REGIONAL ARTERIAL STUDY
INDIVIDUAL COMMUNITY INTERVIEWS

Corridor #8 - 55th Street/Midway Plaisance
Summary of Findings

June 15, 1994

Introduction

The Illinois Department of Transportation (IDOT) has contracted Dames & Moore/MCE to perform Pre-Phase I engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the seven-county planning area of the Northeast Illinois Planning Commission. The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspectives toward each corridor.

This "Individual Community Interview" process represents enhanced public involvement employed in conducting these SRA studies. it acknowledges the principle role played by local government in determining no only the adjacent future land use but more so in influencing the eventual architecture of the roadway. It recognizes that working in concert with local political and professional leaders is the best way to assure the acceptance and eventual improvements of important regional roadways.

Summary of Interviews

The ten interviews for this corridor were conducted generally from mid-February to mid-March, 1994. Nine City of Chicago Aldermanic representatives and one Village Mayor were interviewed. City of Chicago Department of Transportation representatives attended most of the meetings. Those interviewed included:

DATE	NAME	POSITION	JURISDICTION
2/10/94	Shirley Colemen Mr. Ivory	Alderman Chief of Staff	16th Ward
2/18/94	John Madryzyk	Alderman	13th Ward
2/22/94	James Laski	Alderman	23rd Ward
3/2/94	Virgil Jones	Alderman	15th Ward

DATE	NAME	POSITION	JURISDICTION
3/3/94	John Buckley (for Alderman E. Burke)	Chief of Staff	14th Ward
3/3/94	Lawrence Bloom	Alderman	5th Ward
3/3/94	Donna Milic & several staff members	Vlg. Admin.	Vlg. Summit
3/3/94	Al Whitehead Crystal David	Chief of Staff Staff Asst.	20th Ward
3/22/94	Dorothy Tillman Robin Brown	Alderwoman Chief of Staff	3rd Ward
6/7/94	Toni Preckwinkle Robert Taylor	Alderwoman Chief of Staff	4th Ward

Report Format & Corridor Overview

This report is a distillation of information, comments, and observations obtained through the Individual Community Interviews. Although this summary attempts to accurately represent specific discussion items and to reflect local attitudes toward possible SRA improvements, it should be noted that some of the suggestions made may not be able to be accommodated within the framework and objectives of an SRA study.

The portion of 55th Street included in this study is essentially from Lake Shore Drive in the east to Interstate 55 in the west. The character of the road is markedly different east and west of Western Avenue. The eastern segment, known variously as Midway Plaisance, Morgan Drive, and Garfield Boulevard, maintains its boulevard configuration laid out in the 1890's Burnham Plan with wide single-directional roadways separated by a continuous parkway. The western segment, known as 55th Street and Archer, joins the boulevard into a single two-way street of generally two-to-four-lane configuration.

Since observed traffic problems and improvement suggestions were generally reflective of the existing road character, comments from the interviews are organized into the eastern and western portions.

Representatives from the entire route noted that travel to Midway Airport (both east and west-bound) was frustrating and difficult in places. Another observation common to all interviews was that the individual contact approach is much more productive than the "panel" approach used on previous SRA studies.

Specific Area Assessments - Eastern Segment

Comments and suggestions for the portion of 55th Street east of Western Avenue generally focused on the benefits of left-turn signals and bays, and improved signalization and signage.

People mainly think the boulevard traffic moves well, and the street is seen as a major access route to Midway Airport. Several people asked about the possibility of incorporating beautification programs into future plans. Skepticism about implementation of improvements was expressed, however. Specific comments follow:

- The University of Chicago area has old curbside signals, which are hazardous because they are not noticeable. Overhead mast-arm type signals are needed, especially at Ellis.

- Coordination of signals in vicinity of Cottage Grove.

- It would be difficult to eliminate parking on Midway Plaisance because the University of Chicago is already 500 spaces short. Underground parking under the Midway has been suggested, although traffic here moves well currently.

- Signage to the University and hospitals is especially poor for east-bound traffic. The proposal to route all traffic to the new hospital buildings via 57th Street will create traffic conflicts.
- Access to west-bound Midway from north-bound Cornell traffic is very hazardous due to lack of a signal; holding capacity of the left-turn bay is often exceeded so that traffic backs into the travel lane.

- Major additional traffic will be generated by a planned 50% increase in parking at the Museum of Science and Industry. A future decision to construct a new Bears stadium in this area would also have significant traffic implications.

- The configuration of roadways through Washington Park, including 55th Street, is confusing to motorists and hazardous to both drivers and pedestrians.

- Any modifications to park roads should be guided by the principal of "no net loss" of parkland. There are quite a few park advocates in the area.

- It was suggested that IDOT meet with City Parks Department representatives regarding the project. Mr. Ed Uhler, of Planning, and Ms. Sidney Brundage, South District Regional manager, were suggested as appropriate contact persons.

- Although the park is heavily used, it is not "user-friendly" to pedestrians, joggers, and cyclists because there is not internal system to the sidewalks. Sidewalks could be sued to guide park visitors to safe, well placed, limited crossings of 55th Street.

- Traffic on 55th Street through the park is almost exclusively pass-through traffic, rather than people visiting the park. Major access to park facilities is via 51st Street and Ellsworth.

- While more parking is needed for the park, on-street 55th Street parking would cause many more accidents than currently occur.

- The worst intersections are Ellsworth entering 55th Street, and Payne and 55th.

- The 20th Ward has a tradition of "town hall" meetings and focus groups to residents to address specific issues of concern to the community. It was suggested that IDOT discuss SRA studies at such a meeting or provide materials sufficiently in advance of decisions to allow public input. The Alderman should be contacted regarding opportunities and scheduling for these meetings.

