



Strategic Regional Arterial

PULASKI ROAD
95th Street to Interstate 55

CICERO AVENUE
Interstate 57 to Interstate 94

VOLUME I



OPERATION GREENLIGHT
Illinois Department of Transportation

TABLE OF CONTENTS

Volume I

Executive Summary

I. Introduction

1.1	Transportation Perspectives	I-1
1.2	The Strategic Regional Arterial System	I-2
1.3	SRA Route Types and Improvement Techniques.....	I-2
1.4	Study Objectives	I-5
1.5	The SRA Planning Study Process.....	I-8
1.6	Study Data Sources and Methodologies	I-8
1.7	Organization of the Report.....	I-10

II. Route Overview

2.1	The Cicero Avenue/Pulaski Road Study Area.....	II-1
2.2	Land Use/Development Characteristics.....	II-1
2.3	Regional Transportation Facilities.....	II-1
2.4	Roadway/Right-of-Way Characteristics	II-4
2.5	Transit	II-4

III. Route Analysis - Pulaski Road

3.1	Segment 1: 95 th Street to 87 th Street	III-3
3.2	Segment 2: 87 th Street to Interstate 55	III-7

IV. Route Analysis - Cicero Avenue

4.1	Segment 1: Interstate 57 to Midlothian Turnpike	IV-3
4.2	Segment 2: Midlothian Turnpike to 111 th Street	IV-8

VOLUME II

IV. Route Analysis - Cicero Avenue

4.3	Segment 3: 111 th Street to 31 st Street.....	IV-13
4.4	Segment 4: 31 st Street to North Avenue	IV-18
4.5	Segment 5: North Avenue to Armitage Avenue.....	IV-23
4.6	Segment 6: Armitage Avenue to Addison Street.....	IV-27
4.7	Segment 7: Addison Street to Grace Street.....	IV-31
4.8	Segment 8: Grace Street to Interstate 94.....	IV-35

V. Public Involvement

5.1	The Public Involvement Process.....	V-1
5.2	Individual Community Interviews	V-1
5.3	Advisory Panel Meetings	V-6
5.4	Public Hearing	V-7

LIST OF APPENDICES

Appendix A	Public Involvement	
	• Individual Community Interview Meetings	
	• 1st Advisory Panel Meeting Minutes	
	• 2nd Advisory Panel Meeting Minutes	
	• Public Hearing Record	

LIST OF FIGURES

<u>Figure No.</u>	<u>Page No.</u>
1.1 The Strategic Regional Arterial System	I-3
2.1 Cicero Avenue/Pulaski Road Location Map.....	II-2
2.2 Cicero Avenue/Pulaski Road Corridor Map.....	II-3
3.1 Corridor Summary - Pulaski Road.....	III-2
Existing Facility Characteristics	A-1 through A-7
Land Use and Environmental Characteristics.....	B-1 through B-7
Recommended Plan	C-1 through C-7
4.1 Corridor Summary - Cicero Avenue.....	IV-2
Existing Facility Characteristics	A-1 through A-7
Land Use and Environmental Characteristics.....	B-1 through B-7
Recommended Plan	C-1 through C-7
Intersection Details	D-1 through D-4

LIST OF TABLES

<u>Table No.</u>	<u>Page No.</u>
1.1 2010 Desirable Route Characteristics Urban Strategic Regional Arterial	I-6
1.2 2010 Desirable Route Characteristics Suburban Strategic Regional Arterial	I-7
3.1.1 Segment 1 - Pulaski Road - Construction Cost Estimate.....	III-6
3.2.1 Segment 2 - Pulaski Road - Existing Structures	III-8
3.2.2 Segment 2 - Pulaski Road - Structure Modifications.....	III-9
3.2.3 Segment 2 - Pulaski Road - Construction Cost Estimate.....	III-11
4.1.1 Segment 1 - Cicero Avenue - Existing Structures	IV-4
4.1.2 Segment 1 - Cicero Avenue - Structure Modifications.....	IV-6
4.1.3 Segment 1 - Cicero Avenue - Construction Cost Estimate.....	IV-7
4.2.1 Segment 2 - Cicero Avenue - Existing Structures	IV-9
4.2.2 Segment 2 - Cicero Avenue - Structure Modifications.....	IV-10
4.2.3 Segment 2 - Cicero Avenue - Construction Cost Estimate.....	IV-12
4.3.1 Segment 3 - Cicero Avenue - Existing Structures	IV-14
4.3.2 Segment 3 - Cicero Avenue - Construction Cost Estimate.....	IV-17
4.4.1 Segment 4 - Cicero Avenue - Existing Structures	IV-19
4.4.2 Segment 4 - Cicero Avenue - Construction Cost Estimate.....	IV-22
4.5.1 Segment 5 - Cicero Avenue - Existing Structures	IV-24
4.5.2 Segment 5 - Cicero Avenue - Construction Cost Estimate.....	IV-26
4.6.1 Segment 6 - Cicero Avenue - Construction Cost Estimate.....	IV-30
4.7.1 Segment 7 - Cicero Avenue - Construction Cost Estimate.....	IV-34

4.8.1 Segment 8 - Cicero Avenue - Existing StructuresIV-36

4.8.2 Segment 8 - Cicero Avenue - Construction Cost Estimate.....IV-39

Executive Summary

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

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

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

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

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

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

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

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

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

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

Segment 1: Cicero Avenue - Interstate 57 to Midlothian Turnpike

- Maintain the existing cross section of two travel lanes in each direction separated by a 16-foot median between I-57 and 151st Street.
- Provide three lanes in each direction with a 14-foot painted median from 151st Street to Midlothian Turnpike.
- Signal coordination is recommended.
- Side street improvements are recommended at specific locations.
- Relocate bus stops to the far side of signalized intersections.

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

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

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

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

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

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

Segment 5: Cicero Avenue - North Avenue to Armitage Avenue

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

Segment 6: Cicero Avenue - Armitage Avenue to Addison Street

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

Segment 7: Cicero Avenue - Addison Street to Grace Street

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

Segment 8: Cicero Avenue - Grace Street to Interstate 94

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

I. Introduction

1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's , however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or

efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Lake, McHenry and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2020 Transportation System Development (TSD) Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

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

The Pulaski Road/Cicero Avenue corridors are classified as both urban and suburban SRA routes in central Cook County. Cicero Avenue is also designated as Illinois Route 50. Tables 1.1 and 1.2 indicate the desirable route characteristics for urban and suburban SRA facilities, respectively. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 and 4 of this report for Pulaski Road and Cicero Avenue, respectively.

1.4 Study Objectives

As SRA routes, Pulaski Road and Cicero Avenue are intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. Pulaski Road and Cicero Avenue are included in the fifth subset of SRA routes.

The Pulaski Road/Cicero Avenue SRA study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The Pulaski Road/Cicero Avenue SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

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

The completed study can be used by local and State agencies to help guide implementation of improvements on or along Pulaski Road and Cicero Avenue. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range

Table 1.1
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials

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
Bicycle Accommodation	13' outside lane desirable
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 arterial and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hour***; 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 of the SRA Design Concept Report (1994) are met

*** where criteria and conditions of Section 4.4 of the SRA Design Concept Report (1994) are met

Table 1.2
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterial

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

development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the communities through which Pulaski Road and Cicero Avenue pass can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

Data Collection/Evaluation - The SRA study process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental inventories. The data is reviewed to establish current conditions, constraints, and improvement needs.

Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost or Ultimate (post 2020).

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

Cost Estimates/Identification of Right-Of-Way Needs - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

Local Involvement and Coordination - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns; and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county along the route.

Final Route Improvement Plan/Report - As the final step in the planning process, a report for each SRA route documents the recommended improvements and findings.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths

and right-of-way limits were further confirmed with construction plan sheets whenever possible.

Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2020 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and/or specific plans identified by municipal and county officials, and during meetings with municipal and county officials. Such information was used to assess potential route impact and plan for access.

Environmental Considerations - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

Year 2010 Traffic Demand Projections - The Chicago Area Transportation Study projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption ensures that no route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also ensures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode and trip assignment. Collectively, the number of vehicle trips was projected for each SRA to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the

number of lanes of capacity required to serve the demand.

Cost Estimates - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements: recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

1.7 Organization of the Report

The SRA corridor report for Pulaski Road and Cicero Avenue is divided into four sections for each route:

- I. **Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. **Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. **Pulaski Road - Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:

- Segment 1: Pulaski Road - 95th Street to 87th Street
- Segment 2: Pulaski Road - 87th Street to Interstate 55

For each route segment the following analyses are presented:

Existing Facility Characteristics - The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals, existing transit usage and routes, location of structures, and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Land Use and Environmental Conditions - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and flood plains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the type, density or intensity of use. Setbacks and access locations are identified. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2020) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

IV. Cicero Avenue - Route Analysis - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:

- Segment 1: Cicero Avenue - Interstate 57 to the Midlothian Turnpike
- Segment 2: Cicero Avenue - Midlothian Turnpike to 111th Street
- Segment 3: Cicero Avenue - 111th Street to 31st Street
- Segment 4: Cicero Avenue - 31st Street to North Avenue
- Segment 5: Cicero Avenue - North Avenue to Armitage Avenue
- Segment 6: Cicero Avenue - Armitage Avenue to Addison Street
- Segment 7: Cicero Avenue - Addison Street to Grace Street
- Segment 8: Cicero Avenue - Grace Street to Interstate 94

Just as in Section III, the following analyses are presented for Cicero Avenue:

Existing Facility Characteristics
Land Use and Environmental Conditions
Recommended Plan

V. Public Involvement - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings and other efforts to promote local involvement in the study process.

II. Route Overview

2.1 The Pulaski Road/Cicero Avenue Study Area

The SRA corridor extends along Pulaski Road from 95th Street in Oak Lawn and Evergreen Park to Interstate 55 in Chicago. Pulaski Road also passes through the community of Hometown. The Cicero Avenue corridor extends from Interstate 57 in Oak Forest and unincorporated Cook County to Interstate 94 in Chicago. Cicero Avenue passes through the communities of Midlothian, Crestwood, Alsip, Oak Lawn, Hometown, Burbank, Bedford Park, Stickney, and Cicero. A location map is shown on Figure 2.1.

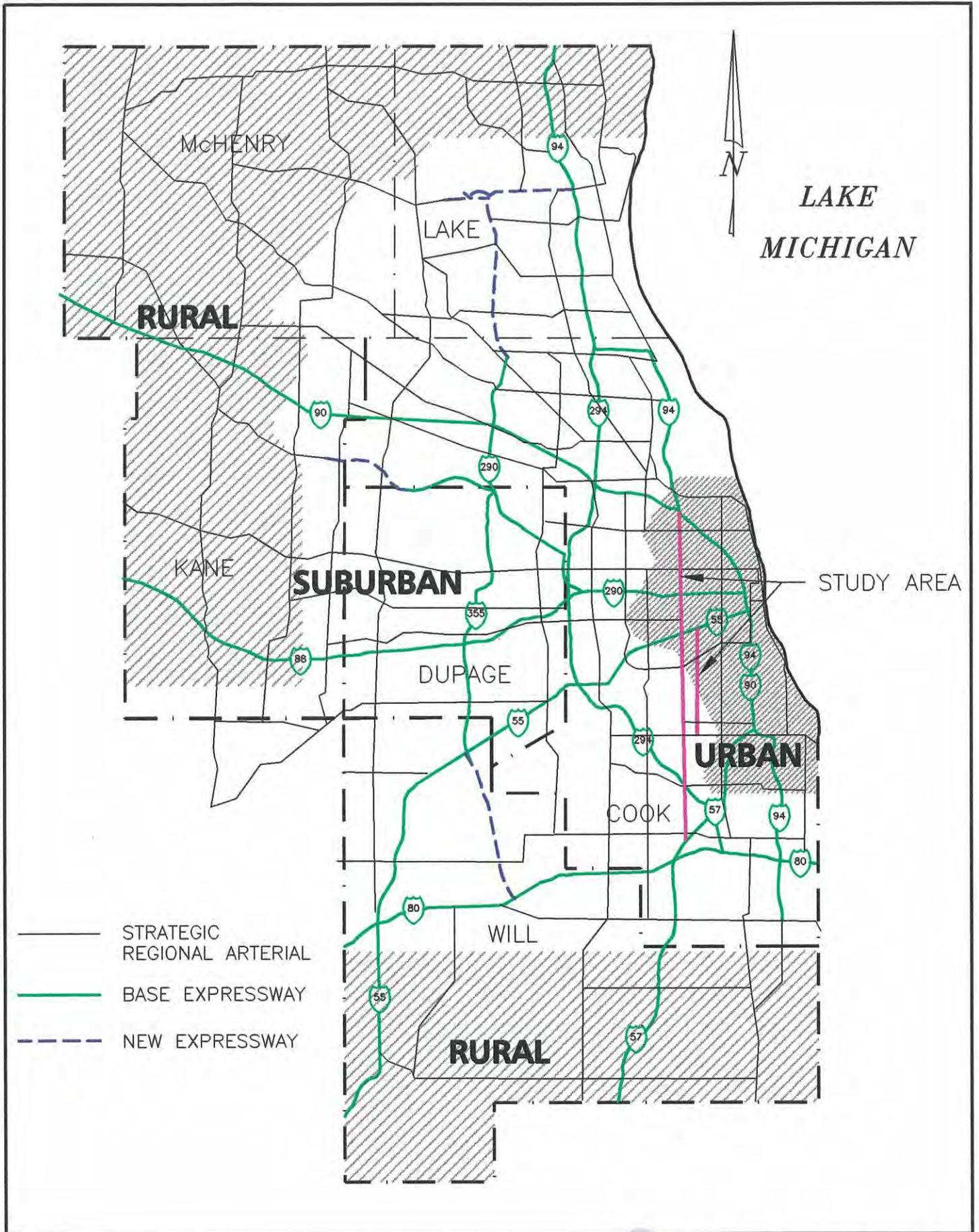
2.2 Land Use/Development Characteristics

The Pulaski Road/Cicero Avenue SRA corridor includes a wide range of land use types throughout the lengths of both routes. Residential, industrial, commercial, institutional, recreational and office land uses are scattered along each roadway. There is a minimal amount of vacant land available for development.

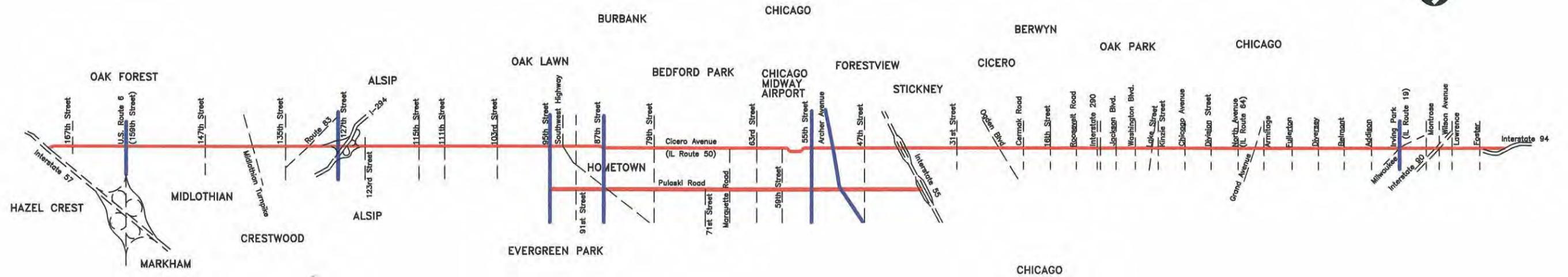
2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. Pulaski Road and Cicero Avenue both intersect the SRA routes of 95th Street, 87th Street, 55th Street, and Archer Avenue. The expressway that crosses both routes and provides full access is Interstate 55. The SRA routes that only intersect Cicero Avenue are U.S. Route 6 (159th Street), 127th Street, Illinois Route 64 (North Avenue) and Illinois Route 19 (Irving Park Road). The expressways that provide access to Cicero Avenue are Interstate 57 (via 167th Street), Interstate 294, Interstate 290, and Interstate 94.

The Chicago Midway Airport is located along Cicero Avenue south of 55th Street. Numerous rail lines crisscross both routes passing over, under, and some also at-grade. Cicero Avenue also passes over the Calumet Sag Channel and the Chicago Sanitary and Ship Canal.



**CICERO AVENUE / PULASKI ROAD
LOCATION MAP
FIGURE 2.1**



LEGEND

- SRA ROUTE
- - - - - OTHER CROSSING ROUTES
- OTHER SRA ROUTES

2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the Pulaski Road/Cicero Avenue corridor. Pulaski Road has two through lanes in each direction between 95th Street and 87th Street. North of 87th Street, Pulaski Road provides two through lanes plus an additional parking lane in each direction. The right-of-way for Pulaski Road is typically 100 feet.

Cicero Avenue has two travel lanes in each direction from I-57 north to 111th Street. The right-of-way in this area varies from 83 to 485 feet but is typically 100 feet. From 111th Street north to 31st Street, Cicero Avenue has three lanes of travel in each direction and the right-of-way varies from 93 feet to 131 feet. For the remainder of the route north of 31st Street to I-94, Cicero Avenue has generally two travel lanes in each direction with an additional parking lane. In these areas, the right-of-way is between 83 to 165 feet. In some locations however, the right-of-way is only 66 feet and where this occurs, no on-street parking is available.

2.5 Transit

There are a large number of existing transit routes along this corridor. These transit routes include several CTA and PACE bus routes, CTA rail stations, and METRA rail stations. Midway Airport is also located along Cicero Avenue near 55th Street.

For Pulaski Road, there are two PACE routes and one CTA route. PACE Route 381 provides service between 95th Street and 91st Street and Route 390 services Pulaski Road between 87th Street and 76th Street. The Ashburn Metra train station along the Southwest Service line is located north of 87th Street and east of Pulaski Road. CTA rail service is provided along the Orange Line Midway Branch at 51st Street on the west side of Pulaski Road.

