

Strategic Regional Arterial

**U.S. Route 12/20 (Vol. I)
from U.S. Route 45 to the Indiana State Line
& 87th Street
from Illinois Route 50 to Interstate 94**



**Operation
GreenLight**

**Illinois Department of Transportation
April, 1993**

FOREWORD

U.S. Route 12/20 and 87th Street (SRA) includes U.S. Route 12/20 from U.S. Route 45 (96th Avenue) to the Indiana State Line and 87th Street from Illinois Route 50 (Cicero Avenue) to Interstate 94 (Dan Ryan Expressway). This Strategic Regional Arterial (SRA) report for U.S. Route 12/20 and 87th Street has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As SRA routes, U.S. Route 12/20 and 87th Street 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. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions and recommendations for ultimate and low-cost improvements. Volume II of this report consists of documentation of the public involvement process including citizen comments.

SUMMARY OF RECOMMENDATIONS

The SRA Route U.S. Route 12/20 and 87th Street is divided into twelve route segments. The first eight segments cover U.S. Route 12/20, and the last four segments cover 87th Street. (See Figure *i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

U.S. Route 12/20 (95th Street) SRA Segment 1: U.S. Route 45 (96th Avenue) to Illinois Route 43 (Harlem Avenue)

- Two through lanes in each direction with a raised 18-foot median
- Acquisition of 10 feet of right-of-way on each side of the roadway
- Signal interconnection from U.S. Route 45 to 88th Avenue and from Roberts Road to 76th Avenue
- Post-2010 improvement of six through lanes with an 18-foot raised median

U.S. Route 12/20 (95th Street) SRA Segment 2: Illinois Route 43 (Harlem Avenue) to Pulaski Road

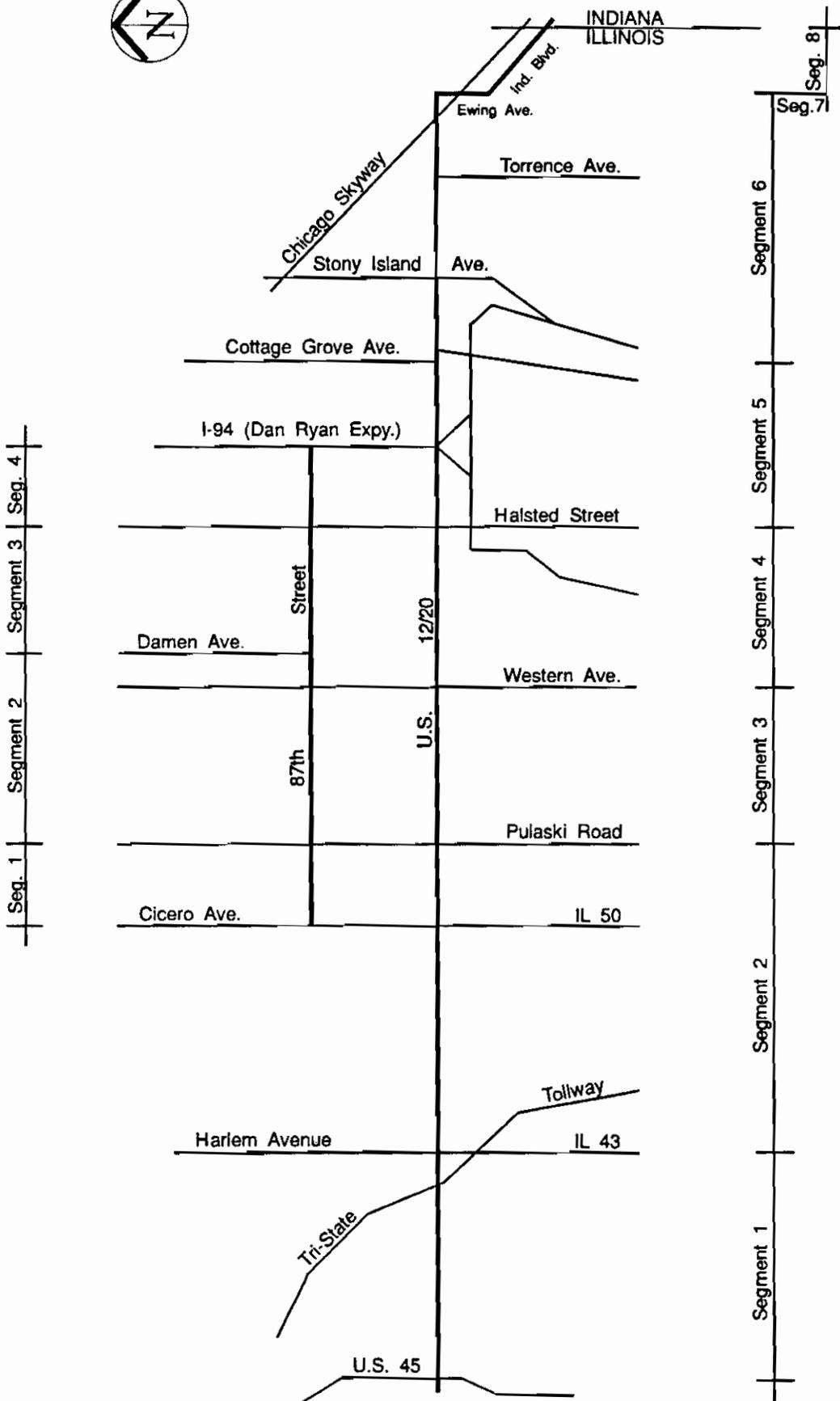
- Retention of existing cross-section which consists of three through lanes in each direction and on-street parking
- Signal interconnection from Oak Park Avenue to 52nd Avenue and from Illinois Route 50 (Cicero Avenue) to Western Avenue in Segment 3

U.S. Route 12/20 (95th Street) SRA Segment 3: Pulaski Road to Western Avenue

- Retention of existing cross section which consists of three through lanes in each direction and on-street parking
- Signal interconnection from Illinois Route 50 in Segment 2 to Western Avenue

U.S. Route 12/20 (95th Street) SRA Segment 4: Western Avenue to Halsted Street

- Two through lanes in each direction plus a 16-foot raised landscaped median with on-street parking restrictions during peak hours to provide BUS/HOV lanes within the existing right-of-way
- Signal interconnection of all signals in this segment



U.S. Route 12/20 & 87th Street
prepared by Harland Bartholomew & Associates, Inc.

Segment Location Map
Figure i.i

SUMMARY OF RECOMMENDATIONS *(cont.)*

U.S. Route 12/20 (95th Street) SRA Segment 5: Halsted Street to Cottage Grove Avenue

- Two through lanes in each direction plus a 16-foot raised landscaped median with on-street parking restrictions during peak hours to provide BUS/HOV lanes within the existing right-of-way
- Signal interconnection of all signals in this segment
- Structure modification at Illinois Central Gulf Railroad

U.S. Route 12/20 (95th Street) SRA Segment 6: Cottage Grove Avenue to Ewing Avenue

- Three through lanes in each direction with an 18-foot raised median from Cottage Grove Avenue to Colfax Avenue; and four through lanes and a 12-foot median from Colfax Avenue to Ewing Avenue
- Additional 10 feet of right-of-way on both sides of the roadway between Cottage Grove Avenue and Torrence Avenue and from the Calumet River to Ewing Avenue
- Structure modifications to nine railroad structures and removal of one structure
- Signal interconnection from Cottage Grove Avenue to Jeffrey Boulevard and from Colfax Avenue to Ewing Avenue
- Diamond interchange at Stony Island Avenue as a post-2010 improvement

U.S. Route 12/20 (Ewing Avenue) SRA Segment 7: 95th Street to Indianapolis Boulevard

- Two through lanes in each direction with on-street parking within the existing right-of-way
- Structure modifications to four railroad overpasses
- Signal interconnection to include the signals at 99th Street and Indianapolis Boulevard

U.S. Route 12/20 (Indianapolis Boulevard) SRA Segment 8: Ewing Avenue to the Indiana State Line

- Retention of the existing cross-section which consists of three through lanes in each direction and a 12-foot flush median within the existing 100-foot right-of-way

87th Street SRA Segment 1: Illinois Route 50 (Cicero Avenue) to Pulaski Road

- Retention of the existing cross-section which consists of two through lanes for westbound traffic, three through lanes for eastbound traffic and a 12-foot wide flush median within the existing right-of-way
- Signal interconnection from Kostner Avenue to Lawndale Avenue (87th Street SRA Segment 2)

87th Street SRA Segment 2: Pulaski Road to Damen Avenue

- Retention of the existing cross-section between Pulaski Road and Western Avenue which consists of two through lanes westbound, three through lanes eastbound and a 12-foot wide flush median within a 100-foot right-of-way; and from Western Avenue to Damen Avenue, three through lanes in each direction and a 12-foot wide flush median with peak hour parking restrictions within the existing 100-foot right-of-way

SUMMARY OF RECOMMENDATIONS *(cont.)*

- Signal interconnection from Kostner Avenue (87th Street SRA Segment 1) to Lawndale Avenue and from Kedzie Avenue to Damen Avenue

87th Street SRA Segment 3: Damen Avenue to Halsted Street

- Three through lanes in each direction, a 12-foot wide flush median and peak hour parking restrictions within the existing 100-foot right-of-way
- Structure modification at the Chicago Rail Link
- Signal interconnection from Western Avenue to Halsted Street

87th Street SRA Segment 4: Halsted Street to Interstate 94 (Dan Ryan Expressway)

- Three through lanes in each direction, an 18-foot raised median and frontage roads within the existing 200-foot right-of-way from Halsted Street to the Chicago & Western Indiana Railroad and three through lanes and a 12-foot flush median from the Chicago & Western Indiana Railroad to Interstate 94 (Dan Ryan Expressway) within a desirable ultimate right-of-way of 90 feet requiring an additional 24 feet on the north side of the route
- Structure modification at the Chicago & Western Indiana Railroad
- Signal interconnection from the shopping center to State Street with removal of one shopping center signal

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SECTION ONE

INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT

The Strategic Regional Arterial (SRA) system is a 1340-mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties (See Figure 1.1.) As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including U.S. Route 12/20, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by the CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses the following major transportation issues:

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

Together, the components of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to (1) improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, (2) complement the regional transit and highway facilities by providing access for regional trips on these facilities, and (3) provide for long-distance travel to supplement the regional expressway system.

**U.S. ROUTE 12/20 and 87th STREET
SECTION 1: Introduction**

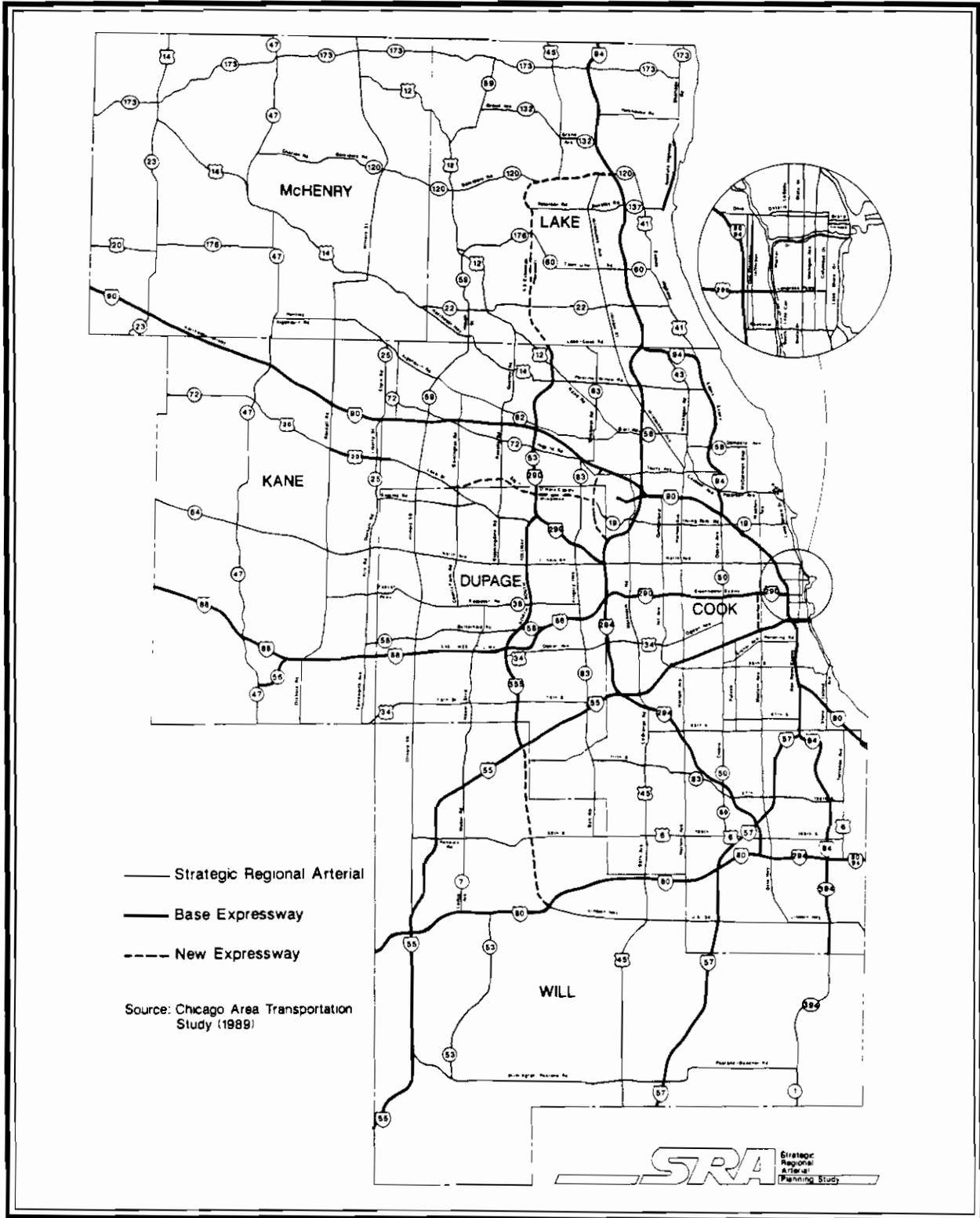


Figure 1.1 The Strategic Regional Arterial System

1.2 SRA ROUTE TYPES

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

- Urban Routes;
- Suburban Routes; and
- Rural Routes.

The designation of route types is based upon the projected 2010 density of development within the Chicago region. U.S. Route 12/20 is designated as a suburban and an urban route, and 87th Street is designated as an urban route (See *Figure 1.2.*) Other urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

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

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types: Urban, Suburban and Rural. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes. *Tables 1.1 and 1.2* list desirable characteristics for SRA suburban and urban routes in the year 2010, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA suburban and urban route cross sections which are shown in *Figures 1.3 and 1.4.*

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

**U.S. ROUTE 12/20 and 87th STREET
SECTION 1: Introduction**

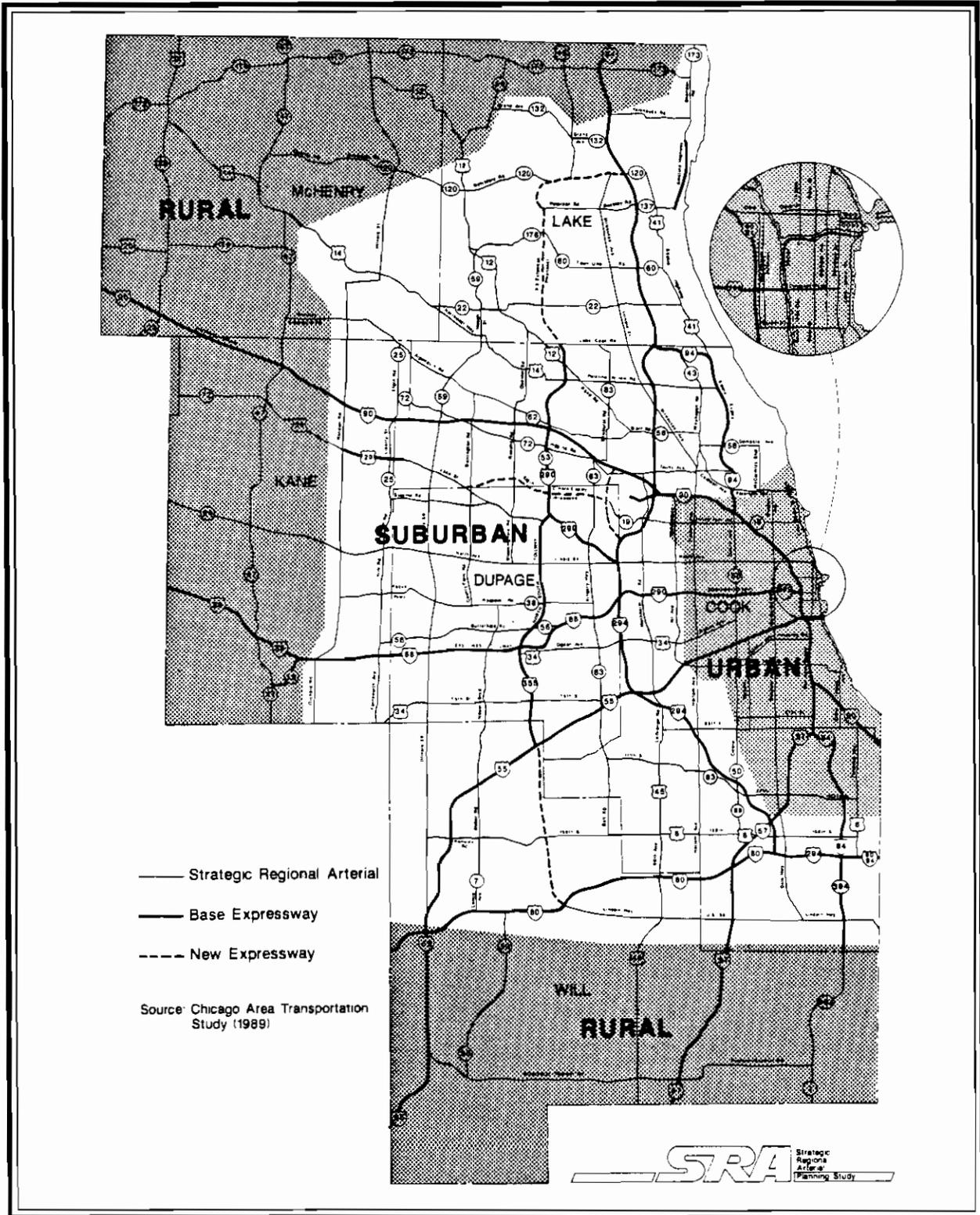


Figure 1.2 Route Types on the Strategic Regional Arterial System

Table 1.1
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterials

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' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii	WB-55 typical/WB-60 Type II truck route
Vertical Clearances	New structures: 16'-3" Existing Structures: 14'-6"

Table 1.2
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials

Right-of-way Width	96' - 110'*
Level of Service (Peak Hour)/Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable 11' width acceptable
Median Width	14' desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking**
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours**; Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading
*72' - 86' where bus/HOV lanes are not provided	

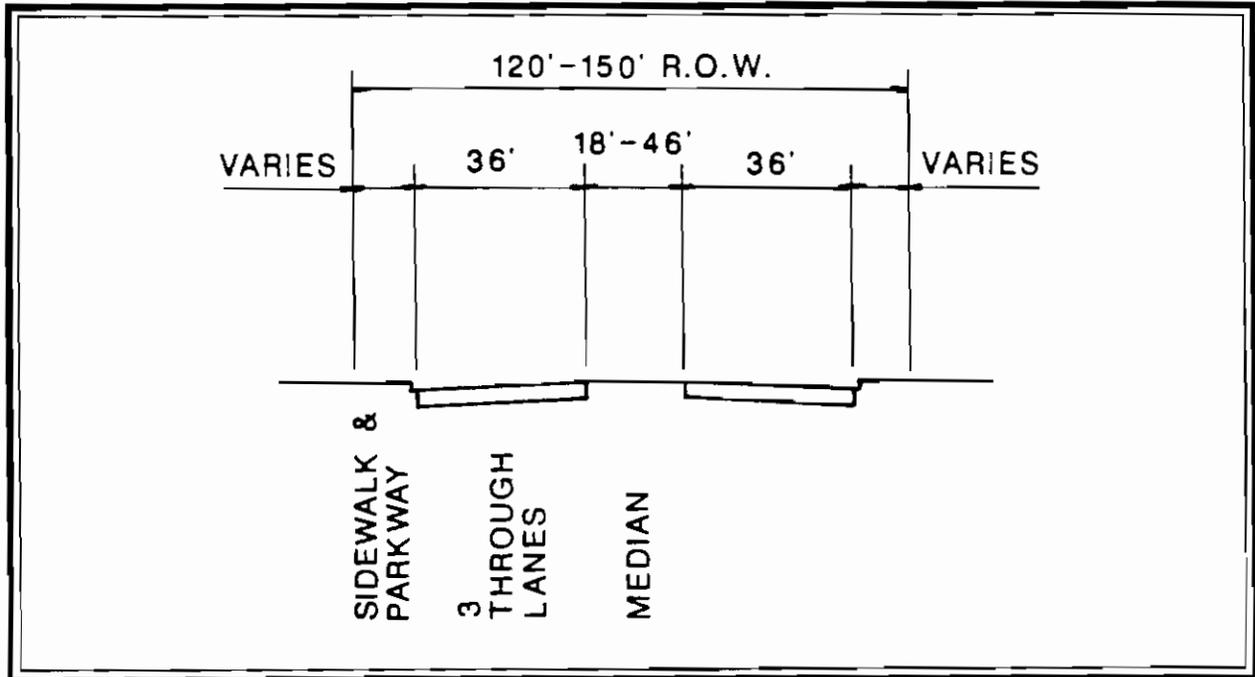


Figure 1.3 Desirable Suburban SRA Cross-Section

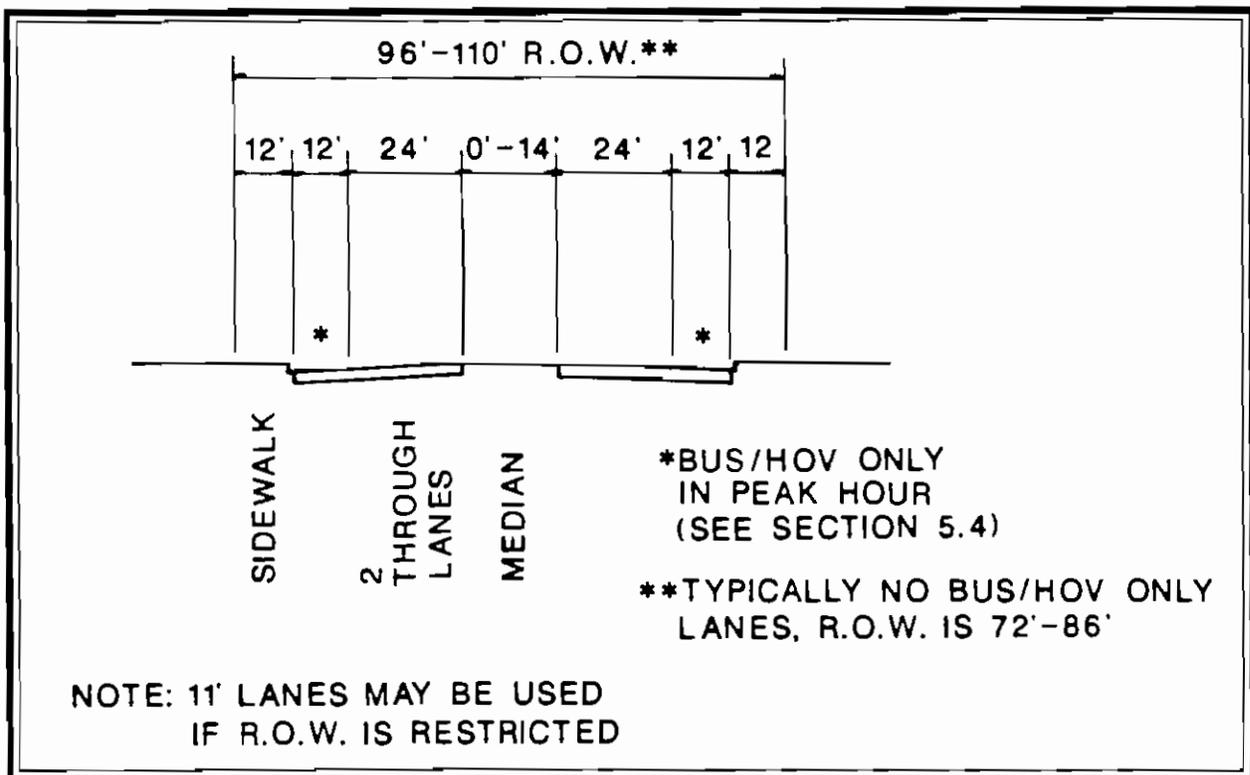


Figure 1.4 Desirable Urban SRA Cross-Section

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

While not all of these special techniques may be applicable to U.S. Route 12/20 and 87th Street, they illustrate the range of treatments which have been considered.

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 March, 1991.

1.4 STUDY OBJECTIVES

As an SRA route, U.S. Route 12/20 and 87th Street is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The U.S. Route 12/20 and 87th Street 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 interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify ways to manage access which would improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.

- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on U.S. Route 12/20 and 87th Street, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

The SRA planning study process is accomplished through the following six phases:

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

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. The timing of the recommended improvements, whether long-range or short-range, is identified.

Environmental Issues/Screening. While the SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures, a screening process identifies significant environmental conditions along each route. The results of this process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future design studies.

Construction Cost Estimates/Identification of Right-of-Way Needs. Construction cost estimates for each route segment are prepared, both for low-cost and ultimate improvements. Right-of-way needs to accommodate recommended ultimate 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. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format will also be conducted for each 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 selected major intersections were obtained from IDOT traffic volume maps and from 1990 IDOT intersection turning movement data. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks and other appurtenances, frontage roads, and median. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

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 from data compiled by the Division of Public Transportation of Illinois DOT. This was supplemented by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Locations of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field.

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 reexamined 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 Specific Plans, and during meetings with municipal 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.

Floodplain boundaries were obtained from the Federal Emergency Management Agency (FEMA) on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps. The Illinois Department of Conservation (IDOC) National Wetlands Inventory Maps, local land use plans, and on-site surveys were used to identify wetlands and any streams which were not identified by FEMA.

IDOC also provided information from the Illinois Natural Heritage Database about endangered, threatened and watched species in Illinois and about natural areas. An endangered species is any species which is in danger of extinction as a breeding species in Illinois, while a threatened species is any breeding species which is likely to become a state endangered species within the foreseeable future. A species on the watch list is not listed as endangered or threatened, but is of special concern and could eventually become listed. Unless it could be determined that the species or area is not adjacent to the route, it is included in this inventory. This information was located to the nearest square mile.

Location of historic buildings, districts, and markers were provided by the National Register of Historic Places in Illinois, the Inventory of Historic Structures prepared by the Illinois Historic Structures Survey, the Inventory of Historic Landmarks prepared by the Illinois Historic Landmarks Survey, the Illinois State Historical Markers Text Book, and IDOT. The buildings, districts, and other structures appearing on the Inventory of Historic Landmarks are not necessarily significant historical resources. This inventory includes all buildings constructed prior to World War II. Those buildings with aesthetic merit are included on the Inventory of Historic Structures. Historic districts were most often listed on the National Register of Historic Places in Illinois, but others appeared in the Inventory of Historic Landmarks. Selected information was refined by IDOT design studies.

The Hazardous Waste Research and Information Center provided a list of waste disposal and hazardous waste dumping sites. The landfills and dumps are located to the nearest square mile. Unless it could be determined that the site is not adjacent to the route, it is included in this inventory. The list notwithstanding, it is recommended that any site used for industrial purposes at any time be tested for hazardous waste prior to roadway facility development.

The analysis of environmentally sensitive land uses included: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, parks, nature and forest preserves, hospitals, nursing homes, and hotels. While all such facilities and uses have been identified, there is no presumption that all such uses would be negatively impacted by roadway improvements.

Year 2010 Travel Demand Projections The Chicago Area Transportation Study (CATS) projected Year 2010 travel demand in terms of average annual daily traffic 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 insures that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes. It also insures 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 split, 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.

Roadway Capacity Estimates A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows change in several conditions that affect the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections, so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation; such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic; complete the information used in the analysis.

Cost Estimates 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.

1.7 ORGANIZATION OF THE REPORT

This report on the U.S. Route 12/20 and 87th Street SRA route study is divided into four sections:

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

Section Two (Volume I), Route Overview, presents a general description of the study process; existing route characteristics; and types of recommended improvements for the overall route.

Section Three (Volume I), Route Characteristics and Improvements, present a detailed analysis of existing route characteristics and recommended route improvements. These sections correspond to the following route segments on U.S. Route 12/20 and 87th Street:

U.S. Route 12/20

- **Section 3.1:** 95th Street from U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)
- **Section 3.2:** 95th Street from Illinois 43 (Harlem Avenue) to Pulaski Road
- **Section 3.3:** 95th Street from Pulaski Road to Western Avenue
- **Section 3.4:** 95th Street from Western Avenue to Halsted Street
- **Section 3.5:** 95th Street from Halsted Street to Cottage Grove Avenue
- **Section 3.6:** 95th Street from Cottage Grove Avenue to Ewing Avenue
- **Section 3.7:** Ewing Avenue from 95th Street to Indianapolis Boulevard
- **Section 3.8:** Indianapolis Boulevard from Ewing Avenue to the Illinois/Indiana State Line

87th Street

- **Section 3.9:** Illinois 50 (Cicero Avenue) to Pulaski Road
- **Section 3.10:** Pulaski Road to Damen Avenue
- **Section 3.11:** Damen Avenue to Halsted Street
- **Section 3.12:** Halsted Street to Interstate 94 (Dan Ryan Expressway)

For each route segment the following analyses are presented:

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

Environmental Characteristics. Environmental characteristics of the route segment are defined. Stream, wetland and floodplain areas, historic properties and districts, endangered or threatened flora and fauna, waste disposal sites, and sensitive land uses are discussed and shown on the corresponding route maps.

Existing and Projected Development Characteristics. 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 types, density or intensity of use and setbacks and access locations. 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 route maps.

Recommended Improvements. The recommended improvements are identified for each route segment. Improvements are specified in the categories of roadway, intersections, 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 and timing for the implementation of the recommended improvements and right-of-way expansion are analyzed.

Section Four (Volume II), Public Involvement summarizes the public involvement process during the study, including the U.S. Route 12/20 and 87th Street SRA Advisory Panel meetings, the Advisory Panel newsletters, and the public hearing.

SECTION TWO ROUTE OVERVIEW

2.1 THE U.S. ROUTE 12/20 AND 87TH STREET SRA STUDY AREA

U.S. Route 12/20 is an SRA route from U.S. 45 along 95th Street to Ewing Avenue, south on Ewing Avenue to Indianapolis Boulevard and southeast on Indianapolis Boulevard to the Illinois-Indiana State Line, a total distance of 18.01 miles (See *Figure 2.1.*) It passes through the communities of Hickory Hills, Palos Hills, Chicago Ridge, Bridgeview, Oak Lawn, Evergreen Park and Chicago.

87th Street is an SRA route from Illinois 50 (Cicero Avenue) to Interstate 94 (Dan Ryan Expressway) a total distance of 6.15 miles. It passes through the communities of Hometown, Evergreen Park and Chicago.

2.2 THE REGIONAL TRANSPORTATION PLAN

Figure 2.1 also indicates the existing and proposed facilities linking U.S. Route 12/20 and 87th Street to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

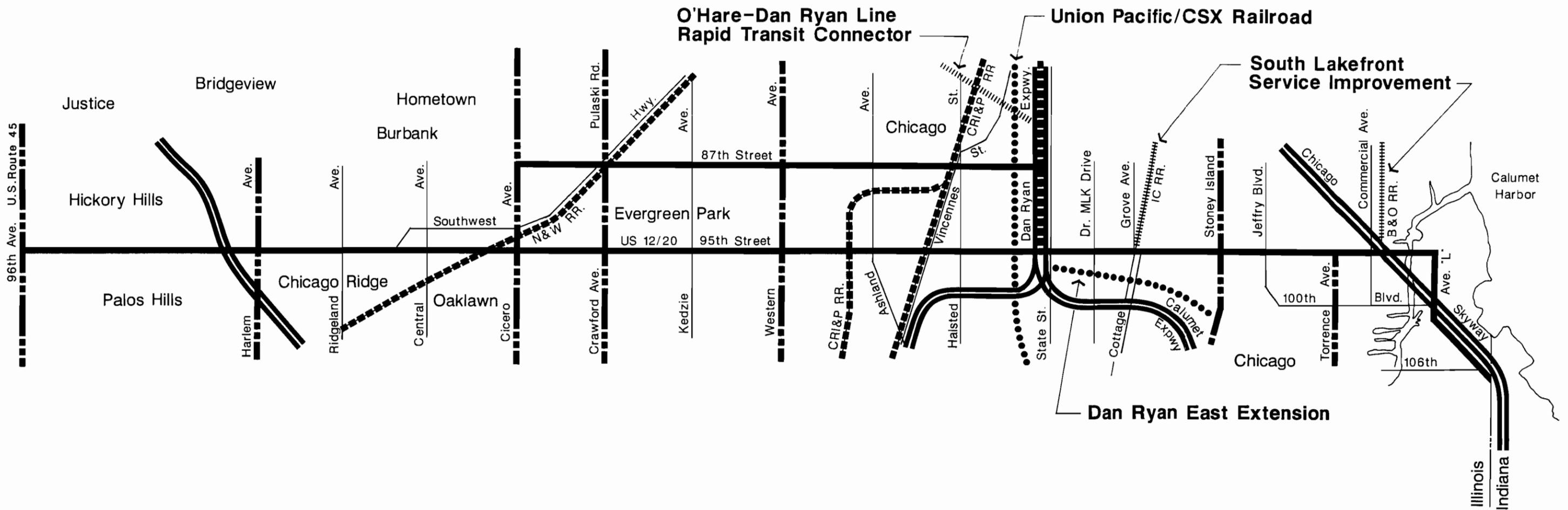
U.S. Route 12/20 intersects seven designated SRA routes:

- U.S. 45 (96th Avenue);
- Illinois 43 (Harlem Avenue);
- Illinois 50 (Cicero Avenue);
- Pulaski Road;
- Western Avenue;
- Stony Island Avenue; and
- Torrence Avenue.

87th Street intersects three designated SRA routes:

- Illinois 50 (Cicero Avenue);
- Pulaski Road; and
- Western Avenue.

There is also access to Interstate 294 (Tri-State Tollway), Interstate 94 (Dan Ryan Expressway) and Interstate 90 (Chicago Skyway) from U.S. Route 12/20; and to Interstate 94 from 87th Street.



U.S. 12/20 & 87th Street SRA Route

Other SRA Route

Existing Expressway

Existing Major Transit Facility

Major Transit Project

Major Transit Facility Corridor of the Future

U.S. 12/20 & 87th Street

Regional Transportation Facilities



The CTA Dan Ryan rapid transit line provides service through stations at 87th Street and 95th Street. The 95th Street station is the southern terminus of the line. Rail commuter service is provided by four Metra Lines:

- The Norfolk Southern;
- The Rock Island Main Line;
- The Rock Island Beverly Branch; and
- The Metra Electric (formerly ICG) Main Line.

Major transit facility projects included in the 2010 TSD Plan are the O'Hare/Dan Ryan Rapid Transit Interline Connector running to the 87th Street station on the CTA Dan Ryan line; and the South Lakefront Service Improvement and Rationalization Project. The latter project involves the RTA, CTA and Metra, who are studying the potential for reconfiguring some of the rail services east of the Dan Ryan Expressway. Their objectives are to identify options for modernizing and upgrading service to Chicago residents, and to provide efficient and fast transit for suburban commuters to the Loop. Under review are the branch lines of the Metra ICG Electric division and the oldest elements of the CTA elevated rapid transit lines. The potential for converting the ICG Electric mainline into express service as well as local rapid transit service is also under study. The 2010 TSD Plan also identifies the Union Pacific/CSX rail line west of the Dan Ryan Expressway as a transit Corridor of the Future for potential post-2010 service.

2.3 PROJECTED TRAVEL DEMAND

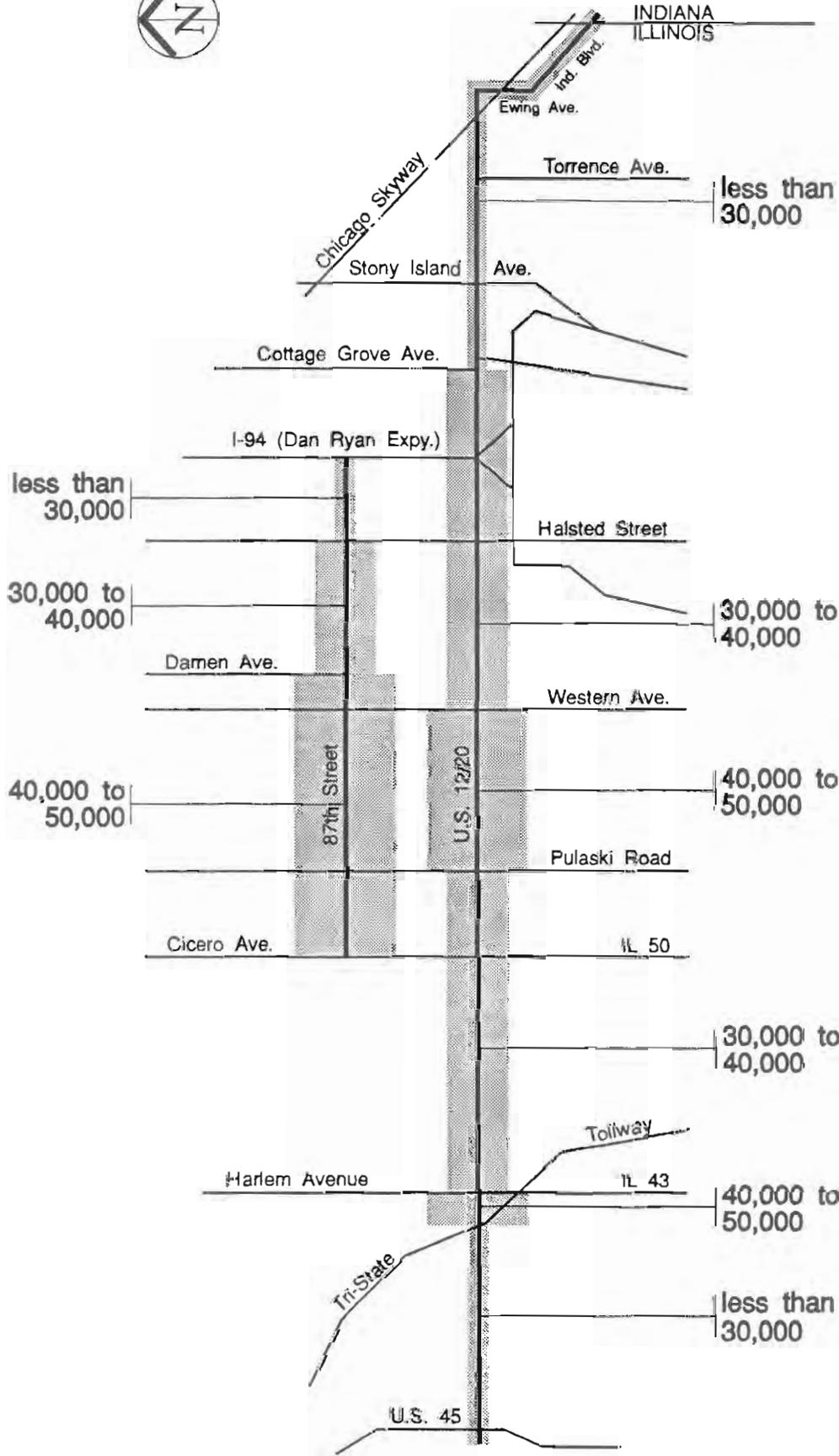
Figure 2.2 indicates the projected 2010 travel demand in terms of average annual daily traffic (AADT) for U.S. Route 12/20 and 87th Street. The projected 2010 AADT travel demand forecasts are taken from the regional travel simulation model developed by the Chicago Area Transportation Study.