- There have been a number of fatalities in the vicinity of 55th Street and the Dan Ryan Expressway. Improved signalization and prohibiting truck loading on 55th Street might help.

- Generally, parking along Garfield Boulevard (55th Street) is limited to non-rush hours. It is important, however, to maintain residential parking.

- Left-turn bays at King Drive were suggested. Left-turn signals and bays were specifically requested for Halsted, Racine, Morgan, Loomis, Ashland, Damen, and Western. This might require the replacement of some mast arms. The possible loss of a few parking meters to accommodate this was not seen as significant overall, although it might be significant to individual businesses.

- The intersection of Western Avenue/Boulevard and Garfield Boulevard is very complicated and needs improvements in all directions. This study needs to be coordinated with the Western Avenue SRA study.

- The City of Chicago has a 5-year plan for historical and landscape improvements to Garfield Boulevard. This plan should be obtained for the SRA study. A building of historical importance in Sherman Park was also noted. Any historical designations for the Boulevard should also be checked. The City Department of Housing has a neighborhood housing services "Boulevard Program" that might be a data source.

- Planned developments include a new Rally's at Ashland and Garfield Boulevard, and a strip mall at 55th and Damen, and an industrial park along the railway west of Seeley (from 59th Street to 63rd Street).

- It was mentioned that this rail underpass near Seeley (at 22nd West) is prone to flooding, and better drainage and lighting could benefit pedestrian safely here.

Specific Area Assessments - Western Segment

There is a general recognition that major widening will not be practical along this route. Feelings about the desirability of parking controls vary. Reduction and control of traffic in the vicinity of Midway Airport is a major concern, as is the desirability of expanding public transit both for airport access and local travel. As with the eastern segment, several people interviewed wondered whether the SRA studies could examine corridor beautification programs. Specific comments are summarized below:

- A left-turn signal is needed at California Avenue and 55th Street. A turn lane may be able to be accommodated with removal of one parking meter space. This intersection generates a lot of traffic because of a library, bakery, and restaurant.

- Kedzie Avenue and 55th Street is a trouble spot. Southbound traffic on Kedzie Avenue often backs up to 53rd Street. Although there is a left-turn signal/bay, better signal timing might help.

- High school bus traffic at Gage Park causes major congestion.

- Like the area east of Western Avenue, the segment from Western Avenue to I-55 has parking controls during rush hours. Some businesses, however, rely on street parking to some extent. It was felt that alternative side-street or other parking might be possible in the segment between about Cicero Avenue and Kedzie Avenue.

- Although the roadway is narrow and land use development precludes extensive widening, a continuous left-turn center lane was suggested as a solution. This in combination with parking restrictions, would be better than widening to accommodate left-turn bays at intersections.

- Central Avenue and 55th Street is the City's 7th most dangerous intersection. The Ward is working with the FAA and City Commissioner of Transportation on a major improvement plan including widening, turn signals and bays, and lighting improvements.

- A major "logjam" occurs for eastbound 55th Street traffic at Cicero Avenue, where the road narrows from four lanes (no parking) to two lanes with parking.

- A grade separation (railroad overpass) is needed at Kilpatrick and 55th Street. Many back-ups of 25 to 35 minutes are experienced here due to heavy rail traffic. May be a problem with the Orange line structure and FAA clear zone regulations.

- There is a great deal of traffic in the Midway Airport vicinity, compounded by trucking facilities, recycling center, police department, and the new CTA station which attracts much traffic.

- An airport "shuttle" bus on 55th Street between Naragansett area and the airport would significantly relieve traffic congestion.

- Along the Archer Avenue portion of the route in the City of Chicago, businesses rely on-street parking that may be difficult to relocate. West of Harlem Avenue in the Village of Summit, parking has been removed causing problems for business because no other parking is available.

- Harlem Avenue and Archer Avenue is a very congested and hazardous intersection with heavy truck traffic and bus terminal traffic. The signal is not timed long enough for the many senior citizen in the area who use the buses to cross safely.

- Bus service to the Village of Summit has been greatly reduced and the Village would like to see it restored.

- Eastbound traffic exiting I-55 onto Archer Avenue near Central Avenue maintain high speeds, which is particularly hazardous because there is a school crossing there. Better speed control/signage is needed.

- The Village of concerned about the traffic effects of upcoming improvements to the IL Route 171 bridge at Archer Avenue, and whether the entire bridge will be closed or only one lane.

- Access to I-55 from Archer Avenue is considered adequate.

Next Steps

This report will be forwarded to the Illinois Department of Transportation and the Corridor Study Team for their use in evaluating possible improvements. The results of those efforts will be presented to a "corridor panel" comprised of elected officials from each community in the late summer or autumn of 1994.

The recommendations of the panel will be used to formulate the study reports that will be presented to the panels and eventually in a public hearing. In the interim, should there be any questions concerning this report or the progress of these evaluations, individuals are encouraged to contact Mr. John Mick of Metro Transportation (corridor leader) at (708) 213-1000 or Ms. Debra Duerr of Dames & Moore/MCE (interview facilitator) at (708) 228-0707.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

COORDINATION WITH CHICAGO PARK DISTRICT

SUMMARY OF MEETING

55TH STREET - ARCHER AVENUE (IL 171) TO CORNELL DRIVE

SEPTEMBER 9, 1994

SRA COORDINATION WITH CHICAGO PARK DISTRICT MEETING MINUTES

Date: September 9, 1994

Time: 10:00 AM

Location: Chicago Park District Administration Building
Chicago, Illinois

Subject: Strategic Regional Arterial Subset #4
Coordination with Chicago Park District