Along the Cicero Avenue corridor, there are 13 PACE bus routes between 22nd Street and I-57 plus one other PACE route between I-94 and Irving Park Road. There are 38 CTA bus routes all of which are located north of 79th Street to I-94. The METRA service along Cicero Avenue includes four stations which are listed below:

- Southwest Service - Oak Lawn Station near 95th Street
- Rock Island District - Oak Forest Station near 163rd Street
- Burlington Northern/Santa Fe - Cicero Avenue Station near 25th Street
- Milwaukee District North Line - Mayfair Station near Montrose Avenue

The CTA rail stations and their respective lines which are in the vicinity of Cicero Avenue are listed below:

Orange Line Midway Branch - Midway Station
Blue Line Cermak Branch- Cicero Station
Blue Line Forest Park Branch - Cicero Station
Blue Line O'Hare Branch - Montrose Station
Green Line Lake Branch - Cicero Station

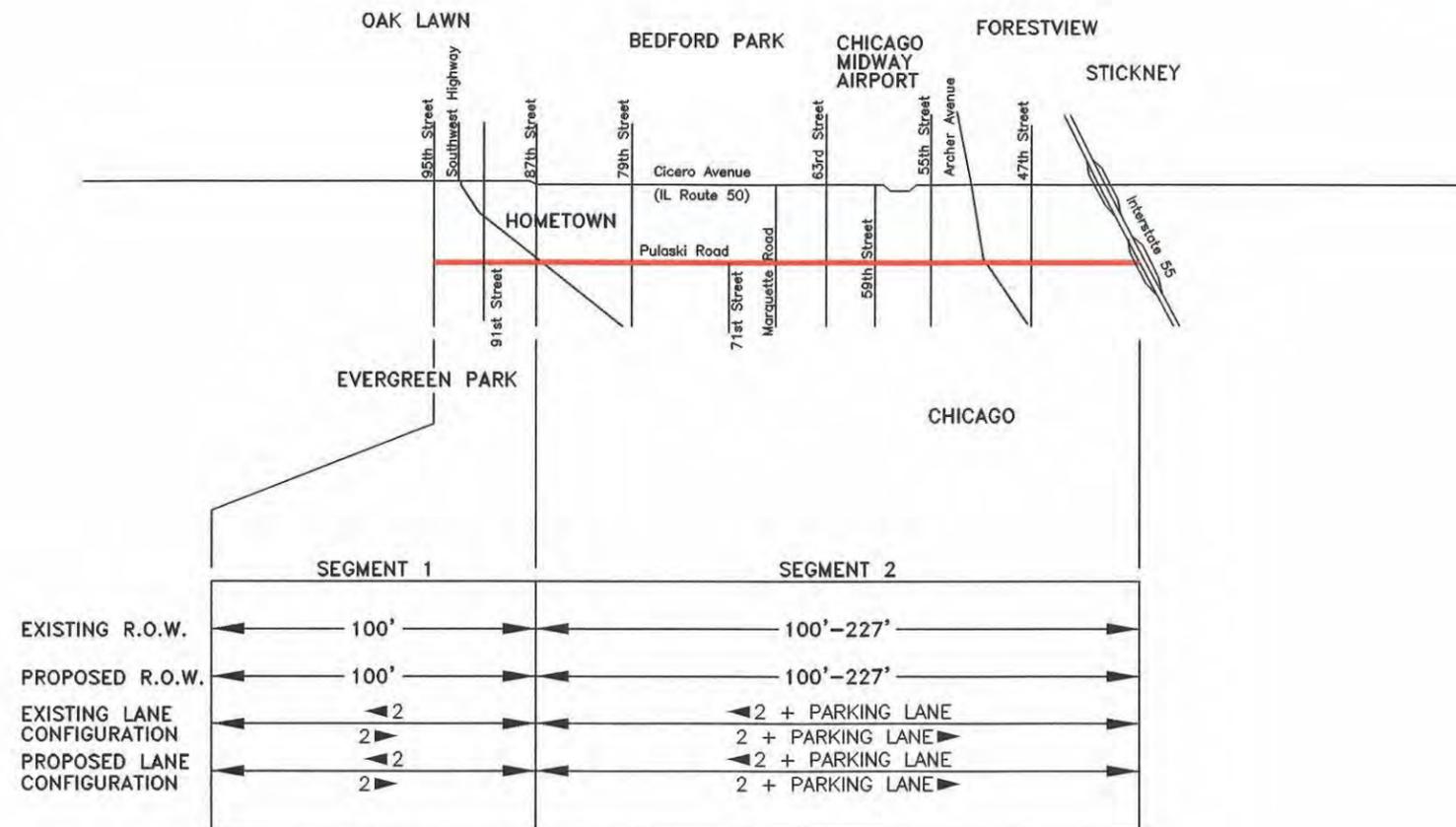
Specific transit improvement recommendations are detailed for each roadway segment in the following sections of this report.

III. Route Analysis - Pulaski Road

This section provides a detailed summary of existing conditions and recommended improvements along the Pulaski Road portion of the SRA corridor. The corridor has been divided into two segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and existing versus proposed conditions. The segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Pulaski Road - 95th Street to 87th Street
- Segment 2: Pulaski Road - 87th Street to Interstate 55

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.



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

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

3.1.1 Location

Segment 1 for Pulaski Road extends from 95th Street north to 87th Street and is approximately 1 mile in length (see Figure 3.1). It is located primarily in Evergreen Park, Oak Lawn, and Hometown.

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-2.

Right-of-Way - The existing right-of-way in this segment is 100 feet in width.

Roadway Characteristics - Pulaski Road from 95th Street to 90th Place is 60 feet in width with two through lanes in each direction, a 16-foot painted median, and curb and gutter with closed drainage. From 90th Place to 88th Street, Pulaski Road still has two travel lanes in each direction; however, the median varies from 10 to 20 feet. Also in this area, a 16-foot wide frontage road is located along the west side of Pulaski Road. From 88th Street to 87th Street, a total pavement width of 82 feet provides three travel lanes in each direction with a 16 foot median.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual, two-way, daily traffic for this segment was 28,400 vehicles per day.

Accidents - There are no high accident locations in this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces provided in this area. Sidewalks are available and a frontage road is located along the west side of Pulaski Road from 90th Place to 88th Street.

Traffic Control/Intersection Configuration - Along this segment there are three signalized intersections at 95th Street, 93rd Street, and 87th Street. The existing lane configurations for these intersections are shown on Exhibits A-1 through A-2.

Structures - There are no structures in this segment.

Transit - This section of Pulaski Road is serviced by PACE bus Route 381 and CTA Route 53A.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-2.

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

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

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

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

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

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-1 through B-2.

Type and Intensity of Development - The predominant land uses within Segment 1 are single and multi-family residential. A concentration of commercial uses are located at the intersection of Pulaski Road and 95th Street. St. Mary Catholic Cemetery is located along the east side of the SRA between 91st and 87th Streets. The John Patterson Memorial Park is located on the west side of Pulaski Road, between 88th Street and the Norfolk and Western Railroad right-of-way.

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

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1 through C-2.

Roadway - The recommendation for this segment is to maintain the existing cross section with two travel lanes in each direction separated by a painted median.

Traffic Control/Intersection Configuration - The existing traffic signals will also be maintained. At the 93rd Street intersection, separate left turn lanes should be incorporated on 93rd Street to improve the operation of the intersection. Traffic signal interconnection is recommended.

Access Management - The existing access to Pulaski Road will be maintained for this segment.

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

3.1.6 Right-of-Way Requirements

No additional right-of-way will be required along the Pulaski Road for this segment.

3.1.7 Environmental Considerations

No impacts will result to environmental resources located within Segment 1 since right-of-way acquisition is not recommended.

3.1.8 Land Use Considerations

No significant impacts to land use are expected within Segment 1 since additional right-of-way will not be acquired. Existing median access will also be maintained. The location of access and setbacks associated with future development should be coordinated with SRA recommendations.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.1. This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

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

3.1.11 Ultimate (Post 2020) Improvements

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

3.1.12 Crossing SRA Routes

95th Street and 87th Street are also designated as SRA routes. The SRA studies for these corridors were completed in April of 1993. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the 95th Street and 87th Street corridors.

Table 3.1.1
Construction Cost Estimate
Segment 1: Pulaski Road - 95th Street to 87th Street

Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$300,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$300,000

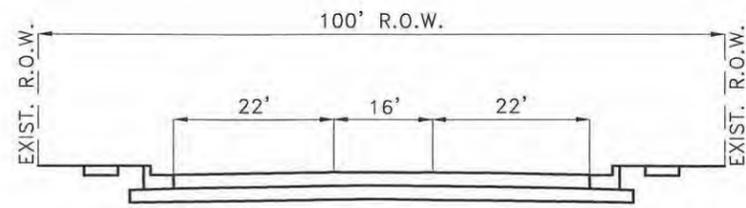
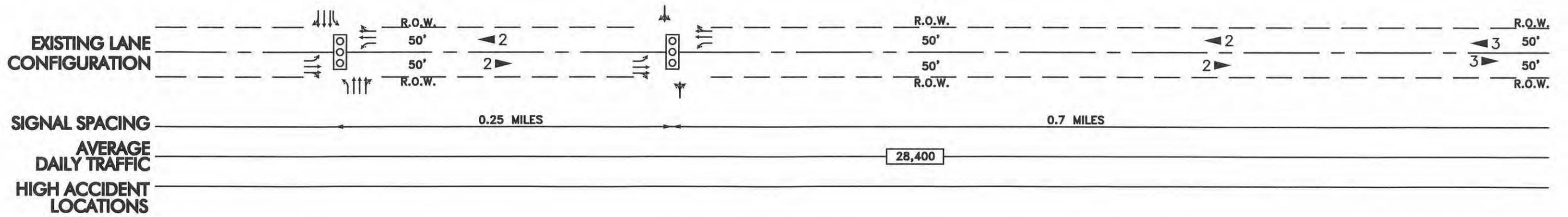
Note: This construction cost estimate is based on 1991 unit prices.

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

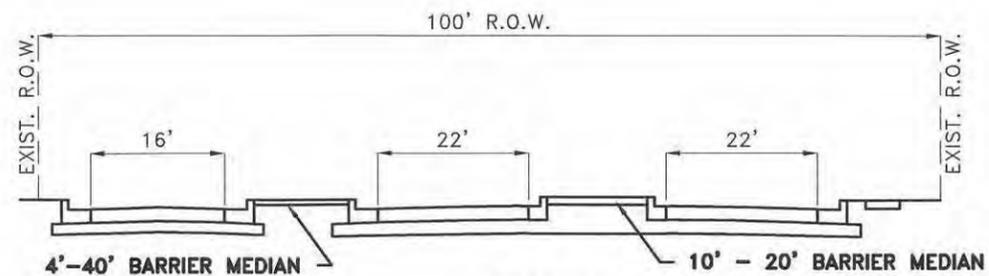
EXISTING FACILITY CHARACTERISTICS

Exhibits A-1 through A-2

See Segment 2 for Exhibit A-2



SECTION A-A
95TH STREET TO 90TH PLACE



SECTION B-B
90TH PLACE TO 88TH STREET

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

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

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1 through B-2

See Segment 2 for Exhibit B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

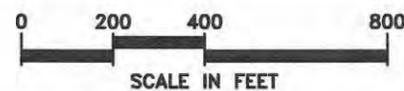
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

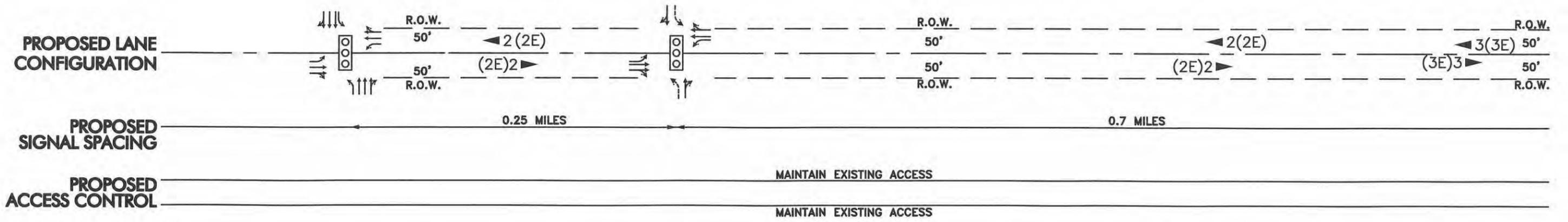
PULASKI ROAD
ENVIRONMENTAL CONDITIONS
EXHIBIT B-1

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

RECOMMENDED PLAN

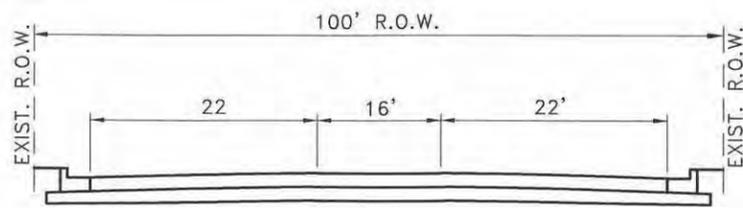
Exhibits C-1 through C-2

See Segment 2 for Exhibit C-2



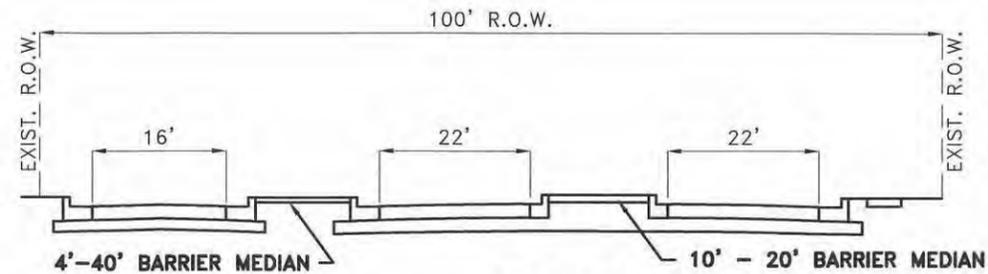
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION A-A

MAINTAIN EXISTING CROSS SECTION



SECTION B-B

MAINTAIN EXISTING CROSS SECTION

LEGEND

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

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

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

3.2.1 Location

Segment 2 extends along Pulaski Road from 87th Street to Interstate 55 (see Figure 3.1). The segment is approximately 6 miles in length and is located within the City of Chicago.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-2 through A-7.

Right-of-Way - The right-of-way in this segment varies between 100 and 227 feet in width, but is typically 100 feet wide.

Roadway Characteristics - The majority of the existing pavement width from 87th Street to 42nd Street consists of three 11-foot travel lanes in each direction separated by a 14 to 16 foot wide painted median. The outside travel lane is also used as a parking lane between 87th Street to 79th Street and also from 70th Place to 42nd Street. From 42nd Street to Interstate 55, two 11-foot travel lanes in each direction are provided with a 14-foot median.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual, two-way daily traffic for this segment varied from 28,600 vehicles per day to 40,500 vehicles per day.

Accidents - There are no high accident locations in this segment.

Parking, Sidewalks, and Frontage Roads - On-street parking spaces are available from 87th Street to 79th Street and also from 70th Place to 42nd Street. Sidewalks are provided in selected locations. No frontage roads are located along this segment.

Traffic Control/Intersection Configuration - There are 24 signalized intersections in this segment. The existing lane configurations for each location are shown on Exhibit A-2 through A-7.

Structures - There are four existing structures in this segment as indicated in Table 3.2.1.

Transit - CTA bus service is provided via Routes 47, 53A, 55, 59, 62, 63, 67, 79, and 87. PACE service is provided with Route 390. The Ashburn Metra Station is located east of Pulaski Road and north of 87th Street on the Southwest Service line. The Pulaski Station on the CTA Orange Line is located south of 51st Street along the west side of Pulaski Road.

**Table 3.2.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0750	Ford City Drive	Pulaski Road	48'	90'	75.9'	14.3'
016-2549	Pulaski Road	Belt R.R.	40'	379'	NA	NA
016-1020	Pulaski Road	Belt R.R.	27.6'	326'	NA	NA
016-6125	Pulaski Road	ICG R.R.	76'	493'	NA	NA

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of Pulaski Road are shown on Exhibits B-2 through B-7.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 2.

Structures with Historical Significance - Three sites of historic significance are located within this segment. An historic commercial building is located at the northeastern corner of Pulaski Road and 63rd Street. Two historic industrial buildings are located adjacent to the SRA between 42nd and 41st Streets.

Hazardous Waste/LUST Sites - There are ten leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 2.

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

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

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-2 through B-7.

Type and Intensity of Development - The land uses in Segment 2 are a mixture of commercial, residential, industrial and institutional uses. The primary land use along Pulaski Road between 87th

Street and 82nd Place is commercial. The primary land uses between 82nd Place and 75th Street is residential and institutional. Institutional uses within this portion of the segment include the Bogan High School, Bogan Park, Chicago Fire Department, Richard J. Daley College, Army Reserve Center, and National Archives and Records Administration center. The land uses between 75th Street and 45th Street are a mixture of commercial and residential, with scattered industrial uses. North of 43rd Street, the uses are primarily industrial.

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

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibits C-2 through C-7.

Roadway - The recommendation for this segment is to maintain the existing cross section with the exception of two portions. From 77th Street to 70th Place, there are currently only two northbound lanes which is recommended to be widened to three lanes. In addition, the section from 42nd Street to Interstate 55 is recommended to be widened to provide three travel lanes in each direction.

Traffic Control/Intersection Configuration - The existing traffic signals will also be maintained. At the 85th, 69th, 57th, 53rd, 52nd, 49th, 43rd, 40th Streets, and 42nd Place signalized intersections, separate left turn lanes should be incorporated on the side streets to improve the operation of the intersections. Traffic signal interconnection is recommended. Peak hour parking restrictions are recommended.

Access Management - The existing access available to Pulaski Road will be maintained for this segment with the exception of the area between 87th Street and 85th Street. A barrier median is recommended between these two streets to alleviate a cut-through traffic condition in the adjoining neighborhoods.

Structures - Existing structures in this segment that will require modification to accommodate the proposed SRA improvement are shown in Table 3.2.2.

**Table 3.2.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-2549	Pulaski Road	Belt R.R.	40'	Widen to accommodate recommended section.