2.4 ROUTE AREA TYPES

U.S. Route 12/20 is classified as a suburban SRA route from U.S. 45 to Illinois 50 (Cicero Avenue) and as an urban SRA route from Illinois 50 (Cicero Avenue) to the Illinois/Indiana state line. However, because U.S. Route 12/20 between Illinois 43 and Illinois 50 exhibits many typical characteristics of urban areas (such as restricted right-of-way, no building setbacks and full development), it has been analyzed and evaluated with urban SRA route design criteria. 87th Street has been designated an urban SRA route along its entire length from Illinois 50 (Cicero Avenue) to the Interstate 94 (Dan Ryan Expressway). The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D" at which average travel speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour. The design speed for an urban SRA is 35 miles per hour, and the minimum desirable level of service is "D" at which average travel speeds are about 40 percent of the typical free flow speed of 33 miles per hour.



Seg. 1 | Segment 2 | Segment 3 | Seg. 4



Seg. 7 | Segment 6 | Segment 5 | Segment 4 | Segment 3 | Segment 2 | Segment 1 | Seg. 8

Source: Chicago Area Transportation Study

U.S. Route 12/20 & 87th Street

prepared by Harland Bartholomew & Associates, Inc.

2010 Projected Travel Demand Volumes

Figure 2.2

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

As shown in *Tables 2.1 and 2.2*, all but two segments of U. S. Route 12/20 and 87th Street meet or exceed the desirable standards for right-of-way width and number of through lanes. In Segment 1 of U.S. Route 12/20, 95th Street has only a 100-foot wide right-of-way and two through lanes in

TABLE 2.1				
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
U.S. ROUTE 12/20	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR AN SUBURBAN SRA		120-150		3
Segment 1: 95th Street U.S. 45 to Illinois 43 (Harlem Ave.)	100	120	2	2
DESIRABLE STANDARD FOR AN URBAN SRA		96-110 ⁽¹⁾		2
Segment 2: 95th Street Illinois 43 to Pulaski Road	100	100	3	3
Segment 3: 95th Street Pulaski Road to Western Avenue	100	100	3	3
SEGMENT 4: 95th Street Western Avenue to Halsted Street	108	108	2	3 ⁽²⁾
SEGMENT 5: 95th Street Halsted Street to Cottage Grove Ave	100-108	100-108	2	3 ⁽²⁾
SEGMENT 6: 95th Street Cottage Grove Ave. to Ewing Ave.	80-100	100-120	2	2-3
SEGMENT 7: Ewing Avenue 95th Street to Indianapolis Blvd.	80	80	2	2
SEGMENT 8: Indianapolis Blvd. Ewing Avenue to Indiana State Line	100	100	3	3
⁽¹⁾ 72'-86' where bus/HOV lanes are not provided				
⁽²⁾ During peak hour: two through lanes plus BUS/HOV lane in each direction				

U.S. ROUTE 12/20 and 87th STREET
SECTION 2: Route Overview

TABLE 2.2				
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
87th STREET	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR AN URBAN SRA		96-110 ⁽¹⁾		2
Segment 1 Illinois 50 to Pulaski Road	100-115	100-115	2-3 ⁽²⁾	2-3 ⁽²⁾
Segment 2 Pulaski Road to Damen Avenue	100	100	2-3 ⁽²⁾⁽³⁾	2-3 ⁽²⁾⁽³⁾
Segment 3 Damen Avenue to Halsted Street	100	100	3 ⁽³⁾	3 ⁽³⁾
Segment 4 Halsted Street to Interstate 94	66-200	90-200	2-3	3
⁽¹⁾ 72'-86' where BUS/HOV lanes are not provided ⁽²⁾ Illinois 50 to Western: two through lanes westbound; three through lanes eastbound ⁽³⁾ Western to Halsted: peak hour parking restrictions allow for three through lanes				

each direction between U.S. 45 and 76th Avenue. This right-of-way width and number of lanes is less than the desirable standard for a suburban SRA route. In Segment 4 of 87th Street, the section between the Chicago and Western Indiana rail line and LaFayette Street has only a 66-foot wide right-of-way, which is less than the minimum desirable standard for an urban SRA route.

The recommended roadway configuration for U.S. Route 12/20 provides two through traffic lanes in each direction on 95th Street between U.S. 45 (96th Avenue) and Harlem Avenue; and three through lanes in each direction between Harlem Avenue and Western Avenue; on 95th Street between Cottage Grove Avenue and Ewing Avenue; and on Indianapolis Boulevard between Ewing Avenue and the Indiana state line. Between Western Avenue and Cottage Grove Avenue on 95th Street, the recommended cross-section also provides for three lanes in each direction, but the curb lanes are recommended to operate as BUS/HOV lanes in the peak traffic hours. On Ewing Avenue between 95th Street and Indianapolis Boulevard, the recommended configuration has two through traffic lanes in each direction. In this segment, additional lanes cannot be accommodated within the existing right-of-way while maintaining adequate sidewalk width.

After a thorough analysis of the U.S. Route 12/20 existing facility characteristics and existing traffic volumes, the portion of U.S. Route 12/20 between Interstate 294 and Stony Island has the greatest need for implementation of the recommended improvements. The recommended improvements for the remainder of U.S. Route 12/20 will be required when the anticipated increase in projected travel demand occurs.

U.S. ROUTE 12/20 and 87th STREET
SECTION 2: Route Overview

On 87th Street, between Illinois 50 (Cicero Avenue) and Western Avenue, the recommended roadway configuration provides three through traffic lanes eastbound and two through lanes westbound. Between Western Avenue and Interstate 94 (Dan Ryan Expressway) the recommended roadway configuration provides three through lanes in each direction. In non-peak hours, the curb lanes would be available for parking. The recommended improvements for 87th Street should be implemented when an increased travel demand occurs.

The SRA route analysis for U.S. Route 12/20 and 87th Street has demonstrated that U.S. Route 12/20 is a more appropriate route than 87th Street to accomplish the SRA goal of accommodating long-distance, high-volume regional travel. After thorough SRA evaluation of U.S. Route 12/20 and 87th Street, it is recommended that the SRA Subcommittee assess the viability of retaining 87th Street in the SRA network.

2.5.1 Arterial Capacity Analyses

The results of the capacity analyses comparing the projected 2010 travel demand to the recommended roadway configurations for U.S. Route 12/20 and 87th Street are given in Tables 2.3 and 2.4.

Table 2.3					
Summary of Arterial Corridor Capacity Analysis for U.S. Route 12/20					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1 (95th Street)	30 to 40,000	4	30,000 32,000	C D	Yes
Segment 2 (95th Street)					
Sub-Segment 2A	30 to 40,000	6	45,000	D	Yes
Sub-Segment 2B	30 to 50,000	6	39,000	D	Yes
Segment 3 (95th Street)	40 to 50,000	6	45,000	D	Yes
Segment 4 (95th Street)	30 to 40,000	4 ⁽²⁾	34,000	D	Yes
Segment 5 (95th Street)	30 to 40,000	4 ⁽²⁾	35,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					
⁽²⁾ Excludes BUS/HOV lanes					

**U.S. ROUTE 12/20 and 87th STREET
SECTION 2: Route Overview**

Table 2.3 (continued) Summary of Arterial Corridor Capacity Analysis for U.S. Route 12/20					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 6 (95th Street)	< 30,000	6	37,000	D	Yes
Segment 7 (Ewing Avenue)	< 30,000	4	34,000	D	Yes
Segment 8 (Indnpls Blvd)	< 30,000	6	56,000	D	Yes

Table 2.4 Summary of Arterial Corridor Capacity Analysis for 87th Street					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1	30 to 50,000	3 EB/2 WB ⁽²⁾	43,000	D	Yes
Segment 2	40 to 50,000	3 EB/2 WB ⁽²⁾⁽³⁾	48,000	D	Yes
Segment 3	30 to 40,000	6	52,000	D	Yes
Segment 4	< 30,000	6	49,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic ⁽²⁾ Illinois 50 to Western: two through lanes westbound; three through lanes eastbound ⁽³⁾ Western to Halsted: peak hour parking restrictions allow for three through lanes in each direction					

Only on 95th Street, between Southwest Highway and Pulaski Road does the recommended roadway configuration show a potential deficiency in capacity, relative to the projected travel demand and desirable level of service. However, the recommended six through lanes in this section is the maximum that can be accommodated within the existing right-of-way through an intensively developed area. Provision of additional lanes is not recommended in this section, due to existing right-of-way constraints and the need to provide adequate median areas and sidewalk widths.

2.6 TRANSIT

Existing transit service in the U. S. Route 12/20 and 87th Street study area includes bus service by both Pace and the CTA, as well as CTA rapid transit and Metra rail commuter service. The bus service on 95th Street between Western Avenue and Cottage Grove Avenue is among the most intensive of any urban SRA route outside the Chicago Central Area. The following sections discuss existing service and conditions, as well as the general type of recommended improvements for the overall route. Specific recommended improvements are discussed with the respective route segments in Section Three of this report.

2.6.1 Existing Transit Services and Facilities

Twenty-eight CTA bus routes operate on or across U.S. Route 12/20 or 87th Street, carrying over 18,000 riders in the morning peak-hour. (Data Source: 1989 CTA Bus Ridership Counts, published 2/14/90.) (See Figure 2.3.) Pace Route #381 also serves 95th Street and carries 4,827 passengers per day. (Data Source: 1989 Pace Ridership Counts.) In addition, rapid transit and commuter rail lines carry over 34,300 passengers daily. (Data Source: 1989 CTA Rail Ridership Counts, published 5/2/90.)

Bus Service . CTA provides extensive bus service supplemented by limited Pace service. The services fall into categories as shown in Table 2.5.

	Category	Route Number
1	Lines whose routes include extensive segments of either 87th or U.S. Route 12/20	87, 95E, 95W, 1000, Pace 381
2	Lines serving the 95th/Dan Ryan Station	34, 103, 104, 106, 108, 11, 112, 119, Pace 835
3	Lines crossing 87th and 95th Streets	3, 4, 6, 8, 9, 14, 27, 28, 30, 44, 45, 48, 49, 52, 53, 54

The CTA routes are heavily traveled on 95th Street between Western Avenue and Cottage Grove Avenue. During the peak hour, there are as many as 90 buses using 95th Street between Interstate 94 (the Dan Ryan) and Michigan Avenue. Table 2.6 displays peak hour bus usage by route section along U.S. Route 12/20.

Rapid Transit Service. The CTA Dan Ryan rapid transit line, running in the median of the Dan Ryan Expressway, provides service to and from the Loop, with stations at 87th Street and 95th Street. The 95th Street station is the southern terminus of the line. When the Southwest rapid transit line begins service in 1992 or 1993, plans are for the Dan Ryan line

Table 2.6 U.S. Route 12/20 Existing Peak Hour Bus Volume (Total Pace and CTA)	
Route Section	Number of Buses
88th Avenue to Western Avenue	4
Western Avenue to Vincennes	13
Vincennes to Halsted Street	22
Halsted Street to Interstate 94	45
Interstate 94 to Michigan Avenue	90
Michigan Avenue to King Drive	30
King Drive to Cottage Grove Avenue	22

to be shifted from the Loop elevated structure to the State Street subway, and to operate as through service with the north side Howard line. While this will not directly affect operations at the 87th Street or 95th Street stations, the availability of through Dan Ryan-Howard service may increase ridership on the Dan Ryan line by providing direct service to the north side.

Commuter Rail Service. Metra commuter rail service is available on four different lines: the Norfolk Southern; the Rock Island Main line; the Rock Island Beverly branch; and the Metra Electric District (formerly ICG) Main line. The Norfolk Southern line provides rush-hour service only, northbound in the morning and southbound in the evening. The other lines operate throughout the day, with peak and off-peak schedules.

Seven Metra stations are located within the U.S. Route 12/20 and 87th Street SRA study area.

Norfolk Southern:

Oak Lawn station at Cook Avenue and 96th Street.

Rock Island Main Line:

Gresham station at 87th Street and Vincennes Avenue.
Longwood station at 95th Street and Vincennes Avenue.

Rock Island Beverly Branch:

Brainard station at 89th Street and Loomis Avenue.
91st Street station at 91st Street and South Prospect Square.
95th Street station at 95th Street and Vanderpoel Avenue.

Metra Electric District Main Line:

95th Street station at 95th Street and Cottage Grove Avenue.

The stations in the study area with the heaviest ridership are on the Norfolk Southern line, with 813 daily entering passengers at the Oak Lawn station; and on the Beverly branch, with a total of 1,763 daily entering passengers at the three stations. By contrast, there are only 488 daily entering passengers at the two Rock Island Main line stations, and only 51 daily passengers entering the Metra Electric District 95th Street station. (Data Source: 1989 Ridership Counts published by Metra, 1/5/90.)

There is an apparent relationship between ridership and availability of commuter parking. The Oak Lawn station has 482 off-street commuter parking spaces available, and the three Beverly branch stations have a total of 513 spaces available. The remaining three stations have no off-street commuter parking available.

2.6.2 Recommended Improvements

The following are the general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of U.S. Route 12/20 and 87th Street are discussed in Section Three for the respective route segments.

Bus Stops. An element that is lacking on these routes is shelters for waiting passengers. The narrow sidewalks in some segments make conventional shelters difficult to accommodate, but all major intersections should include shelters in their designs.

Parking. Parking facilities for most of the major transit stations should be expanded. Implementation of parking facility improvements is recommended near the CTA Dan Ryan rapid transit line on U.S. Route 12/20 and 87th Street.

BUS/HOV Lanes. Recommendations for BUS/HOV lanes are included in the roadway recommendations for the segments between Western Avenue and Cottage Grove Avenue on U.S. Route 12/20.

2.7 SUMMARY OF U.S. ROUTE 12/20 AND 87TH STREET SRA CONSTRUCTION COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to U. S. Route 12/20 and 87th Street is shown in *Table 2.7*.

Table 2.7	
Construction Cost Estimates for U.S. Route 12/20 and 87th Street	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$45,700,000
Roadway Resurfacing	\$14,300,000
Structure Modification	\$18,100,000
SRA/SRA Intersection Improvement	\$9,000,000
Transit Improvements	\$4,100,000
Total Estimated Cost for Ultimate Improvements	\$91,200,000
Low Cost	
Traffic Signal	\$100,000
Signal Interconnection	\$3,900,000
Transit Improvements	\$1,870,000
Total Estimated Cost for Low Cost Improvements	\$5,770,000
Post-2010	
Roadway Widening	\$10,500,000
Structure Modification	\$6,000,000
SRA/SRA Intersection Improvement	\$1,000,000
Total Estimated Cost for Post-2010 Improvements	\$17,500,000
Right-of-way Acquisition	\$4,900,000
Total Estimated Cost for All Improvements	\$119,470,000

SECTION THREE ROUTE ANALYSIS

3.1 U.S. ROUTE 12/20 SEGMENT 1: U.S. 45 (96TH AVENUE) TO ILLINOIS 43 (HARLEM AVENUE)

3.1.1 LOCATION

Segment 1 of the U.S. Route 12/20 SRA route is located on 95th Street and extends from U.S. 45 on the west to Illinois 43 (Harlem Avenue) on the east, a distance of approximately 2.75 miles. (See *Figure 3.1*) U.S. 45 is the western terminus of the U.S. Route 12/20 SRA route. This segment travels through the Cities of Palos Hills and Hickory Hills and the Village of Bridgeview.

3.1.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 1 can be found on Route Maps A-1 and A-2.

Traffic Volumes

The traffic volumes for Segment 1 of U.S. Route 12/20 vary greatly from west to east. At the west end of Segment 1 near U.S. 45 the average daily traffic volume is 19,000 vehicles. At Interstate 294 and Illinois 43 the volume increases to over 48,000 vehicles.

Right-of-Way

In Segment 1 of U.S. Route 12/20 the right-of-way width is 100 feet except where it widens to 120 feet near U.S. 45.

Pavement Widths and Number of Lanes

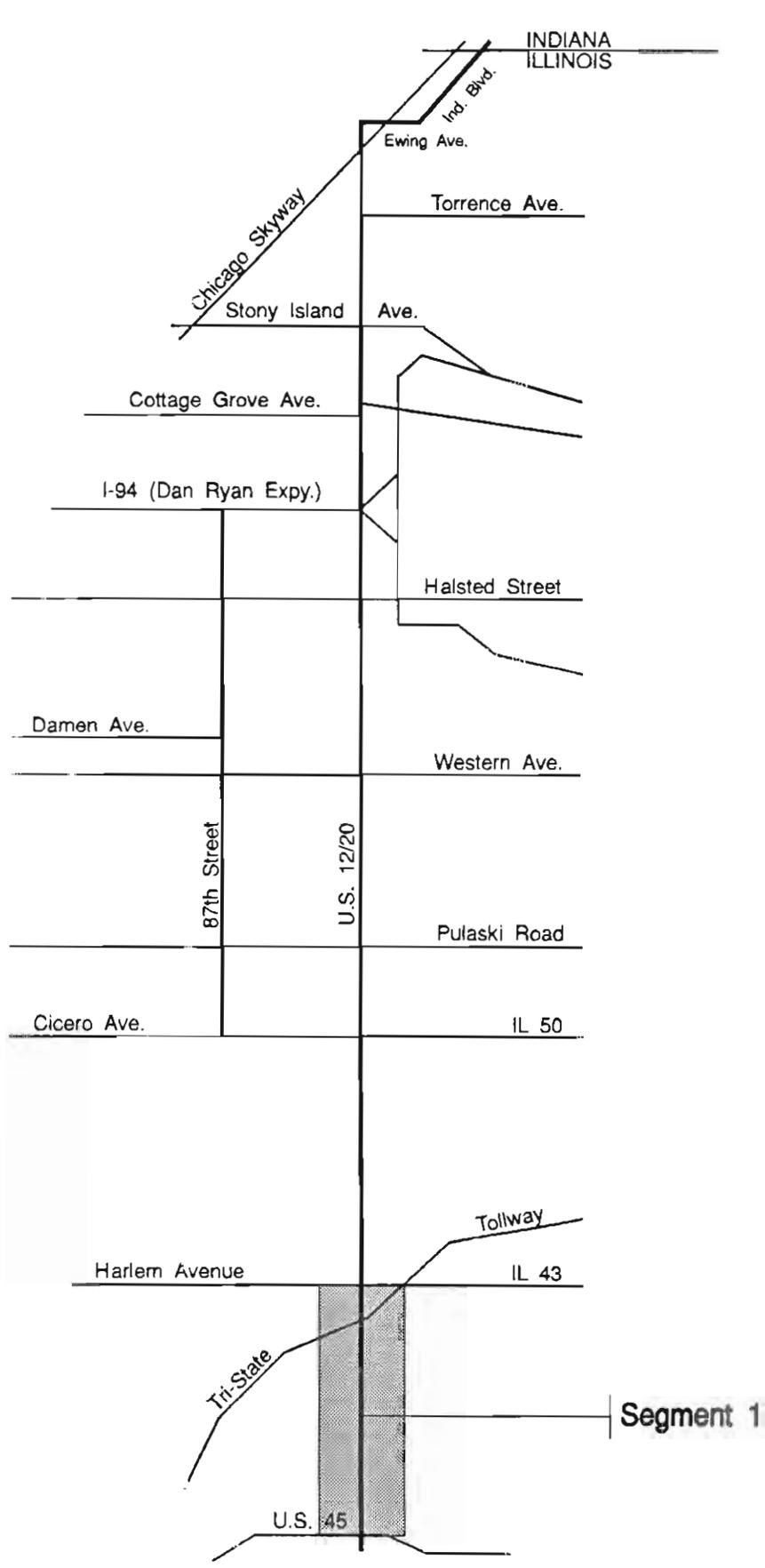
The pavement width in Segment 1 of U.S. Route 12/20 is 54 feet. There are four through lanes (two in each direction) separated by a painted or mountable median ranging between two and 12 feet in width. There is curb and gutter for drainage throughout Segment 1.

Traffic Signals

In Segment 1 of U.S. Route 12/20 there are seven signalized intersections. They are listed in *Table 3.1*.

Parking, Sidewalks, and Frontage Roads

There is neither on-street parking nor frontage roads. There are seven-foot wide sidewalks on both sides of U.S. Route 12/20 from 88th Avenue to Interstate 294.



Location Map
Figure 3.1

Section 3: Route Analysis - U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

Table 3.1 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
U.S. 45	2	2	YES	NO	
Kean Avenue	2	2	YES	NO	
88th Avenue	2	2	YES	NO	
80th Avenue	2	2	YES	NO	
78th Avenue	2	2	YES	NO	
76th Avenue	2	2	WB	NO	
Illinois 43	2	2	NO	YES	
Note: EB=eastbound only; WB=westbound only					

Transit

The segment is served by Pace route 381 with 38 round trips daily and four buses during the peak hour. Pace routes 379 and 381 cross at 88th Avenue, and Pace route 385 crosses at Roberts Road. There are neither rail stations nor transit parking facilities.

Structures

There are four bridges in Segment 1 of U.S. Route 12/20. Two structures are the overpasses of the southbound and northbound lanes of Interstate 294. There is an overpass of the Soo Line Railroad. There is an overpass of Illinois 43 (Harlem Avenue). These structures are listed in Table 3.2.

Table 3.2 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Southbound I-294	016-9828	_____	—	—	SRA under
Northbound I-294	016-9828	_____	—	—	SRA under
Soo Line R.R.	016-0436	E. of I-294	—	—	SRA under
Illinois 43	016-0320	_____	13'-10"	—	SRA under

Other Characteristics

There are two interchanges in Segment 1. There is an interchange with full-directional movements at Interstate 294 and a cloverleaf interchange with Illinois 43 (Harlem Avenue).

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 1 of U.S. Route 12/20 include wetlands, floodplains and sensitive land uses which are shown on Route Maps B-1 and B-2.

Streams/Wetlands/Floodplains

The base floodplain of the Belly Deep Slough crosses U.S. Route 12/20 east of Kean Avenue and is approximately 100 feet wide. There are two areas of identified wetlands in this segment. The first wetlands area is located east of U.S. 45 in the Hidden Pond Woods Forest Preserve. The other wetlands area is located within the Hickory Hills Golf Club.

Sensitive Land Uses

Sensitive land uses on this segment include the Hidden Pond Woods Forest Preserve, the Hickory Hills Woods Forest Preserve, the Hickory Hills Golf Course, the Hickory Hills Municipal Building and a church.

3.1.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-1 and C-2.

Jurisdiction

The Cities of Palos Hills and Hickory Hills and the Village of Bridgeview are the local jurisdictions exercising control over development on Segment 1 of U.S. Route 12/20. The jurisdiction of Palos Hills extends from Kean Avenue to 88th Avenue on the south side of U.S. Route 12/20. The jurisdiction of Hickory Hills extends on the north side of U.S. Route 12/20 from Kean Avenue to Interstate 294 and on the south side of U.S. Route 12/20 from 88th Avenue to Interstate 294 except for one parcel, the Hickory Hills Forest Preserve, between 84th Avenue and 86th Avenue. The jurisdiction of Bridgeview is between Interstate 294 and Illinois 43 on both sides of U.S. Route 12/20.

Type and Intensity of Development

With the exception of the sensitive lands identified above, land abutting this segment is almost entirely developed as a mixture of industrial, commercial, and residential. West of Roberts Road, development is predominantly multi-family residential, retail and office. New construction includes two residential developments on the south side of U.S. Route 12/20 between Kean Avenue and 90th Avenue. East of Roberts Road, industrial development is the predominant land use, but some commercial and residential development are present. Finally, the portion of Bridgeview that fronts U.S. Route 12/20 consists of single-family residential development. However, this development does not directly access U.S. Route 12/20. The majority of vacant land is zoned for commercial use.

Development Access and Setback

Building setbacks in this area range from 15 to 20 feet for the residential and older commercial development. The more recently developed shopping centers are separated from the right-of-way by on-site parking.

Access for the Hidden Pond Woods Forest Preserve, residential development, and some commercial users is from the cross streets. The shopping centers have been allowed one or two curb cuts. The strip commercial establishments, located at the east and west ends, can be accessed from several points.

Future Development

According to municipal records in 1990, the only new development planned on this segment is a residential project in Palos Hills between 90th Avenue and Kean Avenue.

3.1.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate, low cost and post-2010, and divided into those related to roadway, intersection, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-1 and D-2.

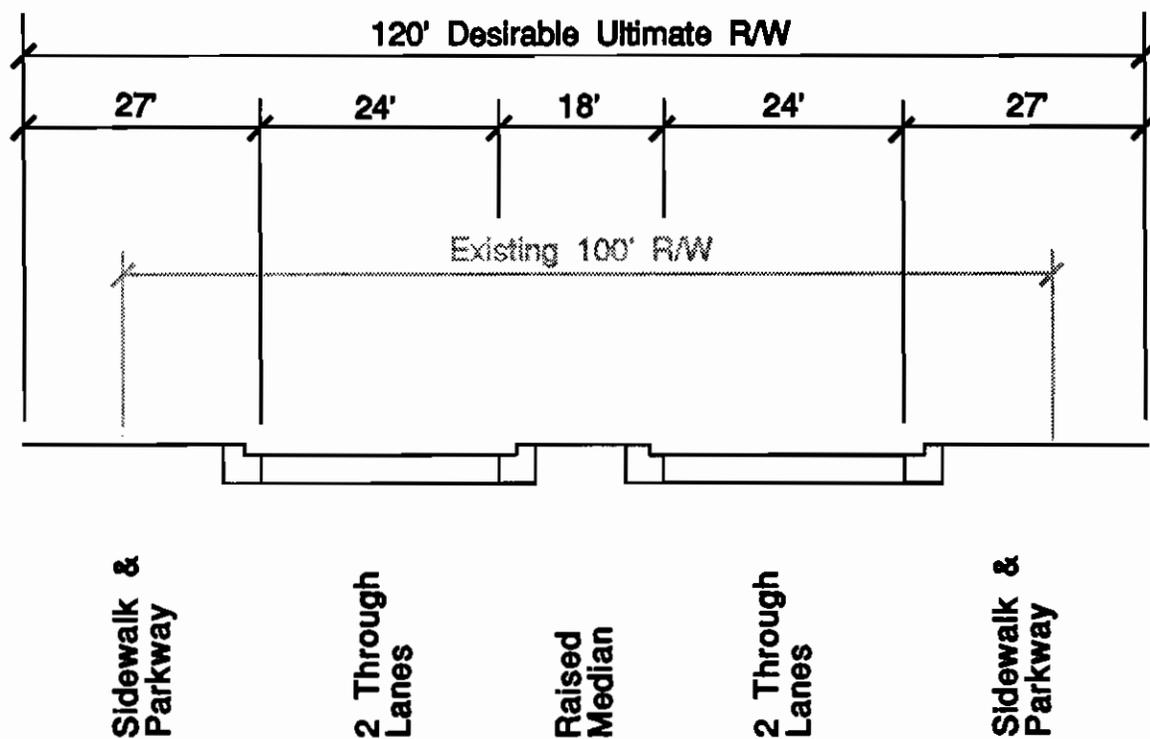
Ultimate Improvements

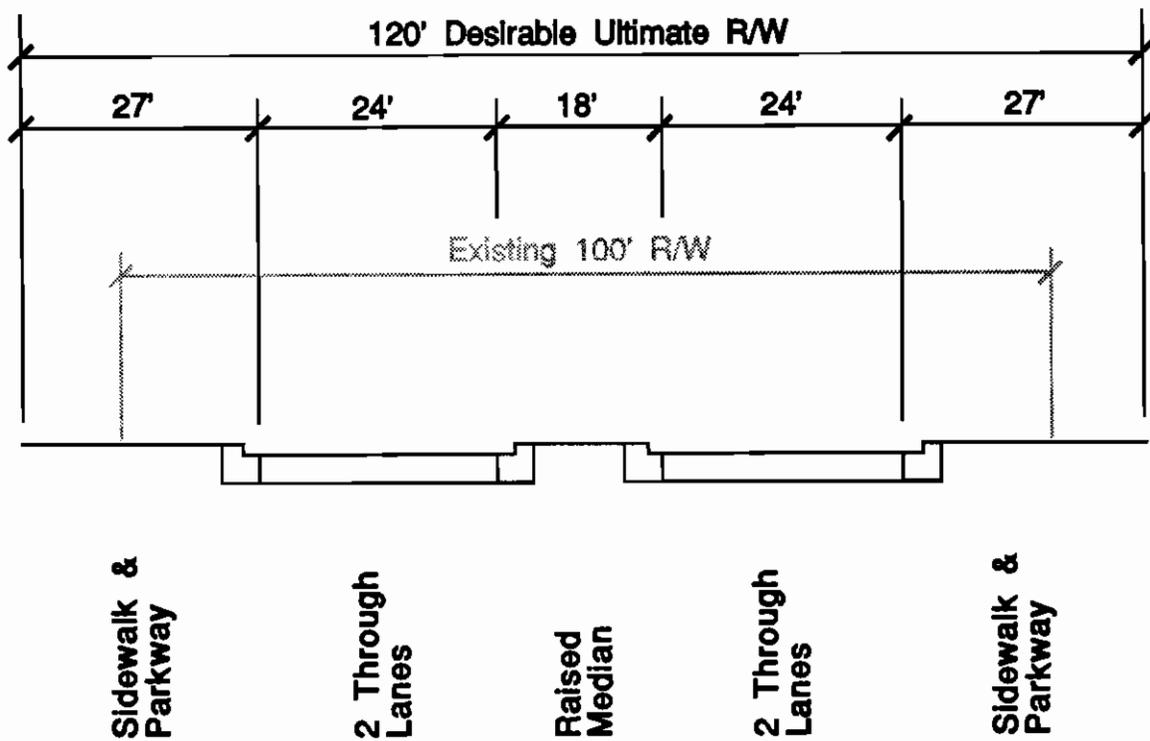
Roadway

It is recommended that all of Segment 1 be improved to four through lanes plus a continuous, raised, 18-foot median. (See *Figures 3.2 and 3.3.*) Implementation of this recommended roadway section should be staged to allow expansion into a post-2010 roadway section of six through lanes. Results of the capacity analysis for Segment 1 are shown in *Table 3.3.*

Intersections

The recommended median will allow left turn lanes at the intersections with U.S. 45, Kean Avenue, 88th Avenue, Roberts Road, 78th Avenue and 76th Avenue. It is recommended that separate 100-foot long, right turn lanes be provided at each of these intersections. The recommended intersection configurations at U.S. 45, 88th Avenue and Roberts Road are shown on Details 1,2 and 3, respectively.





Section 3: Route Analysis - U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

Table 3.3 Capacity Analysis for Segment 1 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
U.S. 45 to Illinois 43	30 to 40,000	4	30,000 32,000	C D	Yes Yes
⁽¹⁾ Average Annual Daily Traffic					

Using an AADT of 32,000 on U.S. Route 12/20 (95th Street) and 27,000 on U.S. 45 (96th Avenue), the levels of service for each intersection movement and for the total intersection were calculated and are shown in *Table 3.4*.

Table 3.4 U.S. Route 12/20/U.S. 45 Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	D
U.S. Route 12/20 eastbound	through and right turn	B
U.S. Route 12/20 westbound	left turn	E
U.S. Route 12/20 westbound	through	D
U.S. Route 12/20 westbound	right turn	C
U.S. 45 northbound	left turn	C
U.S. 45 northbound	through	D
U.S. 45 northbound	right turn	B
U.S. 45 southbound	left turn	E
U.S. 45 southbound	through	B
U.S. 45 southbound	right turn	B
Total Intersection		D

Access Management

As parcels are developed and redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Traffic Signalization

No additional traffic signals are recommended.

Other Improvements

It is recommended that the existing sidewalks between 88th Avenue and Interstate 294 in this segment of U.S. Route 12/20 be reconstructed when the roadway is expanded to six through lanes. No new sidewalk construction is recommended in this segment.

Low Cost Improvements

Intersections

It is recommended that an eastbound left turn lane be provided at 76th Avenue to improve the capacity and safety of this intersection. It is not expected that additional right-of-way would be necessary.

Traffic Signalization

It is recommended that the traffic signals be interconnected in two closed-loop traffic signal systems. The first system would include the signals at U.S. 45, Kean Avenue and 88th Avenue. The second system would interconnect the signals at Roberts Road, 78th Avenue, 76th Avenue and the northbound Interstate 294 off-ramp. No additional traffic signals are recommended.

Access Management

Existing development should share access via mutual access easements. Additional access points should be located opposite existing access points or streets. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Maps D-1 and D-2 for specific access consolidation recommendations.

Transit

It is recommended that a Park-N-Ride facility be provided between the interchanges with Interstate 294 and Illinois 43, on the north side of 95th Street. The Park-N-Ride facility should be able to accommodate 200 automobiles. Access to the facility would be at the traffic signal for the northbound off-ramp of Interstate 294. It is recommended that local and express buses be routed to this facility so that passengers can make connections to more local origins and destinations from the express routes. Allowance for some commercial space for commuter oriented service and retail enterprises may provide additional revenue.

Shelters at bus stops provide protection and comfort to waiting passengers. The narrow sidewalks would make conventional shelters difficult to accommodate, but local merchants may allow attachment of awnings or canopies.

Section 3: Route Analysis - U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

Post-2010 Improvements

The protection of the recommended 120-foot right-of-way width will allow the roadway in Segment 1 to be expanded to six through lanes with an 18-foot raised median as a post-2010 improvement, if warranted by additional travel demand.

The structures at Interstate 294, the Soo Line Railroad and Illinois 43 have inadequate horizontal clearances to accommodate the post-2010 roadway cross section of six through lanes. The structures should be modified to provide a minimum of 14 feet six inches of vertical clearance and horizontal clearance adequate for the post-2010 roadway cross section.

It is anticipated that dual left turn lanes will be needed for the westbound lanes at the intersection with U.S. 45.

Additional Right-Of-Way Requirements

It is recommended that all needed right-of-way be protected as soon as possible. The recommended ultimate desirable right-of-way width is 120 feet, at least 20 feet more than exists. An additional 27 feet through a portion of the Hickory Hills Forest Preserve to provide for the dual, left-turn lanes at the intersection with U.S. 45 will be needed.

Potential Environmental Concerns

The most significant environmental concern is the development of roadway on land that is now part of Forest Preserves. The route now bisects the Hidden Pond Woods and borders the northern boundary of the Hickory Hills Woods making the likelihood of further environmental study quite high. New construction should plan to mitigate any changes to flow rates within the floodplain and wetlands near U.S. 45 (96th Avenue).

Construction/Right-of-Way Cost Estimates

A summary of the construction cost and right-of-way acquisition cost estimates for the recommended improvements to Segment 1 of U.S. Route 12/20 is shown in *Table 3.5*.

Section 3: Route Analysis - U.S. 45 (96th Avenue) to Illinois 43 (Harlem Avenue)

Table 3.5 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$2,000,000
Low Cost	
Signal Interconnection	\$200,000
Transit Improvements	\$500,000
Post-2010	
Roadway Widening	\$10,500,000
SRA/SRA Intersection Improvements	\$1,000,000
Structure Modification	\$6,000,000
Right-of-way Acquisition	
Roadway	\$1,100,000
Park-N-Ride	\$1,000,000
Total Estimated Cost for All Improvements	\$22,300,000

3.2 U.S. ROUTE 12/20 SEGMENT 2: ILLINOIS 43 (HARLEM AVENUE) TO PULASKI ROAD

3.2.1 LOCATION

Segment 2 of the U.S. Route 12/20 SRA route is located on 95th Street and extends from Illinois 43 (Harlem Avenue) on the west to Pulaski Road on the east, a distance of approximately four miles. (See *Figure 3.4*.) This segment is located in the Villages of Chicago Ridge and Oak Lawn.

3.2.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 2 can be found on Route Maps A-2 and A-3.

Traffic Volumes

The average daily traffic volumes vary from 42,000 to 48,000 vehicles.

Right-of-Way

The right-of-way width is constant at 100 feet.

Pavement Widths and Number of Lanes

The pavement width is approximately 84 feet. There are six through lanes (three in each direction), and curb and gutter for drainage. Between Illinois 43 and Southwest Highway, there is a median.

Traffic Signals

In Segment 2 of U.S. Route 12/20 there are 14 signalized intersections. They are listed in *Table 3.6*.