Attendees: Ed Uhlir - Chicago Park District
Mike Hurtubise - Dames & Moore/MCE
Sat Nagar - Dames & Moore/MCE
Lisa Weesner - Metro Transportation Group, Inc.
Dan Drake - Metro Transportation Group, Inc.
Bruce Talbot - Hsiong & Associates

Copies to: Attendees, Joseph M. Chiczewski - Dames & Moore/MCE
Richard Starr - Illinois Department of Transportation

The purpose of this coordination meeting was to provide opportunity for Chicago Park District officials on SRA Subset #4 corridors which could impact form the parks within the City of Chicago. The meeting began with an explanation of the study's objectives and a review of the overall system. The following is a summary of comments made for specific locations:

Corridor #7 - 127th Street

- Within the limits of Corridor #7 Golden Gate Park is located at the southwest corner of 130th Street and Eberhart. This park should not be affected by the recommended roadway improvements for the SRA study, but trees adjacent to the park may be affected. Mr. Uhlir noted that budget should be allocated for tree removal mitigation. Bruce Talbot indicated that this will be noted for review during final engineering.

Corridor #4 - Roosevelt Road, Columbus Drive, Congress Parkway, LaSalle Drive, Wacker Drive, DesPlaines, Jefferson and the South Loop Connector

- Within the limits of this SRA corridor Lincoln Park and Grant Park may be affected by recommended improvements to LaSalle Drive and Columbus Drive. Mr. Uhlir stated that a public park is planned to be built at the northwest corner of Jefferson and Adams. Mr. Uhlir noted that there are many downtown improvement projects in various phases being studied by CDOT. Dames & Moore noted that proposed improvements by the City will be considered as part of the SRA study while planning the downtown SRA corridor. Some of the projects indicated by Mr. Uhlir include:

- Realignment of Lake Shore Drive and extension of Roosevelt road.

- Improvements to the Congress Parkway.

- A pedestrian underpass from Columbus Drive to Lake Shore Drive.

Some specific comments made regarding the Lincoln and Grant Park are as noted below:

Lincoln Park

- It was noted that Dames & Moore/MCE had a meeting with the Lincoln Park Steering Committee. Mike Hurtubise was furnished copies of both the Master Plan and the Draft Report for management and restoration of Lincoln Park. Mr.Uhlir highlighted important aspects of this master plan and gave a brief overview of the some of the projects in various phases of study in this areas such as:

- Improvements to the North Avenue Beach and to provide bus access.

- There is a proposed parking structure at Clark and LaSalle.

- A commuter bike lane has been proposed to connect the Lincoln Park Lagoon area with North Avenue Beach.

Grant Park

- Several improvements to Columbus Drive to restore and enhance the beauty of the Grant Park were discussed. Mr. Uhlir noted specific elements under consideration for Columbus Drive, such as landscaped median, removal of on-street parking and providing off-street parking, and a pedestrian overpass across Columbus Drive.

Corridor #11 - Dempster/McCormick

- A small portion of this corridor is located within the City of Chicago, the section between Devon and Peterson. Mr. Uhlir stated that currently a bicycle trail, maintained by the City of Chicago ends at Peterson. The park district is currently in the process of annexing property east of the river and connecting the existing bicycle trail to Lawrence Avenue and ultimately extending it to McCormick. Mr. Uhlir stated that he would send the plans for the improvement to Dan Drake at Metro Transportation Group, Inc. Metro noted that this proposed improvement considered in the planning of the Dempster/McCormick corridor.

Corridor #8 - Garfield/55th Street/Midway Plaisance

- Most of the discussion at the meeting focused on this corridor due to possible impacts to many major historical park locations. A brief overview of the corridor was presented by Metro noting the limits of the corridor from I-55 to Stoney Island, its location within the City of Chicago and its running along Garfield Boulevard and Midway Plaisance as well as bisecting Washington Park. Metro also stated that they were aware of the boulevard plan and will be taking those concepts into account as they continue to plan the corridor. Mr. Uhlir stated that they are currently in the process of improving the lighting to historical standards as noted in the boulevard plan and would like this to be considered during development of the concept for the corridor. Metro stated that while typically lighting is not a part of the planning process, it could be called-out to be reviewed in more detail during final engineering.

- Mr. Uhlir noted that there are many parks along this corridor and, several of which have been designated as historic sites. These include Sherman Park, Washington Park, Midway Plaisance, Jackson Park and one of the buildings in Gage Park. Gage Park has also been nominated as a historical park. Any changes to these areas must go through the 106 (federal) and 107 (state) review process. He also stated that many of the roadways that bisect the parks are under the jurisdiction of the City of Chicago, but maintained by others. Other specific comments by Mr. Uhlir regarding the parks along the corridor are as noted below:

Seneca Park

- Seneca Park has recently been established on the southside of the vacant railroad corridor near the intersection of 55th Street and St. Louis. The land on the south side is planned to be developed as a park with eighteen acres of the parcel planned for a school.

Sherman Park

- Sherman Park is located off Garfield Boulevard. The park district is currently trying to get funds to improve this park.

Gage Park

- Gage Park has a historical building close to the roadway that should be taken into account as well as minimizing the removal of green space. Mr. Uhlir also stated that it was preferable for the alternative design of the roadway to expand the park space.