Transit - Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes where possible.

3.2.6 Right-of-Way Requirements

No additional right-of-way is required for this segment of Pulaski Road.

3.2.7 Environmental Considerations

No impacts will result to the historic structures, LUST sites or floodplain located within Segment 2 since right-of-way acquisition is not recommended.

3.2.8 Land Use Considerations

No significant impacts to land use are expected within Segment 2 since additional right-of-way will not be acquired. The proposed barrier median between Southwest Highway and 85th Street will eliminate left turns out of commercial uses except at full movement intersections. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.3. This construction cost estimate is based on 1991 unit prices.

3.2.10 Short Term/Low Cost Improvements

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

3.2.11 Ultimate (Post 2020) Improvements

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

3.2.12 Crossing SRA Routes

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

Table 3.2.3
Construction Cost Estimate
Segment 2 - 87th Street to Interstate 55

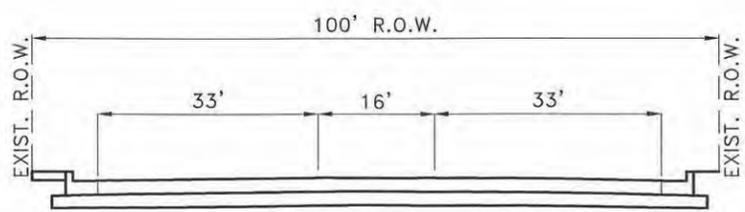
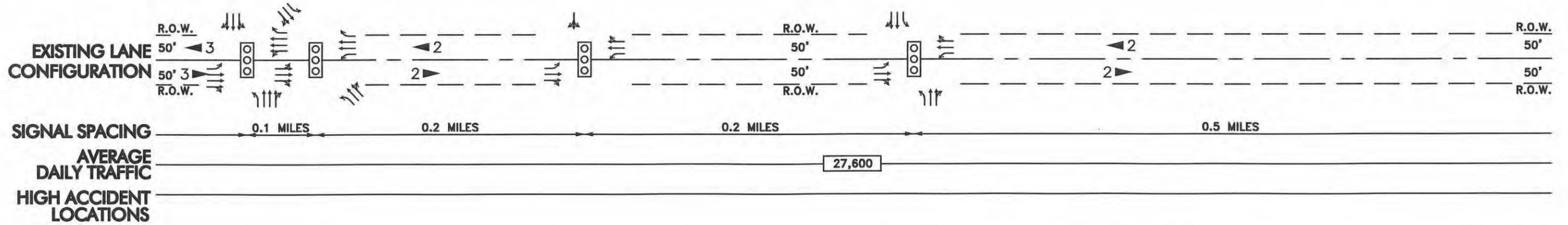
Recommended Improvements	Estimated Cost
Roadway	\$480,000
Intersection Improvements	\$2,500,000
Structure Modifications	\$840,000
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$3,820,000

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

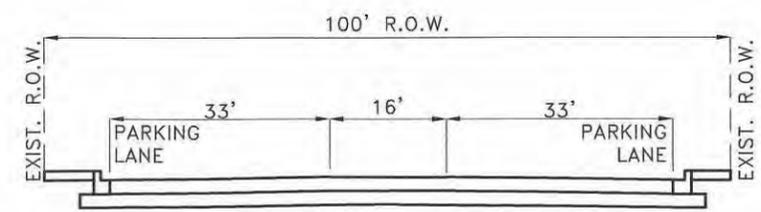
**Segment 2 - Pulaski Road
87th Street to Interstate 55**

EXISTING FACILITY CHARACTERISTICS

Exhibits A-2 through A-7



SECTION C-C
88TH STREET TO 87TH STREET



SECTION D-D
87TH STREET TO 79TH STREET

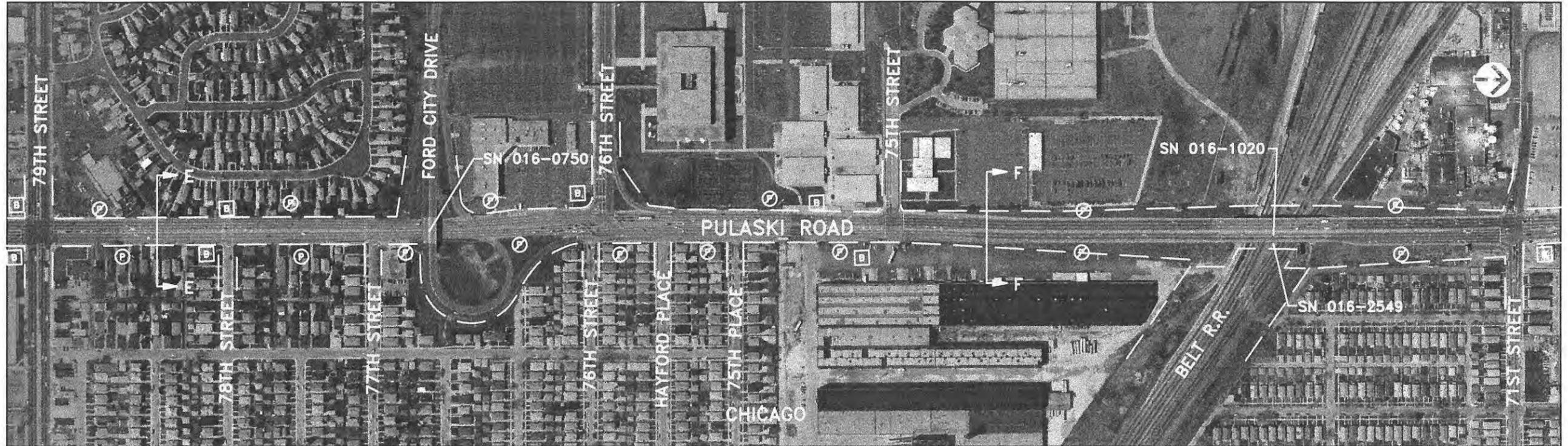
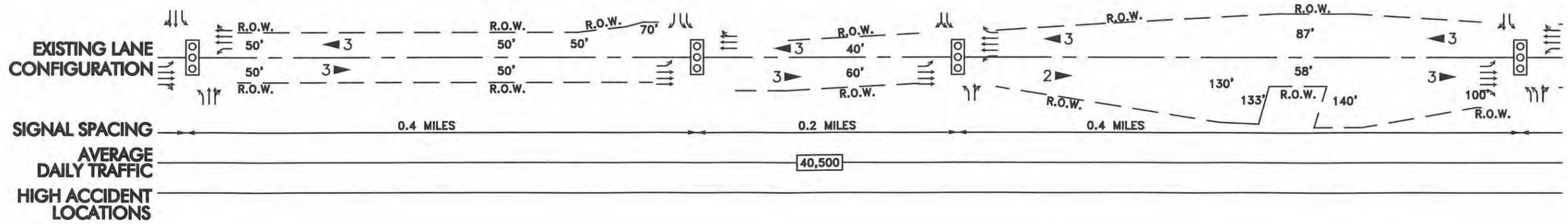
PARKING DESIGNATIONS

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

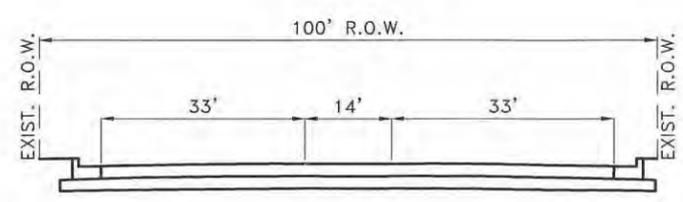
(S13) ONE HOUR PARKING 8 AM - 6 PM MON - FRI

LEGEND

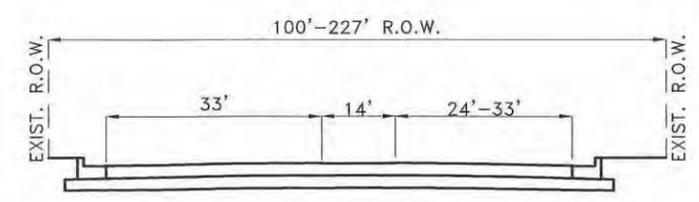
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



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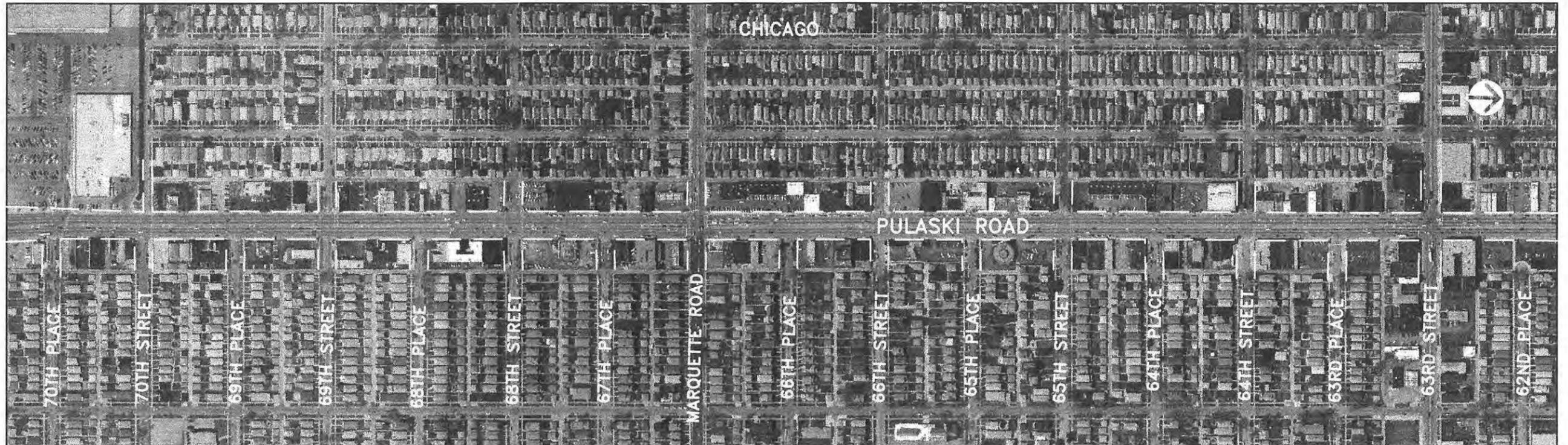
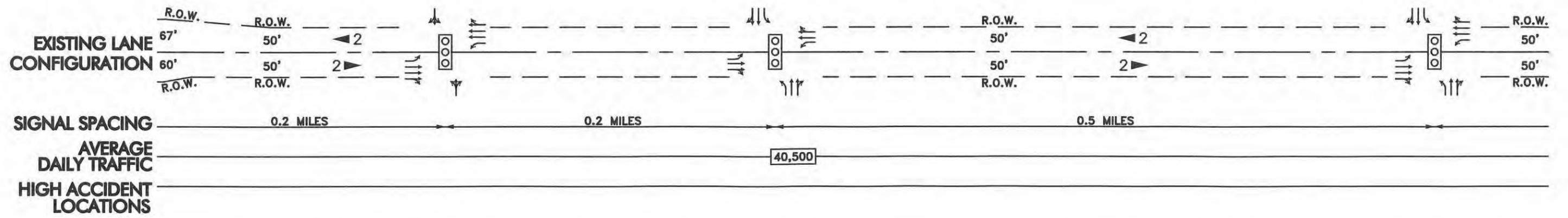
SECTION E-E
79TH STREET TO 77TH STREET



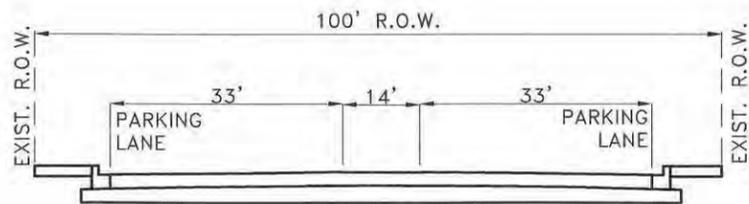
SECTION F-F
77TH STREET TO 70TH PLACE

LEGEND

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

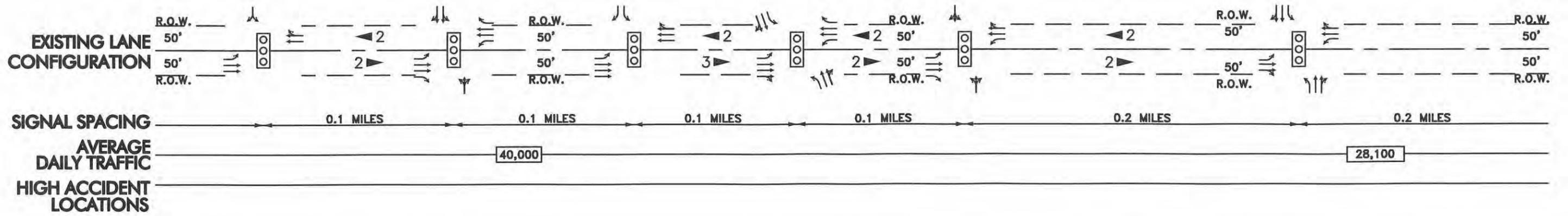


DATE OF PHOTOGRAPHY: APRIL 14, 1995

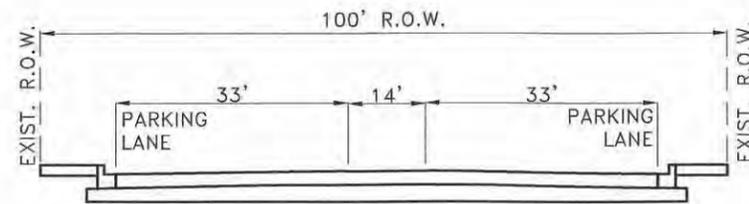


SECTION G-G
70TH PLACE TO 42ND STREET

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION G-G
70TH PLACE TO 42ND STREET

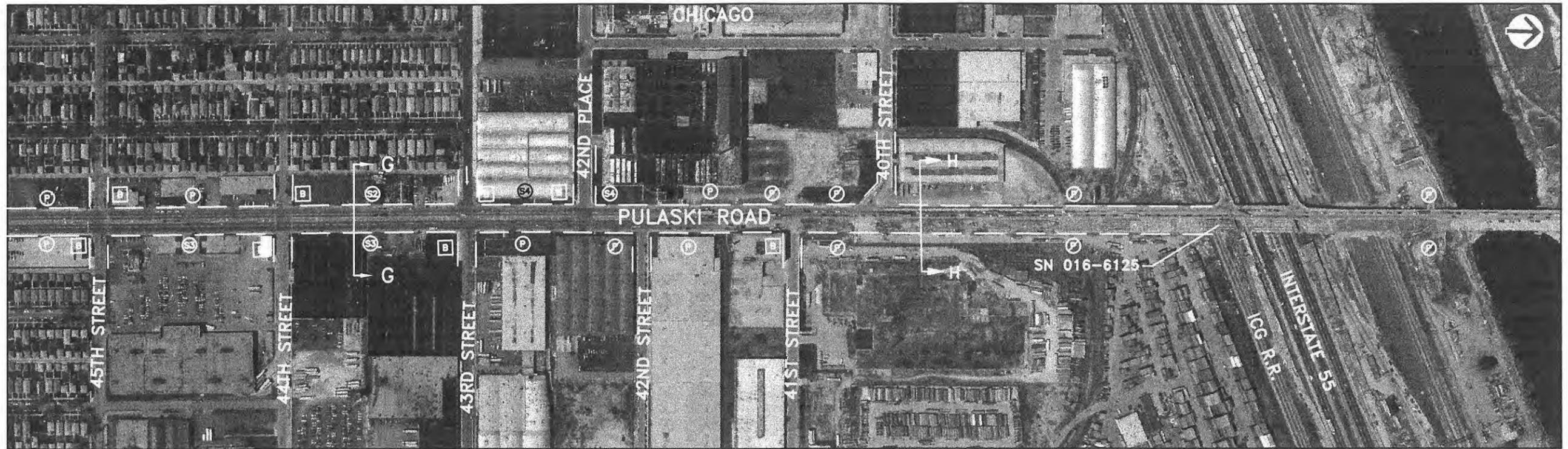
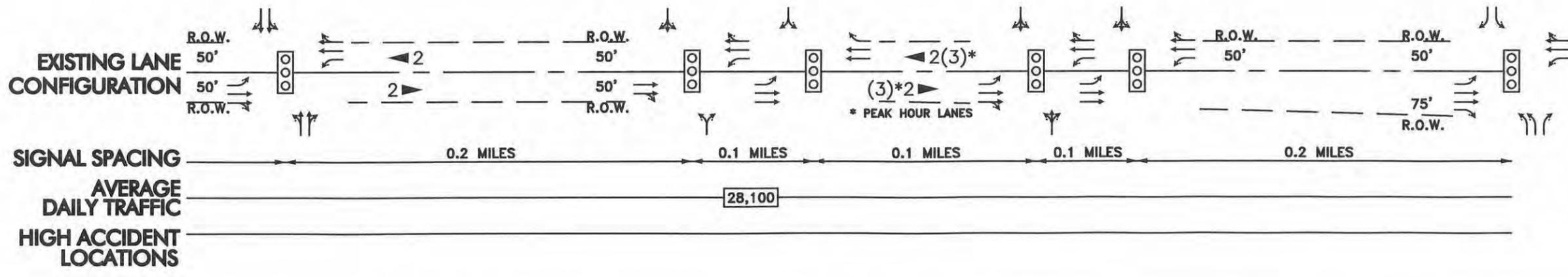
PARKING DESIGNATIONS

Ⓢ15 ONE HOUR PARKING
8 AM - 6 PM
MON - FRI

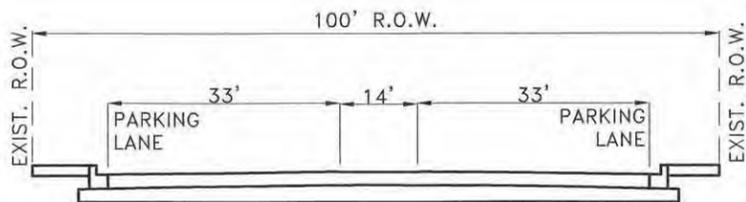
Ⓢ16 30 MINUTE PARKING
8 AM - 6 PM
MON - SAT