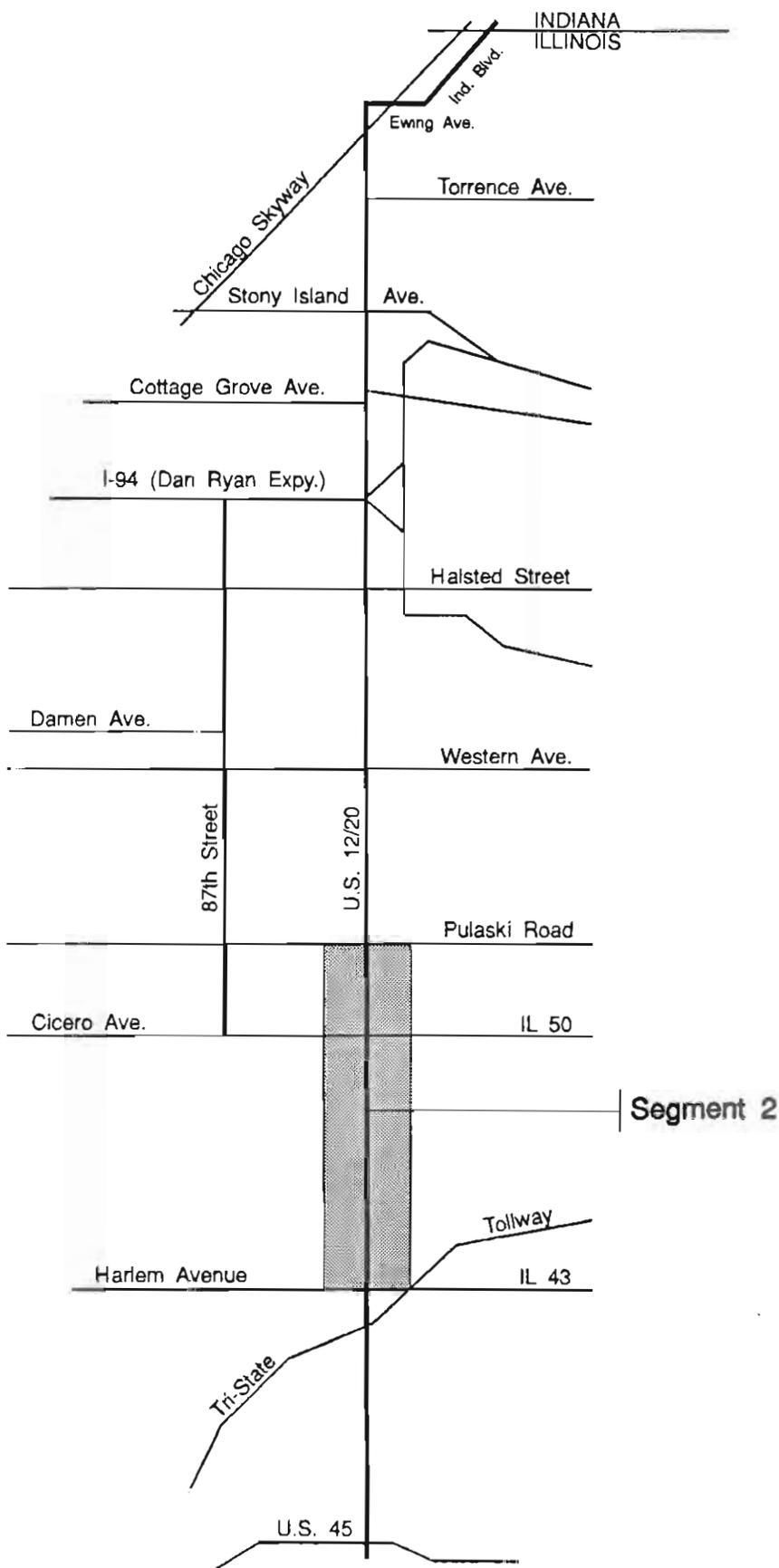
Parking, Sidewalks and Frontage Roads

There are sidewalks along the entire length of the segment. On-street parking is permitted from Central Avenue to Pulaski Road. There are no frontage roads.

Transit

There is a Metra commuter station at 51st Street south of U.S. Route 12/20 in Oak Lawn. It serves 813 passengers using the Norfolk and Southern line. There are 482 existing parking spaces.

Pace route 381 serves the entire segment. During the peak hour, there are four buses on U.S. Route 12/20 in each direction.



Location Map
Figure 3.4

SECTION 3: Route Analysis - Illinois 43 (Harlem Avenue) to Pulaski Road

Table 3.6 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Oak Park Avenue	3	3	YES	NO	
Nashville Avenue	3	3	YES	NO	
Chicago Ridge Mall	3	3	YES	NO	
Ridgeland Avenue	3	3	YES	EB	
Melvina Avenue	3	3	YES	NO	
Southwest Highway	3	3	YES	NO	
Central Avenue	3	3	YES	NO	
54th Avenue	3	3	NO	NO	
Cook Avenue	3	3	NO	NO	
52nd Avenue	3	3	NO	NO	
Cicero Avenue	3	3	YES	WB	
Kostner Avenue	3	3	YES	NO	
Shopping Cntr Entrnce	3	3	YES	NO	
Pulaski Road	3	3	YES	NO	
Note: EB=eastbound only; WB=westbound only					

Structures

The only structure in Segment 2 is a bridge at the Melvina Ditch. It is shown in *Table 3.7*.

Table 3.7 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Melvina Ditch	016-1025	E. of Nashville	N/A	—	SRA over
Note: N/A=Not Applicable					

Other Characteristics

There is an at-grade railroad crossing for the Norfolk and Southern Railroad, east of 51st Street.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics include streams, wetlands, floodplains and sensitive land uses and are indicated on Route Maps B-2 and B-3.

Streams/Wetlands/Floodplains

There is an 800-foot wide floodplain located east of the Illinois 43 (Harlem Avenue) interchange. The two stream crossings are the Melvina Ditch which crosses 95th Street west of Nashville Avenue, and the Oak Lawn Ditch which crosses 95th Street west of 54th Avenue.

Sensitive Land Uses

Sensitive land uses identified on this segment include: Simmons Junior High School, a health care center, Oak Lawn Community High School, a library, a church, and Christ Hospital Medical Center. The Oak Lawn village water tower is located east of the Illinois 43 (Harlem Avenue) interchange on the south side of U.S. Route 12/20.

3.2.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-2 and C-3.

Jurisdiction

Oak Lawn is the principal local jurisdiction exercising control over development abutting this segment of 95th Street. Chicago Ridge is located on the south side of U.S. Route 12/20 between Nashville Avenue and Ridgeland Avenue.

Type and Intensity of Development

Commercial development fronts most of the segment. There is multi-family residential development east of Illinois 50 (Cicero Avenue), industrial development at the Norfolk and Southern Railroad crossing, the Chicago Ridge Mall on the southwest corner at Ridgeland Avenue and a trailer park on the northwest corner of U. S. Route 12/20 and Melvina Avenue.

Development Access and Setback

Most buildings are set back five feet from the right-of-way line except for multi-family residential units which are set back 20 feet and regional shopping centers which are set back a minimum of 25 feet.

On-street parking is used to access many of the business and homes along the segment. Those business establishments which are set back from the route usually have a parking lot in front which has direct access to the route. There is one curb cut serving the Chicago Ridge Mall.

SECTION 3: Route Analysis - Illinois 43 (Harlem Avenue) to Pulaski Road

Future Development

There are no significant vacant parcels of land.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and cost estimates are also provided in this section.

Recommended improvements are shown on Route Maps D-2 and D-3.

Ultimate Improvements

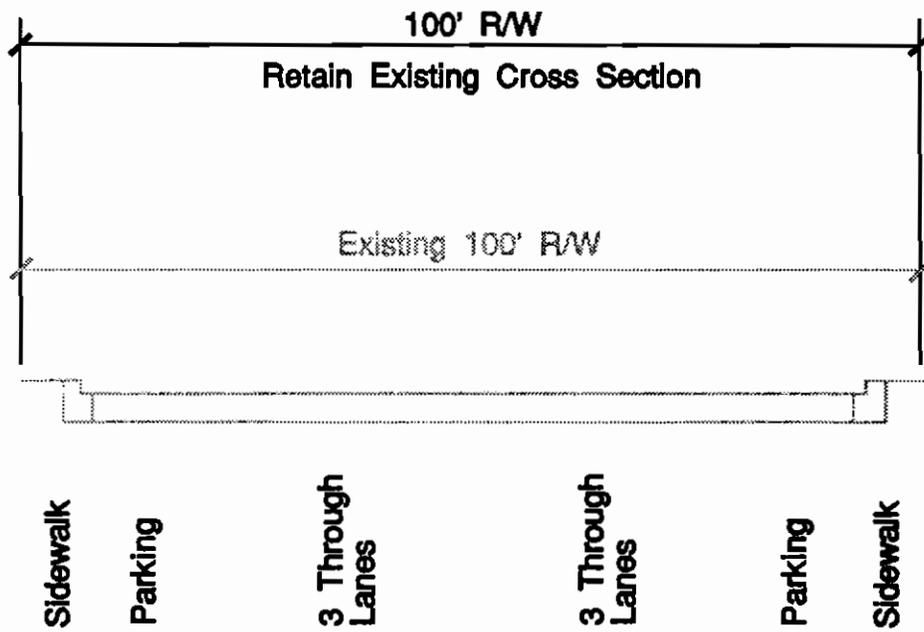
Roadway

It is recommended that the existing configuration of six through lanes with sidewalks and gutters be retained. (See *Figure 3.5.*) Results of the segment capacity analysis are shown in *Table 3.8.*

Table 3.8 Capacity Analysis for Segment 2 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 43 to Southwest Hwy	30 to 40,000	6	45,000	D	Yes
Southwest Hwy to Pulaski Road	30 to 50,000	6	39,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Intersections

It is recommended that channelization for left turn lanes be provided at the signalized intersections with 54th Avenue, Cook Avenue and 52nd Avenue. Provision of channelization will require the removal of parking in the immediate vicinity of those signalized intersections. Removal of parking will only occur after agreement is reached with the Village of Oak Lawn on an acceptable parking plan.



U.S. 12/20

prepared by Harland Bartholomew & Associates, Inc.

**Section C-C
Recommended Roadway Typical Section
Illinois 43 (Harlem Avenue) to Pulaski Road**

Figure 3.5

SECTION 3: Route Analysis - Illinois 43 (Harlem Avenue) to Pulaski Road

If redevelopment occurs, right-of-way adequate to permit construction of dual left turns and separate right turn lanes should be protected at the intersections with Ridgeland Avenue, Central Avenue, Illinois 50 (Cicero Avenue) and Pulaski Road. The recommended intersection configurations at Illinois 50 (Cicero Avenue) and Pulaski Road are shown on Details 17 and 18, respectively.

Using an AADT of 39,000 on U.S. Route 12/20 and 45,000 on Illinois 50, intersection levels of service were calculated and are shown in *Table 3.9*. Using an AADT of 42,500 on U.S. Route 12/20 and 20,000 on Pulaski Road, intersection levels of service were calculated and are shown in *Table 3.10*.

Table 3.9		
U.S. Route 12/20/Illinois 50 Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	D
U.S. Route 12/20 eastbound	through and right turn	D
U.S. Route 12/20 westbound	left turn	C
U.S. Route 12/20 westbound	through	C
U.S. Route 12/20 westbound	right turn	B
Illinois 50 northbound	left turn	C
Illinois 50 northbound	through and right turn	B
Illinois 50 southbound	left turn	C
Illinois 50 southbound	through and right turn	D
Total Intersection		D

Table 3.10		
U.S. Route 12/20/Pulaski Road Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	B
U.S. Route 12/20 eastbound	through and right turn	D
U.S. Route 12/20 westbound	left turn	D
U.S. Route 12/20 westbound	through and right turn	C
Pulaski Road northbound	left turn	E
Pulaski Road northbound	through and right turn	C
Pulaski Road southbound	left turn	D
Pulaski Road southbound	through and right turn	D
Total Intersection		D

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Traffic Signalization

No additional traffic signals are recommended.

Low Cost Improvements

Traffic Signalization

It is recommended that the traffic signals be interconnected into two closed-loop signal systems. The first system would interconnect the signals from Oak Park Avenue to 52nd Avenue. The second system would interconnect the existing signals from Illinois 50 (Cicero Avenue) to Western Avenue.

A future traffic signal is recommended for installation at Keeler Avenue.

Access Management

Existing development should share access via mutual access easements wherever possible. Curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Maps D-2 and D-3 for specific access consolidation recommendations.

Transit

It is recommended that bus shelters be provided at all major intersections. The narrow sidewalks would make conventional shelters difficult to accommodate, but local merchants may allow attachment of awnings or canopies.

It is recommended that a multilevel parking structure be provided at the Oak Lawn Metra Station. The parking structure should be able to accommodate a minimum of 200 vehicles. The existing intersections on U.S. Route 12/20 should be subject to detailed evaluation to assess their ability to accommodate additional traffic at the Metra Station. Existing parking at the station is inadequate for the ridership.

Additional Right-of-Way Requirements

It is not practical to expand the existing right-of-way unless the land abutting Segment 2 is redeveloped.

SECTION 3: Route Analysis - Illinois 43 (Harlem Avenue) to Pulaski Road

Potential Environmental Concerns

No significant change in the width of the roadway is proposed. Changes to the Illinois 43 (Harlem Avenue) interchange may affect the floodplain at the southeast corner.

Construction/Right-of-Way Estimates

A summary of the construction cost estimates for the recommended improvements to Segment 2 of U.S. Route 12/20 is shown in *Table 3.11*.

Table 3.11 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$3,500,000
SRA/SRA Intersection Improvements	\$2,000,000
Transit Improvements	\$2,100,000
Low Cost	
Traffic Signal	\$100,000
Signal Interconnection	\$500,000
Transit Improvements	\$50,000
Total Estimated Cost for All Improvements	\$8,250,000

3.3 U.S. ROUTE 12/20 SEGMENT 3: PULASKI ROAD TO WESTERN AVENUE

3.3.1 LOCATION

Segment 3 of U.S. Route 12/20 SRA route is located on 95th Street and extends from Pulaski Road on the west to Western Avenue on the east, a distance of approximately two miles. (See *Figure 3.6.*) This segment is located entirely in the Village of Evergreen Park.

3.3.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 3 can be found on Route Map A-4.

Traffic Volumes

The average daily traffic volume is 25,000 vehicles.

Right-of-Way

The right-of-way width is 100 feet.

Pavement Widths and Number of Lanes

The pavement width is 84 feet. This includes six through lanes (three in each direction), and curb and gutter. There is no median.

Traffic Signals

In Segment 3 of U.S. Route 12/20 there are eight signalized intersections. They are listed in *Table 3.12.*

Parking, Sidewalks and Frontage Roads

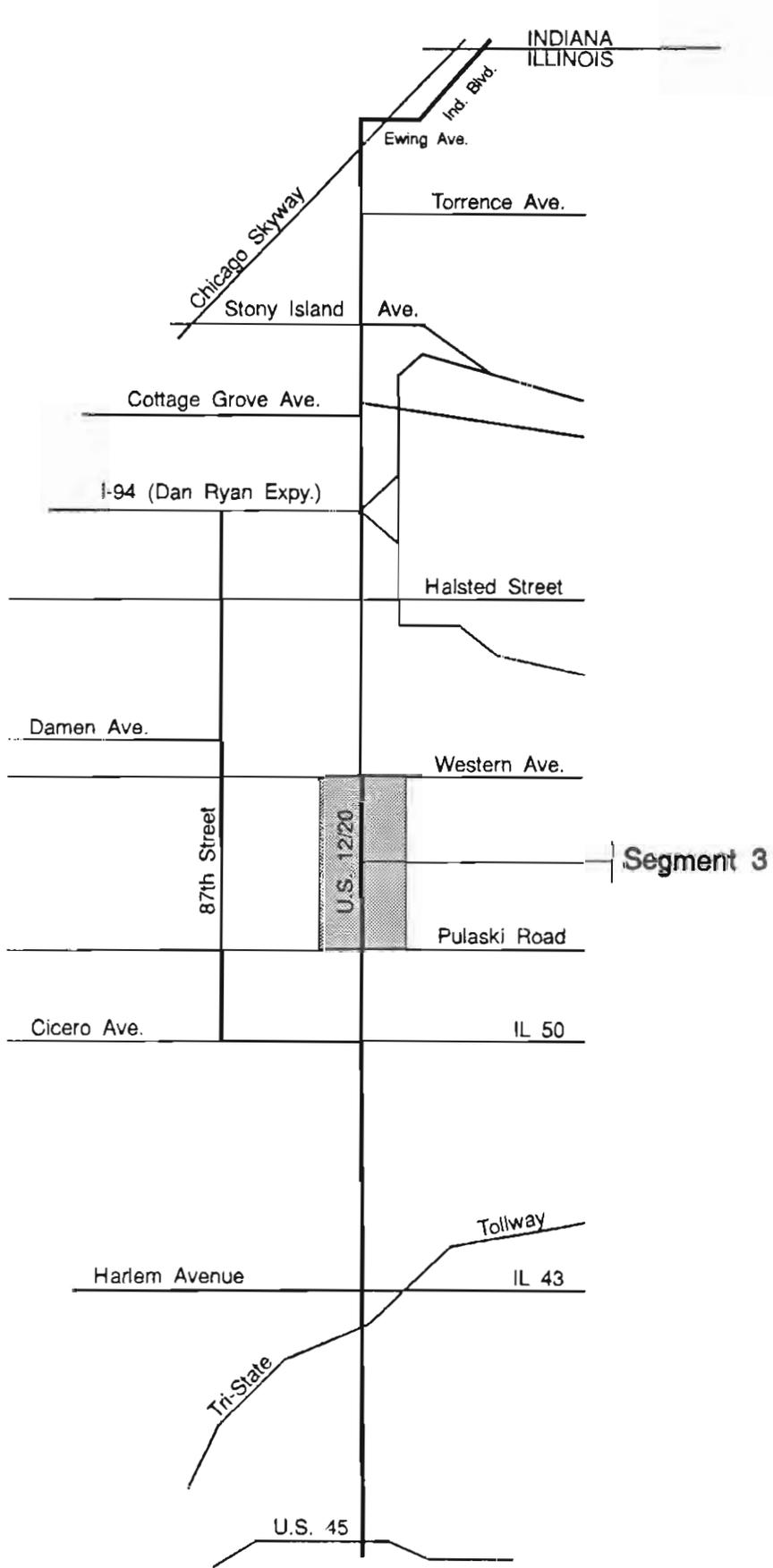
There are seven foot wide sidewalks. On-street parking is permitted throughout Segment 3. There are no frontage roads.

Transit

Pace route 381 serves the entire segment. There are four buses in each direction during the peak hour.

Structures

There are no structures in this segment.



SECTION 3: Route Analysis - Pulaski Road to Western Avenue

Table 3.12 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Pulaski Road	3	3	YES	NO	
Millard Avenue	3	3	NO	NO	
Homan Avenue	3	3	NO	NO	
Kedzie Avenue	2	2	YES	NO	
Utica Avenue	3	3	NO	NO	
California Avenue	3	3	NO	NO	
Campbell Avenue	3	3	WB	EB	
Western Avenue	2	2	YES	EB	
Note: EB=eastbound only; WB=westbound only					

Other Characteristics

There are two existing at-grade rail crossings: the Grand Trunk and Western Railroad east of Kedzie Avenue, and the Baltimore and Ohio Chicago Terminal Railroad west of Campbell Avenue.

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

Sensitive land uses include: Holy Redeemer Church and School, Evergreen Park School, and Little Company of Mary Hospital. There are no identified streams, wetlands, floodplains, endangered or threatened species, or historically significant sites, in Segment 3. (See Route Map B-4.)

3.3.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Map C-4

Jurisdiction

The Village of Evergreen Park is the local jurisdiction with control over development.

Type and Intensity of Development

Development on this segment can be characterized as strip commercial. There are larger shopping centers on the eastern end of the segment near Western Avenue.

Development Access and Setback

Access to strip commercial development is directly from curb cuts into off-street parking lots or via cross street entrances to parking facilities at the rear of buildings. The larger-scale shopping centers near Western Avenue have several curb cuts on U.S. Route 12/20 providing access to large parking areas that front the route.

Storefronts in the strip commercial areas are not set back from the sidewalk. Shopping center buildings are setback approximately 25 feet.

Future Development

There are no significant vacant parcels on this segment.

3.3.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-4.

Ultimate Improvements

Traffic Signalization

No additional traffic signals are recommended.

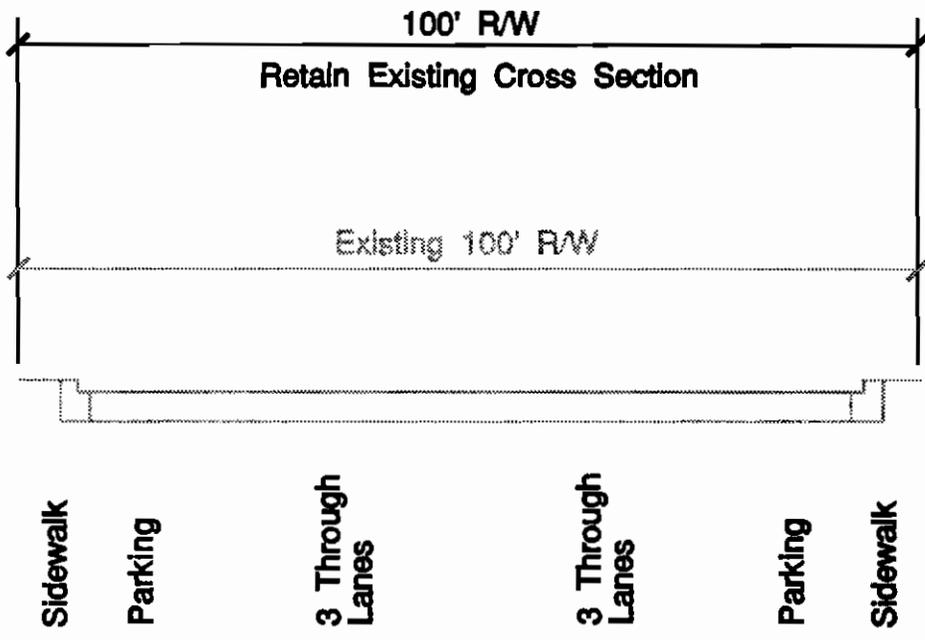
Access Management

As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Roadway

It is recommended that the existing six through lane roadway cross section be retained. (See *Figure 3.7.*) Results of the segment capacity analysis are shown in *Table 3.13.*



SECTION 3: Route Analysis - Pulaski Road to Western Avenue

Table 3.13 Capacity Analysis for Segment 3 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Pulaski Road to Western Avenue	40 to 50,000	6	45,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Intersections

It is recommended that channelization for left turn lanes be provided at the signalized intersections with Millard Avenue, Homan Avenue, Utica Avenue and California Avenue. Provision of channelization will require the removal of parking in the immediate vicinity of those signalized intersections. Removal of parking will occur only after agreement is reached with the Village of Evergreen Park on an acceptable parking plan.

Traffic Signalization

It is recommended that the existing traffic signals be interconnected as a continuation of the closed-loop signal system at the east end of Segment 2. No additional traffic signals are recommended.

Access Management

Existing development should share access via mutual access easements wherever possible. Curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-4 for specific access consolidation recommendations.

Transit

It is recommended that bus shelters be provided at all major intersections. The narrow sidewalks would make conventional shelters difficult to accommodate, but local merchants may allow attachment of awnings or canopies.

Additional Right-of-Way Requirements

No additional right-of-way is required.

Potential Environmental Concerns

Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

Construction/Right-of-Way Cost Estimates

A summary of the construction cost estimates for the recommended improvements to Segment 3 of U.S. Route 12/20 is shown in *Table 3.14*.

Table 3.14	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$2,500,000
SRA/SRA Intersection Improvement	\$1,000,000
Low Cost	
Signal Interconnection	\$500,000
Transit Improvements	\$50,000
Total Estimated Cost for All Improvements	\$4,050,000

3.4 U.S. ROUTE 12/20 SEGMENT 4: WESTERN AVENUE TO HALSTED STREET

3.4.1 LOCATION

Segment 4 of the U.S. Route 12/20 SRA route is located on 95th Street and extends from Western Avenue on the west to Halsted Street on the east, a distance of approximately two miles. (See *Figure 3.8*.) This segment is located within the City of Chicago.

3.4.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 4 of U.S. Route 12/20 can be found on Route Map A-5.

Traffic Volumes

The average daily traffic volume for Segment 4 of U.S. Route 12/20 is 24,000 vehicles.

Right-of-Way

The existing right-of-way width is constant at 108 feet.

Pavement Widths and Number of Lanes

Pavement width is constant at 76 feet. This includes four through lanes (two in each direction), an eight- to 16-foot landscaped median, and curb and gutter for drainage.

Traffic Signals

In Segment 4 of U.S. Route 12/20 there are ten signalized intersections. They are listed in *Table 3.15*.

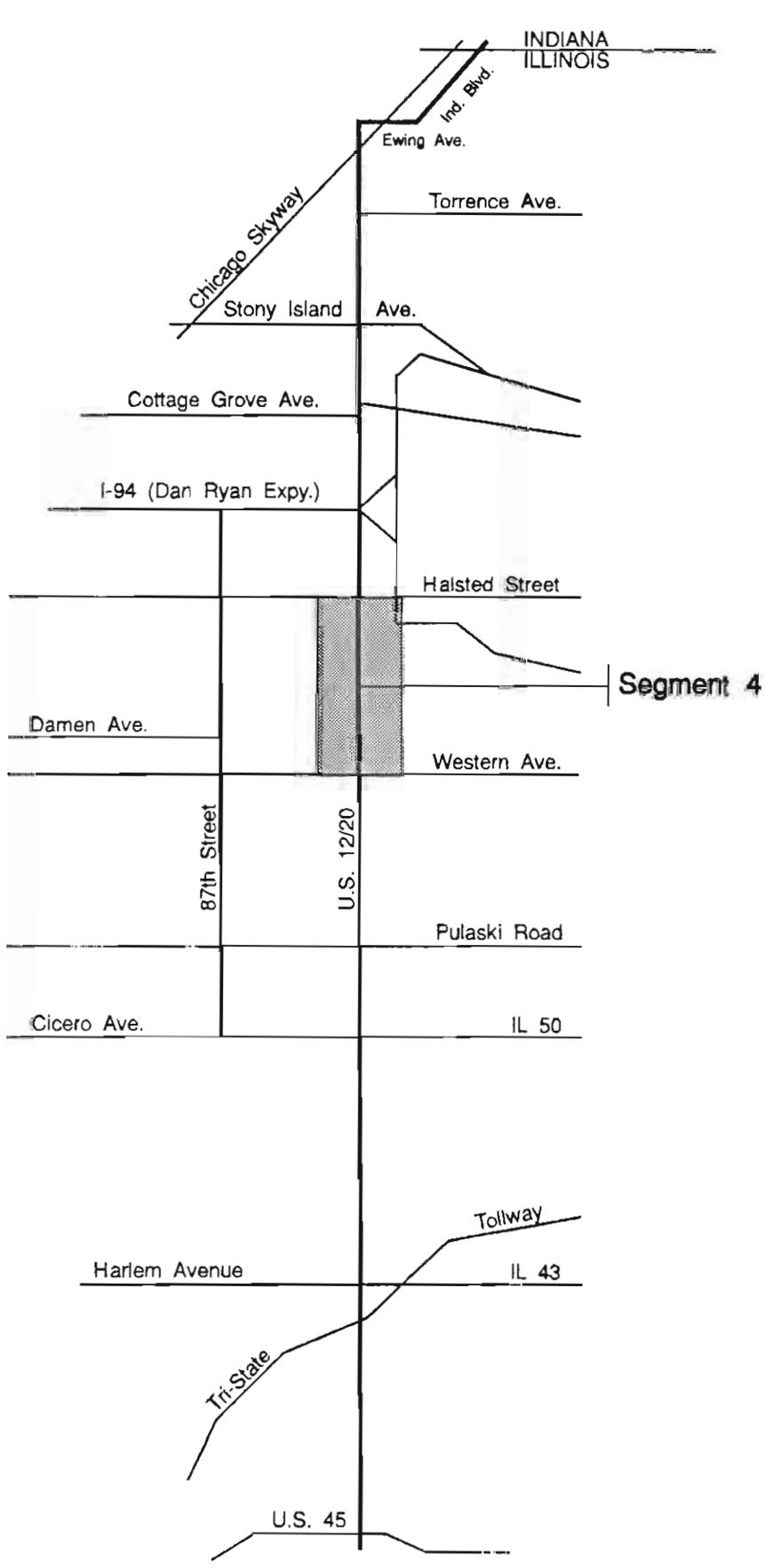
Parking, Sidewalks and Frontage Roads

On-street parking is permitted throughout Segment 4 and some parking spaces are metered. There are sidewalks in Segment 4. There are no frontage roads.

Transit

CTA route 112, with nine buses on the route during the peak hour, runs on this segment from Vincennes Avenue to Halsted Street. CTA route 95W runs along this entire segment. Pace route 381 continues on this segment with four buses during the peak hour. There is a shelter at the northeast corner of Wood Street.

Located on the same corner as the Pace shelter, is the 95th Street Metra station on the Rock Island Beverly branch. The station serves approximately 750 passengers per day and offers



U.S. Route 12/20 (95th Street)
 prepared by Harland Bartholomew & Associates, Inc.

Location Map
Figure 3.8

SECTION 3: Route Analysis - Western Avenue to Halsted Street

Table 3.15 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Western Avenue	2	2	YES	EB	
Leavitt Avenue	2	2	YES	NO	
Damen Avenue	2	2	YES	NO	
Vanderpoel Street	2	2	YES	NO	
Prospect Street	2	2	WB	NO	
Charles Street	2	2	YES	NO	
Ashland Avenue	2	2	YES	NO	
Loomis Avenue	2	2	WB	NO	
Vincennes Avenue	2	2	YES	NO	Phasing non-standard
Halsted Street	2	2	YES	NO	Phasing non-standard
Note: EB=eastbound only; WB=westbound only					

98 parking spaces. The Metra Longwood station for the Rock Island Mainline is at Vincennes Avenue and 95th Street. It serves approximately 100 passengers per day and offers no parking. These stations are not as well marked as might be desirable, but their visibility is improved by their location near Pace and CTA facilities. An additional Metra commuter station is located at Vanderpoel Street north of U.S. Route 12/20.

Structures

There are no structures in this segment.

Other Characteristics

There are two at-grade rail crossings. The Northeastern Illinois Railroad Corporation line crosses east of Vanderpoel Street. The Chicago Rail Link crosses east of Vincennes. The former Baltimore and Ohio Railroad has been vacated.

3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics include areas of historical significance and sensitive land uses, and are indicated on Route Map B-5.

Historical Significance

U.S. Route 12/20 crosses through the Ridge Historic District, which is listed on the *National Register of Historic Places*. District boundaries include Damen Avenue on the east, Prospect Street on the west, 87th Street on the north and 115th Street on the south.

Sensitive Land Uses

Sensitive land uses on this segment include: a library, a school, Cortez Peters Business College, a church, Academy of Our Lady Church, and Oakdale Park.

3.4.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Map C-5.

Jurisdiction

The segment is entirely within the City of Chicago.

Type and Intensity of Development

From Western Avenue to the Chicago Rail Link, strip commercial is the predominant land use. Near the railroad, land use becomes industrial. East of the rail lines, there are single-family and multi-family residential developments on both sides of the route.

Development Access and Setback

Curb cuts provide primary access to the strip commercial establishments. Cross streets may also be used. Curb cuts create the access to the industrial areas. Cross streets and alleys are used as access to the residential developments.

No setbacks are present in the strip commercial areas. Residential units are setback 20 feet. Industrial structures are also setback significantly from the right-of-way.

Future Development

According to City of Chicago records in 1990, there are no current plans to develop any of the vacant parcels on the segment.

3.4.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic

U.S. ROUTE 12/20
SECTION 3: Route Analysis - Western Avenue to Halsted Street

signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-5.

Ultimate Improvements

Traffic Signalization

No additional traffic signals are recommended.

Access Management

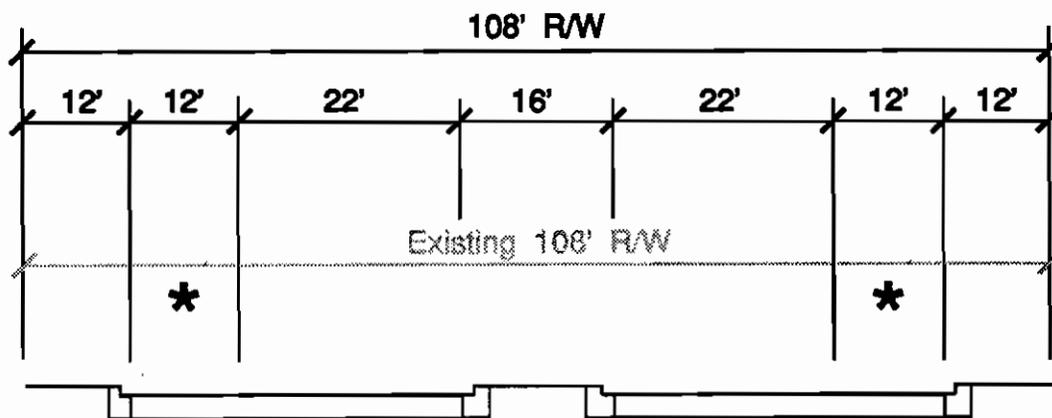
As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Roadway

It is recommended that the segment be widened to accommodate six through lanes of traffic during the peak hour period. The recommended cross section also provides a 16-foot wide raised, landscaped median while maintaining curb, gutter or sidewalk. The required pavement widening is expected to be four feet on each side of U.S. Route 12/20. During non-peak hour periods, parking will be permitted, and the number of through lanes reduced to four. The purpose of the additional lanes is to accommodate two through lanes for buses and other high-occupancy vehicles (BUS/HOV) as shown in *Figure 3.9*. Within the existing right-of-way, these facilities can only be accommodated by prohibiting parking during peak hours. Overhead signing should be provided for eastbound U.S. Route 12/20 at Western Avenue to inform drivers of the BUS/HOV operation. Results of the segment capacity analysis are shown in *Table 3.16*.

Table 3.16 Capacity Analysis for Segment 4 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Western Avenue to Halsted Street	30 to 40,000	4 ⁽²⁾	34,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic ⁽²⁾ excludes BUS/HOV lanes					



Sidewalk

3 Through Lanes
(Peak)

2 Through Lanes
(Off Peak)

Raised
Median

2 Through Lanes
(Off Peak)

3 Through Lanes
(Peak)

Sidewalk

* Bus/HOV Only
in Peak Hour

SECTION 3: Route Analysis - Western Avenue to Halsted Street

The high concentration of buses destined for the CTA rapid transit station at the Dan Ryan Expressway indicates the creation of BUS/HOV lanes during the peak hours would yield a net improvement in the level of service. The proposed operation of the BUS/HOV lanes is shown in Detail 5. The implementation of BUS/HOV lanes along U.S. Route 12/20 will not occur until agreement is reached with local officials on an acceptable parking plan.

Intersections

Using an AADT of 33,500 for U.S. Route 12/20 and 35,000 on Western Avenue, the levels of service for each intersection movement and for the total intersection were calculated and are shown in *Table 3.17*. The recommended intersection configurations at Western Avenue and Ashland Avenue are shown on Details 4 and 6, respectively.

Table 3.17		
U.S. Route 12/20/Western Avenue Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	C
U.S. Route 12/20 eastbound	through	D
U.S. Route 12/20 eastbound	right turn	B
U.S. Route 12/20 westbound	left turn	D
U.S. Route 12/20 westbound	through	B
U.S. Route 12/20 westbound	right turn	B
Western Avenue northbound	left turn	C
Western Avenue northbound	through and right turn	B
Western Avenue southbound	left turn	D
Western Avenue southbound	through and right turn	D
Total Intersection		D

Traffic Signalization

All existing traffic signals should be interconnected into a signal system. No additional signals are recommended.

Access Management

Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-5 for specific access consolidation recommendations.

Transit

It is recommended that shelters be provided at all major intersections.

SECTION 3: Route Analysis - Western Avenue to Halsted Street

It is recommended that pedestrian access be improved through the construction of sidewalks, lighting and designated on-street pedestrian crossings and parking constructed to serve the Pace stop and Metra station northeast of the corner of 95th Street and Wood Court. The vacant lot on the northwest corner of U.S. Route 12/20 and Morgan Avenue is recommended as a location for parking at the Longwood Metra station.

Additional Right-of-Way Requirements

No additional right-of-way is required for roadway improvements.

Potential Environmental Concerns

Because no major widening of the existing roadway is proposed, the impact of recommended improvements should not be significant. However, care should be taken to insure that wherever removal of existing trees is required, replacement in kind is provided.

Construction/Right-of-Way Cost Estimates

A summary of the construction cost estimates for the recommended improvements to Segment 4 of U.S. Route 12/20 is shown in *Table 3.18*.

Table 3.18 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$9,100,000
Roadway Resurfacing	\$500,000
Low Cost	
Signal Interconnection	\$500,000
Transit Improvements	\$500,000
Right-of-way Acquisition	
Transit	\$900,000
Total Estimated Cost for All Improvements	\$11,500,000

3.5 U.S. ROUTE 12/20 SEGMENT 5: HALSTED STREET TO COTTAGE GROVE AVENUE

3.5.1 LOCATION

Segment 5 of the U.S. Route 12/20 SRA route is located on 95th Street and extends from Halsted Street on the west to Cottage Grove Avenue on the east, a distance of approximately two miles. (See *Figure 3.10*.) This segment is located within the City of Chicago.

3.5.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 5 can be found on Route Map A-6.

Traffic Volumes

The average daily traffic volume for Segment 5 of U.S. Route 12/20 is 28,000 vehicles.

Right-of-Way

The right-of-way width varies from 100 to 108 feet.

Pavement Widths and Number of Lanes

The pavement width varies from 70 to 76 feet. This includes four through lanes (two in each direction), a two- to 16-foot wide raised concrete or flush median, and curb and gutter.

Traffic Signals

In Segment 5 of U.S. Route 12/20 there are ten signalized intersections. They are listed in *Table 3.19*.