Washington Park

- This park is bisected by the SRA corridor. Metro presented a preliminary concept that would incorporate an 18-foot landscaped median through the park, maintaining two through lanes of traffic in each direction. This is also in agreement with the SRA Design Concept Report. Mr. Uhlir stated that he would like the median as a historic line. He noted that the proposed median design continues the boulevard median at Martin Luther King Drive. Metro said that they would review this alignment. He noted that a minimum median width of approximately 14-feet is necessary for landscaping; Metro indicated that the median width could be reduced to 14-feet through the park. Mr. Uhlir noted that Metro had limited Payne Drive to allow right-in/right-out maneuvers only and requested that it be limited further to permit only right-in maneuvers and then that the angle parking be provided on the street. Metro said that they would consider the option. It was stated that a water park is planned in the southwest quadrant of Morgan Drive/Russell Drive intersection and that the DuSable Museum is planning expansion. He stated that with the development of water park, an eastbound right turn lane on Morgan Drive could accommodate the estimated site traffic generated by this development and access could be easily incorporated, but please note that this is a twenty year planning study, and that access for the museum could be provided from the adjacent street. At the end Mr. Uhlir requested a copy of the drawing for preliminary review by his staff. Metro stated that they would send him a copy for review (please not that a copy was sent on 9/21/94).

- Other comments included putting a bicycle lane in the boulevard of Garfield and Midway Plaisance. Mr. Uhlir stated that this issue would have to be reviewed with Randy Newfeld of the Chicago Bicycle Federation. He noted a concern at intersections with bicycles on the median. Metro then questioned if a bicycle trail was planned for on-street, then which side of the street would the bicyclist prefer. Mr. Uhlir again stated that he would check with the Chicago Bicycle Federation, but he thought they would prefer to be next to the median.

- Metro questioned whether he had any thoughts on the removal of one side parking along the Midway Plaisance which may permit a bicycle lane to be provided. Mr. Uhlir noted that this parking is currently free and this may a concern for the University of Chicago Hospital. However, it was noted that as this is a long-term Planning Study this issue may be resolved in that time. Mr. Uhlir stated that at one time there had been thoughts of establishing a lagoon connecting Washington Park and Jackson Park, but due the cost and drainage issues that he had not heard any more about this.

These meeting minutes shall be assumed to be correct unless written comments are received within ten (10) days.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

ADVISORY PANEL I WORKSHOP

MEETING MINUTES

55TH STREET - ARCHER AVENUE (IL 171) TO CORNELL DRIVE

JUNE 28, 1995

MEMORANDUM

TO: Eugene Ryan, CATS
Rich Starr, IDOT

FROM: Elizabeth Weesner
Metro Transportation Group

DATE: June 28, 1995

RE: 55th Street SRA Corridor
SRA Panel I Meeting Minutes of June 23, 1995

ATTENDEES: Rich Starr, IDOT
Cheri Heramb, CDOT
Keith Privett, CDOT
Alderman Mike Zalewski, 23rd Ward
Ed Beltran, 23rd Ward
Amanda Cochran, 14th Ward
Richard Bumstead, University of Chicago
Robert Mason, South East Chicago Comm.
Sat Nagar, Dames & Moore/MCE
Debra Duerr, Dames & Moore/MCE
John Mick, Metro Transportation Group
Lisa Weesner, Metro Transportation Group

I. INTRODUCTION

Rich Starr from IDOT explained the Strategic Regional Arterial (SRA) system, the 55th Street corridor that was the focus of today's meeting and the urban designation of this corridor. Rich also noted that 55th Street was under the jurisdiction of the Chicago Department of Transportation (CDOT) and IDOT was studying it as part of the entire SRA system, but would rely on input from CDOT in the production of the recommended plan. Rich explained the SRA process which involved gathering input at today's meeting and then a draft report would be published prior to the Panel Meeting II and then a Public Hearing would conclude the study.

Sat Nagar from Dames & Moore/MCE briefly stated that his firm was the prime on this subset of the SRA studies, but the 55th Street corridor was under review by Metro Transportation Group, a sub-consultant on this project. Sat asked that everyone introduce themselves.

II. PRESENTATION

John Mick of Metro Transportation Group introduced himself as the manager for this corridor and introduced Lisa Weesner as the corridor engineer. John also noted that minutes from the meeting would be mailed to each attendee and that input was solicited today and in writing following the meeting in regards to the conceptual plan.

John presented an overview of the 55th Street corridor indicating that the corridor is entirely in Cook County, is approximately 12 miles long and has been designated an urban corridor. John noted that the corridor begins at IL 171 on the west in the Village of Summit and then proceeds easterly to the 55th Street/Archer Avenue intersection. At this intersection the corridor continues east along 55th Street to Cornell Drive on the east, but changes names several times throughout its length. At Western Avenue, the corridor changes names to Garfield Boulevard; is designated as Morgan Drive and Payne Drive as it traverses Washington Park; and again changes names to Midway Plaisance near its terminus.

The surrounding land use was pointed out to primarily residential with some commercial adjacent to the Archer Avenue portion of the corridor. Midway Airport was shown to border the 55th Street segment of the corridor, and the University of Chicago and the University of Chicago Hospitals were noted to be adjacent to the portion of the corridor known as Midway Plaisance. John stated that there were several parks, specifically Washington Park, churches and schools along the corridor and also noted that Midway Plaisance was on the National Historic Register.

John explained how the preliminary analysis was conducted through review of the urban SRA design cross section, review of the existing right-of-way along the corridor and a review of the volume of traffic the corridor was expected to carry in the year 2010. One strived to achieve a consistent roadway throughout the corridor for the year 2010. It was also pointed out that review of several major intersections was also to be completed as part of the SRA study and this would be completed prior to production of the draft report.

John explained how the corridor was divided into five segments, each with its own distinct characteristics and then each segment of the corridor was then discussed in more detail.

Segment I - Archer Avenue (IL 171 to 55th Street)

John noted that Segment I extends from IL 171 to the 55th Street split with Archer Avenue and the roadway is generally a four lane undivided road with curb and gutter. Parking is permitted on both sides of the roadway with some peak hour restrictions from Harlem Avenue to the Archer Avenue split. During the peak periods, the roadway functions as a five-lane roadway. From IL 171 to Harlem Avenue, parking is prohibited. This segment, which is bordered primarily by commercial development, is contained within approximately 66 to 80 ft of right-of-way.