LEGEND

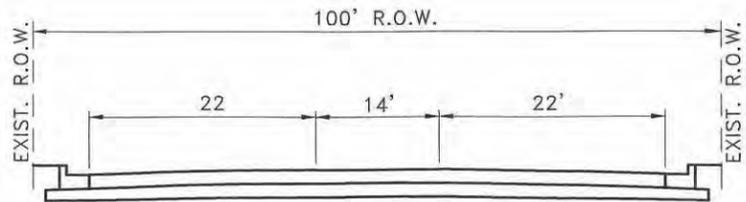
- Ⓢ SIGNALIZED INTERSECTION
- Y LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- Ⓢ NO PARKING
- Ⓢ PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀# EXISTING NUMBER OF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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION G-G
70TH PLACE TO 42ND STREET



SECTION H-H
42ND STREET TO I-55

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

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

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

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-2 through B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

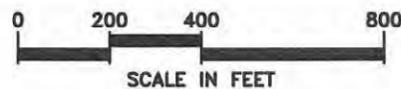
LAND USE LEGEND

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

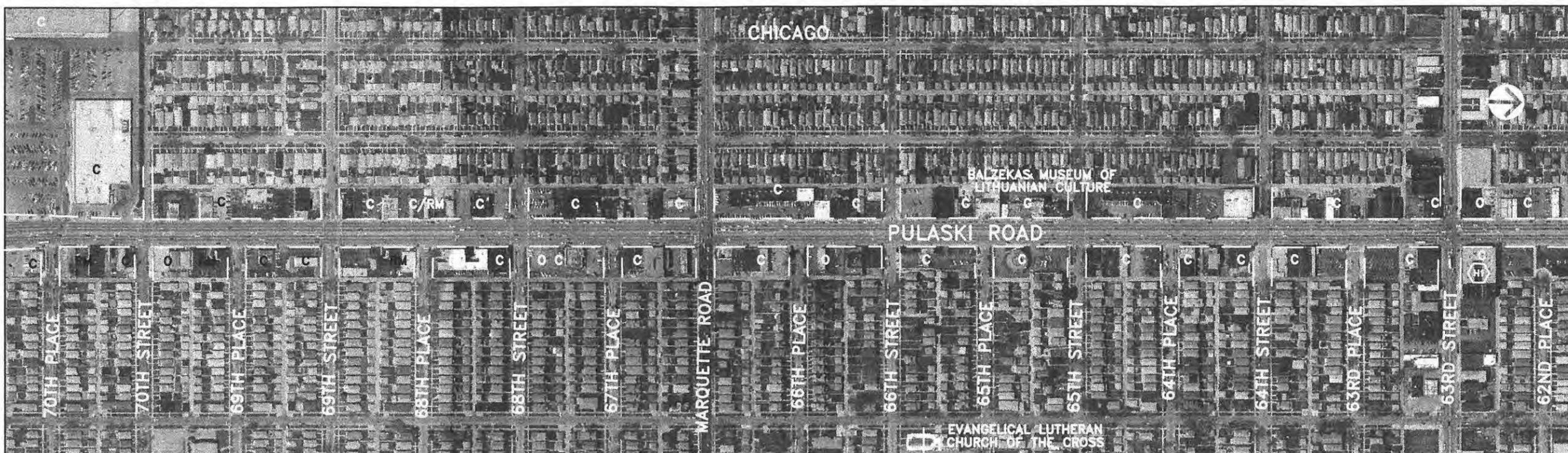
 Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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



PULASKI ROAD
ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

6245-55 SOUTH PULASKI COMMERCIAL

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

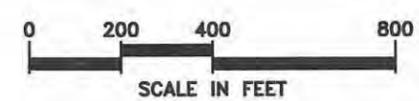
LAND USE LEGEND

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

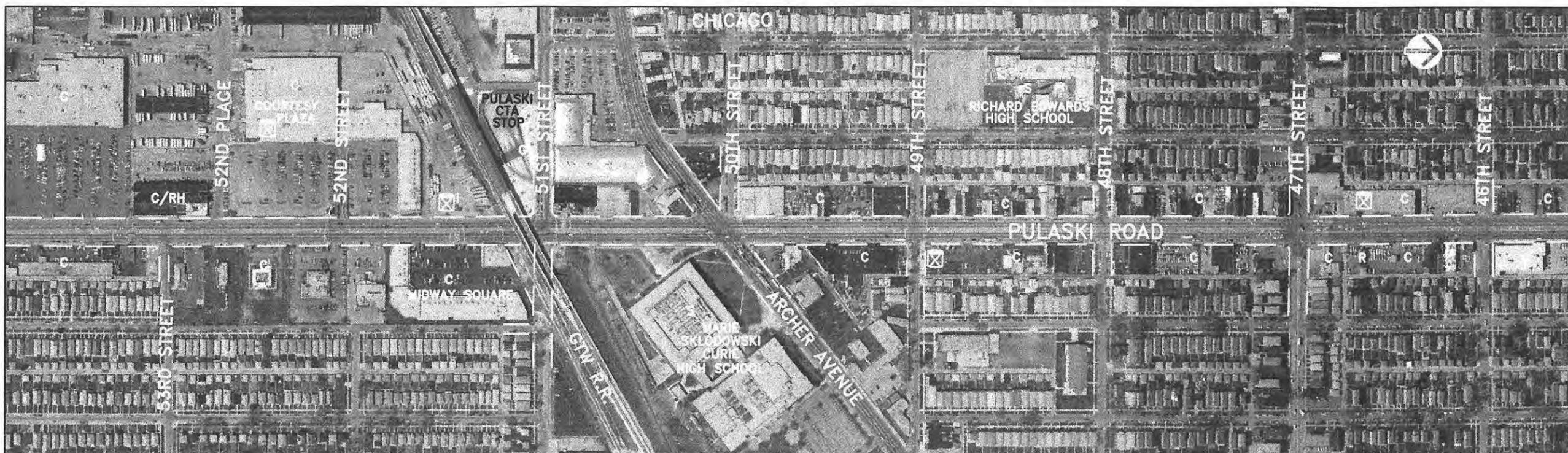
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study
PULASKI ROAD ENVIRONMENTAL CONDITIONS EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



STRA *Strategic Regional Arterial Planning Study*
PULASKI ROAD ENVIRONMENTAL CONDITIONS EXHIBIT B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

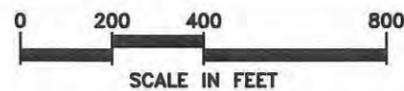
HISTORIC BUILDINGS

- 4140 SOUTH PULASKI INDUSTRIAL
- 4101 SOUTH PULASKI INDUSTRIAL

LAND USE LEGEND

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

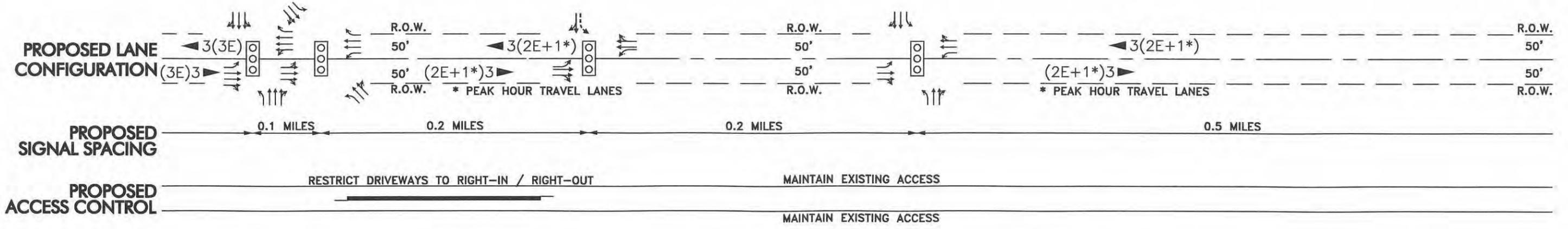
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



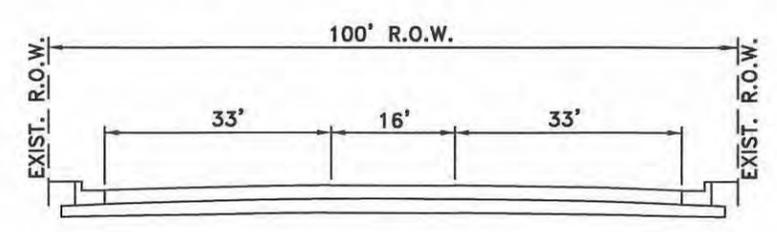
**Segment 2 - Pulaski Road
87th Street to Interstate 55**

RECOMMENDED PLAN

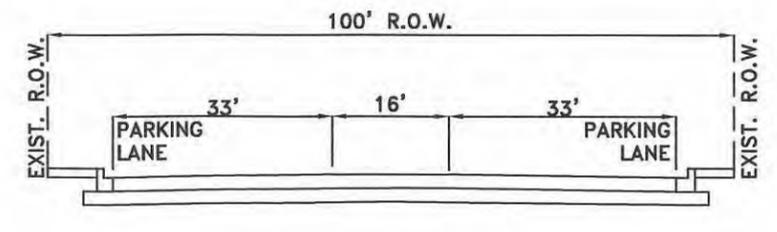
Exhibits C-2 through C-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995



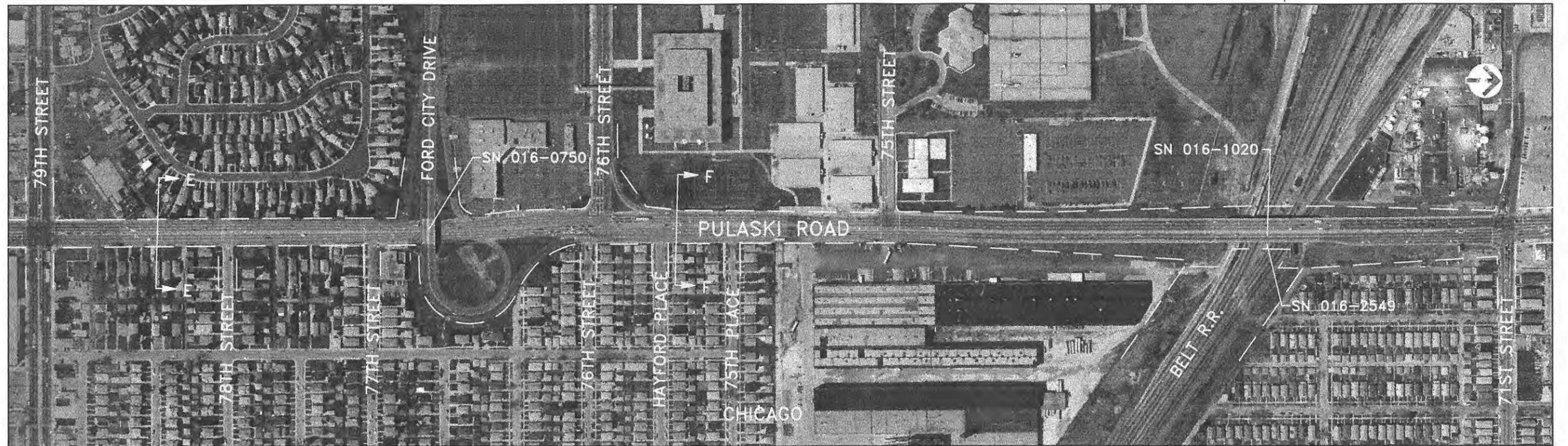
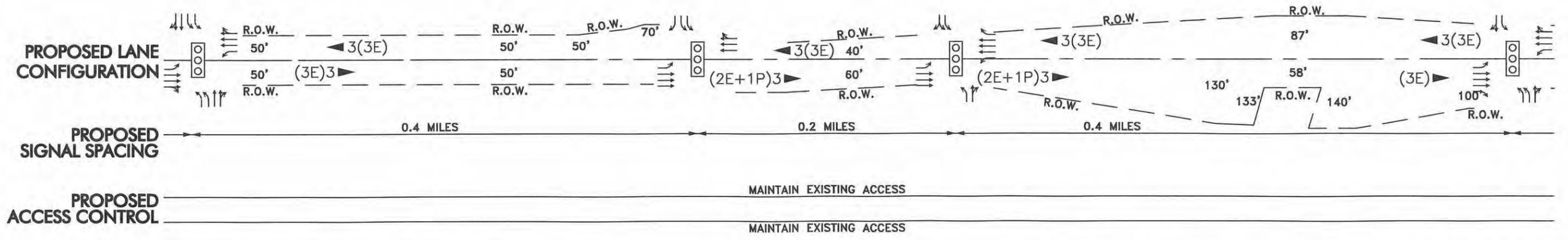
SECTION C-C
MAINTAIN EXISTING CROSS SECTION



SECTION D-D
MAINTAIN EXISTING CROSS SECTION

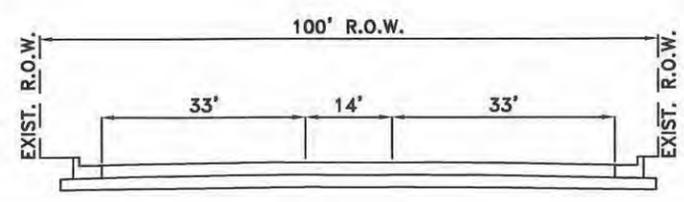
LEGEND

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

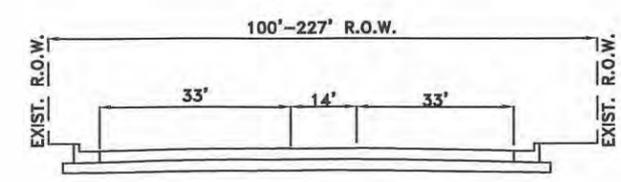


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



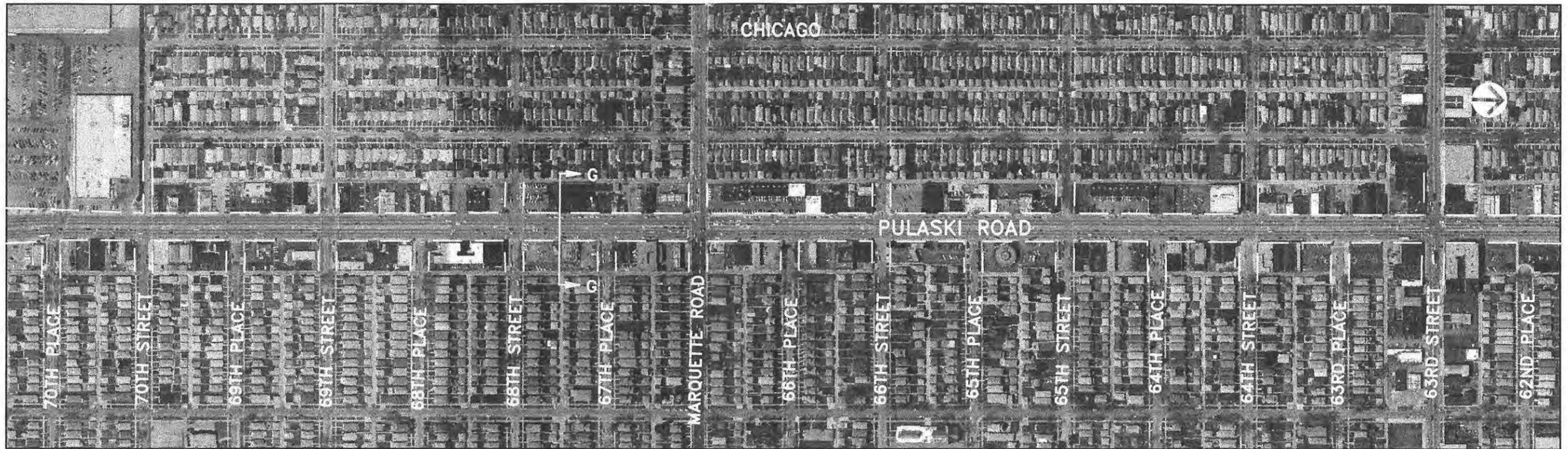
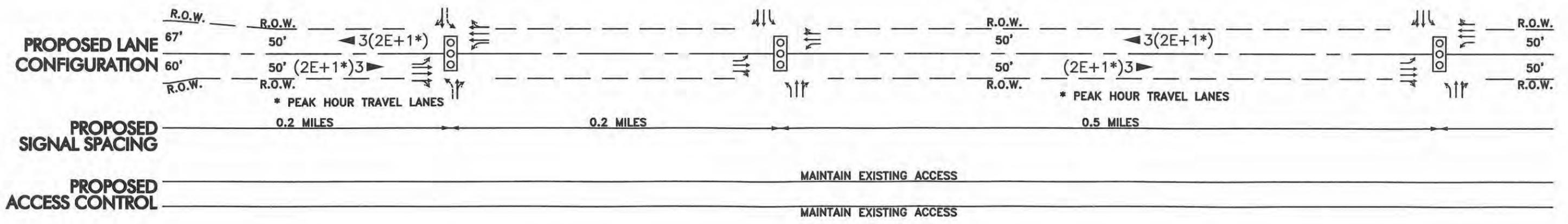
SECTION E-E
MAINTAIN EXISTING CROSS SECTION



SECTION F-F
RECOMMENDED CROSS SECTION

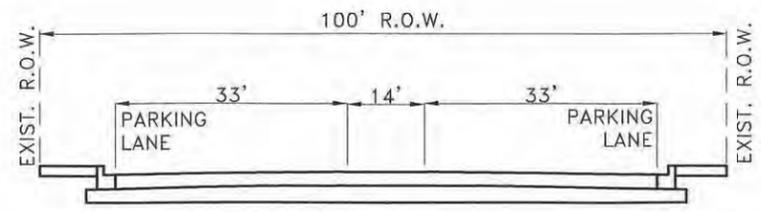
LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