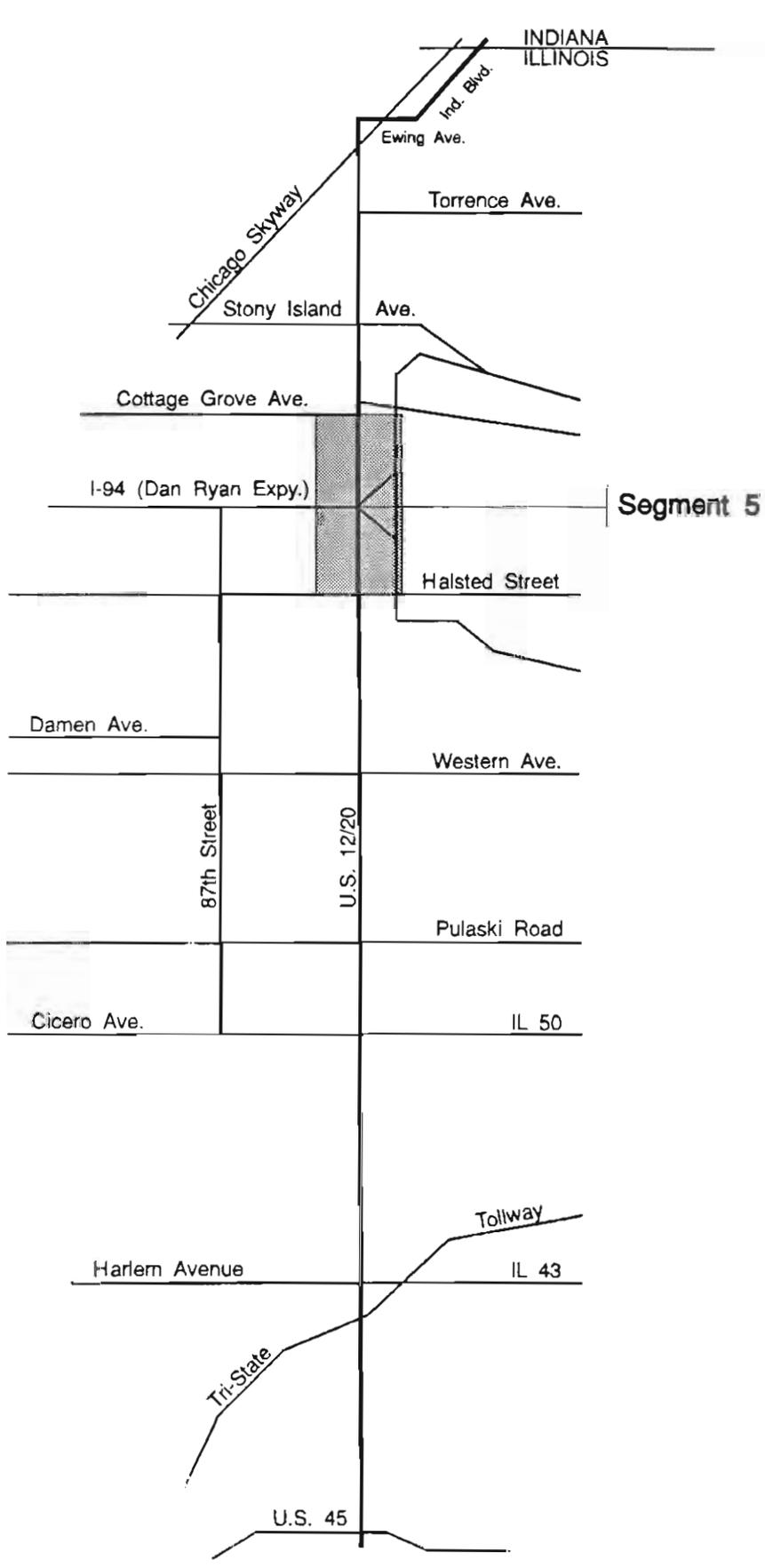
Parking, Sidewalks and Frontage Roads

There are sidewalks on both sides of the street. On-street parking is permitted. There are no frontage roads.

Transit

The most significant transit element in this general area is the CTA bus/rail transfer station at Interstate 94 (Dan Ryan Expressway). This station is a transfer point for 12 CTA and three Pace bus lines, with 143 buses during the peak hour. The station is the southern terminus of the CTA Lake-Dan Ryan elevated train route. Over 100 inter-city buses are scheduled through the terminal each day.

The CTA Dan Ryan station serves approximately 23,300 passengers on an average day, but offers no parking. The 95th Street Metra station on the ICG Electric line has minimal facilities, and there is no parking available.



Location Map
Figure 3.10

U.S. ROUTE 12/20
SECTION 3: Route Analysis - Halsted Street to Cottage Grove Avenue

Table 3.19 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Halsted Street	2	2	YES	NO	Phasing non-standard
Parnell Avenue	2	2	WB	NO	
Wentworth Avenue	2	2	YES	NO	
LaFayette Street	3	2	EB	NO	Left turn lane for buses only
State Street	3	3	EB	NO	
Michigan Avenue	2	2	YES	NO	
Martin Luther King Dr.	2	2	YES	NO	
St. Lawrence Street	2	2	YES	NO	
Cottage Grove Ave. (W)	2	2	YES	WB	
Cottage Grove Ave. (E)	2	2	NO	NO	
Note: EB=eastbound only; WB=westbound only					

Structures

There are two structures on Segment 5, as shown in *Table 3.20*.

Table 3.20 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Interstate 94	016-0437	_____	N/A	—	SRA over
IL Central R.R	016-0438	E of Cottage Grv	13'-4"	—	SRA under ⁽¹⁾
Note: N/A=Not Applicable (1)center pier					

Other Characteristics

There is an at-grade crossing of the Chicago & Western Indiana Railroad between Halsted Street and Wentworth Avenue.

There is a half diamond interchange between U.S. Route 12/20 and Interstate 94 (Dan Ryan Expressway). The interchange allows a southbound exit and a northbound entrance.

3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 5 of U.S. Route 12/20 include waste disposal sites, hazardous waste sites and sensitive land uses. (See Route Map B-6.)

Waste Disposal Sites/Hazardous Waste Sites

There is a waste disposal site near the intersection with Michigan Avenue.

Sensitive Land Uses

Sensitive land uses on this segment include: a Chicago public library, Trinity Church, Abbott Park, two churches, and Chicago State University.

3.5.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Map C-6.

Jurisdiction

The City of Chicago is the local jurisdiction with control over development abutting this segment.

Type and Intensity of Development

On this segment single-family residential development is the predominant land use, with scattered strip commercial development in the areas where U.S. Route 12/20 intersects other streets.

Development and Access Setback

Some commercial establishments have off-street parking accessible from cross streets. Residential units are accessed through alleys which either intersect U.S. Route 12/20 or cross streets.

Buildings in strip commercial areas are not set back from the street lot line. Storefronts are contiguous with the sidewalks and sidewalks are contiguous with the street. Residential units are set back 15 to 20 feet.

Future Development

There are no vacant parcels large enough accommodate a significant amount of future development. According to 1990 City of Chicago records, the only project under construction is a church at Eggleston Avenue.

3.5.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-6.

Ultimate Improvements

Roadway

Results of the segment capacity analysis are shown in *Table 3.21*.

Table 3.21 Capacity Analysis for Segment 5 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Halsted Street to Cottage Grove	30 to 40,000	4 ⁽¹⁾	35,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic ⁽²⁾ excludes Bus/HOV lanes					

Intersections

A westbound left turn lane at Parnell Avenue should be constructed to remove left turning vehicles from the through stream of traffic.

Traffic Signalization

No additional traffic signals are recommended.

Structures

The structure at the Illinois Central Gulf Railroad will require modification to accommodate the recommended roadway section. A vertical clearance of 14'-6" should be provided when modified.

Access Management

As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Roadway

It is recommended that the segment be widened approximately four feet on each side of U.S. Route 12/20 to accommodate six through lanes of traffic and a 16-foot wide raised, landscaped median from Halsted Street to Interstate 94. (See *Figure 3.11.*) From Interstate 94 to Cottage Grove Avenue, the recommended roadway configuration is six through lanes with a 12-foot flush median. (See *Figure 3.12.*) The purpose of the additional lanes is to accommodate two through lanes for buses and other high-occupancy vehicles (BUS/HOV). Within the existing right-of-way, these facilities can only be accommodated by prohibiting parking during peak hours. The high concentration of buses destined for the CTA rapid transit station at the Dan Ryan Expressway indicates that the creation of BUS/HOV lanes during the peak hours would yield a net improvement in the level of service. The implementation of BUS/HOV lanes along U.S. Route 12/20 will not occur until agreement is reached with local officials on an acceptable parking plan.

During non-peak hour periods, parking will be permitted, and the number of through lanes reduced to four.

Intersections

It is recommended that the westbound left-turn lane at LaFayette Street be eliminated and this movement prohibited. This is expected to improve safety at this intersection significantly.

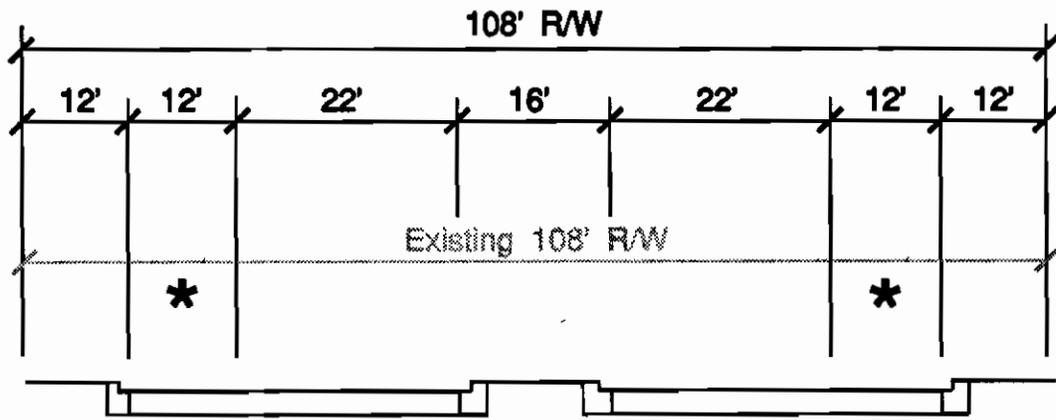
The recommended intersection configuration at Halsted Street is shown on Detail 7.

Traffic Signalization

All traffic signals should be interconnected into a signal system. No additional traffic signals are recommended.

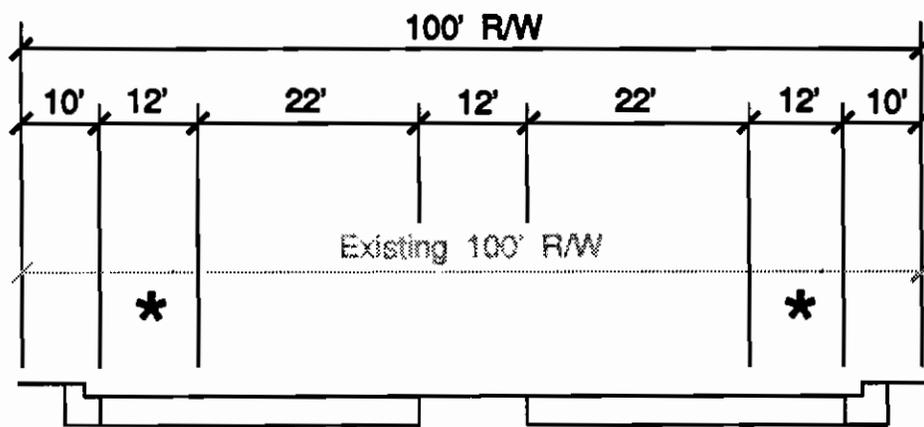
Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-6 for specific access consolidation recommendations.



Sidewalk
 3 Through Lanes (Peak) *
 2 Through Lanes (Off Peak)
 Raised Median
 2 Through Lanes (Off Peak)
 3 Through Lanes (Peak) *
 Sidewalk

* Bus/HOV Only in Peak Hour



Sidewalk
 3 Through Lanes (Peak) *
 2 Through Lanes (Off Peak)
 Median
 2 Through Lanes (Off Peak)
 3 Through Lanes (Peak) *
 Sidewalk

* Bus/HOV Only in Peak Hour

U.S. ROUTE 12/20

SECTION 3: Route Analysis - Halsted Street to Cottage Grove Avenue

Transit

It is recommended that the CTA Lake-Dan Ryan terminal be enlarged to facilitate the flow of connecting buses more easily. This expansion could take place to the west of the existing terminal.

There would appear to be enough undeveloped land on the campus of Chicago State University that the Metra station could be expanded or relocated. Facilities advantageous to this station would be a bus turnaround, passenger drop-off, parking, and direct access to the University campus.

It is recommended that bus shelters be provided at all major intersections.

Additional Right-of-Way Requirements

No additional right-of-way is required roadway improvements.

Potential Environmental Impacts

Because no major widening of the existing roadway is proposed, the impact of recommended improvements should not be significant.

Construction/Right-of-Way Cost Estimates

A summary of construction cost estimates for the recommended improvements to Segment 5 of U.S. Route 12/20 is shown in *Table 3.22*.

Table 3.22	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$9,100,000
Roadway Resurfacing	\$1,500,000
Structure Modification	\$1,500,000
Low Cost	
Signal Interconnection	\$500,000
Transit Improvements	\$500,000
Right-of-way Acquisition	
Transit	\$500,000
Total Estimated Cost for All Improvements	\$13,600,000

3.6 U.S. ROUTE 12/20 SEGMENT 6: COTTAGE GROVE AVENUE TO EWING AVENUE

3.6.1 LOCATION

Segment 6 of U.S. Route 12/20 SRA route is located on 95th Street and extends from Cottage Grove Avenue on the west to Ewing Avenue on the east, a distance of approximately 3.5 miles. (See *Figure 3.13*.) This segment is located within the City of Chicago.

3.6.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 6 of U.S. Route 12/20 can be found on Route Maps A-7 and A-8.

Traffic Volumes

The average daily traffic volume is 29,000 vehicles.

Right-of-Way

The right-of-way is predominantly 100 feet. The right-of-way width narrows to 80 feet between the Calumet River and Ewing Avenue.

Pavement Widths and Number of Lanes

The pavement width is approximately 54 feet. This includes four through lanes (two in each direction), a 12-foot painted median, and curb and gutter for drainage.

Traffic Signals

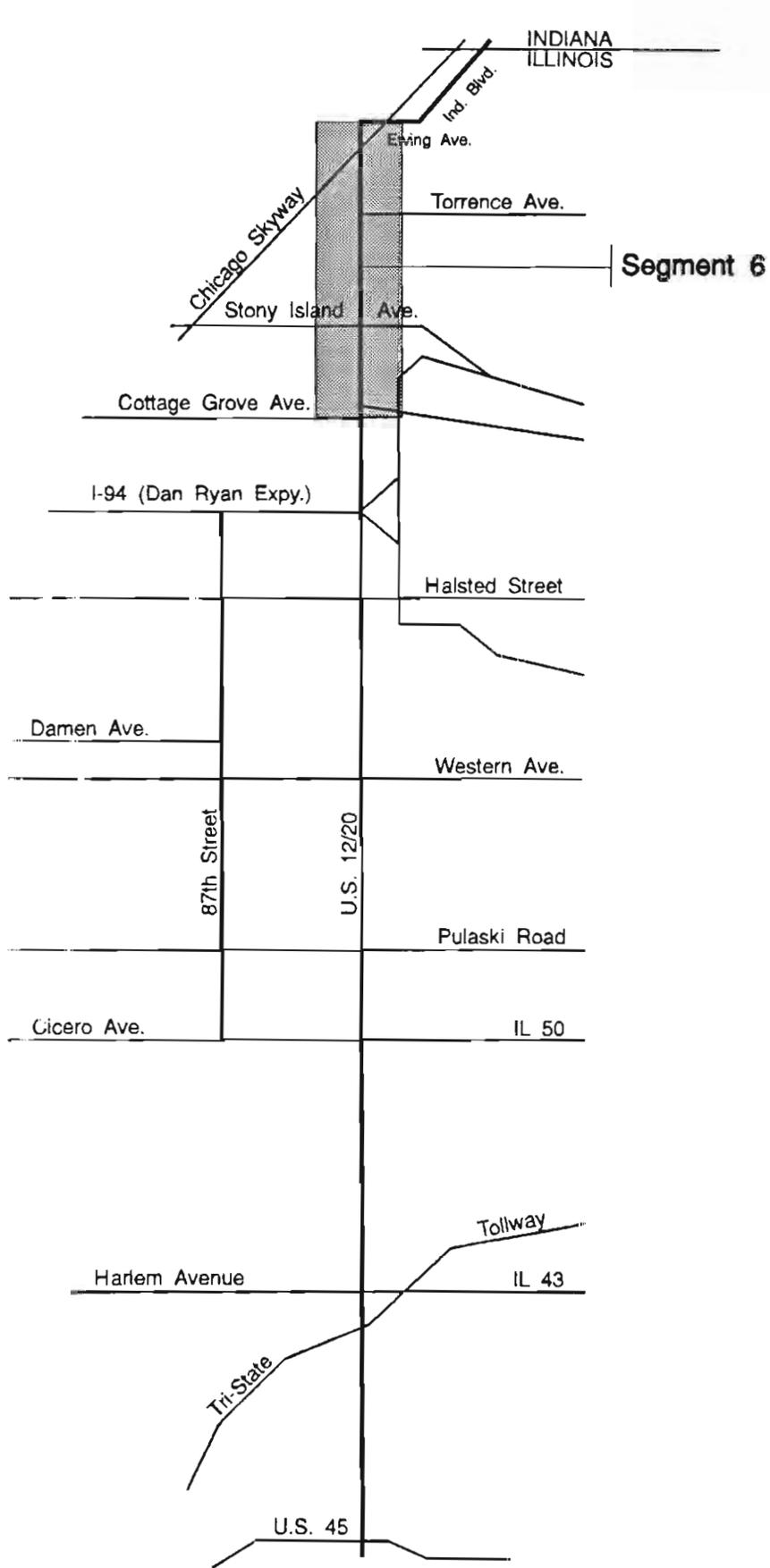
In Segment 6 of U.S. Route 12/20 there are seven signalized intersections. They are listed in *Table 3.23*.

Parking, Sidewalks and Frontage Roads

There are sidewalks abutting developed properties. Parking is only allowed near Ewing Avenue. There are no frontage roads.

Transit

CTA Routes 100 and 95E provide the only transit service on this segment. Route 100 operates on 95th Street between Yates Avenue and Jeffrey Boulevard. Route 95E operates on 95th Street only between Woodlawn Avenue and Stony Island Avenue.



U.S. Route 12/20 (95th Street)
 prepared by Harland Bartholomew & Associates, Inc.

Location Map
Figure 3.13

SECTION 3: Route Analysis - Cottage Grove Avenue to Ewing Avenue

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Woodlawn Avenue	2	2	YES	NO	
Stony Island Avenue	2	2	YES	NO	
Jeffrey Boulevard	2	2	YES	NO	
Colfax Avenue	2	2	YES	NO	
Commercial Avenue	2	2	YES	NO	
South Chicago Avenue	2	2	NO	WB	
Ewing Avenue	2	2	YES	NO	

Note: EB=eastbound only; WB=westbound only

Structures

There are 12 structures, as shown in Table 3.24.

Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
RI & BL R.R.	016-0439	E of Woodlawn	12'-8"	—	SRA under ⁽¹⁾
RI Railroad	016-0440	W of Stony Islnd	13'-10"	—	SRA under
RI Railroad	016-0441	W of Stony Islnd	13'-10"	—	SRA under
CRIP & P R.R.	016-0442	W of Cottage Grv	12'-10"	—	SRA under ⁽¹⁾
CRIP & P(E) R.R.	016-0442	E of Cottage Grv	12'-10"	—	SRA under ⁽¹⁾⁽²⁾
I-90 Skyway	016-6416	—	> 20'	72'	SRA under
PC R.R. (West)	016-0444	East of I-90	13'-2"	—	SRA under ⁽¹⁾
PC R.R. (East)	016-0445	East of I-90	13'-2"	—	SRA under ⁽¹⁾
NYC R.R. (West)	016-0446	East of I-90	13'-2"	—	SRA under ⁽¹⁾
NYC R.R. (East)	016-0447	East of I-90	13'-2"	—	SRA under ⁽¹⁾
B & O Railroad	016-0448	East of I-90	13'-2"	—	SRA under ⁽¹⁾
Calumet River	016-6038	—	N/A	—	SRA over

Note: N/A=Not Applicable
⁽¹⁾center pier
⁽²⁾abandoned railroad

SECTION 3: Route Analysis - Cottage Grove Avenue to Ewing Avenue

Other Characteristics

Near Avenue "N" there is an at-grade crossing of the Conrail Railroad.

3.6.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include a river crossing, an endangered plant species, and waste disposal and hazardous waste sites. (See Route Maps B-7 and B-8.)

Streams/Wetlands/Floodplains

U.S. Route 12/20 crosses the Calumet River on this segment. At this point, the river is approximately 250 feet wide.

Flora/Fauna

The elk sedge, an endangered plant species, grows within a mile of the roadway.

Waste Disposal Sites/Hazardous Waste Sites

Two waste disposal sites have been reported: at Van Vlissingen Avenue and at Torrence Avenue. A hazardous waste site has been reported east of Cottage Grove Avenue on 95th Street.

Other Environmental Considerations

There is a church east of Stony Island Avenue.

3.6.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-7 and C-8.

Jurisdiction

This segment is entirely within the City of Chicago.

Type and Intensity of Development

Industrial development dominates the Calumet River area from east of Cottage Grove Avenue to just west of I-90. This development is supported by the significant amount of railroad facilities in the area. Single-family residential development and neighborhood commercial uses are also present. There are some recently developed strip malls near Jeffrey Boulevard.

Development Access and Setback

Setbacks through the industrial and recently developed commercial areas are adequate to allow for right-of-way expansion. Frontage along much of the north side of the right-of-way is part of the slope leading to the Chicago Rail Link right-of-way. On the east end, residential development is set back approximately 15 to 20 feet, but commercial buildings abut the right-of-way.

Future Development

There are no significant vacant parcels on this segment

3.6.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate, low cost, and post-2010 and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvements cost estimates are also provided in this section.

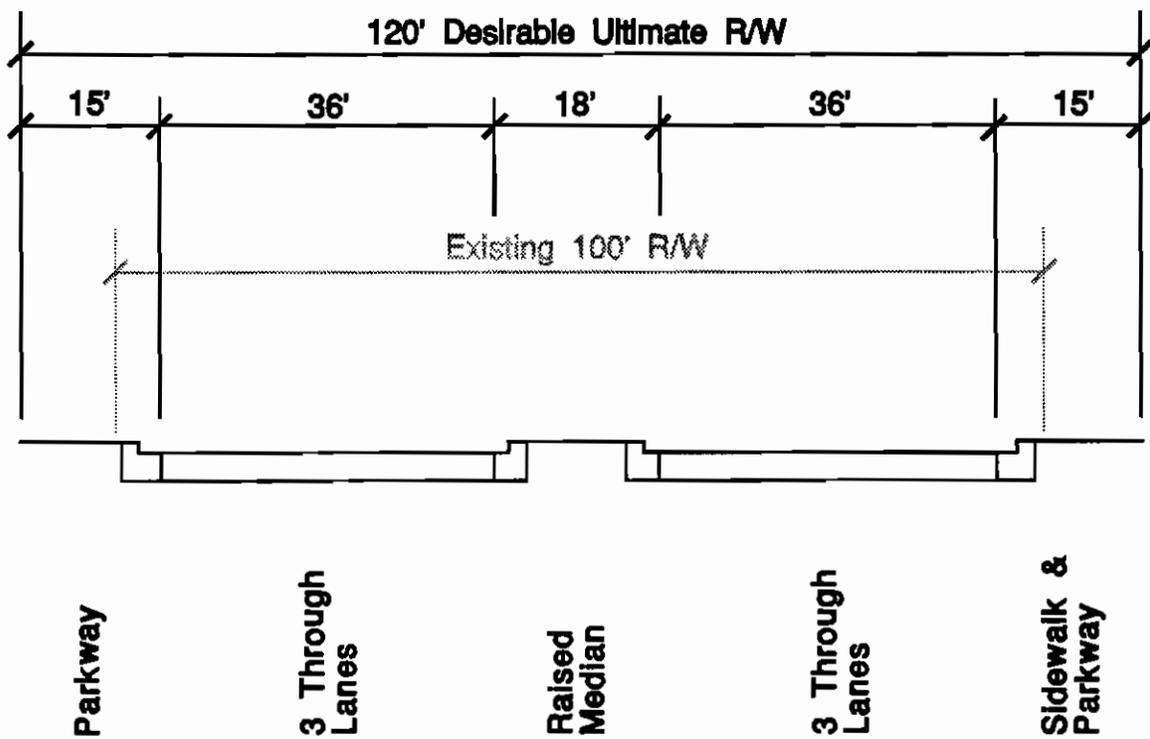
Recommended improvements are shown on Route Maps D-7 and D-8.

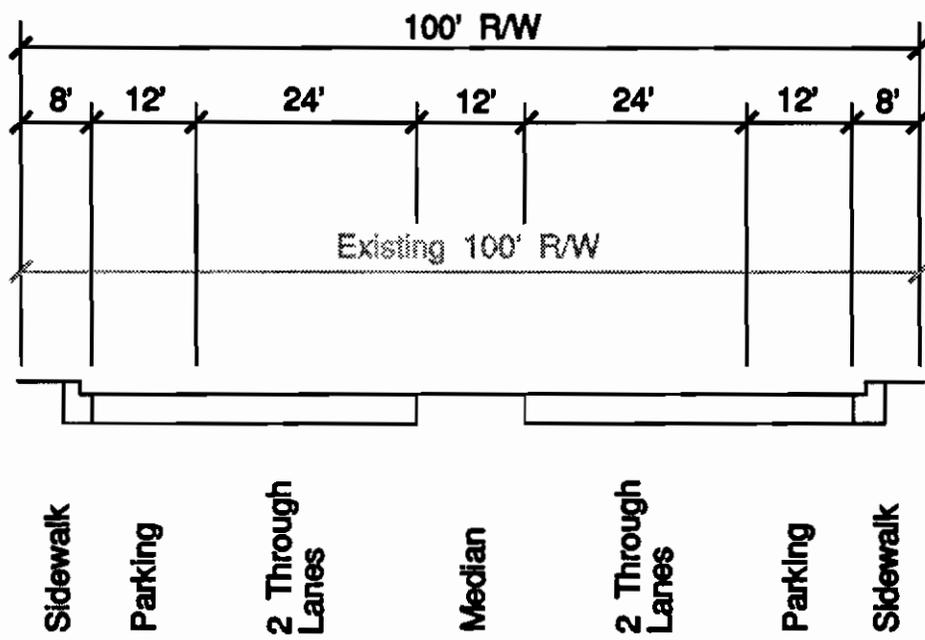
Ultimate Improvements***Roadway***

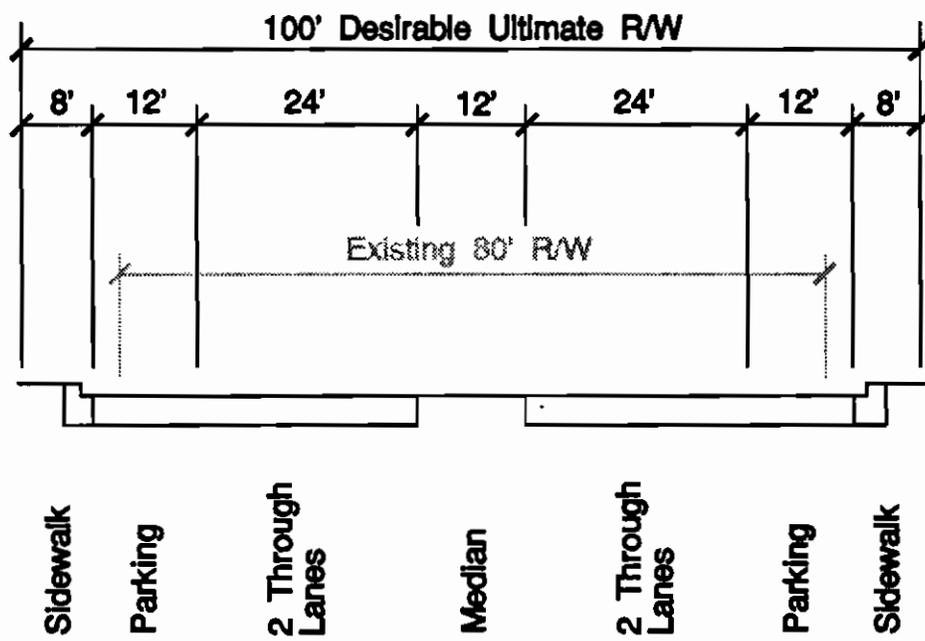
It is recommended that the roadway cross section consist of six through lanes plus an 18-foot raised median between Cottage Grove Avenue and Colfax Avenue. (See *Figure 3.14*.) The ultimate recommended roadway cross section between Colfax Avenue and Ewing Avenue be four through lanes plus a 12-foot painted median. (See *Figures 3.15* and *3.16*.) The roadway cross section transition between the six-lane section and four-lane section at Colfax should be provided as shown in *Detail 8*. Results of the segment capacity analysis are shown in *Table 3.25*.

Intersections

Construction of an 18-foot raised median between Cottage Grove Avenue and Torrence Avenue and a 12-foot painted median between Torrence Avenue and Ewing Avenue will allow development of left-turn lanes at intersections. It is recommended that dual left turn lanes at Stony Island Avenue be provided as shown on *Detail 16*.







SECTION 3: Route Analysis - Cottage Grove Avenue to Ewing Avenue

Table 3.25 Capacity Analysis for Segment 6 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Cottage Grove to Ewing Avenue	< 30,000	6	37,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Using an AADT of 37,000 on U.S. Route 12/20 and 35,000 on Stony Island Avenue, intersection levels of service were calculated and are shown in *Table 3.26*. Using an AADT of 35,500 on U.S. Route 12/20 and 12,000 on Colfax Avenue, intersection levels of service were calculated and are shown in *Table 3.27*.

Table 3.26 U.S. Route 12/20/Stony Island Avenue Intersection Level of Service		
Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	C
U.S. Route 12/20 eastbound	through	B
U.S. Route 12/20 eastbound	right turn	F
U.S. Route 12/20 westbound	left turn	F
U.S. Route 12/20 westbound	through	B
U.S. Route 12/20 westbound	right turn	B
Stony Island Avenue northbound	left turn	E
Stony Island Avenue northbound	through	D
Stony Island Avenue northbound	right turn	B
Stony Island Avenue southbound	left turn	D
Stony Island Avenue southbound	through	D
Stony Island Avenue southbound	right turn	A
Total Intersection		E

Traffic Signalization

No additional traffic signals are recommended.

SECTION 3: Route Analysis - Cottage Grove Avenue to Ewing Avenue

Direction	Movement	Level of Service
U.S. Route 12/20 eastbound	left turn	D
U.S. Route 12/20 eastbound	through	D
U.S. Route 12/20 eastbound	right turn	B
U.S. Route 12/20 westbound	left turn	C
U.S. Route 12/20 westbound	through and right turn	D
Colfax Avenue northbound	left turn	B
Colfax Avenue northbound	through and right turn	C
Colfax Avenue southbound	left turn	B
Colfax Avenue southbound	through and right turn	D
Total Intersection		D

Structures

There are numerous structures throughout Segment 6 of U.S. Route 12/20 that have inadequate horizontal and vertical clearances for the recommended roadway improvements. (See *Table 3.24*.) The structures at Interstate 90 (Chicago Skyway) and over the Calumet River have adequate horizontal and vertical clearances for the recommended roadway section. All other structures in this segment require modification to accommodate the recommended roadway section. When modified, a vertical clearance of 14'-6" should be provided.

Access Management

As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Transit

If the Lake Calumet area south of this segment begins to redevelop, express bus service could be required to provide additional capacity and relieve congestion now experienced by the Route 14 South Lake Shore Express Bus. CTA is considering light rail or express bus service along Stony Island Avenue.

Low Cost Improvements

Traffic Signalization

It is recommended that the traffic signals within Segment 6 of U.S. Route 12/20 be interconnected into two separate signal systems. The first system would include the signals from Cottage Grove Avenue to Jeffrey Boulevard. The second system would include the signals from Colfax Avenue to Ewing Avenue. No additional traffic signals are recommended.

Structures

The south approach of the structure (SN 016-0443) near Manistee Avenue should be removed; the north approach has previously been removed.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Maps D-7 and D-8 for specific access consolidation recommendations.

Transit

Bus passenger shelters are recommended for stops at all signalized intersections.

Post-2010 Improvements

IDOT has designed a diamond interchange at U.S. Route 12/20 and Stony Island. It is recommended that IDOT continue to pursue right-of-way protection based upon the design of that interchange to protect the ability to implement an interchange as a post-2010 improvement. It is recommended that prior to implementation the interchange design be re-evaluated for adaptability to handle projected traffic.

Additional Right-of-Way Requirements

It is recommended that the right-of-way between Cottage Grove Avenue and Torrence Avenue be expanded to a width of 120 feet. The additional right-of-way width of 10 feet on each side of U.S. Route 12/20 should be protected as soon as possible. The right-of-way of U.S. Route 12/20 between the Calumet River and Ewing Avenue should be expanded to 100 feet by adding 10 feet on each side.

Potential Environmental Concerns

Environmental concerns may arise from the locations of proposed right-of-way acquisitions and roadway improvements with respect to hazardous waste facilities. Disturbance of any such sites would require additional study.

U.S. ROUTE 12/20
SECTION 3: Route Analysis - Cottage Grove Avenue to Ewing Avenue

Construction/Right-of-Way Cost Estimates

A summary of cost estimates for construction and right-of-way acquisition for the recommended improvements for Segment 6 of U.S. Route 12/20 are shown in *Table 3.28*.

Table 3.28	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$14,000,000
Roadway Resurfacing	\$2,200,000
Structure Modification	\$8,000,000
SRA/SRA Intersection Improvement	\$2,000,000
Low Cost	
Signal Interconnection	\$600,000
Transit Improvements	\$50,000
Right-of-way Acquisition	\$1,200,000
Total Estimated Cost for All Improvements	\$28,050,000

3.7 U.S. ROUTE 12/20 SEGMENT 7: 95TH STREET TO INDIANAPOLIS BOULEVARD

3.7.1 LOCATION

Segment 7 of the U.S. Route 12/20 SRA route is located on Ewing Avenue and extends from 95th Street on the north to Indianapolis Boulevard on the south, a distance of approximately 0.75 of a mile. (See *Figure 3.17.*) This segment is within the City of Chicago. This segment also carries U.S. Route 41.

3.7.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 7 of U.S. Route 12/20 are shown on Route Map A-8.

Traffic Volumes

The average daily traffic volume is 24,700 vehicles.

Right-of-Way

The right-of-way width is 80 feet from 95th Street to Indianapolis Boulevard.

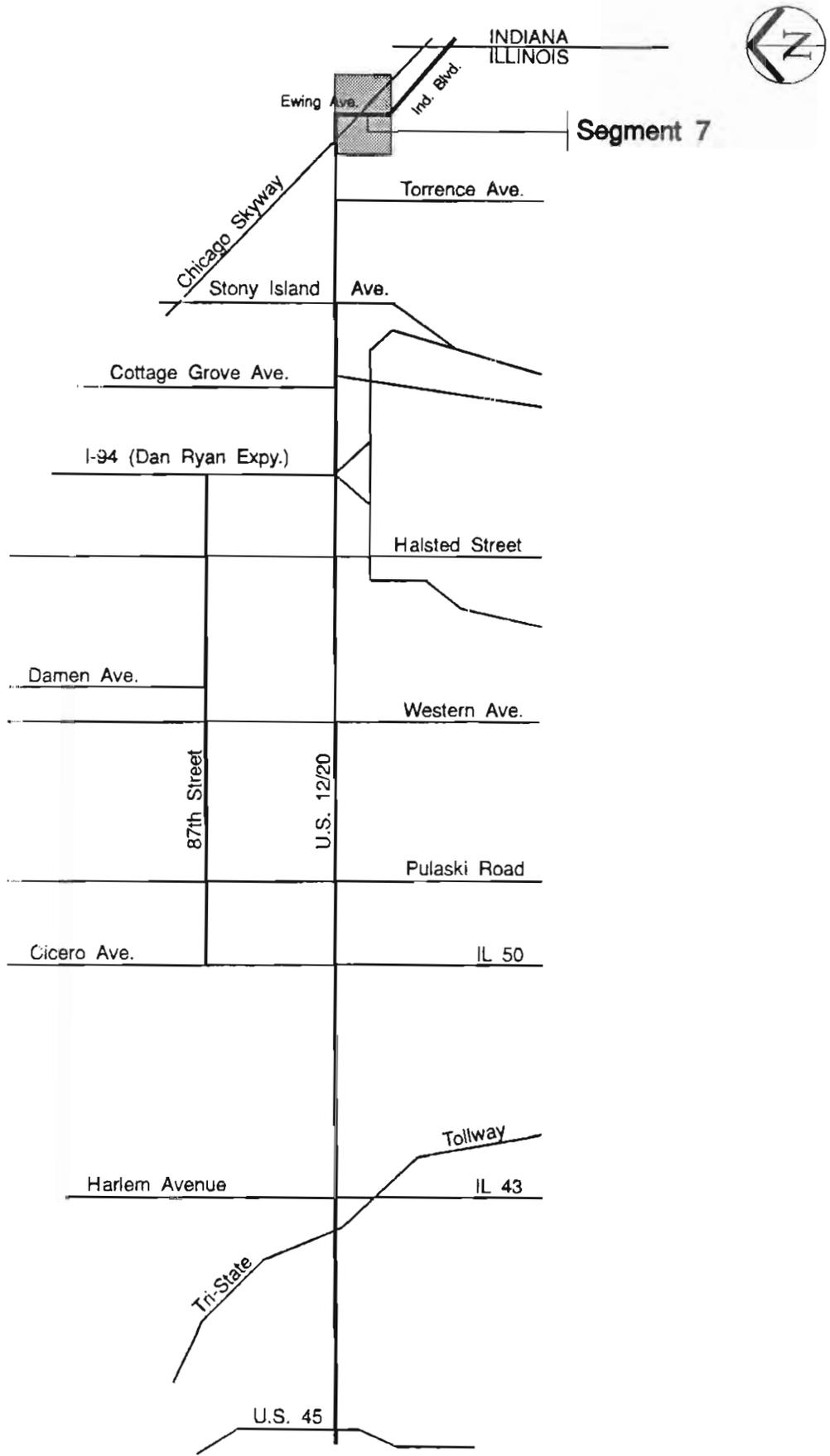
Pavement Width and Number of Lanes

The pavement width varies between 51 and 54 feet. This includes four through lanes (two in each direction), no median, and curb and gutter for drainage.