The transportation related issues associated with this corridor were found to be that the existing four lane cross section is currently undivided, thus left turning vehicles are in the through traffic lanes; there is on-street parking which restricts the through traffic flows; and there is limited room for widening due to the close proximity of the commercial buildings to the right-of-way. (A summary of the issues for all segments of this corridor, as presented at the meeting, is attached.)

To improve the movement of traffic through this segment of the corridor, John noted that parking would have to be relocated from both sides of the roadway overtime, but this would provide four 12 ft. lanes undivided along this segment of the corridor. Parking could be provided in the first half-block of the local streets off of Archer Avenue and numerous vacant parcels could be redeveloped and used for future parking areas. No property or buildings would have to be acquired along the corridor to achieve the desired cross section except at the major intersections to adequately widen for capacity improvements. Existing sidewalks could be maintained at the back of curb.

Due to not being able to provide a median with separate left turn lanes at unsignalized intersections, access management schemes will need to be considered. These could include one-way street system enhancements, peak-hour turning restrictions, implementation of the Chicago cul-de-sac program in this area and limited access to developments in order to reduce left turning maneuvers from the through traffic lanes which would inhibit the through traffic flow.

Also, due to the substandard SRA signal spacing, the removal of the signal and alignment of Lawndale Avenue with IL 171 was also noted. This signal removal was proposed in order to try and achieve more desirable signal spacing of one-quarter of a mile between signals and thus better through traffic flow on Archer Avenue. A bike way was also proposed to be provided on-street where right-of-way permitted it.

The conceptual plan for this segment of the corridor was then summarized to include four lanes, undivided; relocation of on-street parking overtime; and access management at the cross streets. (A summary of the concept for all segments of this corridor, as presented at the meeting, is attached.)

Alderman Zalewski asked why there was surveying currently being conducted on Archer Avenue. Rich Starr stated that there are arterial improvements currently underway and this could be one of the arterials, but he would get back to him with more information. The Alderman also questioned when the parking would be removed and it was explained that no parking would be removed without input from all affected individuals and that since 55th Street was under the jurisdiction of the City that they would have final review of the recommended plan.

Richard Bumstead questioned permitting bicyclists on the arterial. Cheri Heramb explained that the City is currently reviewing bike paths both on and off the SRA system. John continued that serious bicyclist sometimes prefer the roadways.

Segment 2 - 55th Street (Archer Avenue to Garfield Boulevard)

John explained that the next segment extended from the 55th Street split with Archer Avenue to its intersection with Western Boulevard and is primarily a two lane undivided roadway with curb and gutter. Parking is generally permitted on both sides of the roadway with some peak hour restrictions and prohibitions. During the peak periods, the roadway generally functions as a three lane roadway. 55th Street widens at the major intersections to provide exclusive turn lanes. Commercial development is present at the intersections with residential development between the major cross streets. Midway Airport is also located along this segment of the corridor. This segment is contained within approximately 66 to 84 ft. of right-of-way.

The transportation related issues associated with this corridor were found to be that the existing cross section, of two lanes undivided, only provides two through lanes during the off-peak period; by the roadway being undivided the left turning vehicles have to make their maneuvers from the through lane; there is on-street parking which restricts the through traffic flows; and there is limited room for widening due to the close proximity of the residential development and Midway Airport to the right-of-way.

To improve the movement of through traffic and achieve four through lanes through this segment of the corridor, John noted that parking would have to be removed on both sides of the roadway overtime. Parking could be provided in the first half-block of the local streets off of 55th Street and numerous vacant parcels could be redeveloped and used for parking areas. No property or buildings would not have to be acquired, except at some major intersections for capacity improvements, and sidewalks could be maintained at the back of curb.

Due to not being able to provide a median with separate left turn lanes at unsignalized intersections, access management schemes will need to be considered. These could include one-way street system enhancements, peak-hour turning restrictions, implementation of the Chicago cul-de-sac program in this area and limited access to developments in order to reduce left turning maneuvers from the through traffic lanes which would inhibit the through traffic flow.

John also noted that due to substandard SRA signal spacing and in association with land use access, the removal of three signals is proposed in this segment. These include: 55th Street at Kilpatrick Avenue, 55th Street at Hamlin, and 55th Street at Homan Avenue. The signal on 55th at Kilpatrick is primarily used for access to Midway Airport for shuttle/taxis. This traffic could use Cicero Avenue for direct access to Midway Airport. The signal on 55th Street at Hamlin appears to be out-dated with only one-way streets from the north and south on Hamlin Avenue accessing 55th Street and the Homan Avenue signal is not well-spaced with respect to the surrounding signals. The removal of these signals would have to be evaluated in detail prior to the implementation. Also, bike paths/lanes are proposed to be provided on-street where right-of-way permits its.

The conceptual plan for this segment was then summarized to include four lanes undivided; relocation of on-street parking overtime; access management at the cross streets; and removal of signals at Kilpatrick, Hamlin and Homan.

Keith Privett of CDOT noted that any signal modifications should take into account pedestrian activity and Amanda Cochran noted that the intersections of 55th with California and Kedzie should be designed with greater storage areas. Cheri Heramb stated that the CDOT currently is working on signal interconnection and these issues would be taken into account.

Cheri also asked if the consultants or IDOT was available for any follow-up meetings prior to production of the draft report and recommended plan. Rich Starr stated that follow-up meetings would be considered.