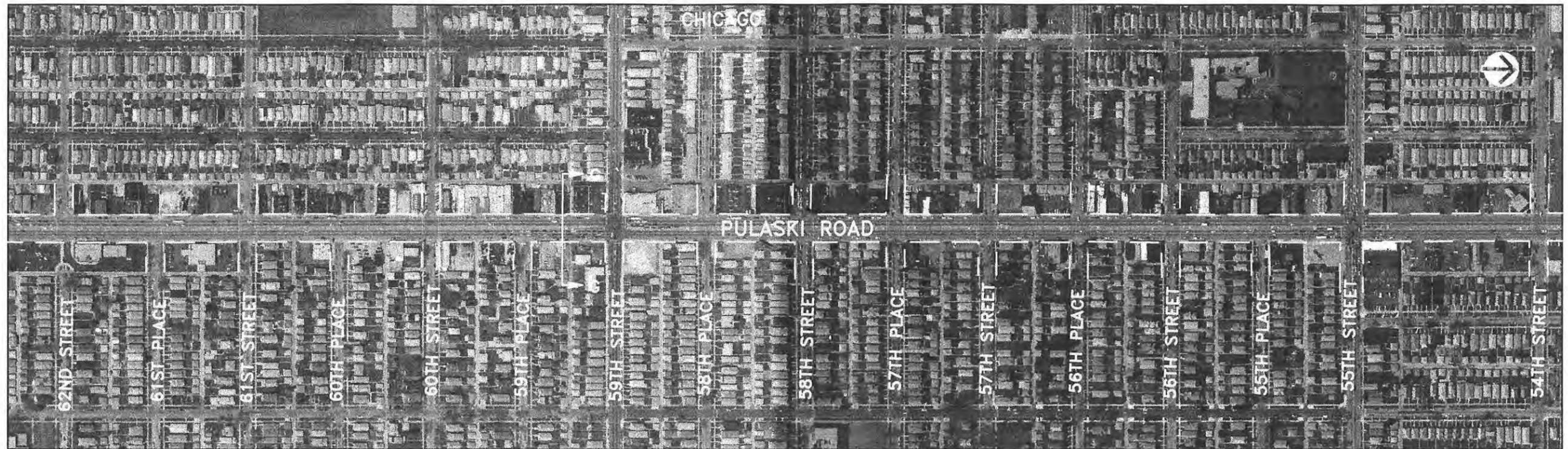
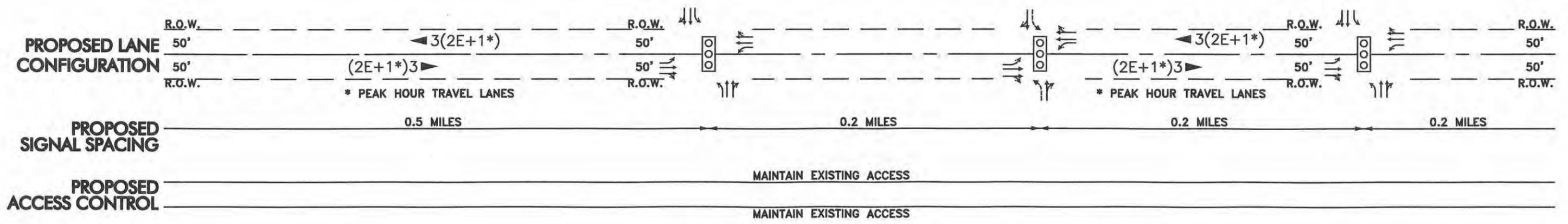
SEGMENT 2



SECTION G-G
 MAINTAIN EXISTING CROSS SECTION

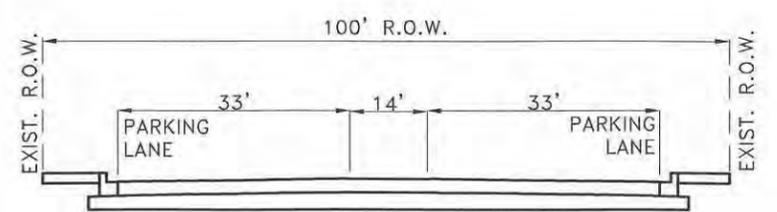
LEGEND

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



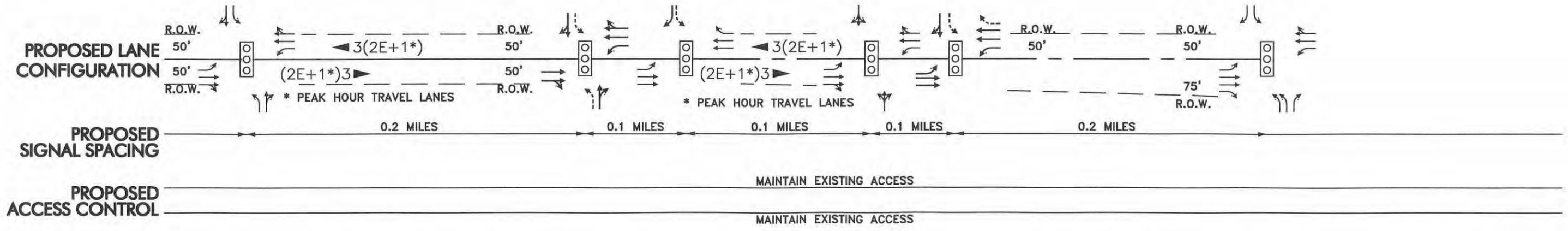
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



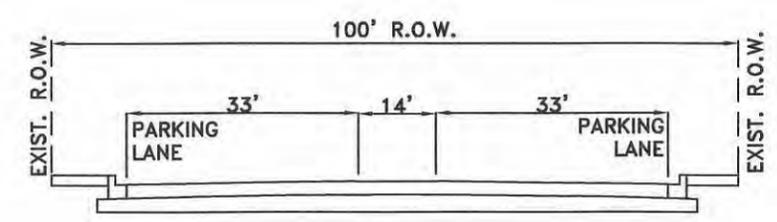
LEGEND

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

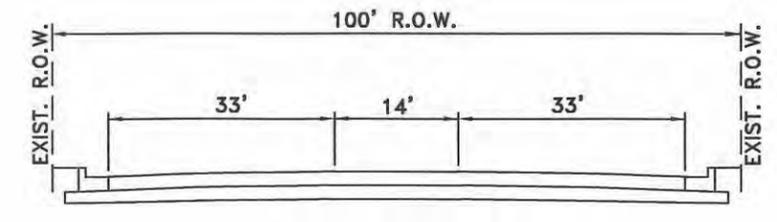


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION G-G
MAINTAIN EXISTING CROSS SECTION



SECTION H-H
RECOMMENDED CROSS SECTION

LEGEND

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

IV. Route Analysis - Cicero Avenue

This section provides a detailed summary of existing conditions and recommended improvements along the Cicero Avenue portion of the SRA corridor. The corridor has been divided into eight segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and existing versus proposed conditions. The segments are shown on Figure 4.1 and are defined as follows:

- Segment 1: Cicero Avenue - Interstate 57 to the Midlothian Turnpike
- Segment 2: Cicero Avenue - Midlothian Turnpike to 111th Street
- Segment 3: Cicero Avenue - 111th Street to 31st Street
- Segment 4: Cicero Avenue - 31st Street to North Avenue
- Segment 5: Cicero Avenue - North Avenue to Armitage Avenue
- Segment 6: Cicero Avenue - Armitage Avenue to Addison Street
- Segment 7: Cicero Avenue - Addison Street to Grace Street
- Segment 8: Cicero Avenue - Grace Street to Interstate 94

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.

**Segment 1 - Cicero Avenue
Interstate 57 to Midlothian Turnpike**

4.1 Segment 1: Cicero Avenue - Interstate 57 to the Midlothian Turnpike

4.1.1 Location

Segment 1 extends along Cicero Avenue from Interstate 57 to the Midlothian Turnpike (see Figure 4.1). The segment is approximately 4 miles in length and is located in unincorporated Cook County as well as Oak Forest and Midlothian.

4.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-4.

Right-of-Way - The existing right-of-way in this segment varies between 83 to 485 feet in width but is typically no more than 131 feet.

Roadway Characteristics - The existing cross section in this segment consists of two 12-foot travel lanes in each direction with a 16-foot median. Immediately adjacent to Interstate 57, Cicero Avenue has open ditch drainage. For the remainder of the SRA corridor, Cicero Avenue has curb and gutter with closed drainage. Existing typical sections for this segment are included on Exhibits A-1 through A-4.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 25,600 to 32,000 vehicles per day.

Accidents - There are two high accident locations in this segment at the Cicero Avenue intersections with 147th Street (IL Route 83) and 159th Street, also designated as U.S. Route 6 in this area.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are provided for most of the segment in addition to a bike path between 167th Street and 163rd Street.

Traffic Control/Intersection Configuration - There are six signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-1 through A-4.

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

Transit - The PACE bus routes serving this segment are 354, 364, and 383. Metra rail service is also provided at the Oak Forest Station located near 163rd Street just west of Cicero Avenue for the Rock Island District Line.

**Table 4.1.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-1014	Cicero Avenue	Interstate 57	55'	198'	NA	NA
016-0423	Cicero Avenue	Midlothian Creek	67'	32'	NA	NA
016-0422	CRI&P R.R.	Cicero Avenue	20'	74'	45.3'	14.7'
016-0997	Cicero Avenue	Creek	60.6'	24'	NA	NA

4.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-4.

Lakes/Streams/Wetlands/Floodplains - The Twin Lakes Reservoir with associated wetlands and floodplain is located on the west side of Cicero Avenue between 167th and 163rd Streets. Wetlands are located adjacent to the east side of Cicero Avenue in the Midlothian Meadows Forest Preserve, between 159th Street and the railroad right-of-way. Wetlands and floodplain are also located at the northeast corner of Cicero Avenue and 151st Street.

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

Hazardous Waste/LUST Sites - There are two leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 1. One site is located on the east side of the SRA, at the Cook County-Oak Forest Hospital. A second site is located on the west side of Cicero Avenue between 154th and 153rd Streets.

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

Prime Farmland - Land containing prime agricultural soils abuts the right-of-way of Cicero Avenue between Interstate 57 and 167th Street. This land is not used for active agricultural use.

4.1.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-1 through B-4.

Type and Intensity of Development - Segment 1 contains a mixture of urbanized land uses. Uses between Interstate 57 and 157th Street include institutional, commercial and scattered residential. The Midlothian Meadows Forest Preserve is adjacent to the west side of the SRA between 167th and 163rd Streets and also adjacent to the east side of Cicero Avenue between 159th Street and the railroad crossing. The Cook County-Oak Forest Hospital and St. Gabriel cemetery are located along the east side of Cicero Avenue between Willowick Drive and 159th Street. Other institutional uses within this portion of Segment 1 include: the Twin Pines Senior Living Center located between 162nd and 161st Streets; the ATTC Vocational School located north of 161st Street; and the Oak Forest Metra station located on the northwest corner of Cicero Avenue and U.S. Route 6.

Between Waverly and 147th Street a mixture of commercial, office and residential uses front both sides of Cicero Avenue. The Oak Forest City Hall is located at the southeast corner of Cicero Avenue and 156th Street.

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

4.1.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-1 through C-4.

Roadway - The recommendation for this segment is to maintain the existing cross section with two travel lanes in each direction separated by a mountable median between Interstate 57 and 151st Street. From 151st Street north to Midlothian Turnpike the recommendation is to provide three 11-foot lanes in each direction separate by a 14-foot painted median.

Traffic Control/Intersection Configuration - The existing traffic signals will also be maintained. Dual left-turn lanes and separate right turn lanes are recommended at the 167th Street and 159th Street intersections on all approaches. At the 155th and 151st Street intersections, separate left turn lanes should be incorporated on the side streets to improve the operation of the intersection. Traffic signal interconnection is recommended.

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

Structures - The bridge over the Midlothian Creek will need to be widened to accommodate the SRA recommendations.

**Table 4.1.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0423	Cicero Avenue	Midlothian Creek	67'	Widen to accommodate recommended section.

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

4.1.6 Right-of-Way Requirements

Additional right-of-way is necessary in this segment at the 147th Street and 159th Street intersections to accommodate the proposed turning movement improvements. At the 159th Street intersection, zero to 30 feet of additional right-of-way is necessary. The necessary right-of-way can be taken from both sides of Cicero Avenue to lessen the impacts. At the 147th Street intersection, 15 feet of additional right-of-way is required along Cicero Avenue in the southeast quadrant of the intersection for approximately only 80 feet. In addition, zero to 15 feet of right-of-way is required along 147th Street west of Cicero Avenue.

4.1.7 Environmental Considerations

The roadway widening associated with the intersection improvements at 159th Street may have an impact on the Midlothian Creek and its associated wetlands.

4.1.8 Land Use Considerations

The proposed right-of-way expansion at the 159th Street and 147th Street intersections would potentially displace commercial businesses and commercial parking. Existing median access will be maintained. The location of access and setbacks associated with future development should be coordinated with these SRA recommendations.

4.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 4.1.3. This construction cost estimate is based on 1991 unit prices.

4.1.10 Short Term/Low Cost Improvements

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

4.1.11 Ultimate (Post 2020) Improvements

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

4.1.12 Crossing SRA Routes

159th Street is also designated as an SRA route. The SRA study for this corridor was completed in April of 1995. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the 159th Street corridor.

Table 4.1.3
Construction Cost Estimate
Segment 1 - Interstate 57 to the Midlothian Turnpike

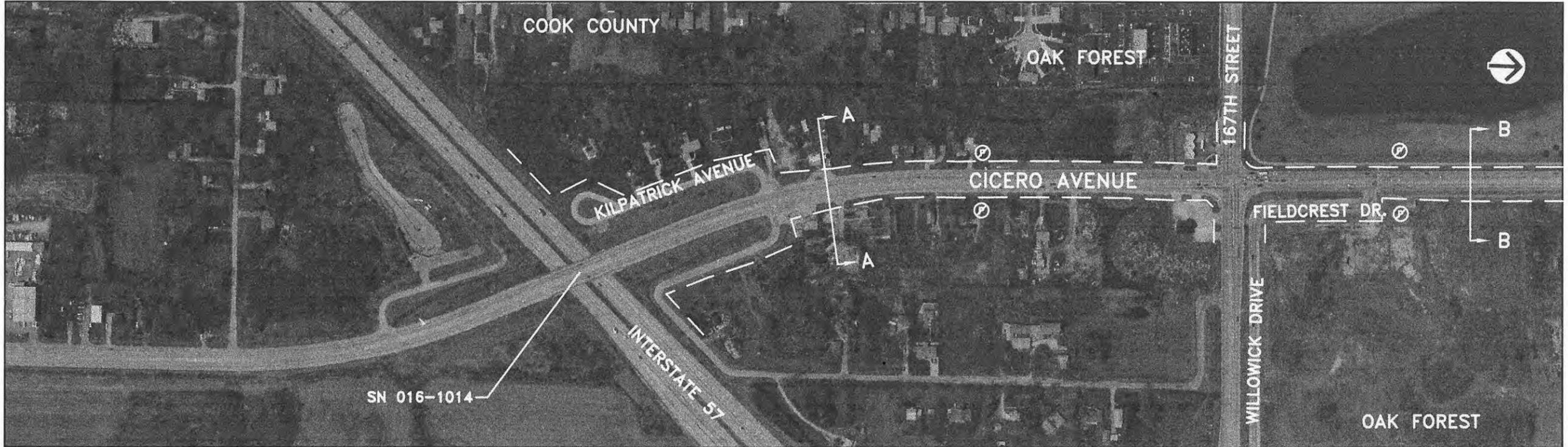
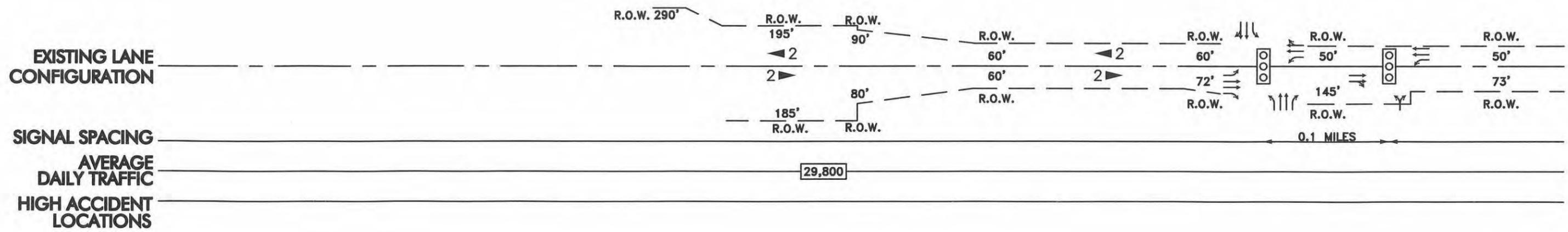
Recommended Improvements	Estimated Cost
Roadway	\$1,708,000
Intersection Improvements	\$2,300,000
Structure Modifications	\$118,000
Right-of-Way Acquisition	\$664,000
Total - Recommended Improvements	\$4,790,000

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

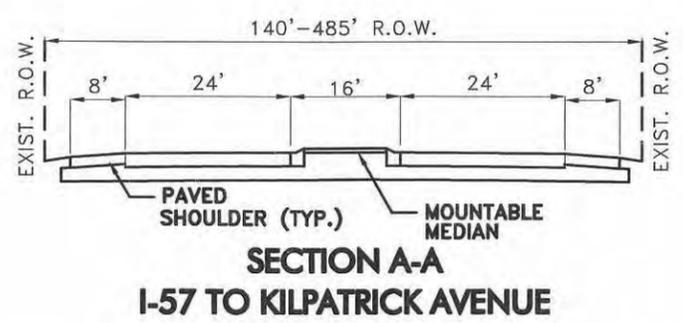
**Segment 1 - Cicero Avenue
Interstate 57 to Midlothian Turnpike**