Traffic Signals

In Segment 7 of U.S. Route 12/20 there are three signalized intersections. They are listed in *Table 3.29.*

Table 3.29 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
95th Street	2	2	YES	NO	
99th Street	2	2	NO	NO	
Indianapolis Boulevard	2	2	SB	NO	
Note: EB=eastbound only; WB=westbound only					



Location Map
Figure 3.17

U.S. Route 12/20 (Ewing Avenue)
 prepared by Harland Bartholomew & Associates, Inc.

SECTION 3: Route Analysis - 95th Street to Indianapolis Boulevard

Parking, Sidewalks and Frontage Roads

Parking is permitted. There are sidewalks on both sides of the street. There are no frontage roads.

Transit

Ewing Avenue is served by CTA Route 30.

Structures

There are five existing bridge structures in Segment 7 of U.S. Route 12/20. (See Table 3.30.) The first four structures are all railroad overpasses and are located immediately north of the Chicago Skyway (I-90). The fifth structure is the overpass of the Chicago Skyway (I-90).

Table 3.30 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
R.R.	N/A	North of I-90	13'-4"	—	SRA under ⁽¹⁾
R.R.	N/A	North of Skyway	13'-4"	—	SRA under ⁽¹⁾
R.R.	N/A	North of Skyway	13'-4"	—	SRA under ⁽¹⁾
R.R.	N/A	North of Skyway	13'-4"	—	SRA under ⁽¹⁾
I-90 Skyway	016-6423	————	> 20'	—	SRA under
Note: N/A=Information not available ⁽¹⁾ center pier					

3.7.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include structures of historical significance and sensitive land uses. (See Route Map B-8.)

Historical Significance

St. George's Church is located on Ewing Avenue south of 95th Street and is listed in the Illinois Historic Landmark Survey.

Sensitive Land Use

St. George's Church is the only sensitive land use on this segment.

3.7.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Map C-8.

Jurisdiction

The segment is entirely within the City of Chicago.

Type and Intensity of Development

The land use includes commercial and residential development. The commercial buildings have small shops and second floor apartments. The remainder of the residential development is single-family.

Development Access and Setback

Access to the commercial development is limited to on-street access from Ewing Avenue or cross streets. Typically, residential units have access through alleys which intersect cross streets.

Commercial structures are not set back from the front lot lines. Residential units may also be located on the front lot line, or may be set back as much as 20 feet.

Future Development

There are no significant vacant parcels which could accommodate any future development.

3.7.5 RECOMMENDED IMPROVEMENTS

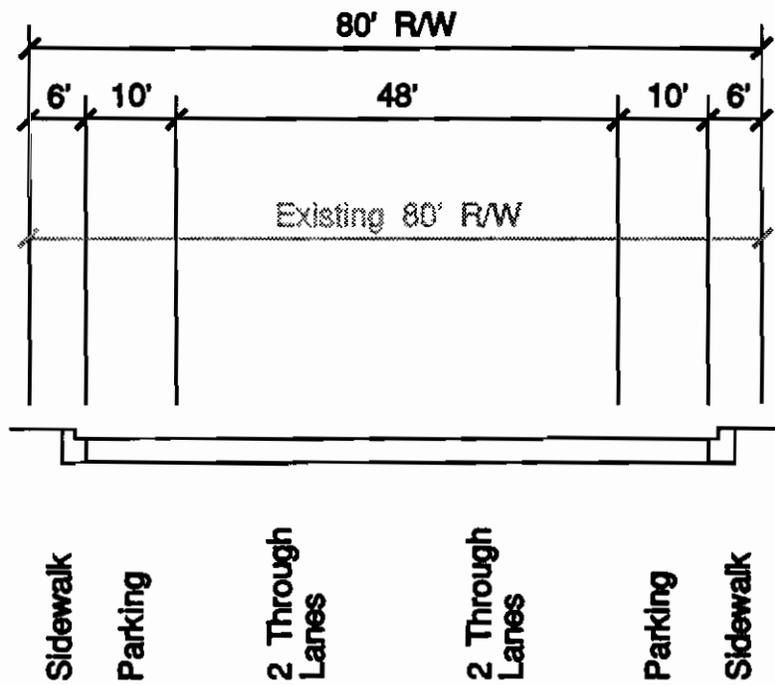
Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-8.

Ultimate Improvements

Roadway

It is recommended that the ultimate roadway cross section consist of four through lanes within the existing right-of-way. (See *Figure 3.18.*) Results of the capacity analysis for Segment 7 are shown in *Table 3.31.*



U.S. 12/20

**Section I-I
Recommended Roadway Typical Section
95th Street to Indianapolis Boulevard**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.18

SECTION 3: Route Analysis - 95th Street to Indianapolis Boulevard

Table 3.31 Capacity Analysis for Segment 4 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
95th Street to Indianapolis Blvd.	< 30,000	4	34,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Intersections

Recommended intersection improvements include the following.

- 95th Street/Ewing Avenue/Avenue L should be redesigned to improve operations and reduce delay. (See Detail 9.)
- The intersection of 100th Street at Avenue J should be closed. (See Detail 10.)
- The intersection of Ewing Avenue and Indianapolis Boulevard should be redesigned to include dual left turn lanes for U.S. Route 12/20 onto Indianapolis Boulevard and a separate westbound right turn lane for Indianapolis Boulevard onto northbound U.S. Route 12/20, as shown in Detail 10.

Traffic Signalization

No additional traffic signals are recommended.

Structures

The four railroad overpasses will require modification to accommodate the recommended roadway cross section. When modified, the structures should have a vertical clearance of 14'-6".

Access Management

As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Intersections

It is recommended that a northbound left turn lane be accommodated at the intersection with 99th Street by prohibiting parking for a distance of 100 feet from the intersection.

Traffic Signalization

It is recommended that the two traffic signals at 99th Street and Indianapolis Boulevard be interconnected into a signal network. No additional traffic signals are recommended.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-8 for specific access consolidation recommendations.

Transit

Shelters are recommended at stops serving more than one bus route.

Additional Right-of-Way Requirements

No additional right-of-way is required.

Potential Environmental Concerns

Improvement of the intersection of 95th Street, Ewing Avenue and Avenue "L" is expected to be possible without acquisition of additional right-of-way. Any acquisition at the St. George's Church site would require further environmental study.

Construction/Right-of-Way Cost Estimates

A summary of the construction costs for the recommended improvements to Segment 7 of U.S. Route 12/20 is shown in *Table 3.32*.

U.S. ROUTE 12/20
SECTION 3: Route Analysis - 95th Street to Indianapolis Boulevard

Table 3.32	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$500,000
Structure Modification	\$5,100,000
SRA/SRA Intersection Improvement	\$1,000,000
Low Cost	
Signal Interconnection	\$100,000
Transit Improvements	\$50,000
Total Estimated Cost for All Improvements	\$6,750,000

SECTION 3: Route Analysis - Ewing Avenue to Illinois/Indiana State Line

3.8 U.S. ROUTE 12/20 SEGMENT 8: EWING AVENUE TO ILLINOIS/INDIANA STATE LINE

3.8.1 LOCATION

Segment 8 of the U.S. Route 12/20 SRA route is located on Indianapolis Boulevard and extends from Ewing Avenue on the northwest to the Illinois/Indiana State Line on the southeast, a distance of approximately 0.9 mile. (See *Figure 3.19*.) The Illinois/Indiana State Line is the eastern terminus of the U.S. Route 12/20 SRA route. U.S. Route 41 is also carried on this segment of the SRA. This segment is within the City of Chicago.

3.8.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 8 of U.S. Route 12/20 can be found on Route Map A-8.

Traffic Volumes

The average daily traffic is 24,700 vehicles.

Right-of-Way

The right-of-way width is 100 feet.

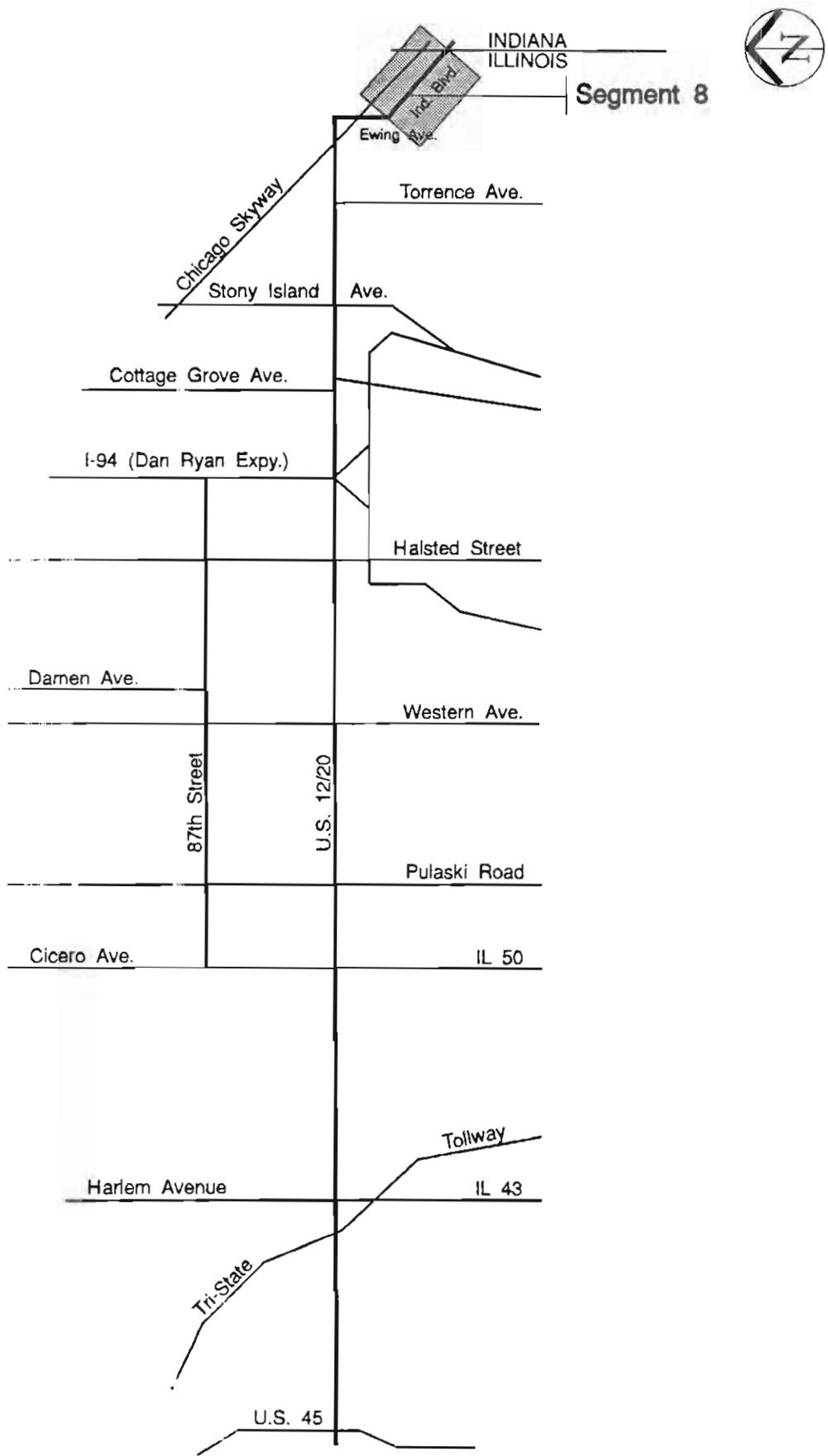
Pavement Widths and Number of Lanes

The pavement width varies from 60 to 70 feet and includes six through lanes (three in each direction), a four-foot raised median, and curb and gutter for drainage.

Traffic Signals

In Segment 8 of U.S. Route 12/20 there are two signalized intersections. They are listed in *Table 3.33*.

Table 3.33 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	SEB	NWB	Left	Right	
Ewing Avenue	2	2	NO	NO	
106th St./ Avenue A	2	0	NO	SE	NWB not signalized
Note: SEB=southeast bound only; NWB=northwest bound only					



Location Map
Figure 3.19

U.S. Route 12/20 (Indianapolis Boulevard)
 prepared by Harland Bartholomew & Associates, Inc.

SECTION 3: Route Analysis - Ewing Avenue to Illinois/Indiana State Line

Parking, Sidewalks and Frontage Roads

On- street parking is not permitted. There are sidewalks the southwesterly side. There are frontage roads west of the Conrail Railroad.

Transit

This area is served by an Indiana bus route (#911) that connects with CTA Route 106. This CTA route serves 106th Street and connects with CTA Route 30.

Structures

There is one structure (SN 016-6416) on this segment. (See *Table 3.34.*) It is an overpass for Interstate 90 (Chicago Skyway).

Table 3.34 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance Vert. Horiz.		Remarks
I-90 Skyway	016-6416	—————	> 20'	———	SRA under ⁽¹⁾
⁽¹⁾ westbound only					

Other Characteristics

West of Interstate 90 (Chicago Skyway) there is an at-grade rail crossing of the Conrail Railroad.

3.8.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include a structure of historical significance and a sensitive land use. (See Route Map B-8.)

Historical Significance

An historic Commonwealth Edison Generating Plant is located east of the Interstate 90 (Chicago Skyway).

Sensitive Land Use

The only sensitive land use on this segment is St. Francis DeSales High School.

3.8.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Map C-8.

Jurisdiction

This segment of Indianapolis Boulevard is entirely within the City of Chicago.

Type and Intensity of Development

Commercial development is the dominant land use in a mixture that includes manufacturing and residential development. There is no space for development on the northeast side of the right-of-way because this side is contiguous with the right-of-way of Interstate 90.

Setback and Access

Development at the northerly end of the segment is setback between 10 and 20 feet. Development further south is set back a greater distance.

Access to development is primarily via cross streets. There are very few curb cuts.

Future Development

According to City of Chicago records in 1990, there are no plans to develop or redevelop unused parcels and buildings.

3.8.5 RECOMMENDED IMPROVEMENTS

Improvements to U.S. Route 12/20 have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

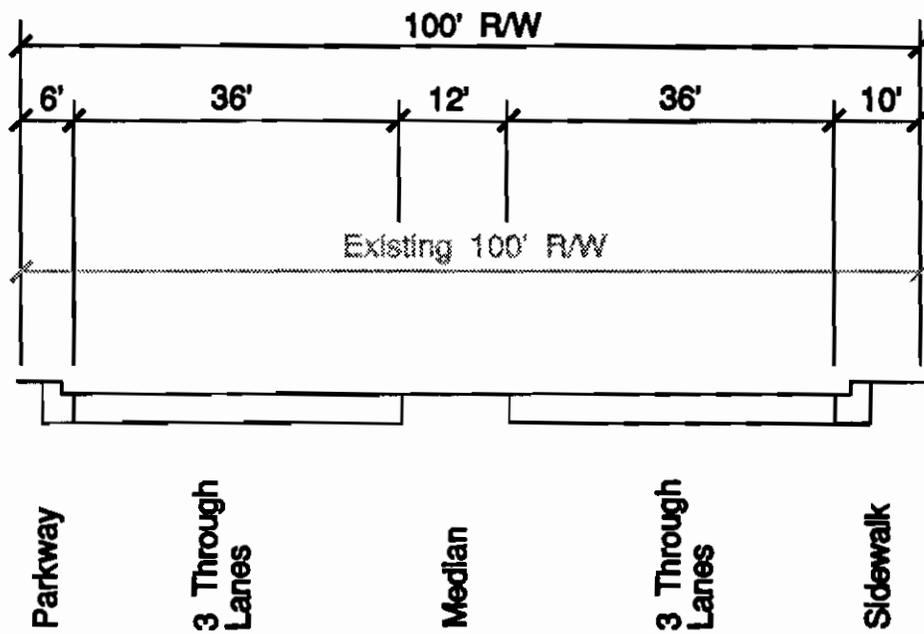
Improvements recommendations are displayed on Route Map D-8.

Ultimate Improvements***Roadway***

No change in the existing six lane roadway configuration is recommended. (See *Figure 3.20*.) Results of the capacity analysis for Segment 8 are shown in *Table 3.35*.

Intersections

The intersection of Indianapolis Boulevard and Ewing Avenue should be improved to provide dual left turn lanes from Ewing Avenue and a right turn lane from northwest bound Indianapolis Boulevard to northbound Ewing Avenue.



U.S. 12/20

prepared by Harland Bartholomew & Associates, Inc.

**Section J-J
Recommended Roadway Typical Section
Ewing Avenue to Indiana State Line**

Figure 3.20

SECTION 3: Route Analysis - Ewing Avenue to Illinois/Indiana State Line

Table 3.35 Capacity Analysis for Segment 8 of U.S. Route 12/20					
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Ewing Avenue to Indiana State Line	< 30,000	6	56,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Traffic Signalization

No additional traffic signals are recommended.

Access Management

As parcels are developed or redeveloped, it is recommended that access to U.S. Route 12/20 be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Traffic Signalization

No additional traffic signals are recommended.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-8 for specific access consolidation recommendations.

Transit

A shelter or small transportation center is recommended for the intersection of Ewing Avenue and 106th Street to facilitate the transfer of passengers between bus routes. This intersection is the junction for CTA Routes 106 and 30, and Route 911 from Indiana.

Additional Right-of-Way Requirements

No additional right-of-way is required.

SECTION 3: Route Analysis - Ewing Avenue to Illinois/Indiana State Line

Potential Environmental Concerns

Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

Construction/Right-of-Way Cost Estimate

A summary of the construction cost estimates for the recommended improvements to Segment 8 of U.S. Route 12/20 is shown in *Table 3.36*.

Table 3.36	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$1,000,000
Low Cost	
Transit Improvements	\$100,000
Total Estimated Cost for All Improvements	\$1,100,000

3.9 87TH STREET SEGMENT 1: ILLINOIS 50 (CICERO AVENUE) TO PULASKI ROAD

3.9.1 LOCATION

Segment 1 of the 87th Street SRA route extends from Illinois 50 (Cicero Avenue) on the west to Pulaski Road on the east, a distance of approximately one mile. (See *Figure 3.21.*) Illinois 50 (Cicero Avenue) is the western terminus of the 87th Street SRA route. This segment is located in the City of Hometown and the City of Chicago.

3.9.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 1 of 87th Street are shown on Route Map A-3.

Traffic Volumes

The average daily traffic volumes vary from 22,000 vehicles at Illinois 50 (Cicero Avenue) to 17,600 vehicles at Pulaski Road.

Right-of-Way

The right-of-way width varies from 110 feet to 115 feet.

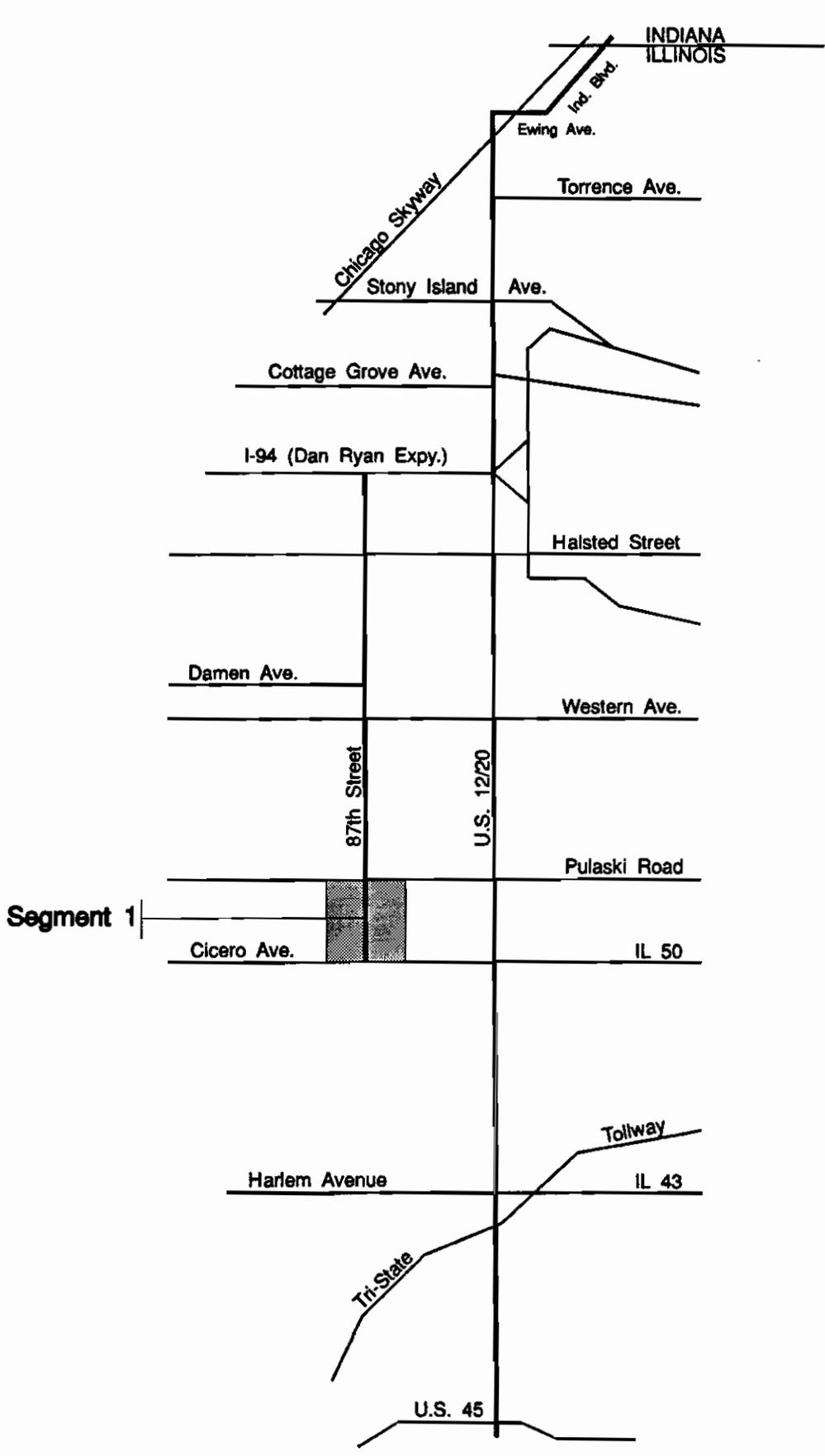
Pavement Widths and Number of Lanes

The pavement width is 84 feet and includes three eastbound lanes, two westbound lanes, a six- to ten-foot wide mountable median, and curb and gutter for drainage.

Traffic Signals

In Segment 1 of 87th Street there are four signalized intersections. They are listed in *Table 3.37.*

Table 3.37 Existing Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Cicero Avenue	2	3	YES	YES	
Kostner Avenue	3	2	NO	NO	off-set intersection
Southwest Highway	3	2	YES	NO	diagonal arterial
Pulaski Road	3	2	WB	NO	RR crossing at intersection
Note: EB=eastbound only; WB=westbound only					



Segment 1

Location Map
Figure 3.21

87th Street
 prepared by Harland Bartholomew & Associates, Inc.

Parking, Sidewalks and Frontage Roads

On-street parking is allowed on the north side of the roadway. There are sidewalks on both sides of the street and a frontage road on the south side. The sidewalks are as narrow as seven feet wide.

Transit

The intersection with Illinois 50 (Cicero Avenue) is the eastern terminus of the Pace Route 385 and the western terminus of CTA Route 87. North-south CTA routes intersect at both Cicero Avenue and Pulaski Road.

Structures

There are no structures in this segment.

Other Characteristics

There is an at-grade, diagonal rail crossing of the Norfolk and Southern Railroad through the intersection of 87th Street and Pulaski Road.

3.9.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

Hometown Christ Church is a land use that may be sensitive to roadway use. (See Route Map B-3.)

3.9.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Map C-3.

Jurisdiction

The Cities of Hometown and Chicago are the local jurisdictions with control over development.

Type and Intensity of Use

Multi- and single-family residential development is the primary land use. There is also commercial development at the intersections of Illinois 50 (Cicero Avenue) and Pulaski Road, as well as small commercial establishments on the north side of the route at Kilbourn Avenue.

Development Access and Setbacks

Access to commercial development is limited to on-street parking on 87th Street and to cross street entrances to those establishments which have off-street parking. Cross streets provide

SECTION 3: Route Analysis - Illinois 50 (Cicero Avenue) to Pulaski Road

access to the residential development on the north side of the route. The frontage road services residences on the south side.

The residential structures on this segment are set back approximately 20 feet. The commercial structures are not setback from their front lot lines.

Future Development

There are no significant vacant parcels.

3.9.5 RECOMMENDED IMPROVEMENTS

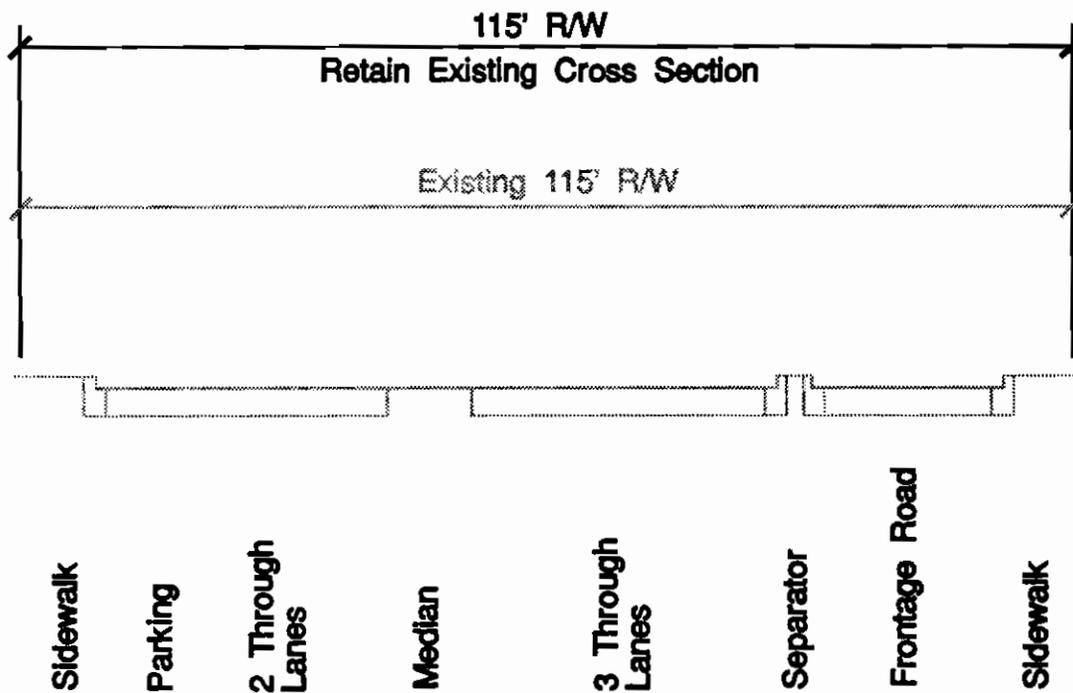
Improvements to 87th Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-3.

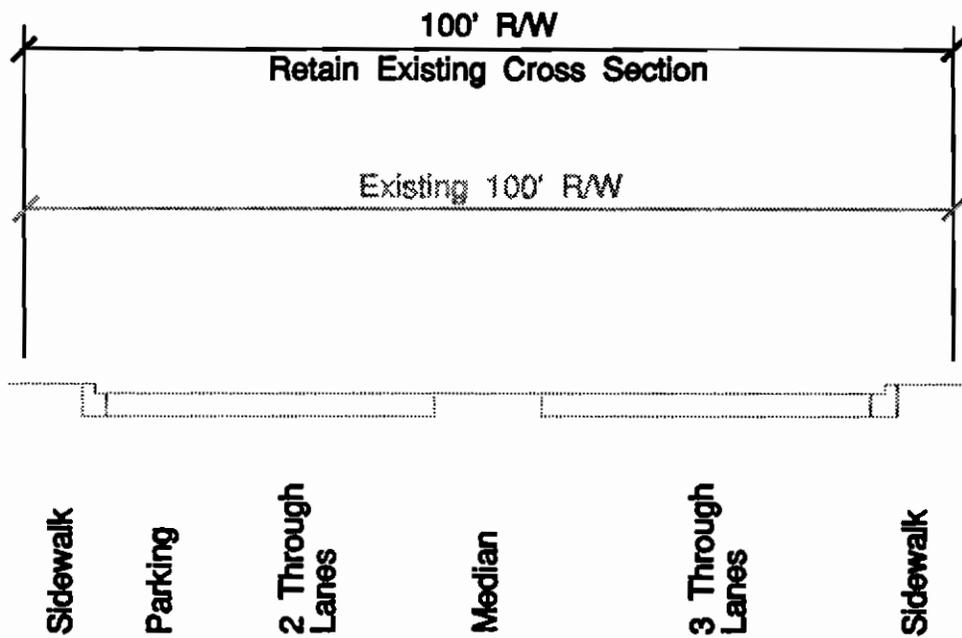
Ultimate Improvements***Roadway***

It is recommended that the ultimate roadway section consist of retention of two through lanes for westbound traffic, three through lanes for eastbound traffic, plus a 12-foot median. (See *Figure 3.22* and *3.23*.) Results of the capacity analysis for Segment 1 of 87th Street are shown in *Table 3.38*.

Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 50 to Pulaski Road	30 to 50,000	3EB/2WB	43,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					



87th Street **Section K-K**
Illinois 50 (Cicero Avenue) to Keeler Avenue
 prepared by Harland Bartholomew & Associates, Inc. **Figure 3.22**



87th Street

**Section L-L
Recommended Roadway Typical Section
Keeler Avenue to Pulaski Road**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.23

SECTION 3: Route Analysis - Illinois 50 (Cicero Avenue) to Pulaski Road**Intersections**

The recommended intersection configurations at Illinois 50 (Cicero Avenue) and Pulaski Road are shown on Details 19 and 20.

Using an AADT of 43,000 on 87th Street and 39,000 on Illinois 50, intersection levels of service were calculated and are shown in *Table 3.39*. Using an AADT of 45,500 on 87th Street and 21,000 on Pulaski Road, intersection levels of service were calculated and are shown in *Table 3.40*.

Table 3.39 87th Street/Illinois 50 Intersection Level of Service		
Direction	Movement	Level of Service
87th Street eastbound	left turn	E
87th Street eastbound	through	D
87th Street eastbound	right turn	B
87th Street westbound	left turn	E
87th Street westbound	through	D
87th Street westbound	right turn	B
Illinois 50 northbound	left turn	C
Illinois 50 northbound	through	C
Illinois 50 northbound	right turn	B
Illinois 50 southbound	left turn	E
Illinois 50 southbound	through	D
Illinois 50 southbound	right turn	B
Total Intersection		D

Traffic Signalization

No additional traffic signals are recommended.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 87th Street be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Table 3.40 87th Street/Pulaski Road Intersection Level of Service		
Direction	Movement	Level of Service
87th Street eastbound	left turn	D
87th Street eastbound	through and right turn	D
87th Street westbound	left turn	C
87th Street westbound	through and right turn	C
Pulaski Road northbound	left turn	C
Pulaski Road northbound	through and right turn	C
Pulaski Road southbound	left turn	D
Pulaski Road southbound	through and right turn	D
Total Intersection		D

Low Cost Improvements

Traffic Signalization

No additional traffic signals are recommended. It is recommended that the traffic signals at Kostner Avenue and Pulaski Road be interconnected into a signal system.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-3 for specific access consolidation recommendations.

Transit

Bus shelters are recommended at all major intersections. Where there are narrow sidewalks conventional shelters could be difficult to accommodate, but local merchants may allow attachment of awnings or canopies.

Additional Right-of-Way Requirements

No additional right-of-way is required for the recommended improvements.

Potential Environmental Concerns

Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

SECTION 3: Route Analysis - Illinois 50 (Cicero Avenue) to Pulaski Road

Construction/Right-of-Way Cost Estimates

A summary of the construction cost estimates for the recommended improvements to Segment 1 of 87th Street is shown in *Table 3.41*.

Table 3.41 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$800,000
SRA/SRA Intersection Improvement	\$2,000,000
Low Cost	
Signal Interconnection	\$100,000
Transit Improvements	\$20,000
Total Estimated Cost for All Improvements	\$2,920,000

3.10 87TH STREET SEGMENT 2: PULASKI ROAD TO DAMEN AVENUE**3.10.1 LOCATION**

Segment 2 of the 87th Street SRA route extends from Pulaski Road on the west to Damen Avenue on the east, a distance of two and one-half miles. (See *Figure 3.24*.) This segment is located within the Village of Evergreen Park and the City of Chicago.

3.10.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 2 of 87th Street are shown on Route Maps A-4 and A-5.

Traffic Volumes

The average daily traffic volumes vary from 17,600 vehicles at Pulaski Road to 23,400 vehicles at Western Avenue.

Right-of-Way

The right-of-way width is 100 feet.

Pavement Widths and Number of Lanes

The pavement width is 84 feet. This includes six through lanes (three in each direction), an eight- to 12-foot wide painted median, and curb and gutter for drainage.

Traffic Signals

In Segment 2 of 87th Street there are six signalized intersections. They are listed in *Table 3.42*.

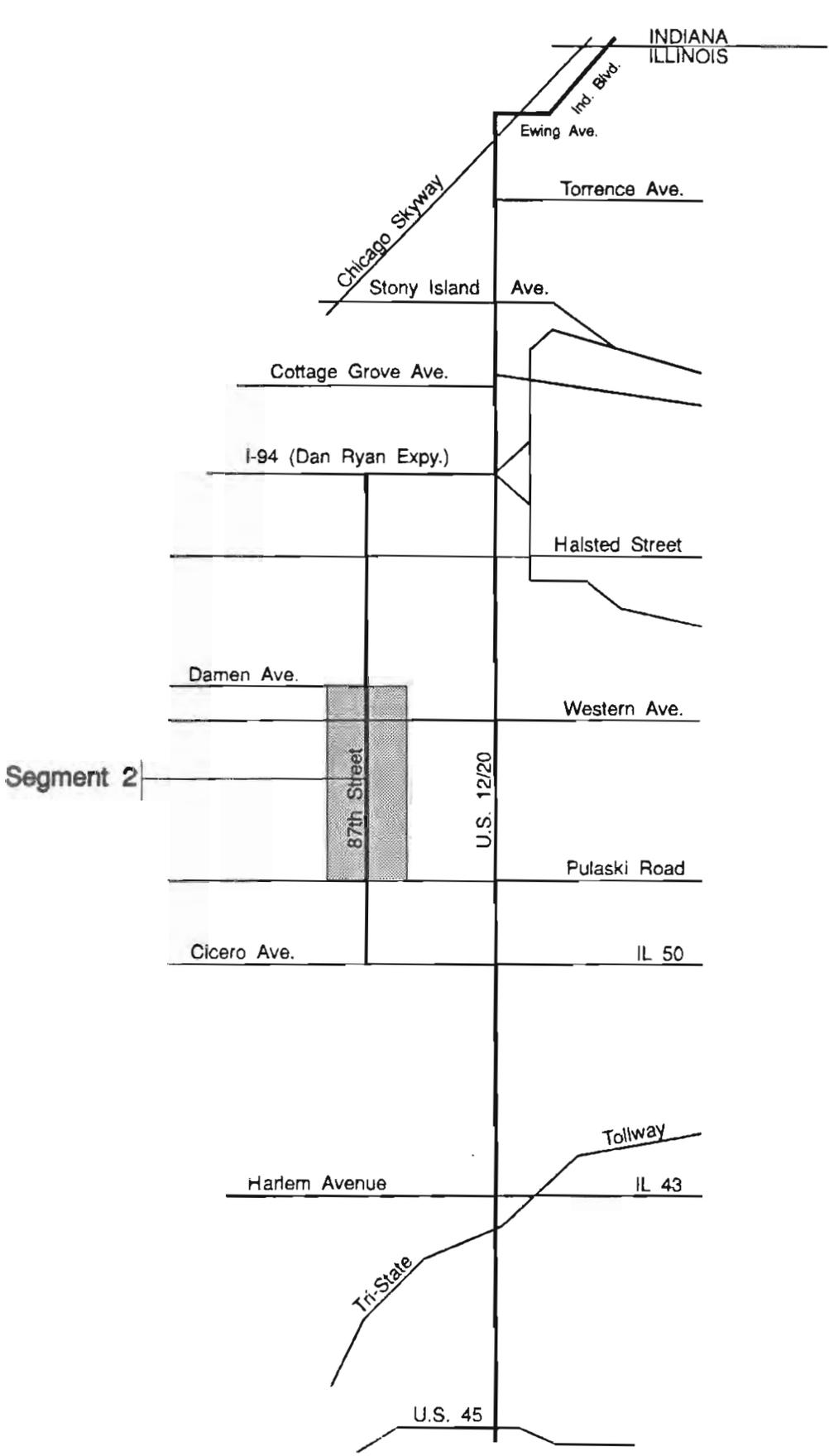
Parking, Sidewalks and Frontage Roads

No parking is permitted on the south side of the roadway from Pulaski Avenue to Kedzie Avenue, and it is prohibited on the north side from 4 pm to 6 pm. From Kedzie Avenue to Western Avenue parking is allowed on both sides of the roadway except in front of Luther South High School.

Only the residential areas are served by sidewalks. There are no frontage roads.

Transit

CTA Route 87 runs along this entire segment. North-south CTA routes intersect 87th Street at Pulaski Road, Kedzie, Western, and northwards from Damen. Metra service is available during peak hours on the Norfolk and Southern line. The closest station is at 83rd Street, between Pulaski and Kedzie. CTA does not serve this Metra station.