Segment 3 - Garfield Boulevard (Western Avenue to Martin Luther King Drive)

John explained that at Western Avenue, the cross section of 55th Street expands to include a wide boulevard median and changes names to Garfield Boulevard. Two to four through lanes are provided in each direction along this segment with curb and gutter. Parking is permitted on both sides of the roadway with peak hour restrictions so that during the peak periods, an additional through lane is provided in the peak direction through the implementation of parking restrictions. The corridor is still characterized by commercial development at the major intersections with residential development located between the cross streets. Garfield Boulevard provides access to the Dan Ryan Expressway and Washington Park. There is 200 ft. of right-of-way through this segment of the corridor which includes the approximately 100 ft. wide boulevard median.

The transportation issues related to this segment of the corridor were noted to be an inconsistent roadway that varies from four to six through lanes; on-street parking which restricts through traffic flows and the I-94 interchange. It was also explained that access management is currently in place along this segment due to the wide landscaped barrier median that exists.

To improve the movement of through traffic and meet the guidelines for a consistent cross section through the corridor, John noted that a cross section of two 12 ft. through lanes in each direction and maintenance of the 100 ft. median is proposed. Three 12 ft. through lanes are proposed in the vicinity of the Dan Ryan Expressway which permits the infrastructure to be maintained while enhancing the roadway through the implementation of 12 ft. through lanes. Due to the existing infrastructure through this segment, off peak parking adjacent to the curb would continue to be provided along this segment of the corridor.

The removal of the signal and closure of the median at the Union Avenue/Garfield Boulevard intersection is also proposed. This signal removal is proposed in order to try and achieve more desirable signal spacing of one-quarter of a mile between signals and closure of an unsignalized median crossing is consistent with the proposed access management plan.

It is also anticipated that left turn lanes be provided throughout this segment of the corridor by cutting into the median at the signalized intersections. This would eliminate the current practice of shifting through lanes to provide left turn lanes and thus allow a safer and more efficient flow of through traffic volumes. However, the equitable exchange of land (closure of the median at unsignalized intersection versus cutting in for left turn lanes) in this boulevard section will continue to be examined prior to the production of the final plan. And a bike path along this segment is also proposed in the park-like median with through crossings at the signalized intersections.

The conceptual plan for this segment was then summarized and included maintaining four to six through lanes with the landscaped barrier median; retaining the off-peak parking restrictions; closing the median breaks at unsignalized intersections and removing the signal at Union.

Debra Duerr than asked if the transit stops on this route were in conflict with the off-peak parking. John Mick stated that the transit analysis is still underway, but it was envisioned that where stops were to be provided that parking would have to be removed. Cheri Heramb asked that when the transit study was complete if CDOT could receive a copy. John Mick stated that they would.

Richard Bumstead stated that the Wentworth intersection should be reviewed for sight distance issues and the capacity of the I-94 interchange ramps should be evaluated. John stated that the sight distance would be taken into account with future design studies that this was a planning study and the capacity issues were of concern and were being reviewed along with the I-94 interchange.

Keith Privett noted that if the transit stops on the bridge over the Dan Ryan were to be relocated that pedestrian amenities should be considered.

Also, Cheri Heramb pointed out that Rich Kensheck of CDOT is reviewing ideas for a gateway to the boulevard system and the consultants should speak with him prior to recommending intersection designs for these areas.

Segment 4 - Morgan Drive/Payne Drive (Martin Luther King Drive to Cottage Grove)

John explained that the next segment, which bisects Washington Park, is basically a two lane undivided roadway with curb and gutter. On Payne Drive, on-street parking is allowed on both sides of the roadway. It was noted that the roadway changes names to Morgan Drive and Payne Drive through this segment and the roadway provides access to the Museum of Science and Industry located near the eastern terminus of the corridor. The right-of-way in this area is provided only from curb-to-curb and varies from 45 to 115 ft.

The transportation related issues associated with this corridor were found to be that the existing cross section, of two lanes undivided, only provides two through lanes during the off-peak period; by the roadway being undivided the left turning vehicles have to make their maneuvers from the through lane; there is on-street parking which restricts the through traffic flows; and there is limited room for widening due to the roadway bisecting Washington Park.

To improve the movement of through traffic through this segment of the corridor, John stated that a cross section of four 12 ft. through lanes and a 11-14 ft. raised median, for approximately half of this segment, is proposed. The median would be eliminated in the portion of this segment known as Payne Drive. There are no intersecting streets on Payne Drive for which access management or turn lane provisions would be necessary. The on-street parking on Payne Drive would be removed and provided on Payne Drive to the north, off of the SRA route.

The proposed median through the park would tie together the existing Garfield Boulevard median and the Midway Plaisance median as well as permit management of access near the Morgan Drive/Martin Luther King intersection which currently allows a variety of potentially hazardous maneuvers. As a result of a continuous median on Morgan Drive, the Payne Drive/Morgan Drive tee intersection could be limited to right-in only and angle parking could then be provided on-street on both sides of Payne Drive north of Morgan Drive, off the SRA route. All intersection details are still being reviewed.

The existing bike path would be maintained off street and improved signage is proposed for better way finding to the University of Chicago and Museum of Science and Industry.

The conceptual plan for this segment was then summarized and included four through lanes with the landscaped barrier median on Morgan Drive; providing four through lanes with no median on Payne Drive and relocating the on-street parking to the Payne Drive section of the roadway located north of Morgan Drive.

Cheri Heramb asked if the proposed signage would be similar to the signage proposed for the boulevard system. John Mick stated that this is a planning study and the specific design for signage would be decided in later phases of the study of this corridor. However, we would include a paragraph in the report proposing that signage be included.
Keith Privett asked if it was the intent of the consultants to signalize the Rainey/Morgan intersection. John Mick stated that no signalization was envisioned. The primary movement from this intersection was found to be south-to-westbound right turns and the reverse in the evening. The geometrics proposed took this maneuvers into account, but the volumes and the geometrics would be reviewed in greater detail in the actual design of this intersection. Overall, the realignment of this intersection was looked upon favorably.