EXISTING FACILITY CHARACTERISTICS

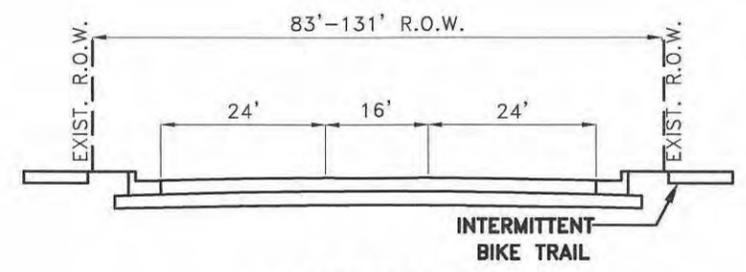
Exhibits A-1 through A-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

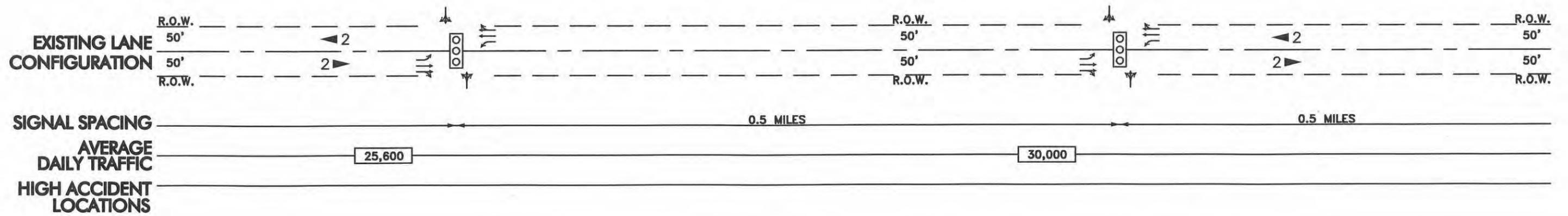


SECTION A-A
I-57 TO KILPATRICK AVENUE

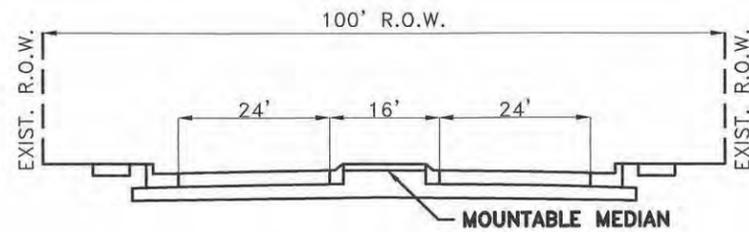


SECTION B-B
KILPATRICK AVENUE TO 157TH STREET

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

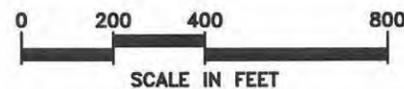


SECTION C-C
157TH STREET TO 115TH STREET

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

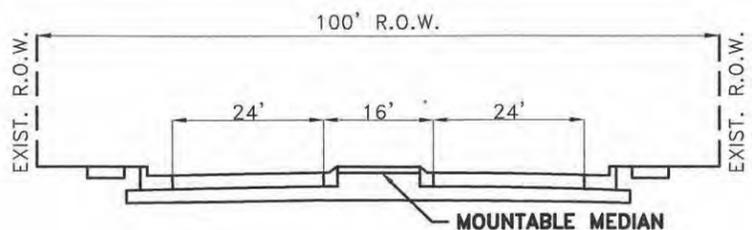
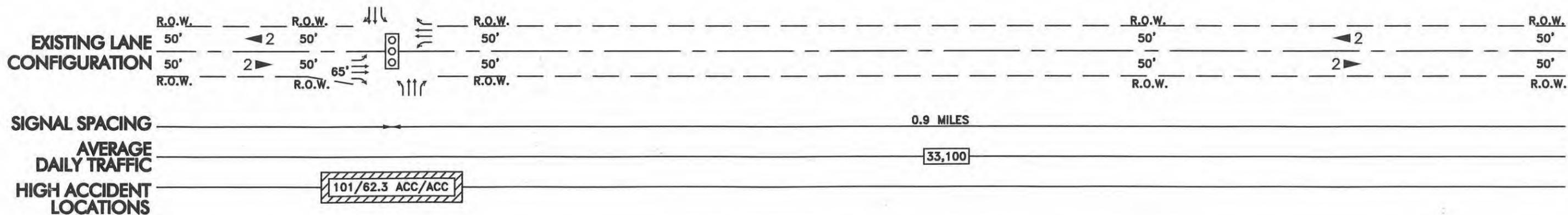
Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

CICERO AVENUE
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-3



SECTION C-C
157TH STREET TO 115TH STREET

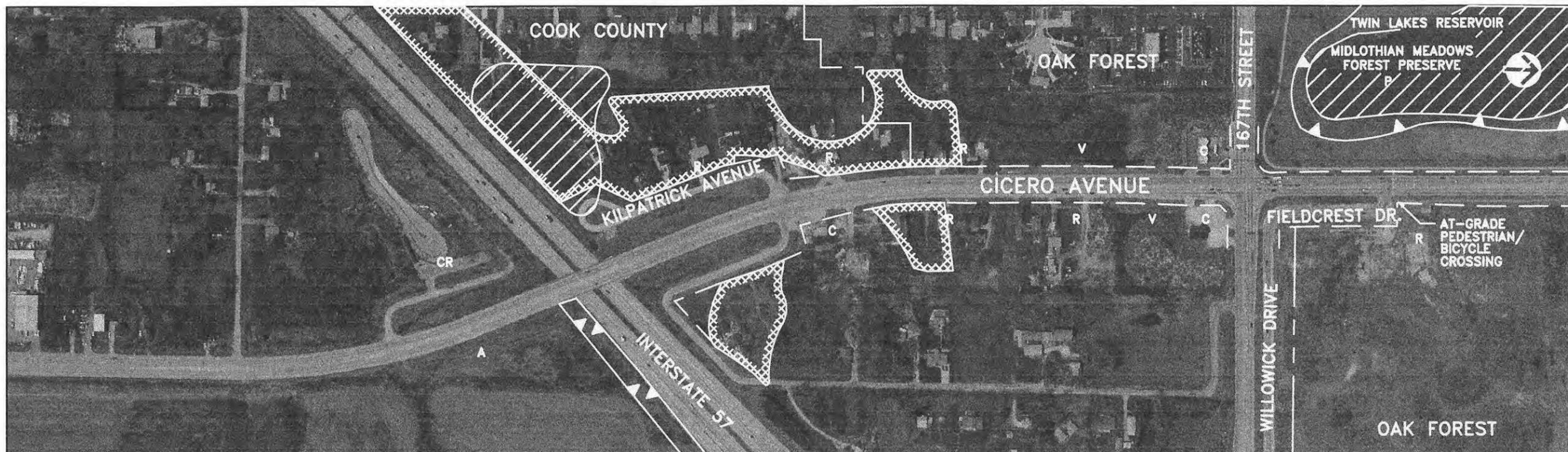
LEGEND

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

**Segment 1 - Cicero Avenue
Interstate 57 to Midlothian Turnpike**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1 through B-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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STRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

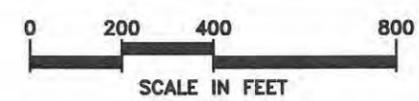
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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STRA *Strategic Regional Arterial Planning Study*
CICERO AVENUE ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

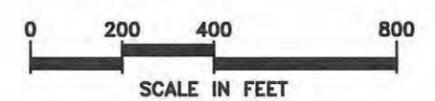
LAND USE LEGEND

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

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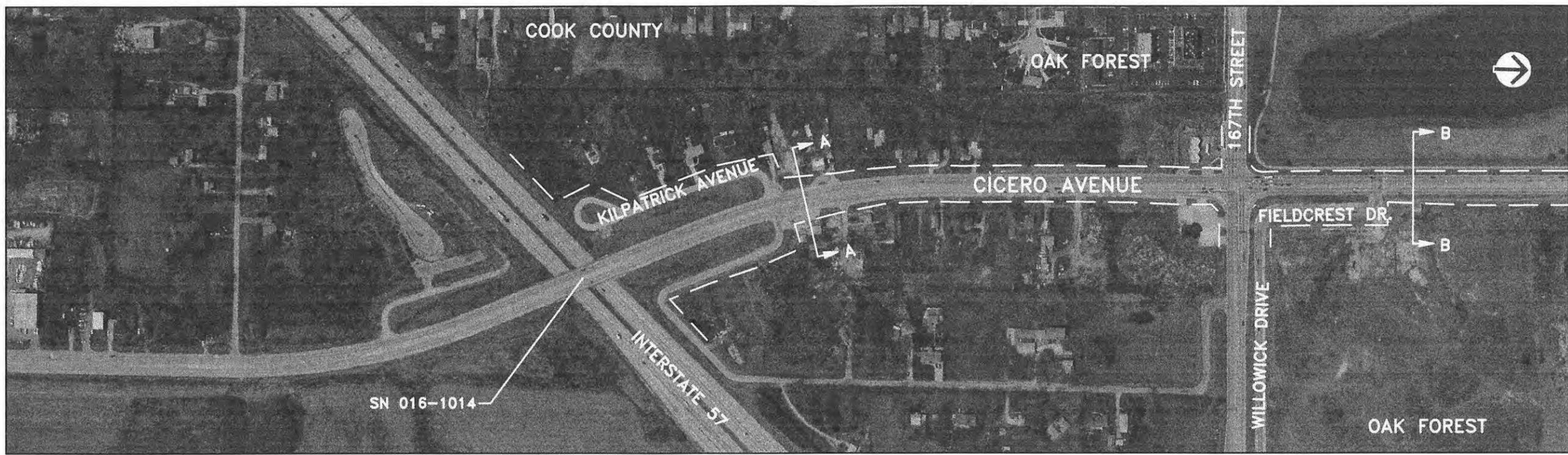
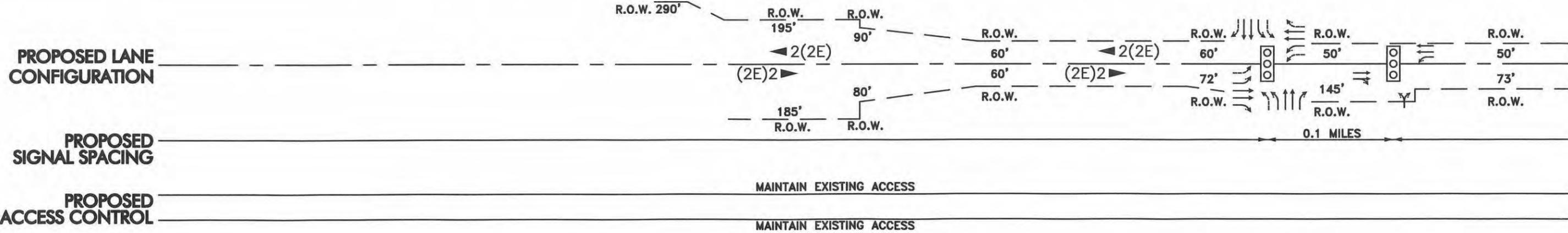
SRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-4

**Segment 1 - Cicero Avenue
Interstate 57 to Midlothian Turnpike**

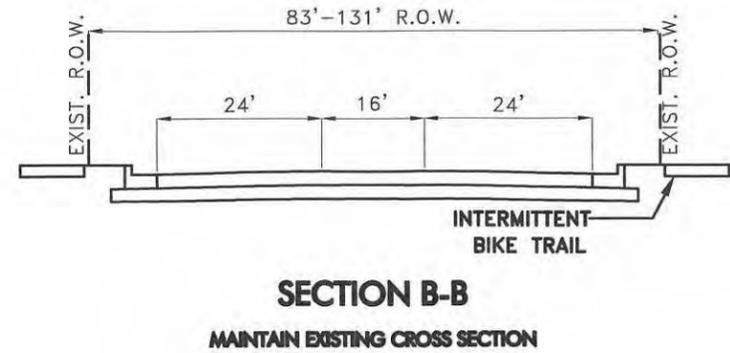
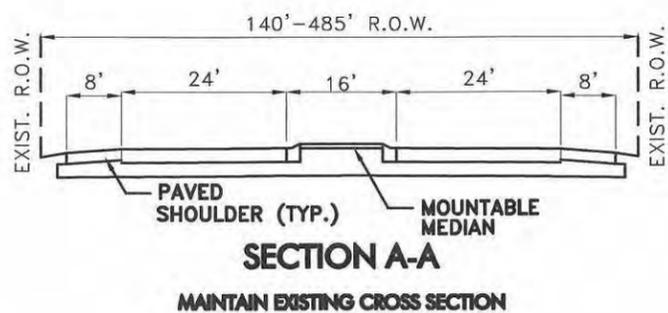
RECOMMENDED PLAN

Exhibits C-1 through C-4



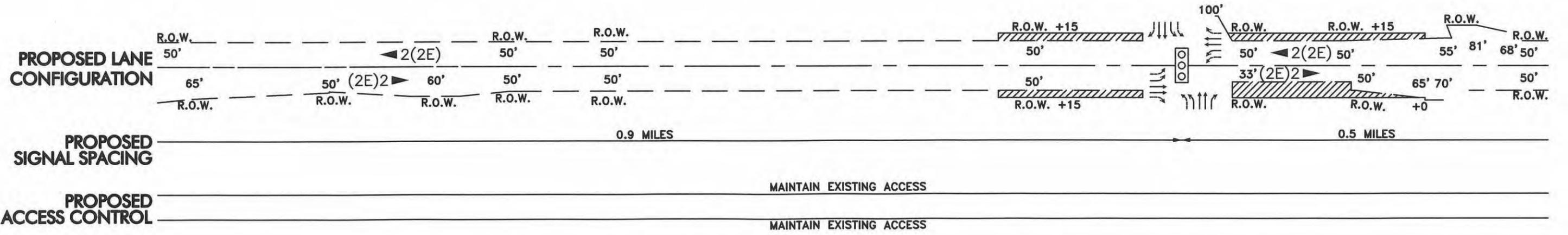
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



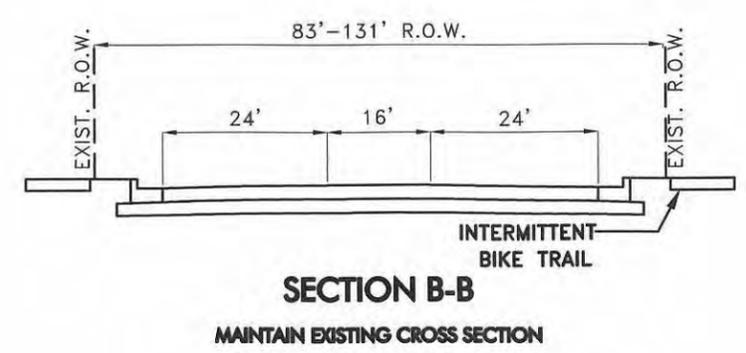
LEGEND

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



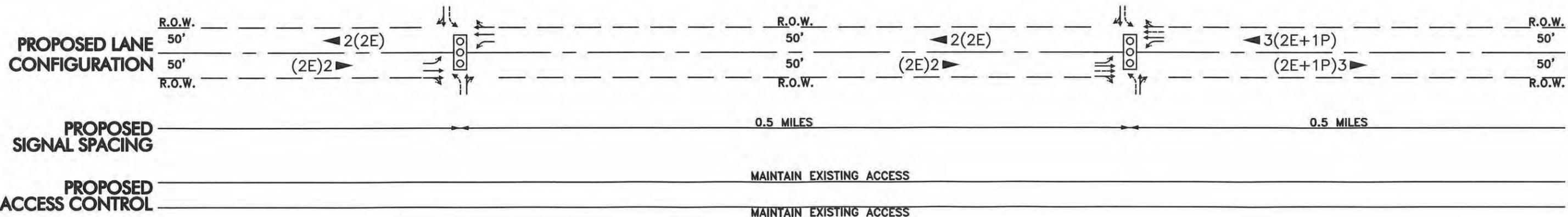
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SEGMENT 1



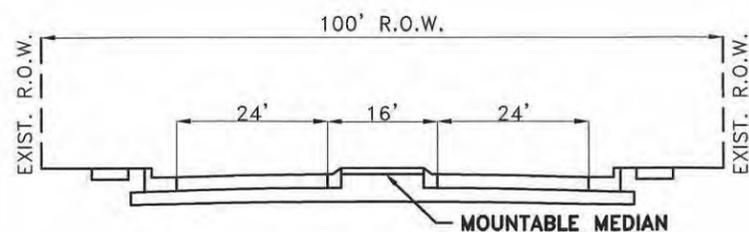
LEGEND

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

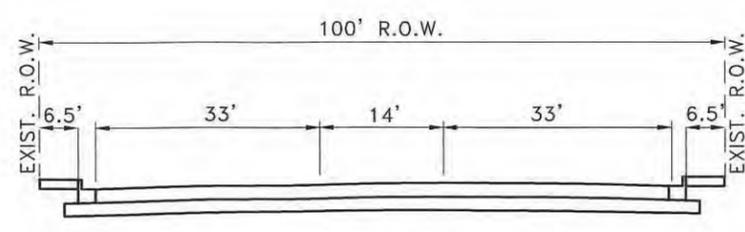


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



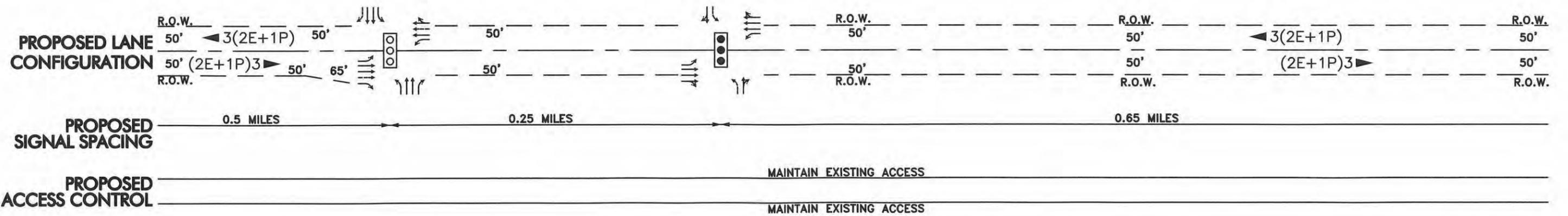
SECTION C-C
 MAINTAIN EXISTING CROSS SECTION