Location Map
Figure 3.24

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Pulaski Road	3	2	WB	NO	
Lawndale Road	3	2	EB	NO	"T" intersection
Kedzie Avenue	3	3	YES	NO	
California Avenue	3	2	YES	NO	
Western Avenue	3	3	YES	NO	
Damen Avenue	2	2	YES	EB	no westbound left phase
Note: EB=eastbound only; WB=westbound only					

Structures

There are no structures in this segment.

Other Characteristics

There are two at-grade railroad crossings: east of Lawndale Road for the Grand Trunk Western Railroad, and west of the Beverly Country Club for the Baltimore and Ohio Chicago Terminal Railroad.

3.10.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environment characteristics include a historic area and sensitive land uses. (See Route Maps B-4 and B-5.

Historical Significance

Western Avenue and the vacated Baltimore and Ohio Railroad form the west and east boundaries of the Ridge Historic District. This district begins at 87th Street and extends south to 115th Street. It is listed on the National Register of Historic Places.

Sensitive Land Uses

Sensitive land uses on this segment include: St. Mary's and Evergreen Cemeteries, Luther South High School, Beverly Country Club and The Dan Ryan Woods Forest Preserve.

3.10.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Figures C-4 and C-5.

Jurisdiction

The Village of Evergreen Park and the City of Chicago are the local jurisdictions with control over development.

Type and Intensity of Development

The north side of this segment between Pulaski Road and Kedzie Avenue is lined with single-family residential development. St. Mary's and Evergreen Cemeteries are on the south side. A mixture of commercial and residential development may be found from Kedzie Avenue to the Chicago Terminal Railroad. East of the Chicago Terminal Railroad and continuing to Damen Avenue, the Beverly Country Club and the Dan Ryan Woods Forest Preserve abut the roadway.

Development Access and Setback

Except for four cemetery entrances and an entrance to the Beverly Country Club, there is no curb cut access.

Residential development is set back 15 to 20 feet from the right-of-way. Business establishments are not set back.

Future Development

There are vacant parcels east of Luther South High School and at the northwest corner of the intersection with the vacated Baltimore and Ohio Railroad. According to 1990 municipal records, there are no plans for new development in either of these areas.

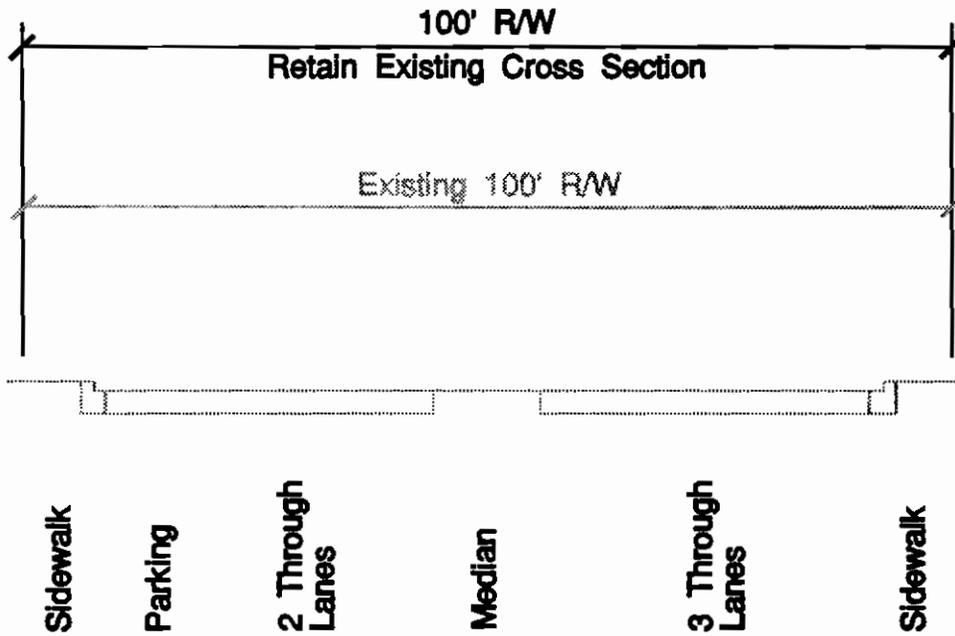
3.10.5 RECOMMENDED IMPROVEMENTS

Improvements to 87th Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Maps D-4 and D-5.

Ultimate Improvements***Roadway***

The recommended roadway cross-section between Pulaski Road and Western Avenue consists of retention of the existing two through lanes westbound, three through lanes eastbound and a 12-foot, painted median. (See *Figure 3.25*.) The recommended roadway



87th Street

**Section L-L
Recommended Roadway Typical Section
Pulaski Road to Western Avenue**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.25

SECTION 3: Route Analysis - Pulaski Road to Damen Avenue

cross section between Western Avenue and Damen Avenue is three through lanes in each direction and a 12-foot painted median. (See *Figure 3.26*.) To achieve this, on-street parking would be prohibited during the peak hours. Results of the capacity analysis for Segment 2 of 87th Street are shown in *Table 3.43*.

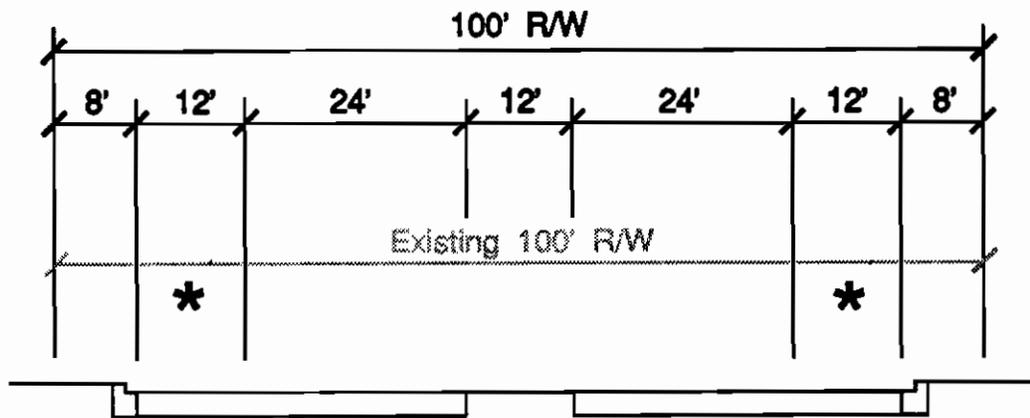
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Pulaski Road to Damen Avenue	40 to 50,000	6	48,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Intersections

A continuous 12-foot wide painted median will allow the development of left turn lanes at intersections. The recommended intersection configurations at Western Avenue and Damen Avenue are shown in Details 11 and 12.

Using an AADT of 48,000 on 87th Street and 26,000 on Western Avenue, the levels of service for each intersection movement and for the total intersection were calculated and are shown in *Table 3.44*.

Direction	Movement	Level of Service
87th Street eastbound	left turn	D
87th Street eastbound	through and right turn	D
87th Street westbound	left turn	B
87th Street westbound	through	D
87th Street westbound	right turn	A
Western Avenue northbound	left turn	C
Western Avenue northbound	through and right turn	C
Western Avenue southbound	left turn	D
Western Avenue southbound	through and right turn	D
Total Intersection		D



Sidewalk
 3 Through Lanes (Peak) *
 2 Through Lanes (Off Peak)
 Median
 2 Through Lanes (Off Peak)
 3 Through Lanes (Peak) *
 Sidewalk

* Parking Restrictions in Peak Hours

87th Street

Section M-M
 Recommended Roadway Typical Section
 Western Avenue to Damen Avenue

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.26

Traffic Signalization

No additional traffic signals are recommended.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 87th Street be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Transit

The Metra Norfolk Southern line has a stop near 85th Street between Pulaski Road and Kedzie Avenue. Relocation of this stop closer to 87th Street and Pulaski would improve accessibility of both Metra and CTA routes converging at this intersection. This project is likely to require some redevelopment and would be best located far enough from the intersection to avoid a conflict between through traffic and loading trains. Construction of a transportation facility including parking facilities and convenience commercial, providing an opportunity for private sector participation, should be considered.

Low Cost Improvements**Traffic Signalization**

No additional traffic signals are recommended. It is recommended that the traffic signal at Lawndale Avenue be interconnected with traffic signals at Kostner Avenue and Pulaski Road to create a coordinated signal system. The traffic signals from Kedzie Avenue to Damen Avenue should be interconnected.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Maps D-4 and D-5 for specific access consolidation recommendations.

Transit

Shelters are recommended for all intersections having more than one bus route. The relatively narrow or non-existent sidewalks could make conventional shelters difficult to accommodate. Local merchants may allow attachment of awnings or canopies to the fronts of their buildings when the buildings front a sidewalk. Easements or rights-of-way for bus turn-outs and shelters should be acquired.

Relocation of the Metra station or peak hour adjustment of CTA routes to link the Metra and CTA services should be considered.

SECTION 3: Route Analysis - Pulaski Road to Damen Avenue**Additional Right-of-Way Requirements**

No additional right-of-way is required.

Potential Environmental Impacts

Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

Construction/Right-of-Way Cost Estimate

A summary of the construction cost estimates for the recommended improvements to Segment 2 of 87th Street is shown in *Table 3.45*.

Table 3.45 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Resurfacing	\$1,200,000
SRA/SRA Intersection Improvement	\$1,000,000
Low Cost	
Signal Interconnection	\$500,000
Transit Improvements	\$30,000
Total Estimated Cost for All Improvements	\$2,730,000

3.11 87TH STREET SEGMENT 3: DAMEN AVENUE TO HALSTED STREET

3.11.1 LOCATION

Segment 3 of the 87th Street SRA route extends from Damen Avenue on the west to Halsted Street on the east, a distance of approximately 1.5 miles. (See *Figure 3.27.*) This segment is located entirely within the City of Chicago.

3.11.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 3 of 87th Street can be found on Route Map A-5.

Traffic Volumes

The average daily traffic volume is 23,400 vehicles.

Right-of-Way

The right-of-way width is 100 feet.

Pavement Widths and Number of Lanes

The pavement width is 71 feet between Damen Avenue and Vincennes Avenue, and it narrows to 66 feet east of Vincennes Avenue. The developed roadway includes four through lanes (two in each direction), and an eight- to ten-foot wide painted median, and curb and gutter for drainage.

Traffic Signals

In Segment 3 of 87th Street there are eight signalized intersections. They are listed in *Table 3.46.*

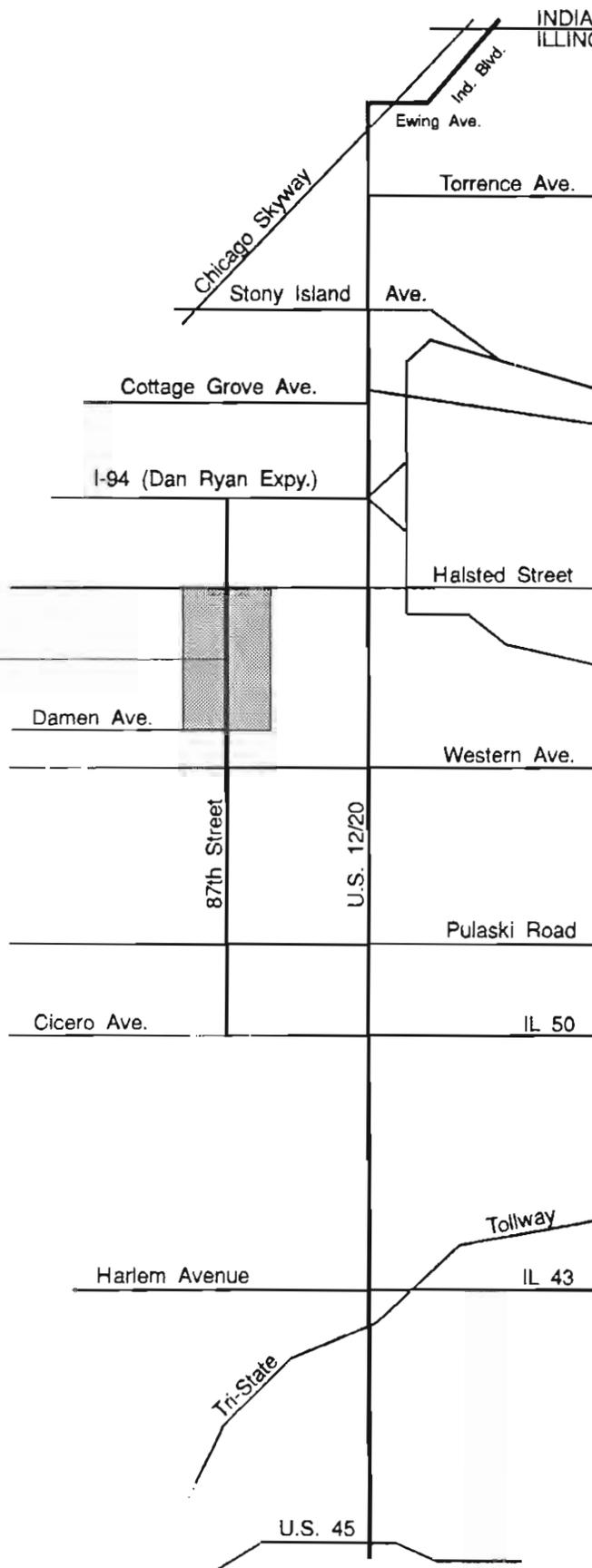
Parking, Sidewalks and Frontage Roads

Parking is allowed along most of the segment. It is not permitted west of Wood Street and between Vincennes Avenue and Ada Street. There are sidewalks. There are no frontage roads.

Transit

This segment is served by CTA Route 87 and CTA routes on Damen Avenue, Ashland Avenue, Racine Avenue, and Halsted Street. The Damen and Racine routes are northerly only. Metra service is provided by the Rock Island line at the Gresham station near Halsted Street. There is also a Metra station on Vincennes Avenue just south of 87th Street that provides convenient access for CTA passengers.

Segment 3



Location Map
Figure 3.27

SECTION 3: Route Analysis - Damen Avenue to Halsted Street

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Damen Avenue	2	2	YES	EB	
Wood Street	2	2	YES	NO	2 phase
Ashland Avenue	2	2	YES	NO	no EB left phase
Loomis Avenue	2	2	YES	NO	2 phase
Racine Avenue	2	2	YES	NO	
South Morgan Street	2	2	EB	NO	
Vincennes Avenue	2	2	EB	NO	phasing non-standard
Halsted Street	2	2	YES	NO	

Note: EB=eastbound only; WB=westbound only

Structures

There is one existing structure east of Vincennes Avenue as shown in *Table 3.47*.

Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Chicago Rail Link	N/A	E of Vincennes	12'-8"	—	SRA under ⁽¹⁾

Note: N/A=Information not available
⁽¹⁾center pier

3.11.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics consist of sensitive land uses. (See Route Map B-5.) These include Marshfield Park, four churches, and a school.

3.11.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Map C-5.

Jurisdiction

The City of Chicago is the jurisdiction with control over development.

Type and Intensity of Development

The predominant land use is commercial. There is also multi-family residential development as well as industrial development at the Chicago Rail Link. Single-family residential is located at the east end of the segment.

Development Access and Setback

There is no curb-cut access to commercial or residential development. Industrial developments are usually accessed through one to two curb cuts.

Commercial buildings are not set back from the lot line except for those establishments which have off-street parking in front. Residential development on this segment is set back 10 to 20 feet, and industrial buildings are set back a more than 20 feet from the right-of-way.

Future Development

There are no vacant parcels on this segment large enough to accommodate significant new development.

3.11.5 RECOMMENDED IMPROVEMENTS

Improvements to 87th Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-5.

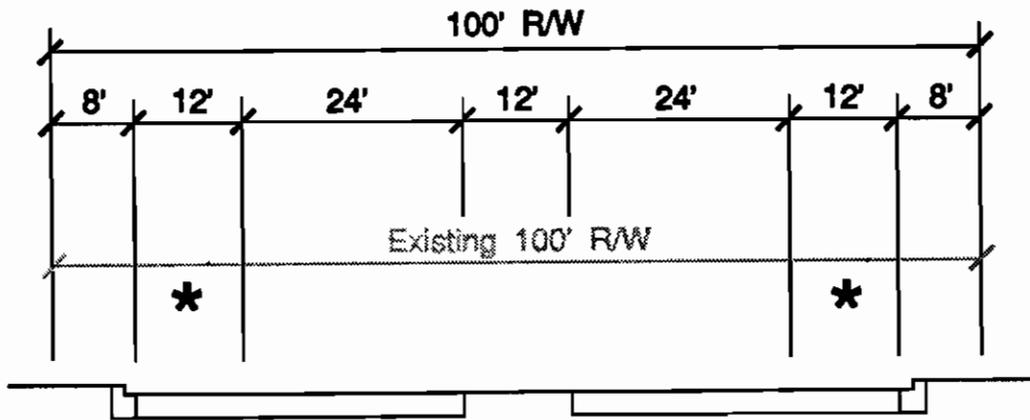
Ultimate Improvements

Roadway

The recommended ultimate roadway cross-section is three through lanes in each direction and a 12-foot wide painted median. It is projected that the full cross section will be needed for through traffic only during the peak hours. Thus, parking may be permitted at all times except during the peak hours. (See *Figure 3.28.*) Results of the capacity analysis for Segment 3 of 87th Street are shown in *Table 3.48.*

Intersections

The recommended intersection configuration at Ashland Avenue is shown on Detail 13 and at Vincennes Avenue and Halsted Street is shown on Detail 14.



Sidewalk
 3 Through Lanes (Peak) *
 2 Through Lanes (Off Peak)
 Median
 2 Through Lanes (Off Peak)
 3 Through Lanes (Peak) *
 Sidewalk

* Parking Restrictions in Peak Hours

87th Street

Section M-M
 Recommended Roadway Typical Section
 Damen Avenue to Halsted Street

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.28

Table 3.48					
Capacity Analysis for Segment 3 of 87th Street					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Damen Avenue to Halsted Street	30 to 40,000	6	52,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

A westbound left turn bay should be created at Vincennes Avenue. This would be part of the structure modification recommended for this intersection.

Traffic Signalization

No additional traffic signals are recommended.

Structures

The overpass for the Chicago Rail Link will require modification to allow for six through lanes, a westbound left turn lane, and the desirable 14'-6" vertical minimum.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 87th Street be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Low Cost Improvements

Traffic Signalization

It is recommended that the traffic signals from Western Avenue to Halsted Street be interconnected into a signal system. No additional traffic signals are recommended.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-5 for specific access consolidation recommendations.

SECTION 3: Route Analysis - Damen Avenue to Halsted Street**Transit**

Bus shelters should be provided at intersections of two or more bus routes. At the Gresham station on the Rock Island Mainline, there is an auto junk yard which could be considered for acquisition and redevelopment into a commuter parking lot and passenger drop-off.

Additional Right-of-Way Requirements

No additional right-of-way is required.

Potential Environmental Impacts

Because no major widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

Construction/Right-of-Way Cost Estimates

A summary of the construction costs for the recommended improvements to Segment 3 of 87th Street is shown in *Table 3.49*.

Table 3.49	
Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$7,000,000
Structure Modification	\$1,100,000
Low Cost	
Signal Interconnection	\$300,000
Transit Improvements	\$20,000
Total Estimated Cost for All Improvements	\$8,420,000

3.12 87TH STREET SEGMENT 4: HALSTED STREET TO INTERSTATE 94**3.12.1 LOCATION**

Segment 4 of the 87th Street SRA route extends from Halsted Street on the west to Interstate 94 on the east, a distance of approximately one mile. (See *Figure 3.29*.) Interstate 94 (Dan Ryan Expressway) is the eastern terminus of 87th Street SRA route. This segment is entirely located within the City of Chicago.

3.12.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Segment 4 of 87th Street can be found on Route Map A-6.

Traffic Volumes

The average daily traffic volume is 17,500 vehicles.

Right-of-Way

The right-of-way width is 200 feet from Halsted Street to the Chicago & Western Indiana Railroad. From the Chicago & Western Indiana Railroad to Interstate 94 the right-of way is 66 feet.

Pavement Widths and Number of Lanes

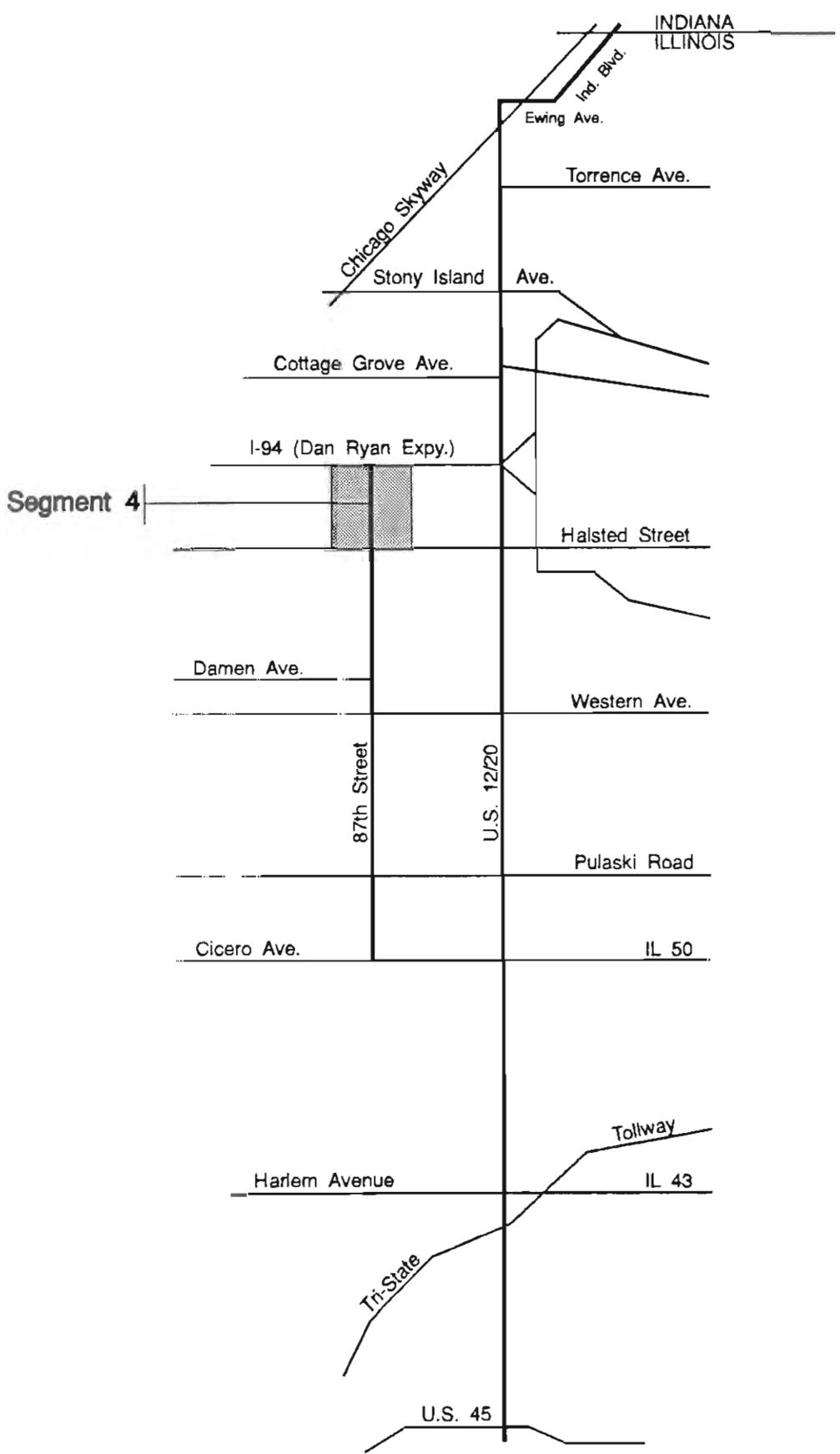
The pavement width is 58 feet from Halsted Street to the Chicago & Western Indiana Railroad structures. This includes four through lanes (two in each direction), an eight to ten foot wide grass median, and curb and gutter for drainage. From the Chicago & Western Indiana Railroad structures to Interstate 94 the pavement narrows to 48 feet. This includes four through lanes (two in each direction) and curb and gutter for drainage.

Traffic Signals

There are five signalized intersections. They are listed in *Table 3.50*.

Parking, Sidewalks and Frontage Roads

No on-street parking is permitted. There are sidewalks on both sides of the street except for a 1,200 foot distance on the north side of 87th Street between Parnell Avenue and the Chicago & Western Indiana Railroad. There are single-lane frontage roads west of the railroad structures.



Location Map
Figure 3.29

SECTION 3: Route Analysis - Halsted Street to Interstate 94

Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Halsted Street	2	2	YES	NO	
Shopping Center #1	2	2	YES	NO	
Shopping Center #2	2	2	EB	NO	
LaFayette Street	2	2	WB	NO	
State Street	2	2	EB	NO	
Note: EB=eastbound only; WB=westbound only					

Transit

The most significant transit element in this segment is the CTA bus/rail transfer station at the Interstate 94 (Dan Ryan Expressway). This station is the meeting point for two CTA bus lines and the CTA Lake-Dan Ryan rapid transit line. Even though the CTA elevated train station serves 6,450 passengers on an average day, it offers no parking.

Structures

There are three structures in Segment 4. (See *Table 3.51*.) Two structures are crossings of the Chicago and Western Indiana Railroads near Parnell Avenue. The third structure is the overpass crossing Interstate 94.

Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
C&WI R.R.	016-9951	W of I-94	12'-10"	—	SRA under ⁽¹⁾
C&WI R.R.	016-0893	W of I-94	12'-10"	—	SRA under ⁽¹⁾
Interstate 94	016-1142	—	N/A	—	SRA over
Note: N/A=Not Applicable ⁽¹⁾ center pier					

Other Characteristics

There is a full diamond interchange with Interstate 94 (Dan Ryan Expressway).

3.12.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The environmental characteristics include sensitive land uses. (See Route Map B-6.) These are Order of Service Church and William H. Ryder School.

3.12.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Maps C-6.

Jurisdiction

The City of Chicago is the local jurisdiction with control over development.

Type and Intensity of Development

At the west end of this segment, development is predominantly single family residential. At the Chicago and Western Indiana railroad on the south side and continuing eastward on the north side, development is predominantly industrial. On the south side of the route and east of the railroad, there are large scale commercial developments.

Development Access and Setback

Residential development has access via the frontage roads which connect to intersecting cross streets. Curb cuts provide access to the industrial and commercial areas.

Setbacks range from 15 to 20 feet for all land use types.

Future Development

There are no vacant parcels large enough to accommodate significant development.

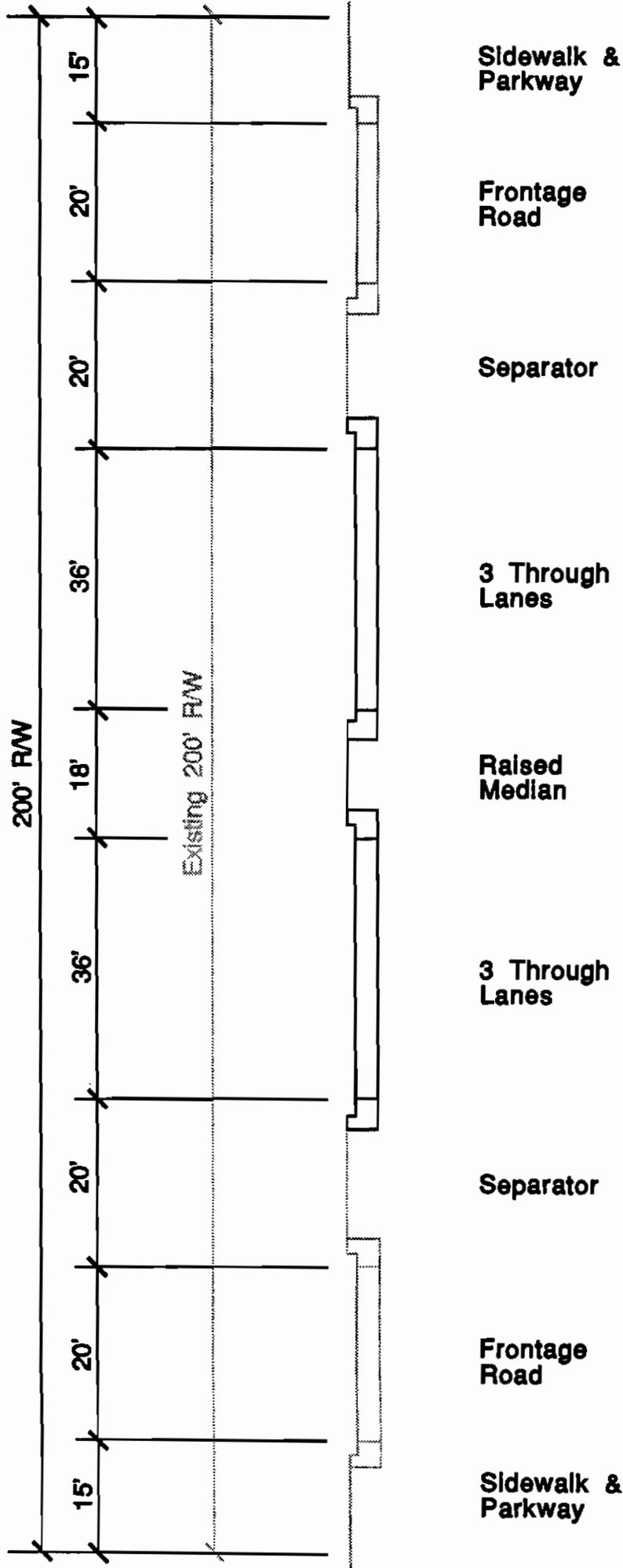
3.12.5 RECOMMENDED IMPROVEMENTS

Improvements to 87th Street have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Recommended improvements are categorized by ultimate and low cost and are divided into those related to roadway, intersections, traffic signalization, structures, access, and transit. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section.

Recommended improvements are shown on Route Map D-6.

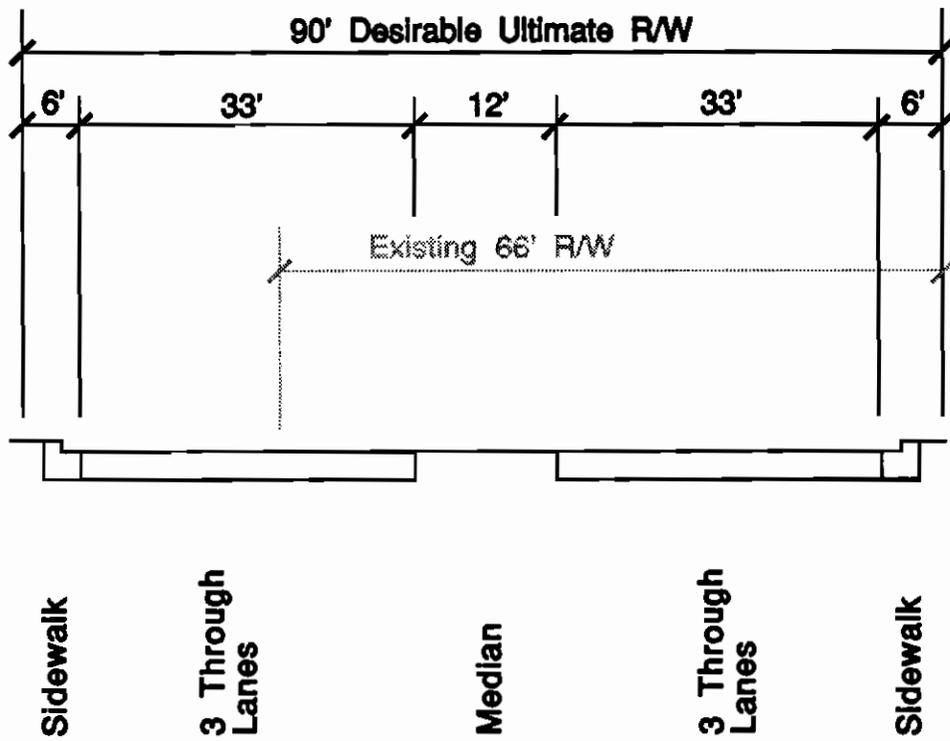
Ultimate Improvements***Roadway***

It is recommended the roadway cross section be three through lanes in each direction and a 12- to 18-foot wide median. (See *Figures 3.30 and 3.31.*) To implement this roadway section on 87th Street between the Chicago and Western Indiana Railroads and the



87th Street
 prepared by Harland Bartholomew & Associates, Inc.

Section N-N
Recommended Roadway Typical Section
Halsted Street to Chicago & Western Indiana Railroad
Figure 3.30



87th Street **Section O-O**
Chicago & Western Indiana Railroad to Interstate 94
 Recommended Roadway Typical Section
 prepared by Harland Bartholomew & Associates, Inc. **Figure 3.31**

SECTION 3: Route Analysis - Halsted Street to Interstate 94

Interstate 94 (Dan Ryan Expressway) will require minor roadway realignment as shown on Detail 15. Results of the capacity analysis for Segment 4 of 87th Street are shown in *Table 3.52*.

Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Halsted Street to Interstate 94	< 30,000	6	49,000	D	Yes
⁽¹⁾ Average Annual Daily Traffic					

Intersections

The recommended 12 to 18-foot wide median will allow development of left turn lanes at intersections.

Traffic Signalization

No additional traffic signals are recommended. One of the signals located at the shopping center near Interstate 94 should be eliminated by consolidating access points.

Structures

The overpass structures (SN 016-9951 and SN 016-0892) for the Chicago & Western Indiana Railroad will require modification to accommodate the recommended ultimate roadway section. When modified, a vertical clearance of 14'-6" should be provided.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 87th Street be limited to a maximum of one curb cut for each 500 feet. Parcels with more frontage should rely on internal circulation and so require less frequent access.

Transit

A parking deck should be constructed at Interstate 94 and 87th Street to provide parking for the CTA elevated station. There are no existing designated parking areas for the CTA elevated station. The parking deck could be jointly used for CTA parking and the shopping center.

SECTION 3: Route Analysis - Halsted Street to Interstate 94**Low Cost Improvements*****Traffic Signalization***

The existing traffic signals at the shopping center, LaFayette Street and State Street, should be interconnected into a signal system.

Access Management

Existing development should share access via mutual access easements wherever possible. Where feasible, curb and median cuts should be consolidated to no more than one for each 500 feet. See Route Map D-6 for specific access consolidation recommendations.

Additional Right-of-Way Requirements

An additional 54 feet of right-of-way should be protected as soon as possible between the Chicago and Western Indiana Railroad and Interstate 94.

Potential Environmental Concerns

Right-of-way acquisition and additional lanes are proposed in an area without significant environmental features. Environmental concerns are not expected to be raised by the improvements proposed for this segment.

Construction/Right-of-Way Cost Estimates

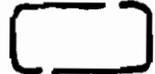
A summary of the construction cost estimates for the recommended improvements to Segment 4 of 87th Street is shown in *Table 3.53*.