Richard Bumstead stated that he believed on-street parking should be considered, because people will park on-street anyway. John Mick noted that potentially alternative parking areas could be established to eliminate on-street parking and the on-street parking on Payne Drive that is provided now is proposed to be relocated, not removed.

Segment 5 - Midway Plaisance (Cottage Grove to Cornell Drive)

And finally, the fifth segment of the corridor was presented. It was noted that corridor is renamed again to Midway Plaisance and expands to include a wide median with curb and gutter. Two through lanes in each direction, along with parking on both sides of each one-way roadway, are provided. The corridor is located adjacent to the University of Chicago and Hospitals and there is 300 ft. of right-of-way including the approximately 200 ft. wide boulevard median which is on the National Landmark.

The transportation issues related to this segment of the corridor were noted to be a four lane roadway with on-street parking on both sides of the roadway which restricts through traffic flows and the Historic Boulevard adjacent to the roadway. It was also explained that access management is currently in place along this segment due to the wide landscaped barrier median that exists.

To improve the movement of through traffic along the corridor a cross section of two 12 ft. through lanes in each direction and maintenance of the landscaped median is proposed. For safety purposes and to obtain the desirable cross section, the on-street parking on one side of each of the one-way roadways is proposed to be removed. Research in providing alternative parking for this removal is still underway by the SRA team as well as a separate study by the University of Chicago.

It is envisioned that the Historic District Bicycle path would remain on the south side of the roadway in this segment and that pedestrian access would be relocated to the signalized intersections.

The conceptual plan for this segment was then summarized and included maintaining four through lanes with the landscaped barrier median and relocating the inside lane of on-street parking.

Richard Bumstead stated that relocating pedestrians to the signalized intersections did not correspond to the University of Chicago's purpose of striving to get pedestrians to the middle of the quad. He went on to say that additional pedestrian cross walks on Midway Plaisance had recently been installed to try and achieve this purpose. Also, removal of parking is a critical issue. The University and Hospital have been trying to find alternative parking areas and have not been too successful in this endeavor, therefore, removal of parking, even if on one side of the roadway, should be reconsidered.

John Mick questioned if widening the median was an option. Rich Starr stated that due to its historic nature that this alternative was not an option.

Robert Mason stated that the existing traffic signal installations in this area need to be updated to include overhead mastarms. Cheri Heramb noted that this should be brought to the attention of CDOT since this SRA report was a long range planning study.

III. CLOSING

Debra Duerr closed the meeting by thanking all the panel members for their input and requested that any further comments or questions be forwarded to the consultants or IDOT. Sat Nagar indicated that the Panel II meeting would most likely be held in the fall in which a draft report would be reviewed.

These minutes will be considered to be correct unless the writer is contacted within 10 days.

PUBLIC INVOLVEMENT

PUBLIC HEARING REGISTER

Project: 55TH STREET FROM IL RTE. 171 TO CORNELL DRIVE IN COOK COUNTY

Location: FORD CITY MALL **Date:** 2/6/97 **Time:** 2-7 P.M.

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

PLEASE PRINT

	Name	Address	Representing
1	Bertha M. Arrington	2358 W. 63rd Zip 60636	Self ___ Other Ald. Virgil Jones
2	Tom Lynch	6500 S Pulaski Zip 60629	Self ___ Other Ald Frank Olivo
3	[illegible]	Zip	Self ___ Other CATS
4	S NAGAR	Zip	Self ___ Other DYM
5	L HEAVENBAUM	Zip	Self ___ Other IDOT
6	E CHRISTOPHER	Zip	Self ___ Other IDOT
7	J MICK	Zip	Self ___ Other METRO
8	J MILAN	Zip	Self ___ Other METRO
9		Zip	Self ___ Other
10		Zip	Self ___ Other
11		Zip	Self ___ Other
12		Zip	Self ___ Other

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IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
55TH STREET FROM ILLINOIS)
ROUTE 171 TO CORNELL DRIVE)
IN COOK COUNTY)

CHICAGO, COOK COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Ford City Mall, North Meeting Room, 75th Street and Cicero Avenue, Chicago, Illinois, on Thursday, the 6th day of February, A. D. 1997, between the hours of 2:00 and 7:00 P. M.

FORM CSR LASER REPORTERS PAPER & MFG CO 800-626-6313

MR. TIM LYNCH: My name is Tim Lynch.

I am Staff Assistant to Alderman Olido, 13th Ward. Seeing that we are very much at the design stage of this, and we are not anywhere near the construction phase, the initial plans that I have seen are positive.

I think as an overall, city-wide and county-wide, concern it is important for us to try and look for alternatives to expressway travel for the growing commuter population of our city. And 55th Street provides a good alternative to that.

In terms of local impact we have some minor concerns in the 13th Ward; namely, the no-parking provision. I think I wouldn't classify it as a major problem but something that we will need to work out as the design phase becomes more concrete.

Their alternative to the on-street parking is the parking on the side streets off 55th Street. And, seeing that parking is already kind of a problem in our area, that could magnify it. But, so far from what I have heard, it is positive.

The elimination of the traffic signal at 55th and Kilpatrick, even though it falls just outside our ward jurisdiction, I think that is a

FORM CSR LASER REPORTERS PAPER & MFG CO 800-626-6313

positive move.

The two-lane provision, in terms of going eastbound on 55th, I think that is very positive.

I think that in terms of the law, in terms of the actual width, you can have a lane. I think we can work with the city and the state with producing the minimum qualifications without disrupting the livelihood of the people who live on that street. So I am optimistic about that.