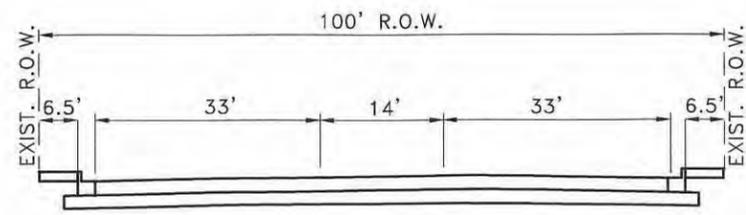
SECTION D-D
 RECOMMENDED CROSS SECTION

LEGEND

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



SEGMENT 1



LEGEND

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



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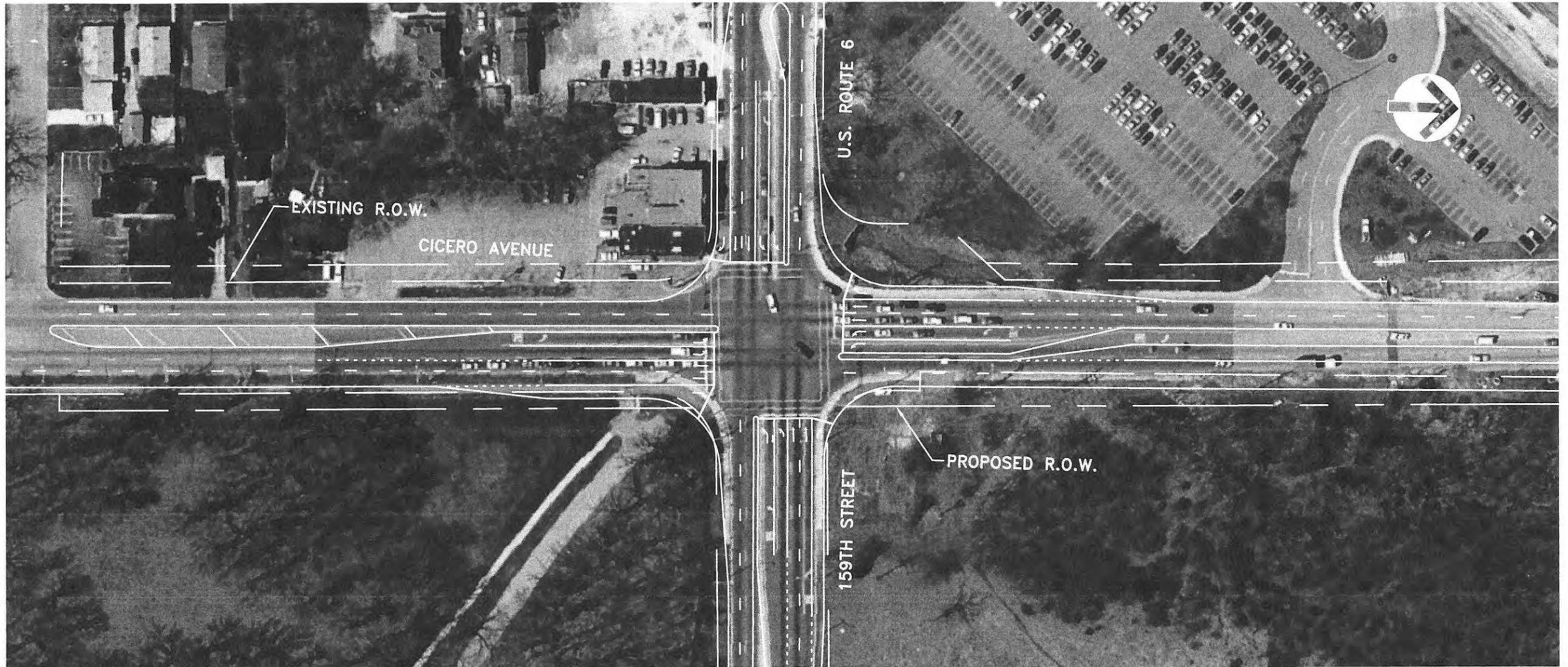
SRA Strategic Regional Arterial Planning Study

CICERO AVENUE
RECOMMENDED PLAN
EXHIBIT C-4

Segment 1 - Cicero Avenue

INTERSECTION DETAILS
Cicero Avenue/159th Street

Exhibit D-1

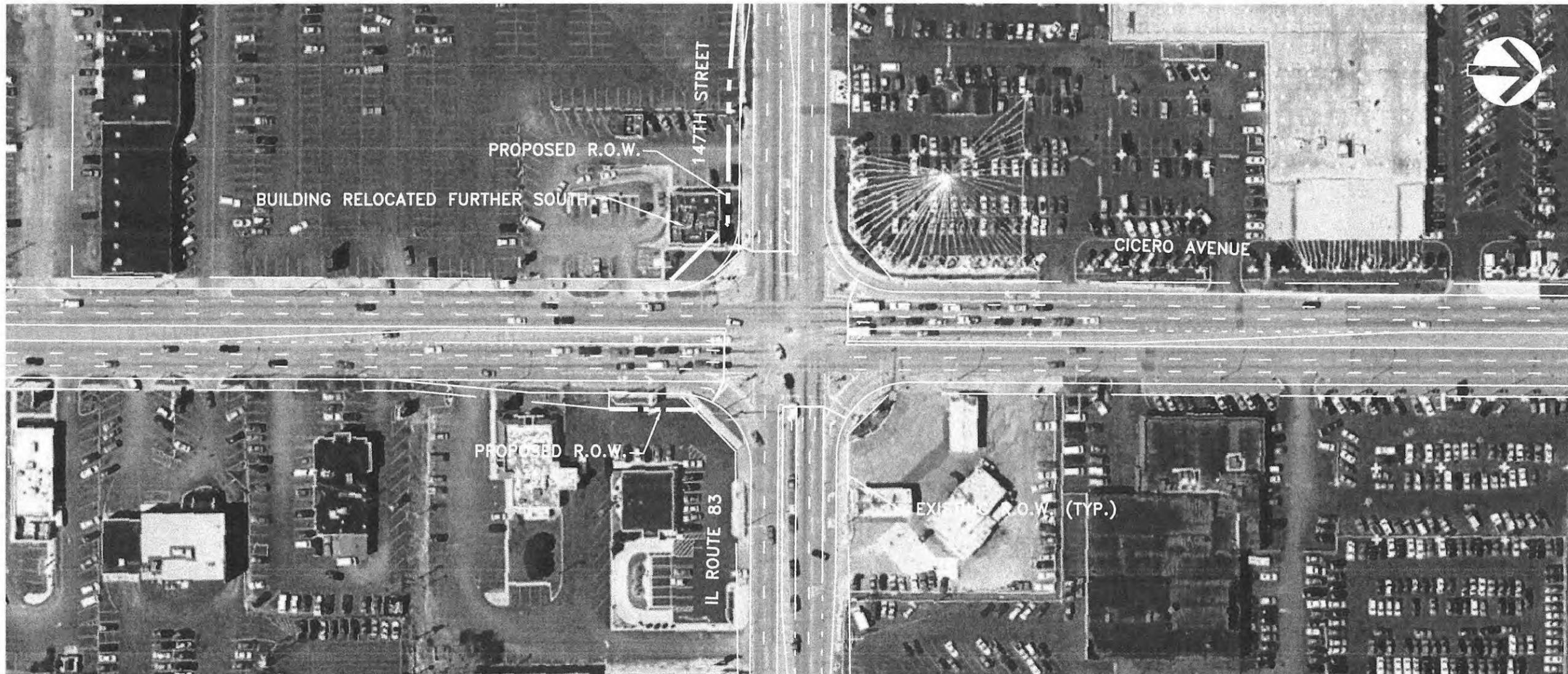


INTERSECTION DESIGN

Segment 1 - Cicero Avenue

INTERSECTION DETAILS
Cicero Avenue/147th Street

Exhibit D-2



INTERSECTION DESIGN

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

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

4.2.1 Location

Segment 2 extends along Cicero Avenue from the Midlothian Turnpike to 111th Street (see Figure 4.1). The segment is approximately 3.5 miles in length and is located in Midlothian, Crestwood, Alsip, and Chicago.

4.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-5 through A-8.

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

Roadway Characteristics - The existing cross section in this segment consists of two 11 to 12-foot travel lanes in each direction with a 16-foot median. Existing typical sections for this segment are included on Exhibits A-5 through A-8.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that between 1990 and 1993 the average annual daily traffic for this segment varied from 33,100 to 38,900 vehicles per day.

Accidents - There are five high accident locations in this segment. Intersection locations are with 127th, 115th, and 111th Streets. Roadway segments that are high accident locations are from 123rd Street to 121st Place and also a 1,000-foot section located approximately 1,000 feet south of 111th Street.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are provided for most of the segment.

Traffic Control/Intersection Configuration - There are 14 signalized intersections in this segment. Existing lane configurations for these intersections are shown on Exhibits A-5 through A-8.

Structures - There are three existing structures in this segment as indicated in Table 4.2.1.

Transit - The PACE bus routes in service along this segment of Cicero Avenue are 383, 385, 386, and 877.

**Table 4.2.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0421	Cicero Avenue	Cal-Sag Channel	43.7'	378'	NA	NA
016-0420	Cicero Avenue	Interstate 294	81'	265'	NA	NA
016-2429	Cicero Avenue	B&O R.R.	60'	258'	NA	NA

4.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-5 through B-8.

Lakes/Streams/Wetlands/Floodplains - The SRA crosses the Cal-Sag Channel between Illinois Route 83 and 129th Street. Additional floodplain crosses Cicero Avenue south of 128th Street and near the intersection of the SRA and 115th Street.

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

Hazardous Waste/LUST Sites - There are ten leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 2. Four sites are located between 143rd and 135th Streets. Four other sites are located along Cicero Avenue between Interstate 294 and 119th Street. Two LUST sites are located on the west side of Cicero Avenue, south of 111th Street.

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

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

4.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-5 through B-8.

Type and Intensity of Development - The land uses in Segment 2 are primarily commercial and office, with scattered institutional uses. Institutional uses within this segment include the School of

Business, Illinois State Police, Crestwood Village Hall and the Church of Christ. All these uses are located between the Midlothian Turnpike and 138th Street.

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

4.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-5 through C-8.

Roadway - The recommendation for this segment is to add two travel lanes for a total of three 11-foot lanes in each direction with a 14-foot painted median.

Traffic Control/Intersection Configuration - The existing traffic signals will also be maintained with the exception of an Interstate 294 ramp signal immediately south of 127th Street. As part of the 127th Street improvements, the signal will be moved further south to 128th Place/129th Street. Also, at the Cicero Avenue/127th Street intersection, dual left turn lanes will be added to all approaches. This improvement is depicted in Exhibit D-1. At the 123rd, 120th, and 115th Street intersections, separate left turn lanes should be incorporated on the side streets to improve the operation of each intersection. Right turn lanes are also recommended at selected locations. Traffic signal interconnection is recommended.

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

Structures - The bridge over the Cal-Sag Channel will need to be replaced with a six lanes structure to accommodate the SRA recommendations. The bridge currently carries four lanes of traffic and its design does not allow it to be widened.

**Table 4.2.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0421	Cicero Avenue	Cal-Sag Channel	43.7'	Replace to accommodate recommended section.

Transit - It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible. As part of the PACE COP Plan, a transfer facility is recommended at I-294 and a restricted use facility is recommended at 127th Street. Bus signal priority is also recommended for the segment.

4.2.6 Right-of-Way Requirements

Additional right-of-way is necessary in this segment at the 111th Street intersection to accommodate the proposed turning movement improvements. Zero to 30 feet of additional right-of-way is necessary for a total of 130 feet. The necessary right-of-way can be taken from both sides of Cicero Avenue to lessen the impacts.

4.2.7 Environmental Considerations

No impacts are anticipated to environmental resources located within Segment 2.

4.2.8 Land Use Considerations

The proposed right-of-way expansion at the 111th Street intersection would potentially displace commercial businesses and commercial parking.. Existing median access will be maintained. The location of access and setbacks associated with future development should be coordinated with SRA recommendations.

4.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 4.2.3. This construction cost estimate is based on 1991 unit prices.

4.2.10 Short Term/Low Cost Improvements

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

4.2.11 Ultimate (Post 2020) Improvements

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

4.2.12 Crossing SRA Routes

127th Street is also designated as an SRA route. The SRA study for this corridor was completed in April of 1995. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the 159th Street corridor.

Table 4.2.3
Construction Cost Estimate
Segment 2 - Midlothian Turnpike to 111th Street

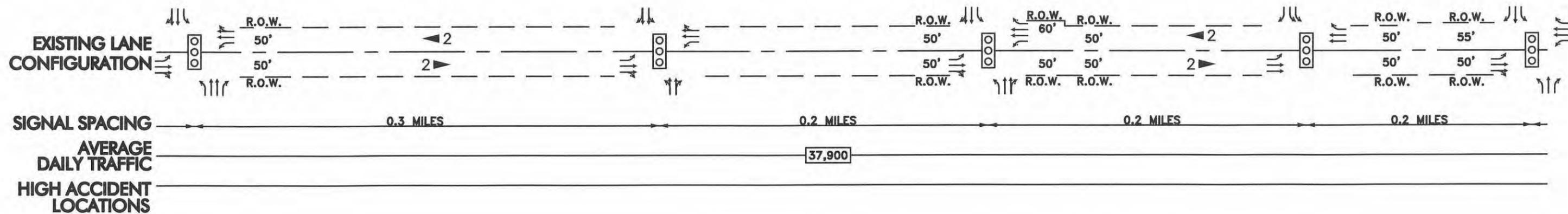
Recommended Improvements	Estimated Cost
Roadway	\$3,850,000
Intersection Improvements	\$800,000
Structure Modifications	\$10,000,000
Right-of-Way Acquisition	\$208,000
Total - Recommended Improvements	\$14,858,000

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

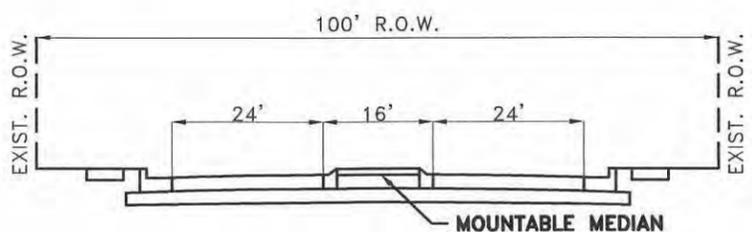
**Segment 2 - Cicero Avenue
Midlothian Turnpike to 111th Street**

EXISTING FACILITY CHARACTERISTICS

Exhibits A-5 through A-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION C-C
157TH STREET TO 115TH STREET

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

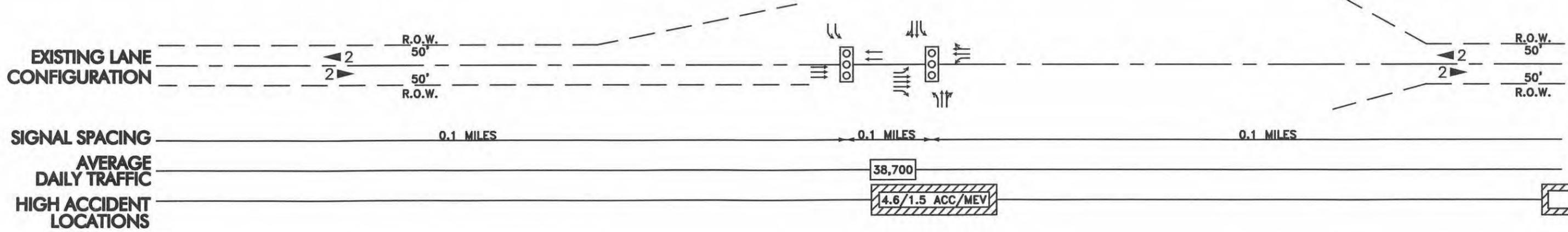
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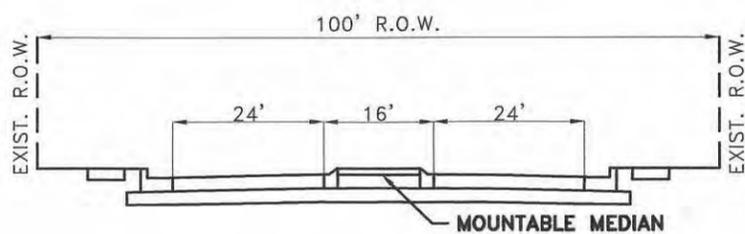


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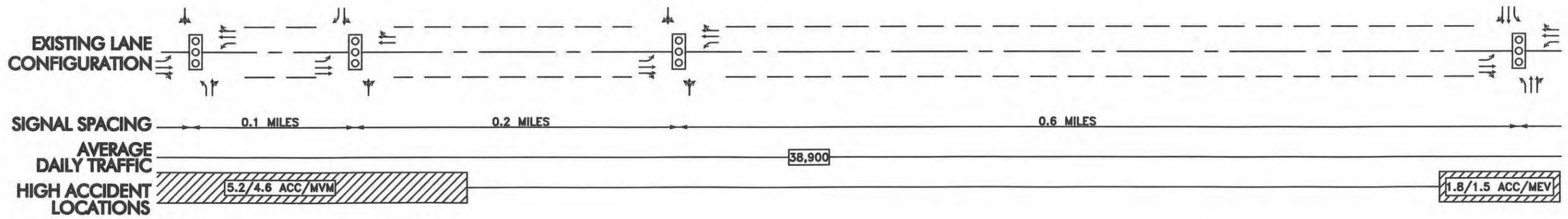
CICERO AVENUE
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-5