Table 3.53 Construction/Right-of-Way Cost Estimates	
Improvement	Estimated Cost
Ultimate	
Roadway Widening	\$4,500,000
Roadway Resurfacing	\$600,000
Structure Modification	\$2,400,000
Transit Improvements	\$2,000,000
Low Cost	
Signal Interconnection	\$100,000
Right-of-Way Acquisition	\$200,000
Total Estimated Cost for All Improvements	\$9,800,000

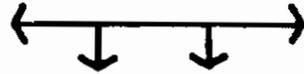
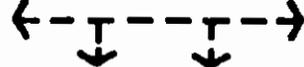
FACILITY CHARACTERISTICS

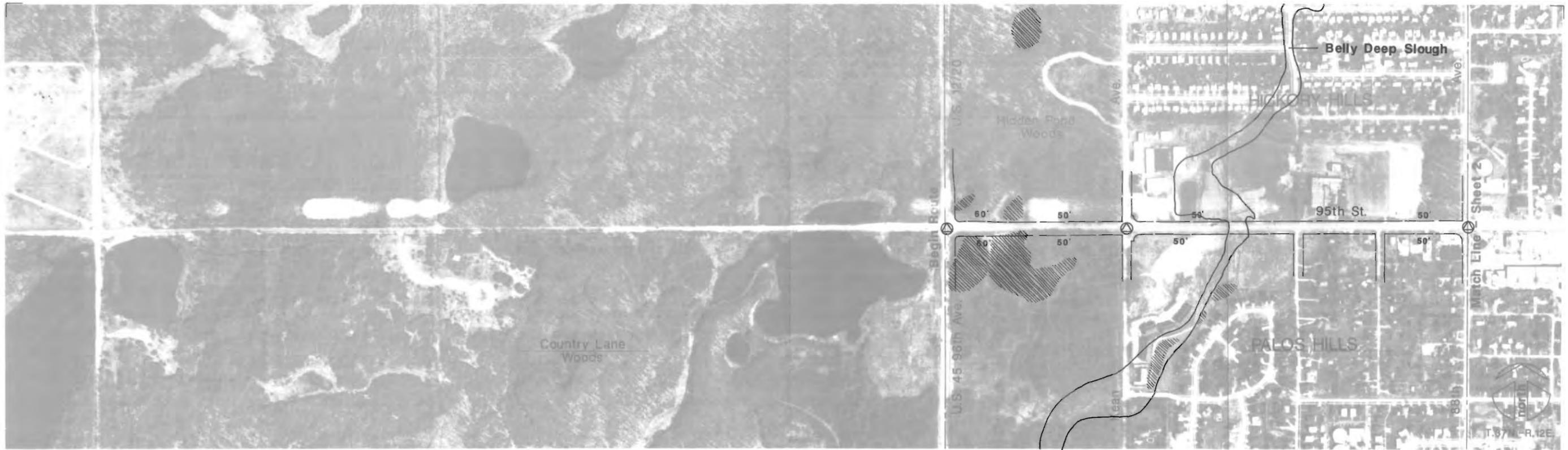
	Existing R/W
	Existing Signal
	Existing Structure

ENVIRONMENTAL CHARACTERISTICS

	Wetlands
	Floodplain
	Historic Site
	Sensitive Land Use

RECOMMENDED IMPROVEMENTS

	Proposed R/W
	Proposed Signal
	Consolidate Access
	Maintain Access



U.S. 12/20 & 87th Street

prepared by Harland Bartholomew & Associates, Inc. for the
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Existing Facility Characteristics





U.S. 12/20 & 87th Street

Existing Facility Characteristics





U.S. 12/20 & 87th Street

Existing Facility Characteristics



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Route Map A-3



U.S. 12/20 & 87th Street

Existing Facility Characteristics





U.S. 12/20 & 87th Street

Existing Facility Characteristics



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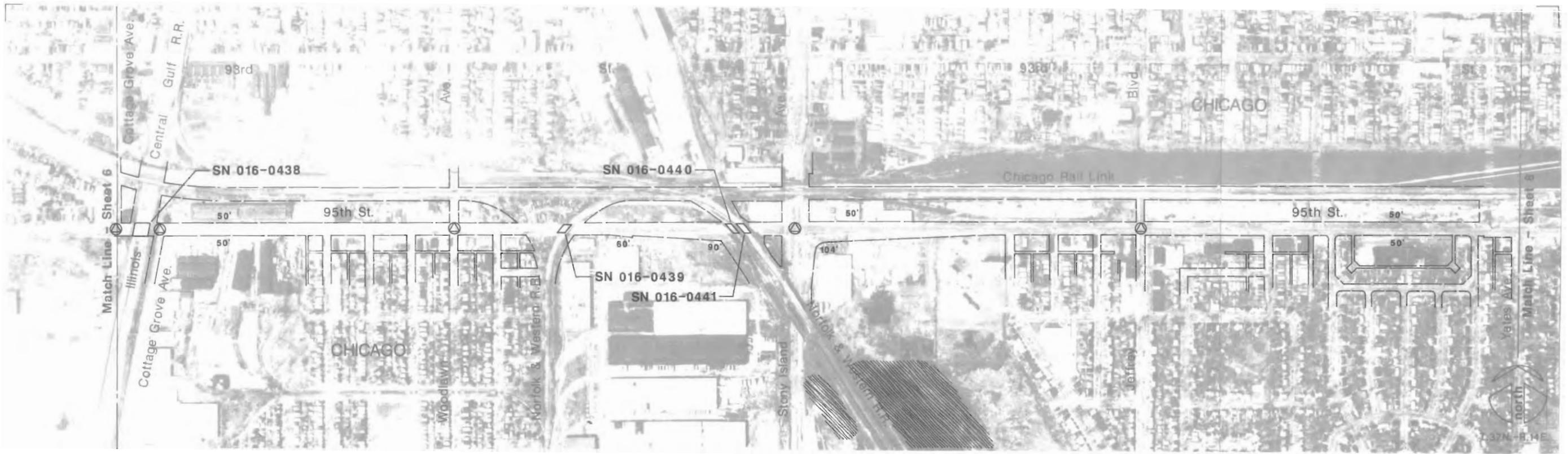
U.S. 12/20 & 87th Street

Existing Facility Characteristics



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U.S. 12/20 & 87th Street

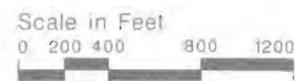
Existing Facility Characteristics

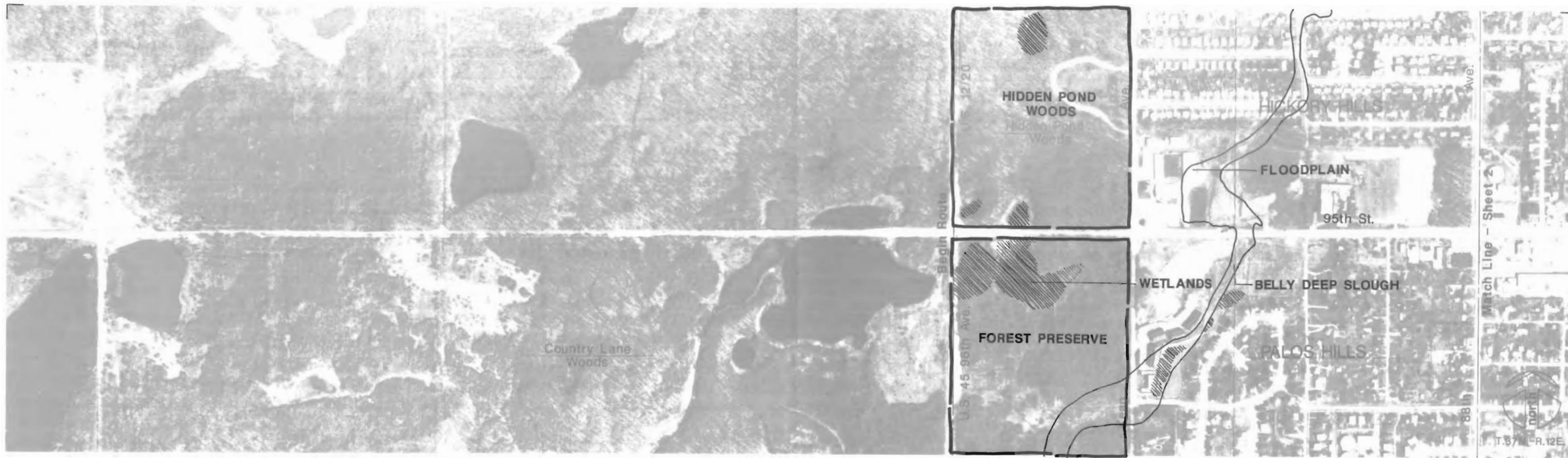




U.S. 12/20 & 87th Street

Existing Facility Characteristics



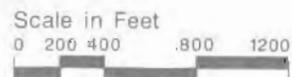


U.S. 12/20 & 87th Street

Environmental Characteristics



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U.S. 12/20 & 87th Street

Environmental Characteristics



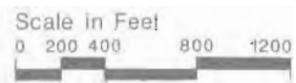


U.S. 12/20 & 87th Street

Environmental Characteristics



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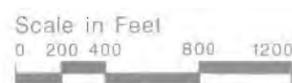


Route Map B-3



U.S. 12/20 & 87th Street

Environmental Characteristics





U.S. 12/20 & 87th Street

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Environmental Characteristics **SRA** Strategic Regional Arterial Planning Study



U.S. 12/20 & 87th Street

Environmental Characteristics



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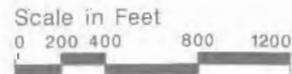


U.S. 12/20 & 87th Street

Environmental Characteristics



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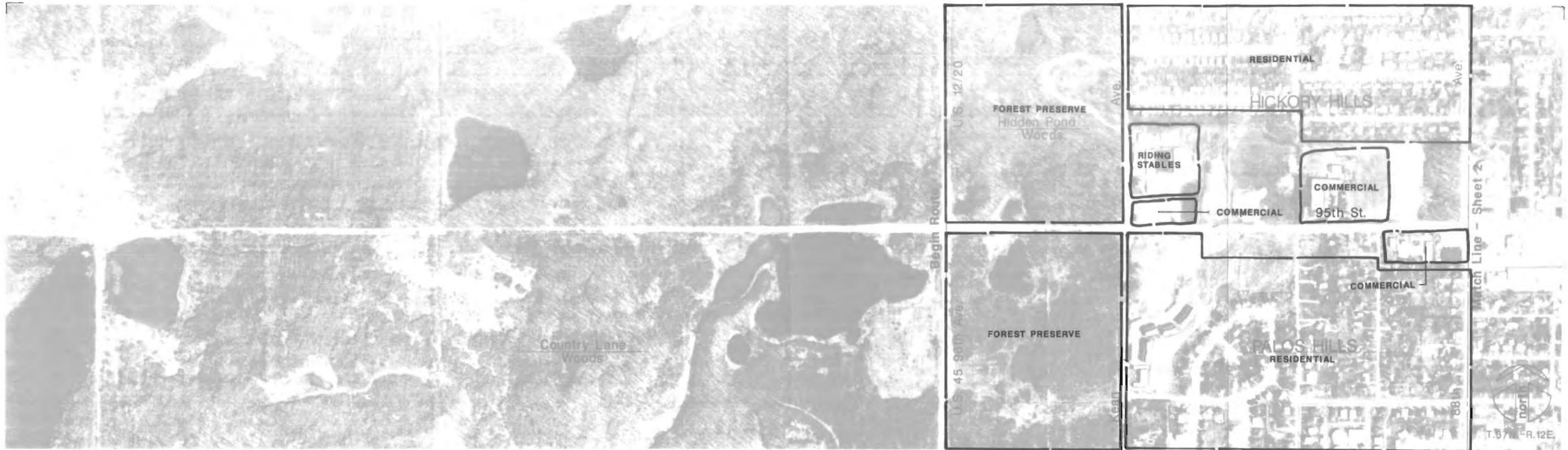
Route Map B-7



U.S. 12/20 & 87th Street

Environmental Characteristics

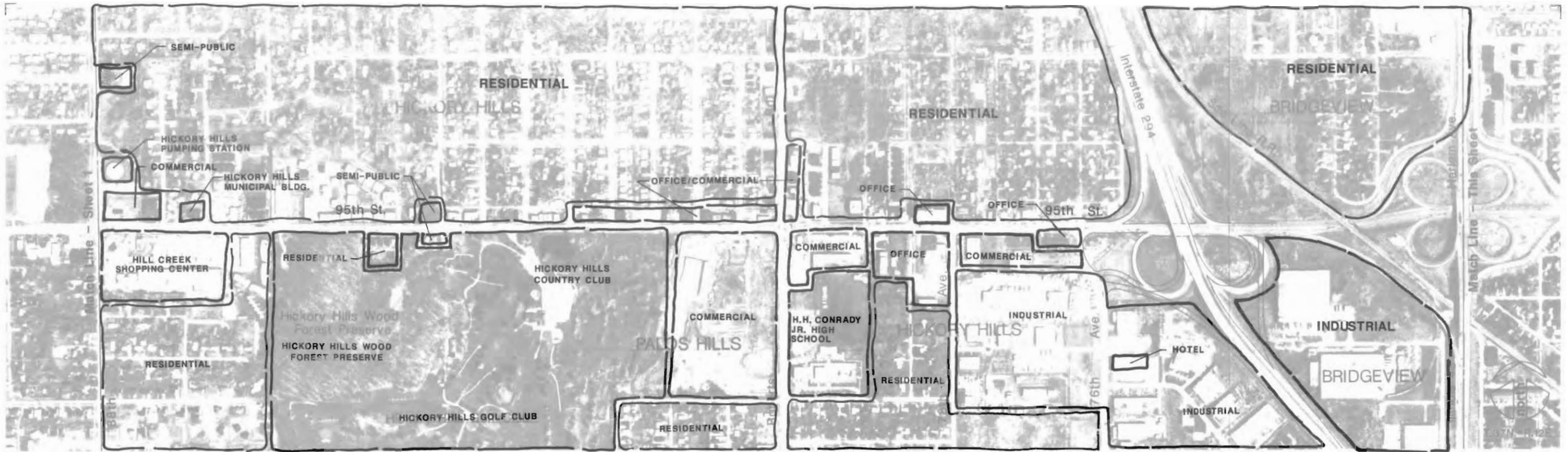




U.S. 12/20 & 87th Street

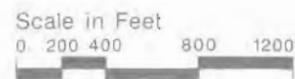
Development Characteristics

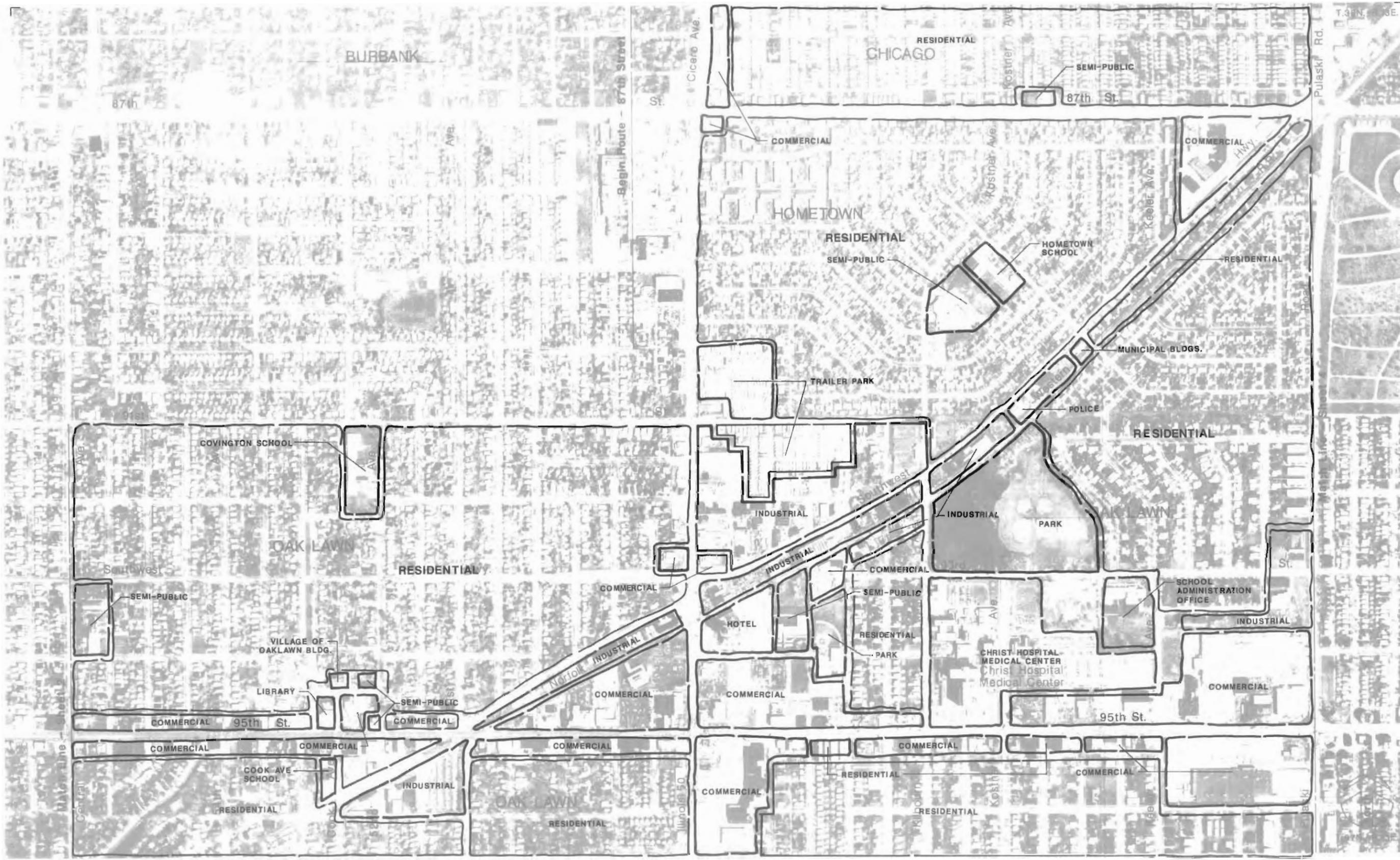




U.S. 12/20 & 87th Street

Development Characteristics





U.S. 12/20 & 87th Street

Development Characteristics



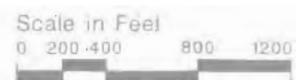
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U.S. 12/20 & 87th Street

Development Characteristics





U.S. 12/20 & 87th Street

Development Characteristics

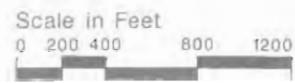


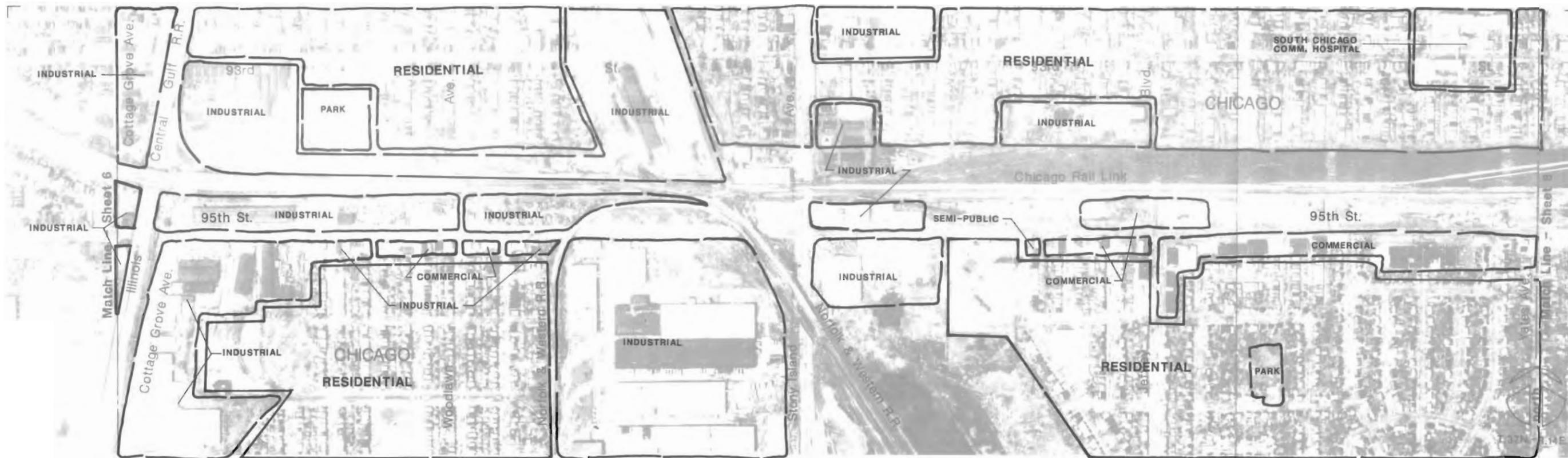


U.S. 12/20 & 87th Street

Development Characteristics **SRA** Strategic Regional Arterial Planning Study

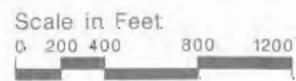
prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

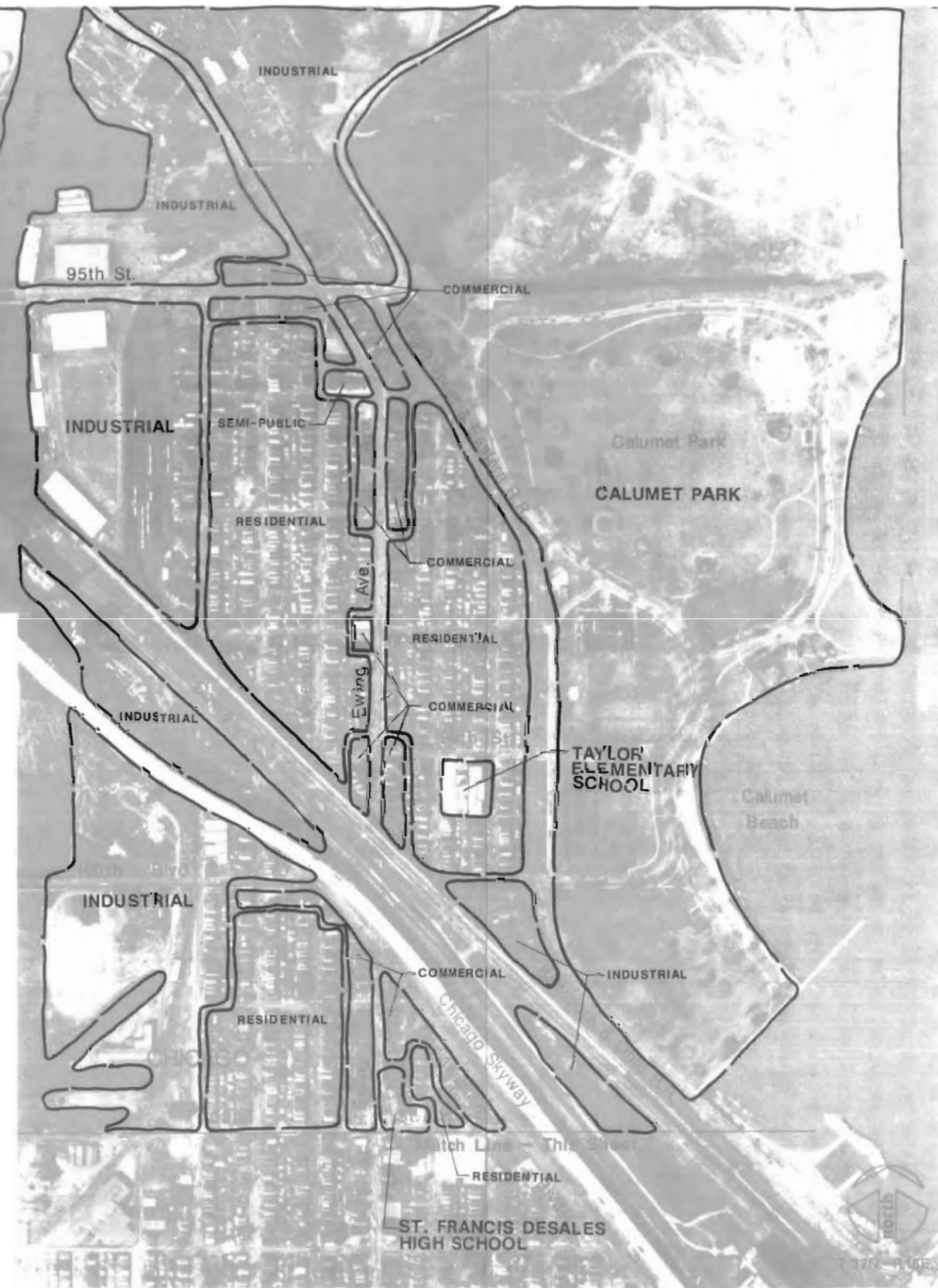
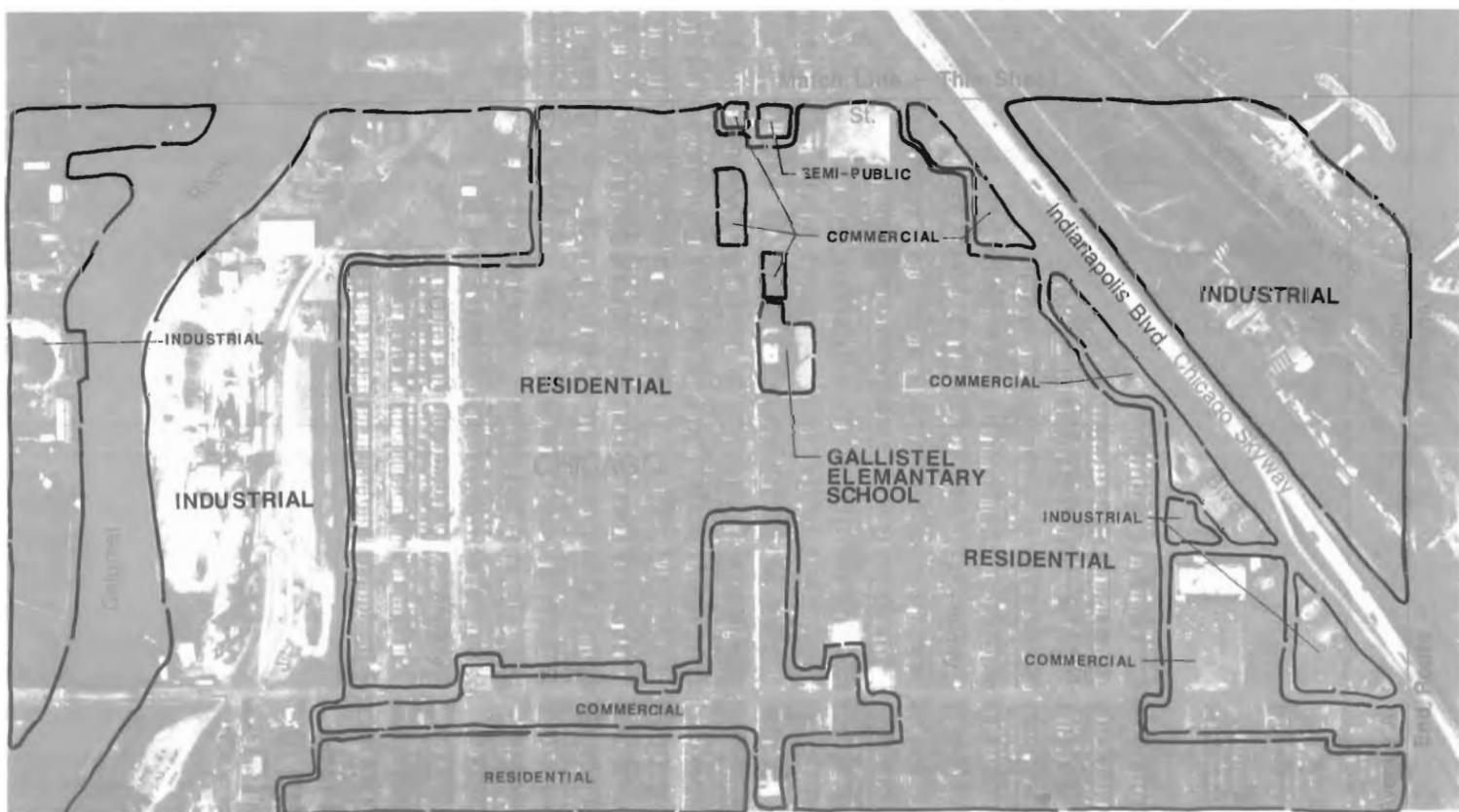




U.S. 12/20 & 87th Street

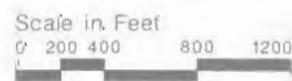
Development Characteristics

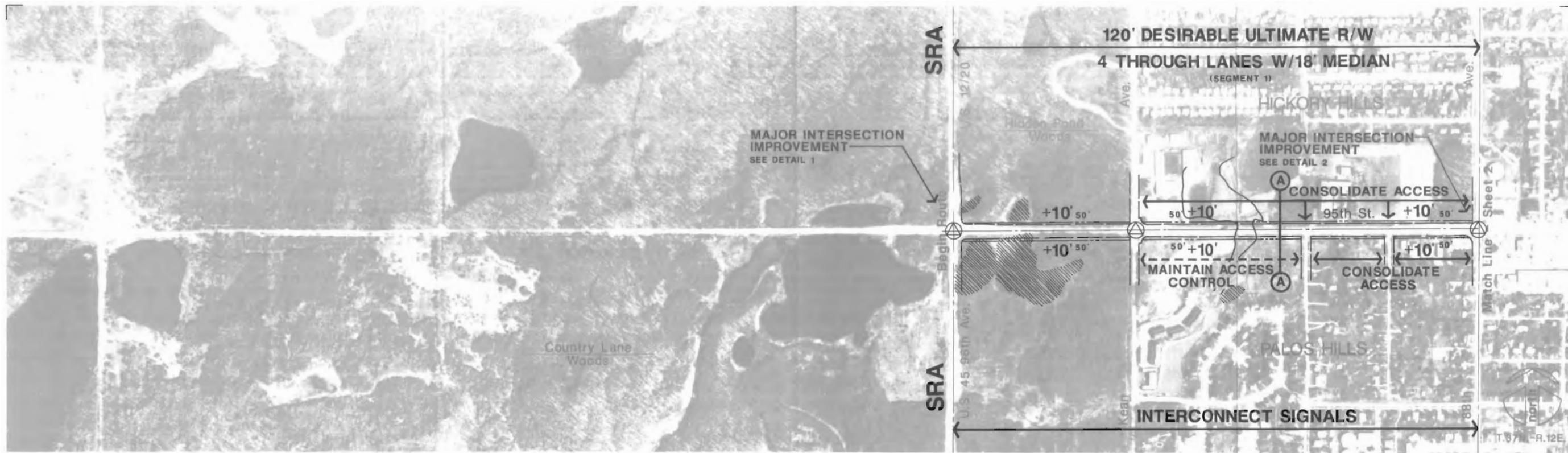




U.S. 12/20 & 87th Street

Development Characteristics

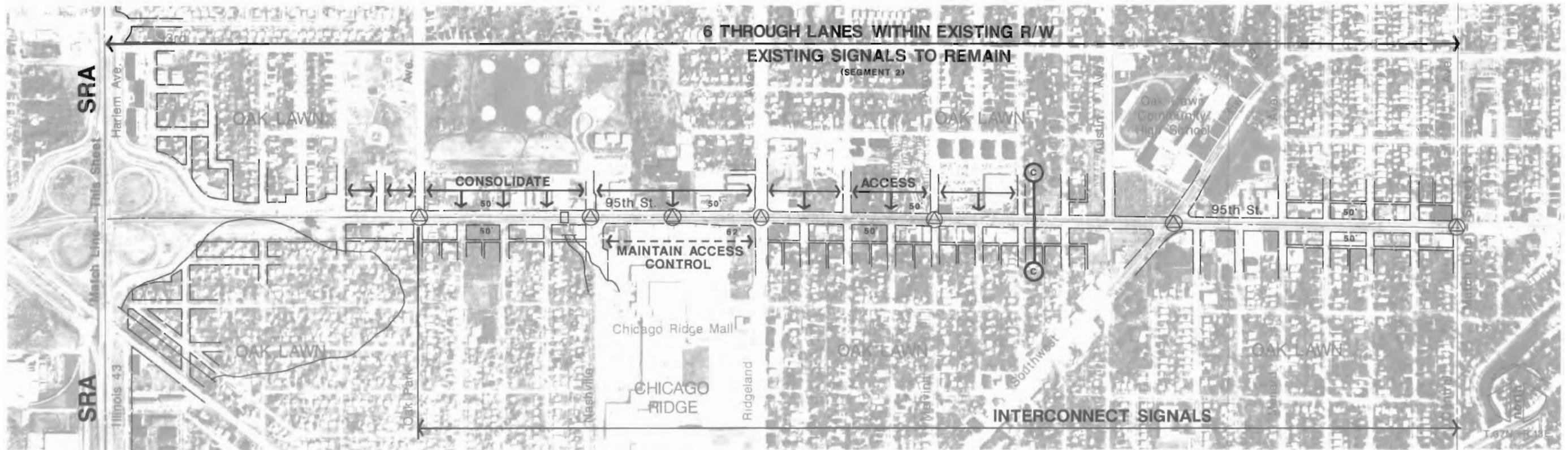
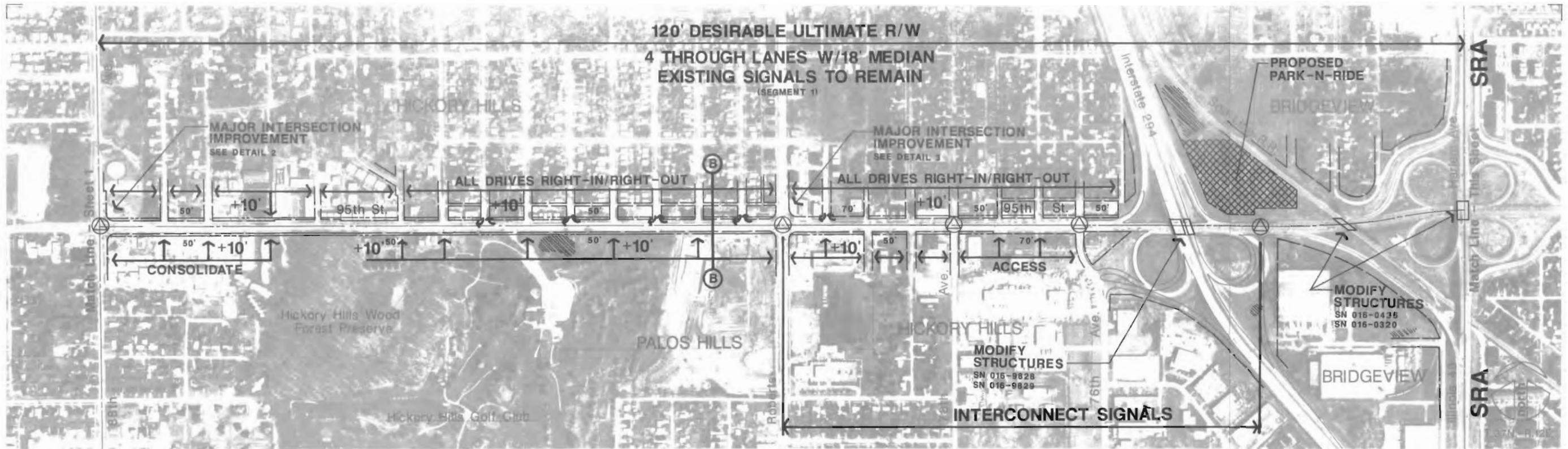