So overall, you know, the initial things are positive. This thing is still a few years away, so the time to worry is probably a couple years away. Right now I am just trying to throw some ideas out there.

* * * * *

(WHICH were all of the comments made at the above-captioned public hearing.)

FORM CSH - LASER REPORTERS PAPER & MFG CO 800 626 6313

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 6th day of February, A. D. 1997, at the Ford City Mall, North Meeting Room, 75th Street and Cicero Avenue, Chicago, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 10th day of February, A. D. 1997.

Joan M. Kenny
Notary Public

OFFICIAL SEAL
JOAN M. KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 12-9-97

FORM CSR LASER REPORTERS PAPER & MFG CO 800-626-6313

VIRGIL E. JONES
ALDERMAN, 15TH WARD
2358 W. 63RD ST.
CHICAGO, IL 60636
TELEPHONE: 312-776-6711

CITY COUNCIL
CITY OF CHICAGO

COUNCIL CHAMBER
CITY HALL • ROOM 209
121 NORTH LASALLE STREET
CHICAGO, IL 60602
TELEPHONE: 312-744-6850

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POLICE AND FIRE
SPECIAL EVENTS AND CULTURAL AFFAIRS

March 4, 1997

John P. Mick II, P.E.
Metro Transportation Group, Inc.
1300 Greenbrook Boulevard
Hanover Park, Illinois 60103-5482

Dear Mr. Mick:

I have reviewed the areas that mostly infringe upon the constituents in my Ward.

At present I cannot agree to the removal of the traffic signal at Western Boulevard, or the closing of Western Blvd. at Garfield Blvd. This would cause unnecessary traffic congestion which are the comments made by constituents in the Ward.

There will be further notification to the residents in the 15th Ward for their in-put through a newsletter that will be circulated in May 1997. After responses to the article regarding your proposed changes, I will further share those findings with you.

Sincerely,

Virgil E. Jones, Alderman
15th Ward

VEJ/bma

METRO TRANSPORTATION GROUP, INC
1300 GREENBROOK BOULEVARD
HANOVER PARK, ILLINOIS 60103-5482
TELEPHONE 630 213-1000
FAX 630 213-3227

METRO TRANSPORTATION GROUP, INC.

TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

MEMORANDUM

TO: Eugene Ryan, CATS
Rich Starr, IDOT

FROM: John Mick, Metro Transportation Group, Inc.

DATE: January 23, 1997

RE: Corridor #8 – 55th Street/Garfield/Midway Plaisance
SRA Panel II Meeting

ATTENDEES: Rich Starr, IDOT
Sat Nagar, Midwest/Dames & Moore
Richard Bumstead, University of Chicago
Robert Mason, South East Chicago Commission
John Mick, Metro Transportation Group
Ed Beltran, 23rd Ward

I. INTRODUCTION

Sat Nnagar from Midwest/Dames & Moore briefly explained the purpose of this meeting and then introduced John Mick of Metro, the project manager for this corridor. John indicated that the objective of this meeting was to receive feedback from the panel on the concept which was to be presented. Rich Starr from IDOT explained the SRA process and indicated that this is a long range planning study and that the funds are not available at this time to implement the improvements recommended in this report.

II. PRESENTATION

John Mick presented an overview of the corridor and indicated that the corridor is 12 miles long and presented the jurisdiction and limits of the corridor. John also indicated that this corridor is an urban SRA corridor. John noted that this corriodr is divided into five segments for the purpose analysis.

Segment 1 – Archer Avenue (IL 171 to 55th Street)

Segment 2 – 55th Street (Archer Avenue to Garfield Boulevard)

Segment 3 – Garfield Boulevard (Westem Avenue to Martin Luther King Drive)

Segment 4 – Morgan Drive/Payne Drive (Martin Luther King Drive to Cottage Grove)

Segment 5 – Midway Plaisance (Cottage Gove to Cornell Drive)

John Mick presented the proposed plan for Archer Avenue/55th Street/Garfield Boulevard/ Morgan Drive/Payne Drive/Midway Plaisance. The advisory panel members agreed with most of the recommendations except removal of the on-street parking on Midway Plaisance. John noted that the on-street parking will not be removed without developing an off-street parking facility.

III. CLOSING

In closing, John thanked panel members for their input and stated that the date for the public hearing. Rich Starr stated that Metro would be waiting for comment and noted that public involvement is critical the SRA study.

* * * * * *

These minutes will be considered to be correct unless the writer is contacted within 10 days.

PUBLIC HEARING
DISPOSITION OF COMMENTS

The Public Hearing for the 55th Street corridor (IL Route 171 to Cornell Drive) was held on Thursday, February 6th, 1997 at Ford City Mall in Chicago, Illinois. The Public Hearing was held from 2:00 PM to 7:00 PM and approximately 10 people attended. Comments received were generally in favor of the overall process and conceptual corridor improvement. A brief summary of the specific Public Hearing comments/concerns is listed below.

A. The 13th Ward Aldermanic Representative was positive about the corridor's improvement. There was concern about removing parking but agreement that it could be worked on with all involved. There was agreement with removal of the traffic signal at 55th Street and Kilpatrick.

B. The 15th Ward Alderman supplied a letter, March 4, 1997, with comments about the conceptual improvements. There was concern about the removal of the traffic signal at the Western Boulevard/Garfield Boulevard intersection and the closure of Western Boulevard at Garfield Boulevard.

C. A CATS representative expressed concern about existing and proposed bridge clearances. More inter-modal operations are being conducted and planned for the Chicago area, so the planning for the corridor should recognize adequate and appropriate vertical and horizontal clearances.

These comments/concerns expressed by the individual home owners/businesses along the route will be taken into account in future studies. There will also be opportunity for further public involvement as the future studies progress.