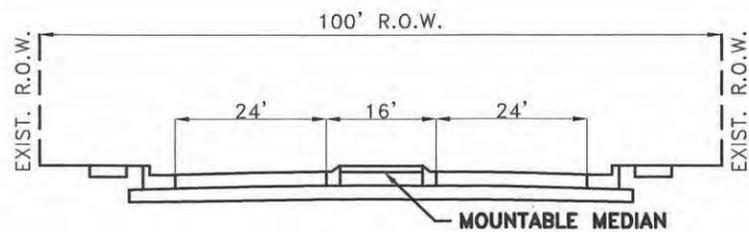
DATE OF PHOTOGRAPHY: APRIL 14, 1995



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

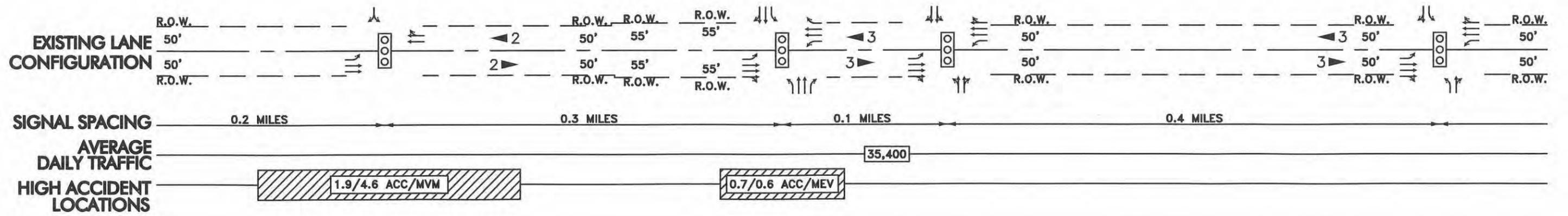


DATE OF PHOTOGRAPHY: APRIL 14, 1995

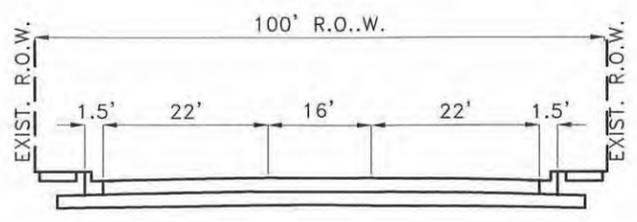


SECTION C-C
157TH STREET TO 115TH STREET

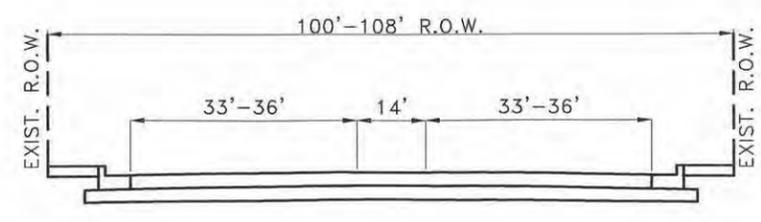
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION D-D
115TH STREET TO 111TH STREET



SECTION E-E
111TH STREET TO 94TH STREET

LEGEND

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

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

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-5 through B-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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Shah Engineering, Inc. **Planning Resources Inc.**



STRA Strategic Regional Arterial Planning Study

CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

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CICERO AVENUE
ENVIRONMENTAL CONDITIONS
EXHIBIT B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

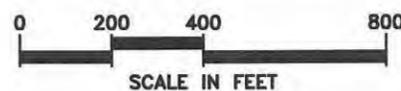
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
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- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

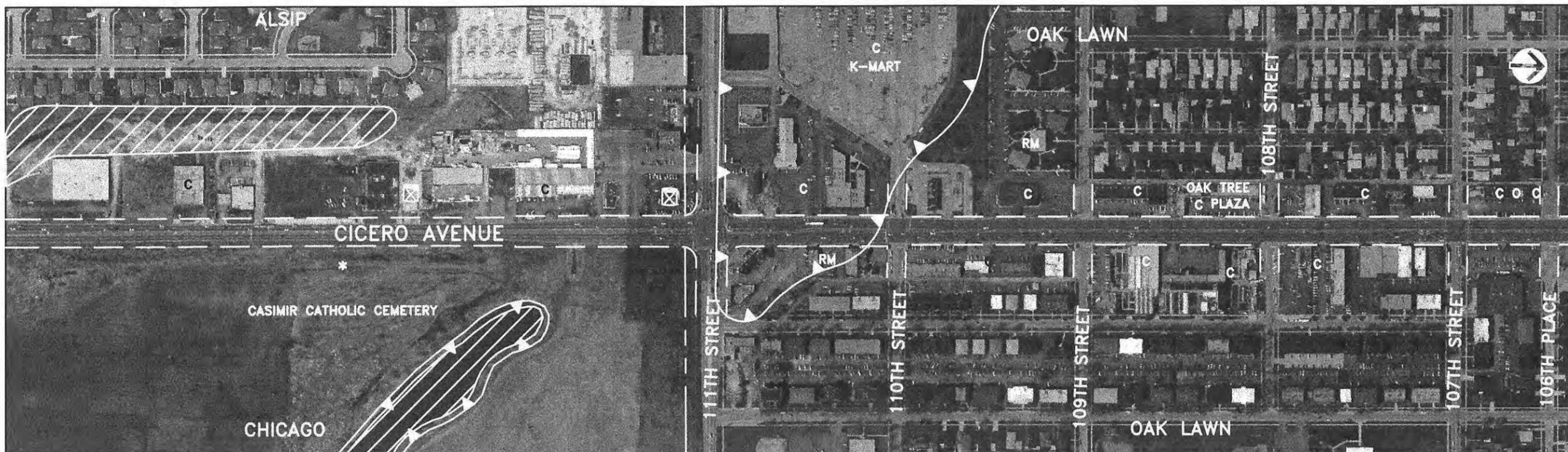
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CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

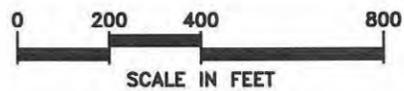
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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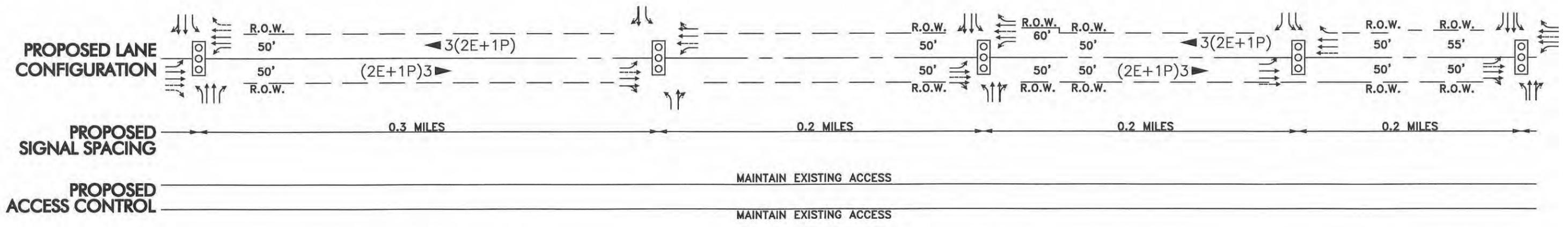
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SRA Strategic Regional Arterial Planning Study
CICERO AVENUE ENVIRONMENTAL CONDITIONS EXHIBIT B-8

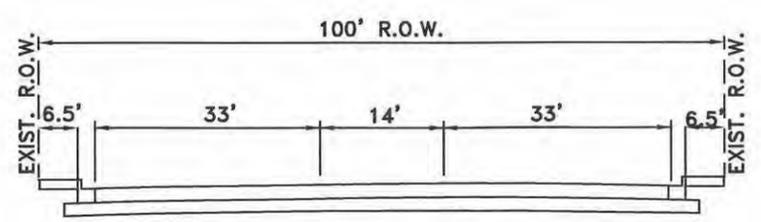
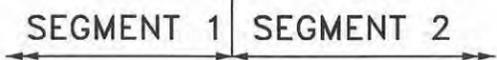
**Segment 2 - Cicero Avenue
Midlothian Turnpike to 111th Street**

RECOMMENDED PLAN

Exhibits C-5 through C-8



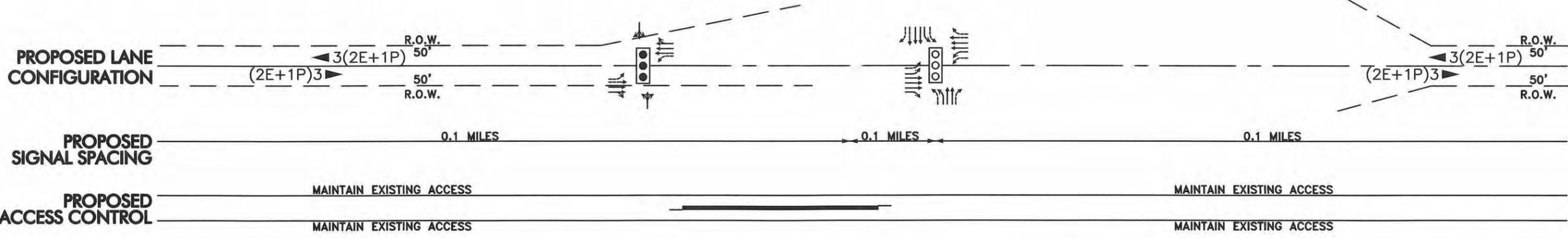
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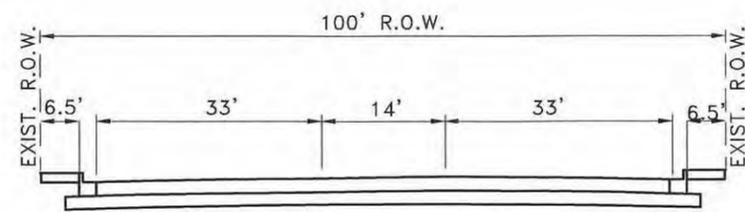
SECTION D-D
RECOMMENDED CROSS SECTION

LEGEND

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



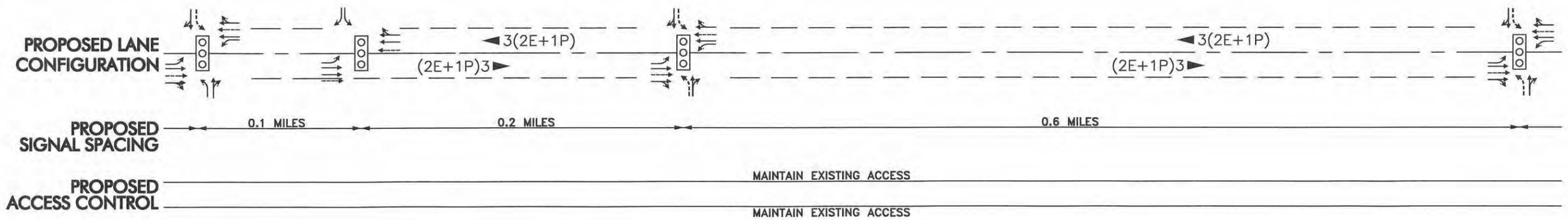
SEGMENT 2



SECTION D-D
 RECOMMENDED CROSS SECTION

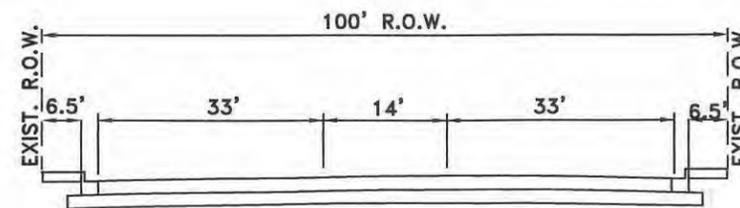
LEGEND

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



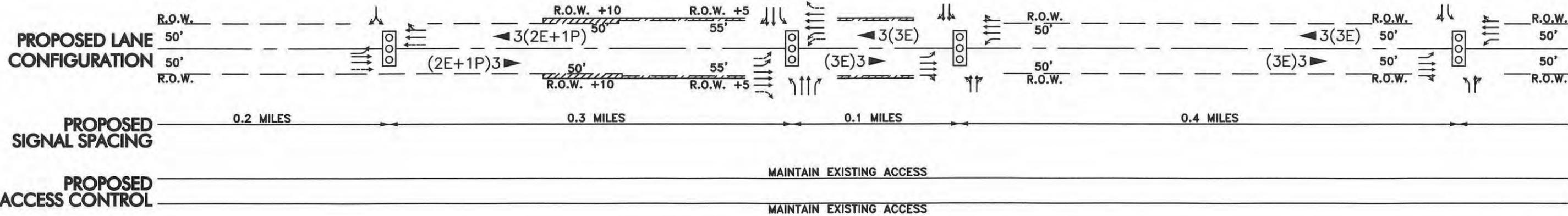
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SEGMENT 2

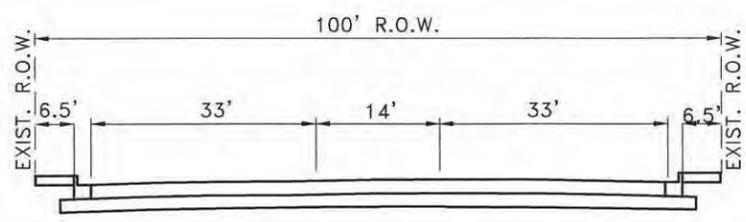
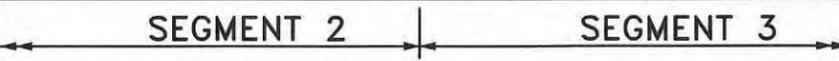


SECTION D-D
RECOMMENDED CROSS SECTION

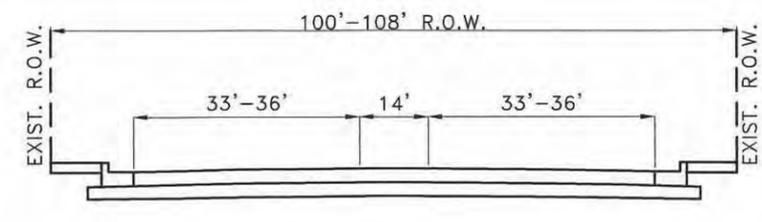
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION D-D
RECOMMENDED CROSS SECTION



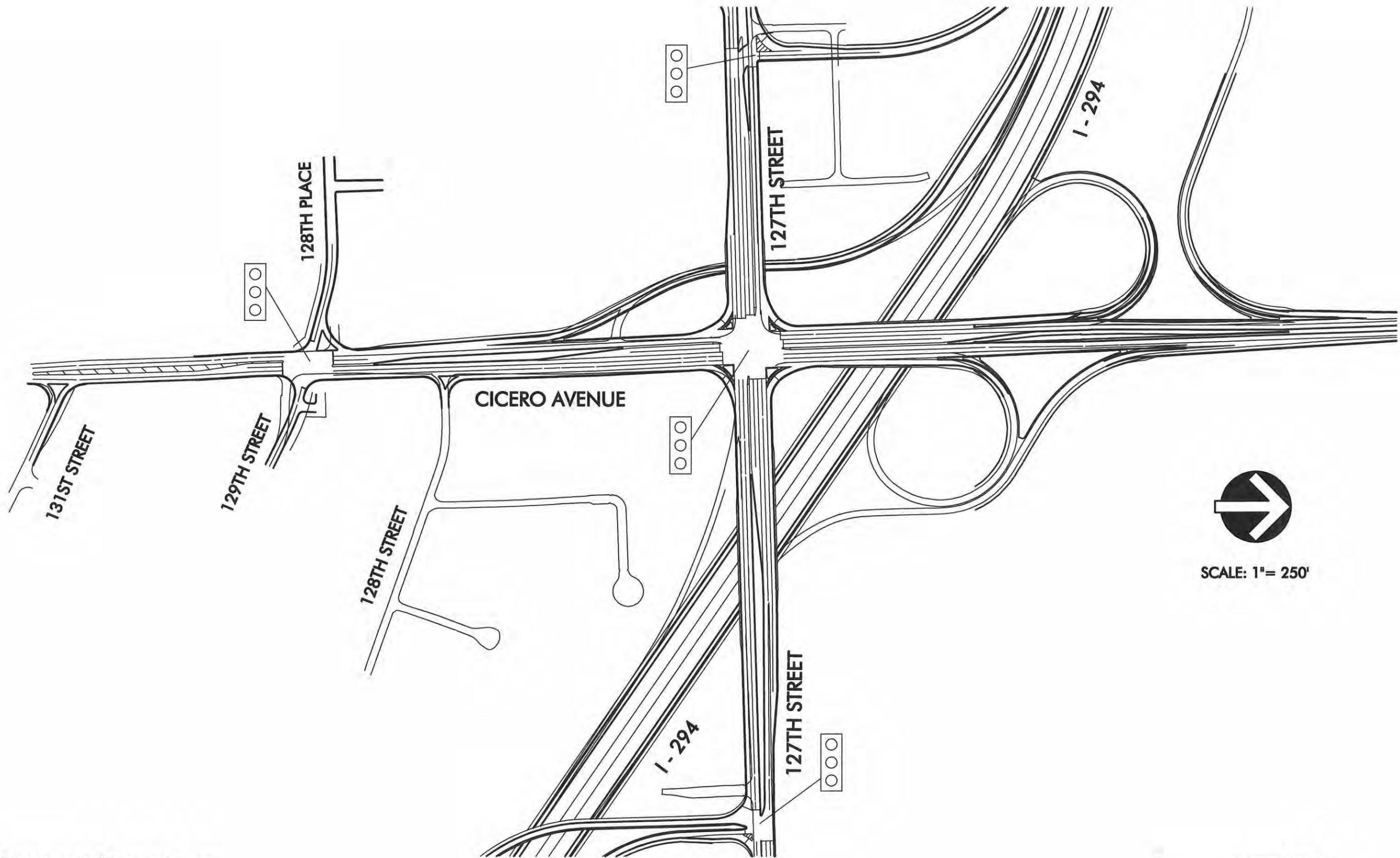
SECTION E-E
MAINTAIN EXISTING CROSS SECTION

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

Segment 2 - Cicero Avenue

INTERSECTION DETAILS
Cicero Avenue/127th Street

Exhibit D-3



Segment 2 - Cicero Avenue

INTERSECTION DETAILS
Cicero Avenue/111th Street

Exhibit D-4



INTERSECTION DESIGN