U.S. 12/20 & 87th Street

Recommended Improvements

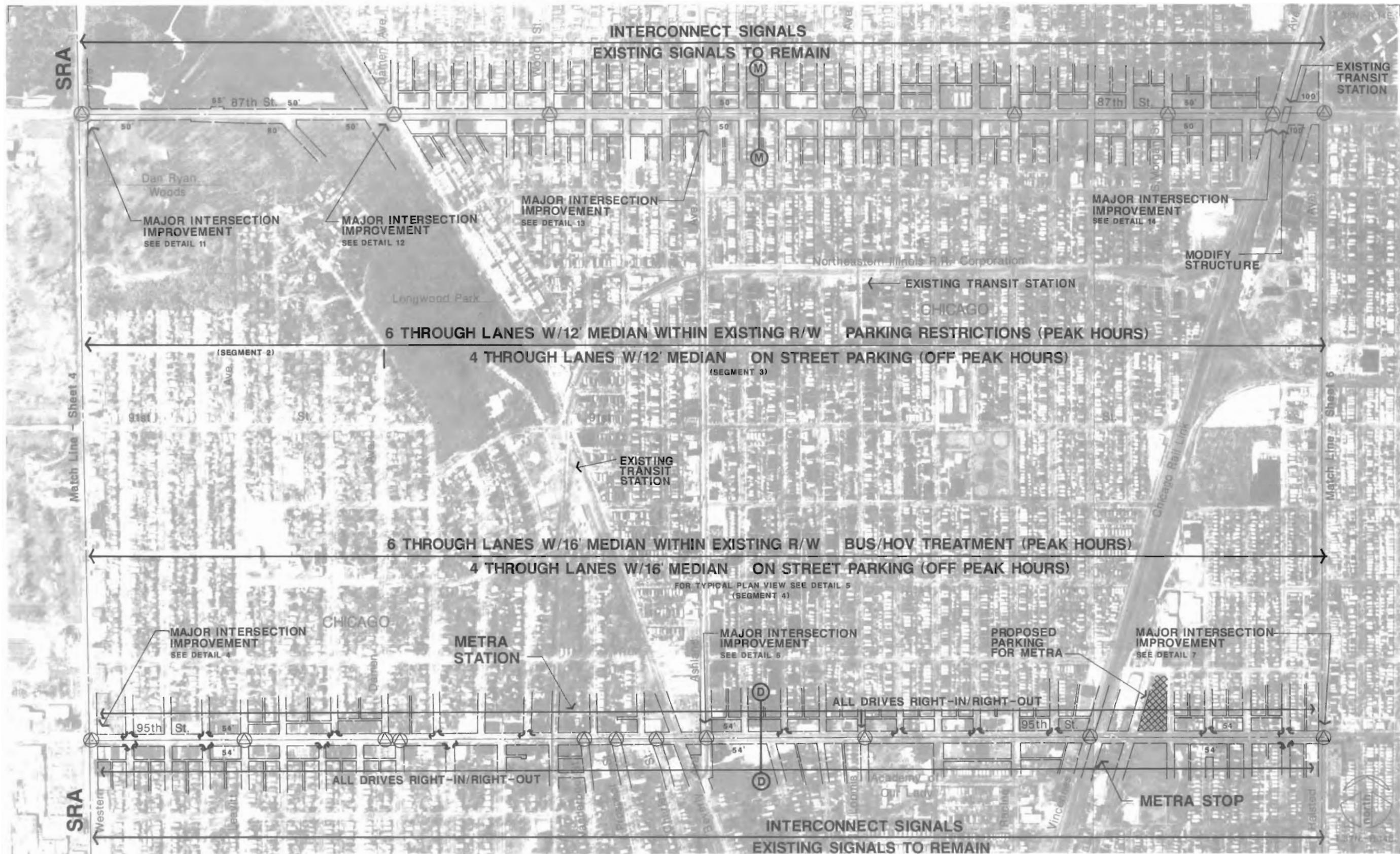




U.S. 12/20 & 87th Street

Recommended Improvements

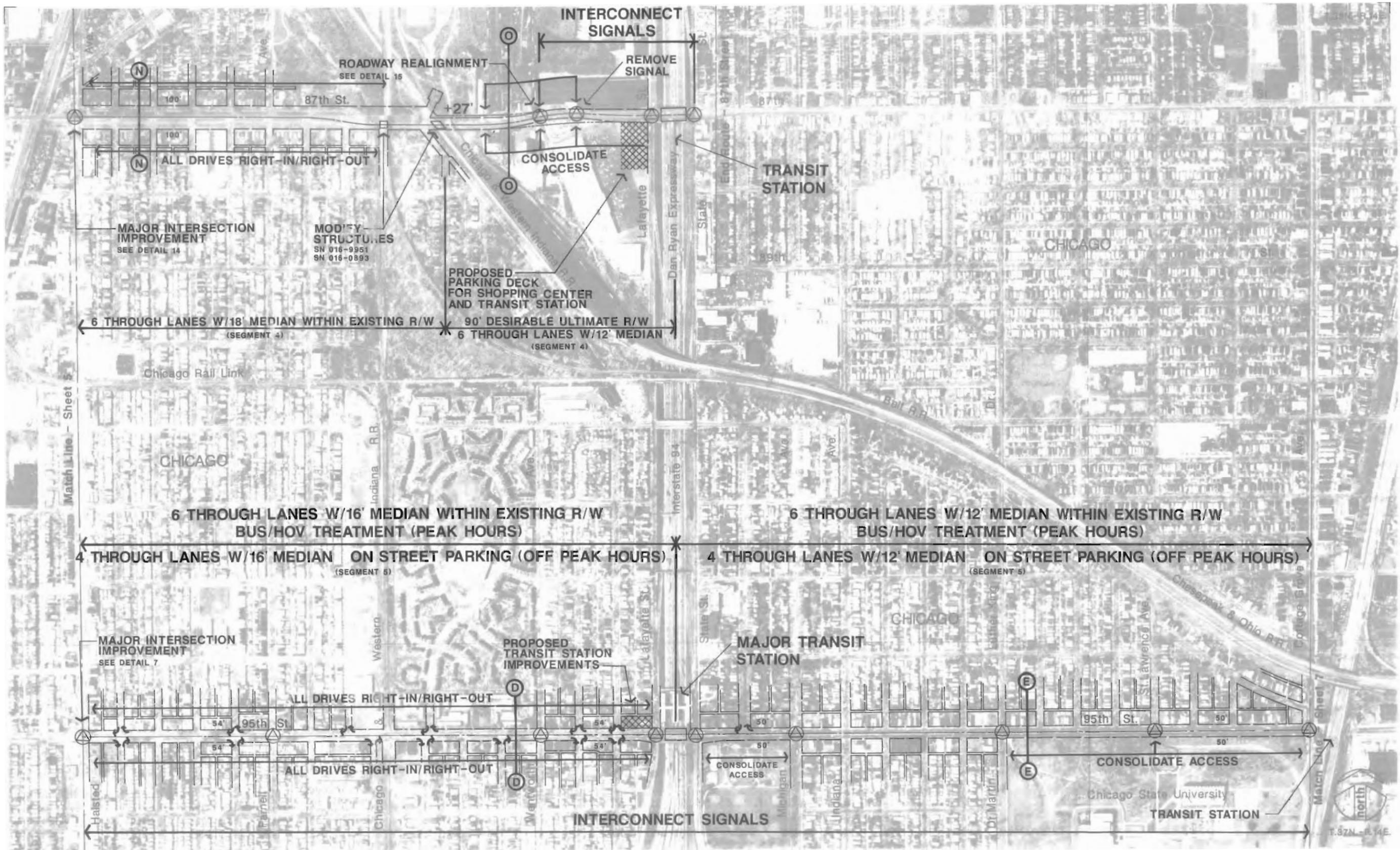




U.S. 12/20 & 87th Street

Recommended Improvements





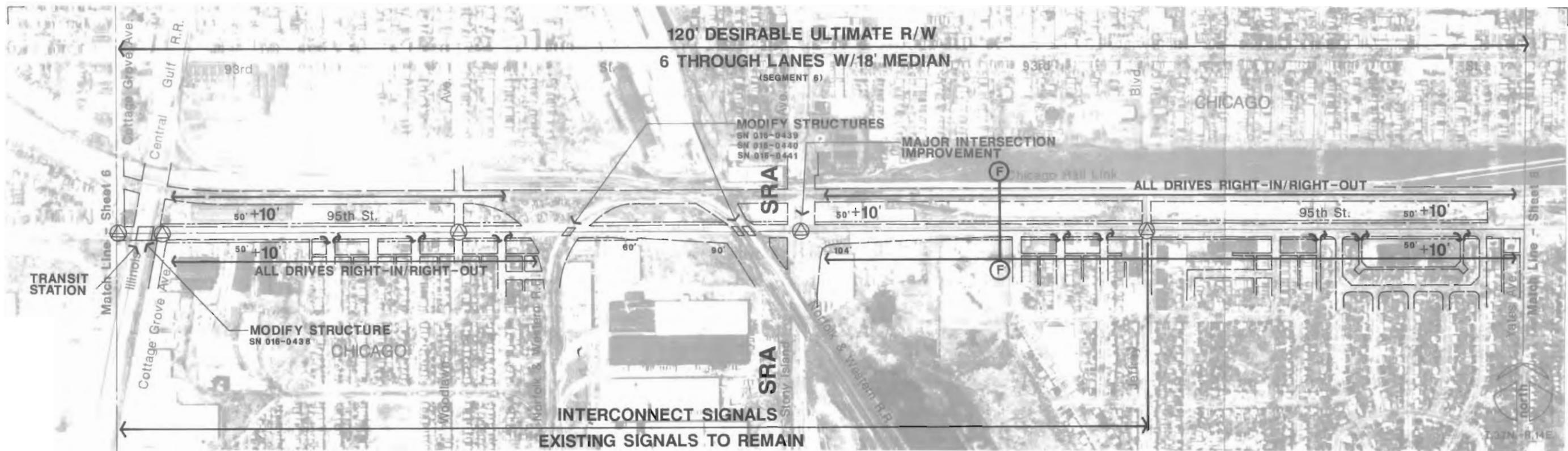
U.S. 12/20 & 87th Street

Recommended Improvements **SRA** Strategic Regional Arterial Planning Study

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Route Map D-6

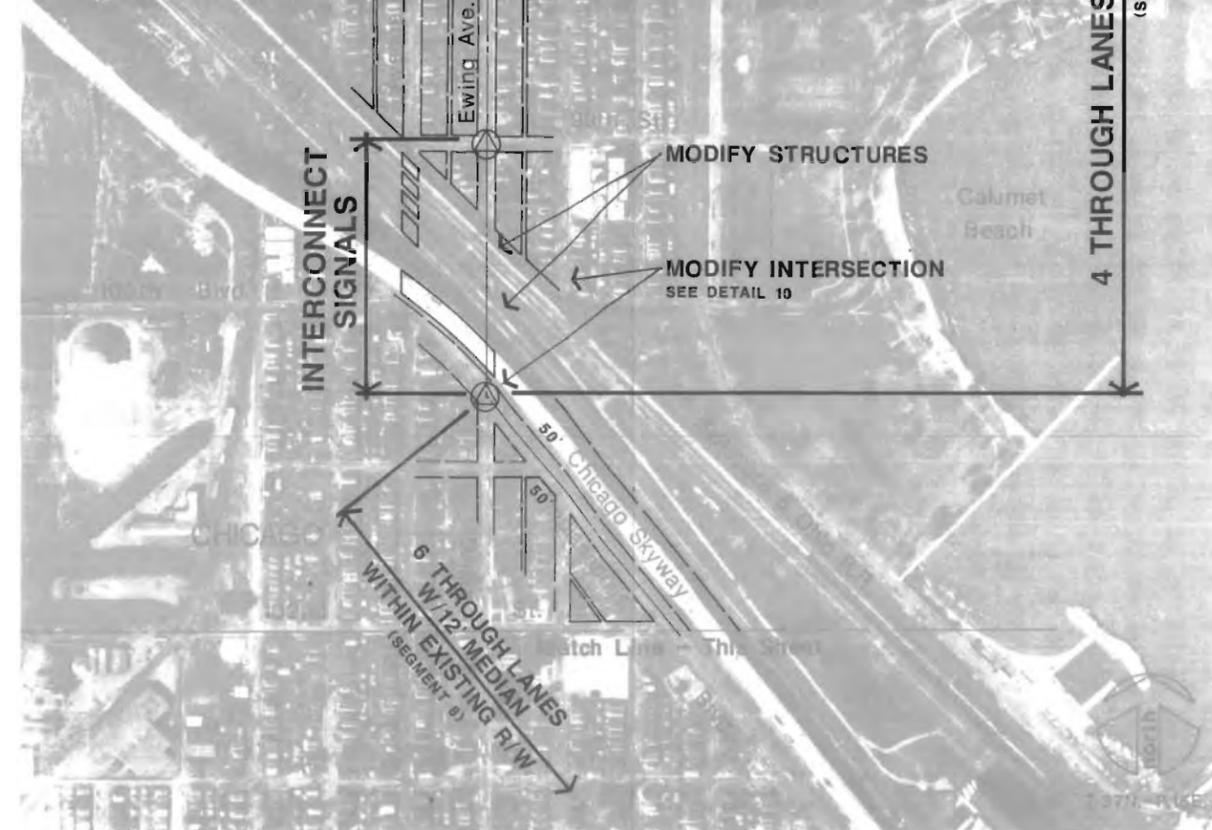
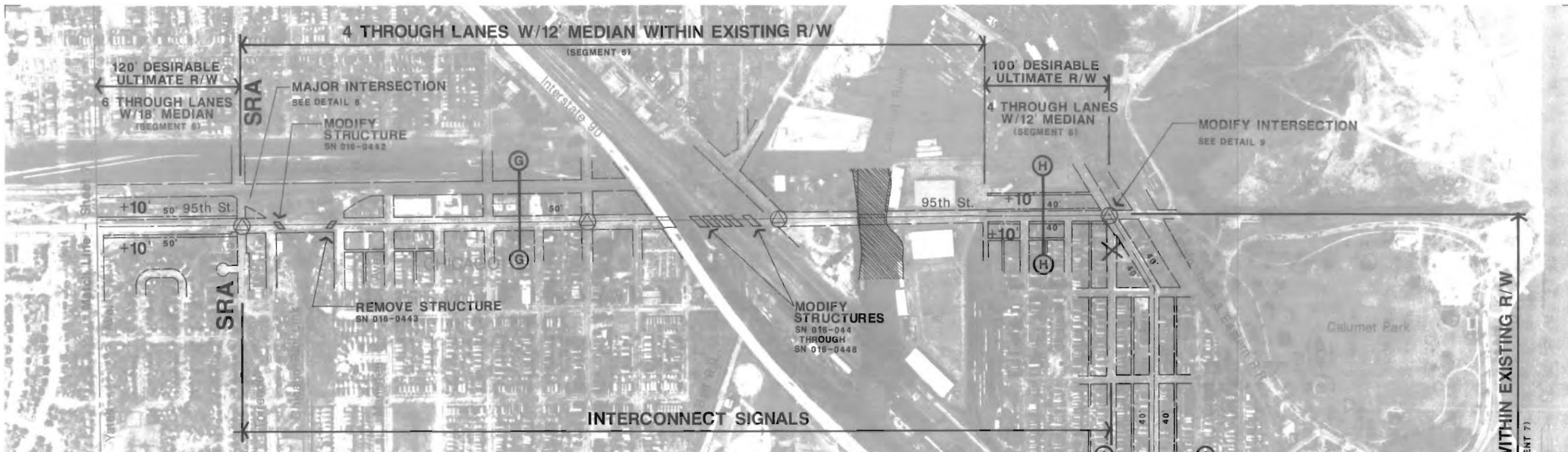


U.S. 12/20 & 87th Street

Recommended Improvements **SRA** Strategic Regional Arterial Planning Study

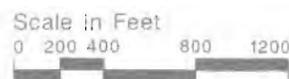
prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

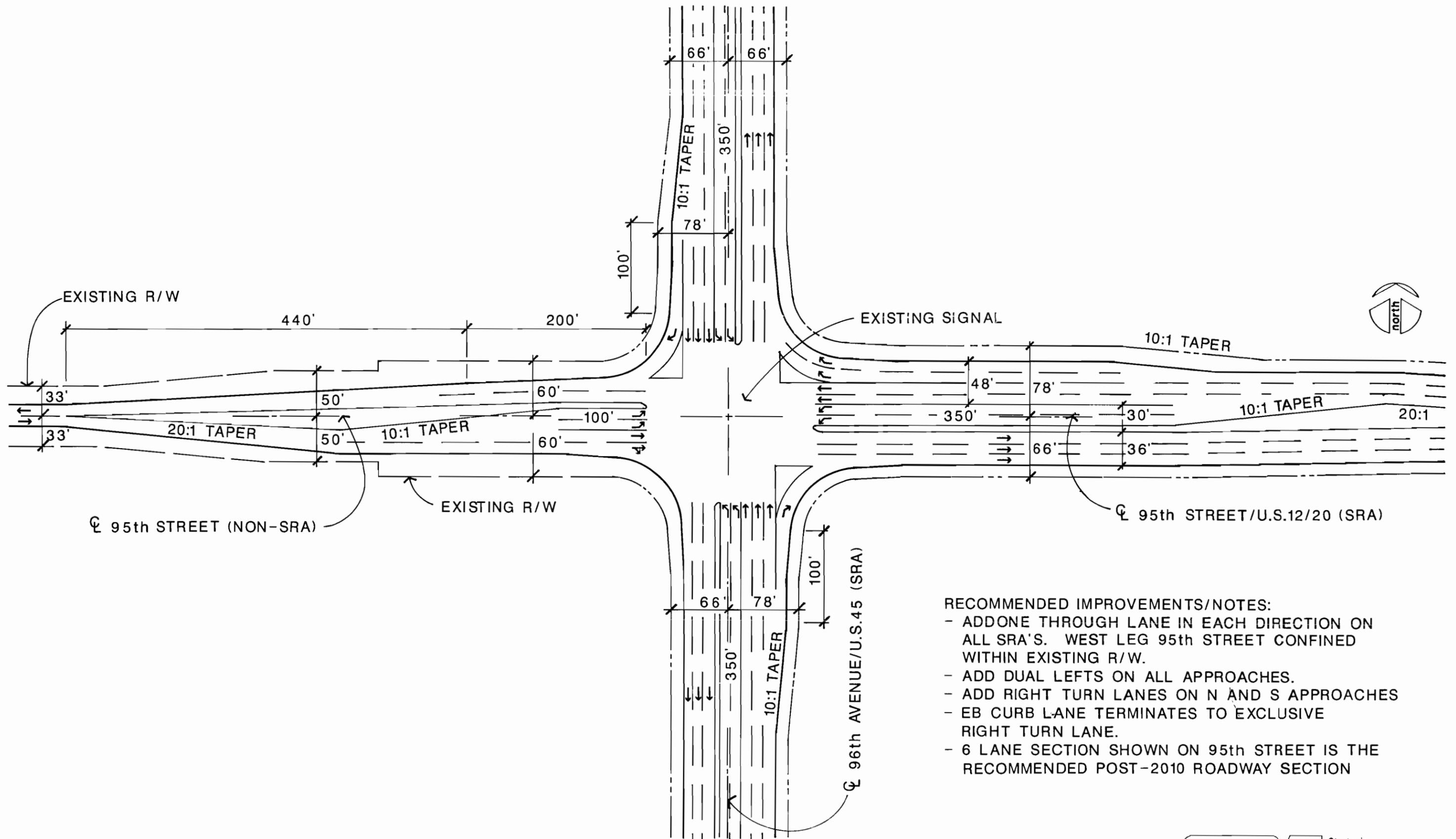




U.S. 12/20 & 87th Street

Recommended Improvements **SRA** Strategic Regional Arterial Planning Study

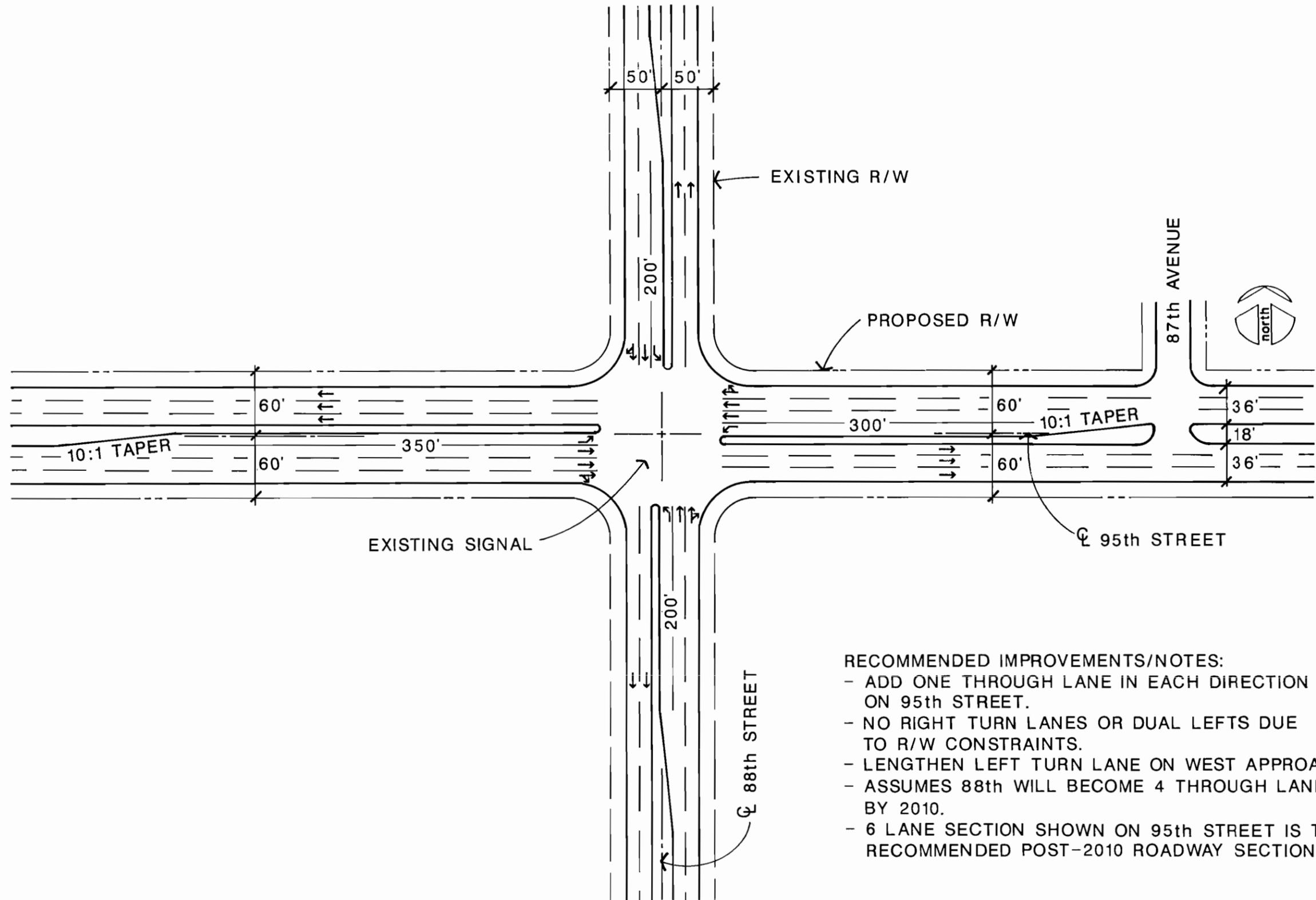




- RECOMMENDED IMPROVEMENTS/NOTES:**
- ADD ONE THROUGH LANE IN EACH DIRECTION ON ALL SRA'S. WEST LEG 95th STREET CONFINED WITHIN EXISTING R/W.
 - ADD DUAL LEFTS ON ALL APPROACHES.
 - ADD RIGHT TURN LANES ON N AND S APPROACHES
 - EB CURB LANE TERMINATES TO EXCLUSIVE RIGHT TURN LANE.
 - 6 LANE SECTION SHOWN ON 95th STREET IS THE RECOMMENDED POST-2010 ROADWAY SECTION

95th Street (U.S. 12/20) @ 96th Avenue (U.S. 45)

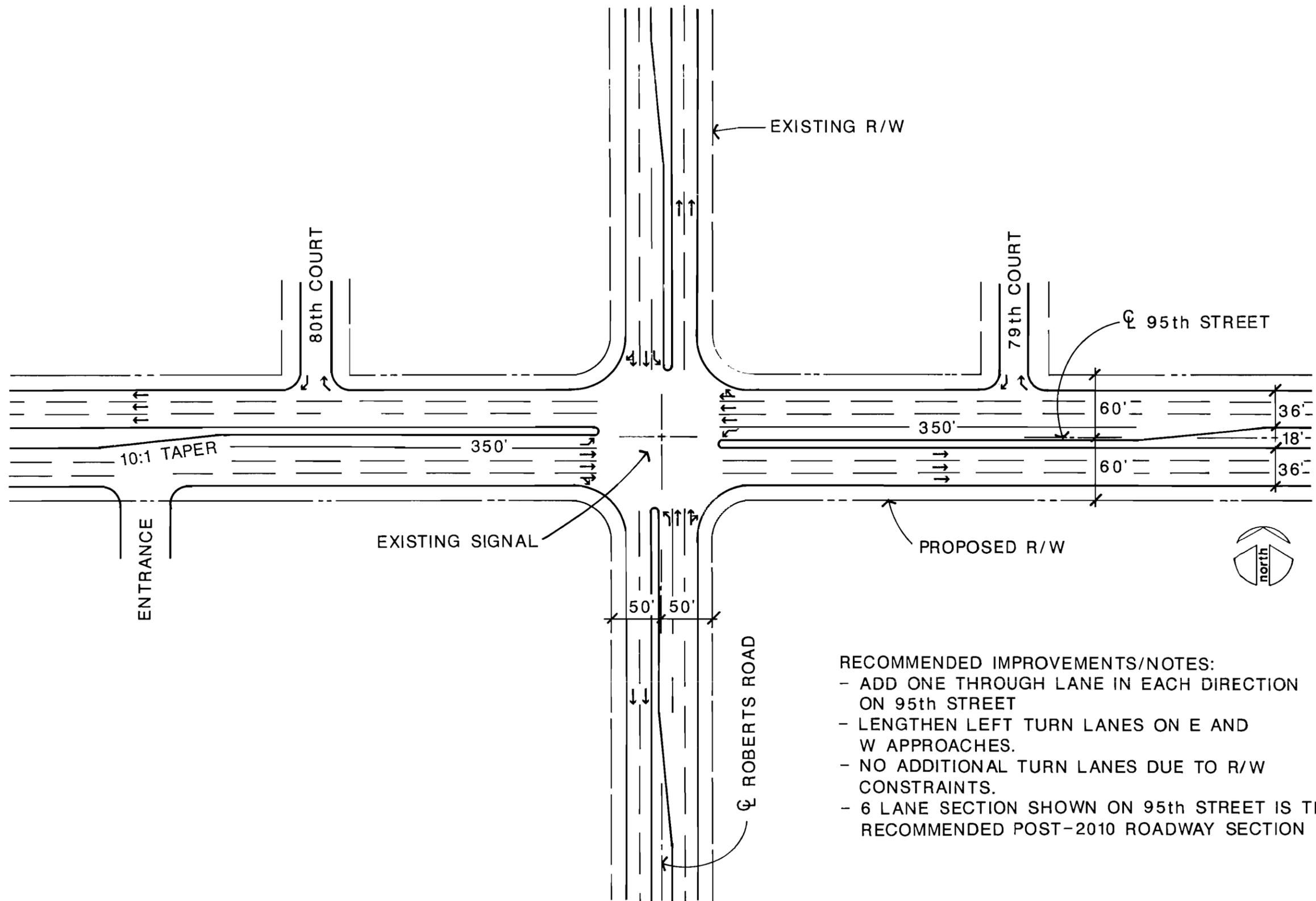




- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION ON 95th STREET.
 - NO RIGHT TURN LANES OR DUAL LEFTS DUE TO R/W CONSTRAINTS.
 - LENGTHEN LEFT TURN LANE ON WEST APPROACH.
 - ASSUMES 88th WILL BECOME 4 THROUGH LANES BY 2010.
 - 6 LANE SECTION SHOWN ON 95th STREET IS THE RECOMMENDED POST-2010 ROADWAY SECTION

95th Street @ 88th Avenue

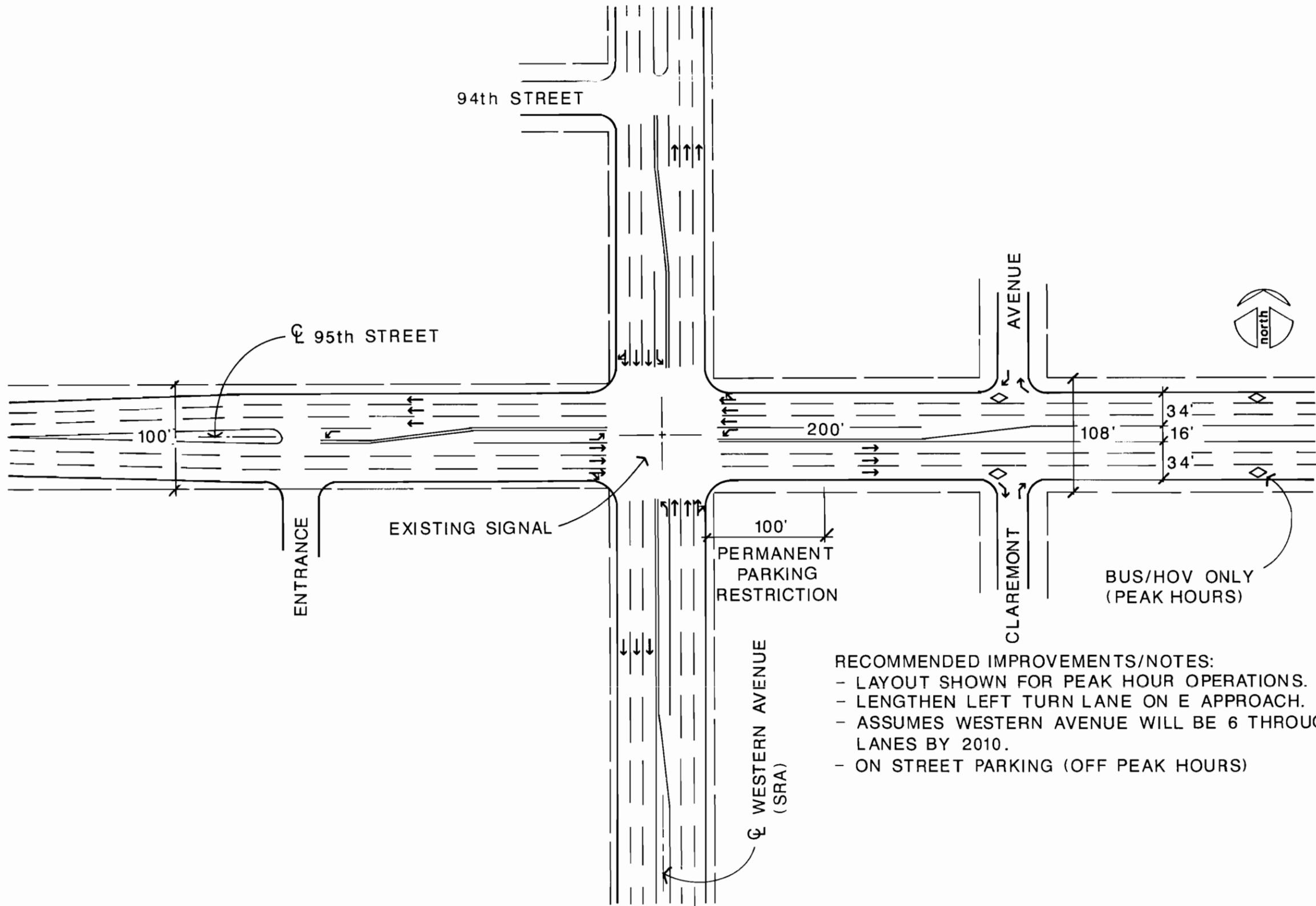




- RECOMMENDED IMPROVEMENTS/NOTES:**
- ADD ONE THROUGH LANE IN EACH DIRECTION ON 95th STREET
 - LENGTHEN LEFT TURN LANES ON E AND W APPROACHES.
 - NO ADDITIONAL TURN LANES DUE TO R/W CONSTRAINTS.
 - 6 LANE SECTION SHOWN ON 95th STREET IS THE RECOMMENDED POST-2010 ROADWAY SECTION

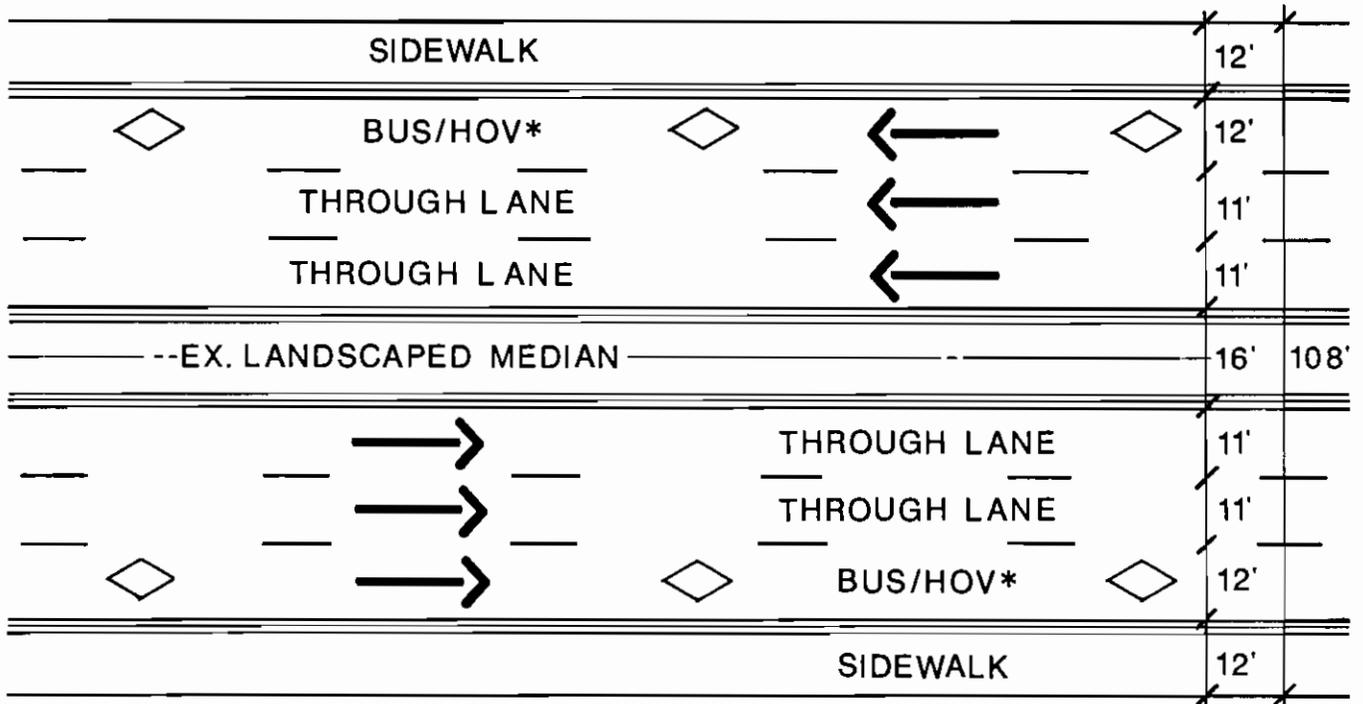
95th Street @ Roberts Road





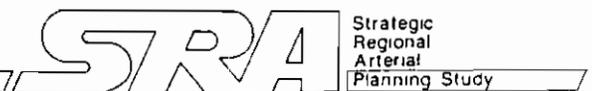
- RECOMMENDED IMPROVEMENTS/NOTES:
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS.
 - LENGTHEN LEFT TURN LANE ON E APPROACH.
 - ASSUMES WESTERN AVENUE WILL BE 6 THROUGH LANES BY 2010.
 - ON STREET PARKING (OFF PEAK HOURS)

95th Street @ Western Avenue



* BUS/HOV IN PEAK HOUR
 PARKING IN OFF PEAK HOURS

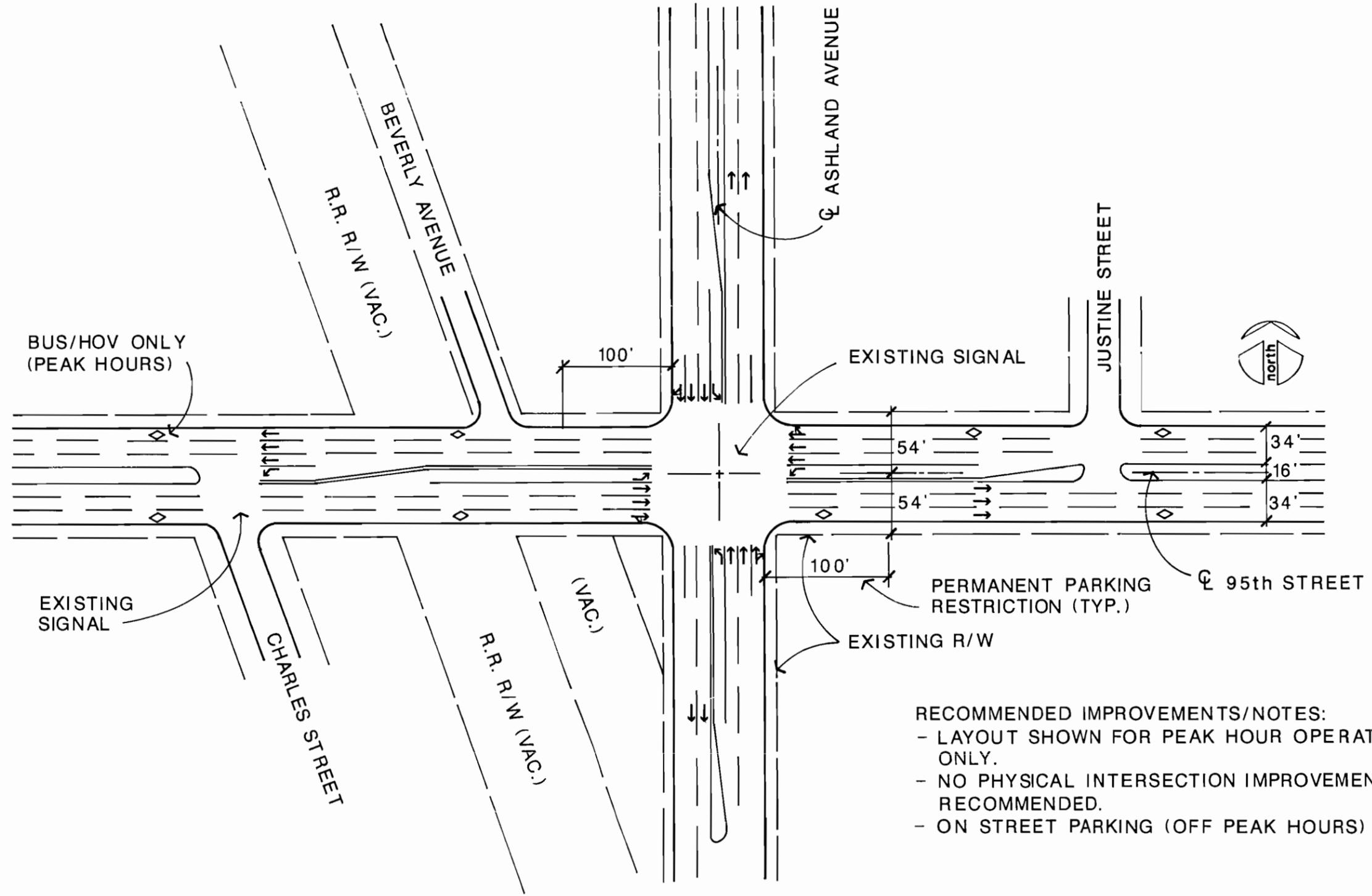
**Typical Plan View - 95th Street
 (Western Avenue to I-94)**



prepared by Harland Bartholomew & Associates, Inc. for the

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Detail 5



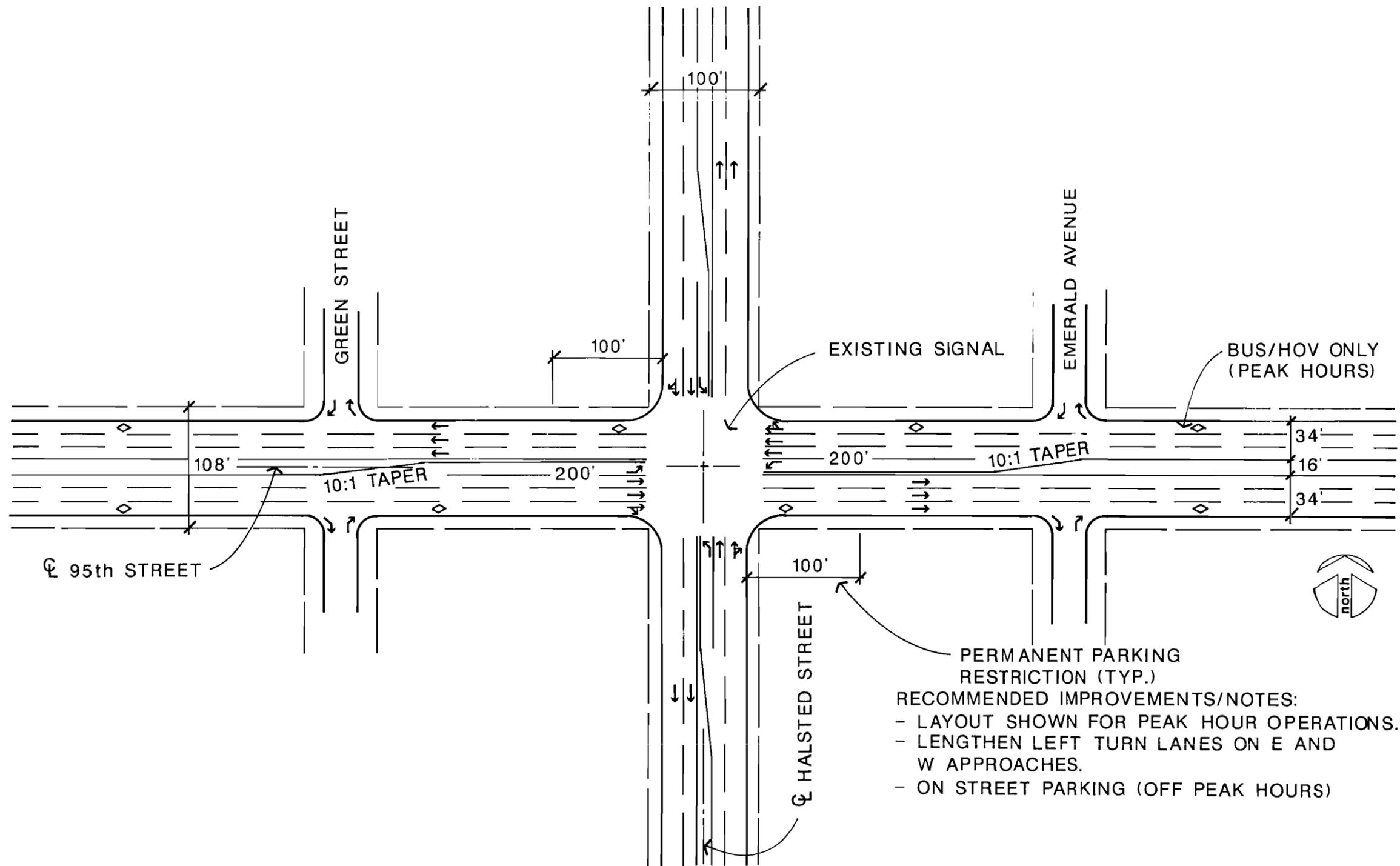
- RECOMMENDED IMPROVEMENTS/NOTES:**
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY.
 - NO PHYSICAL INTERSECTION IMPROVEMENTS RECOMMENDED.
 - ON STREET PARKING (OFF PEAK HOURS)

95th Street @ Ashland Avenue



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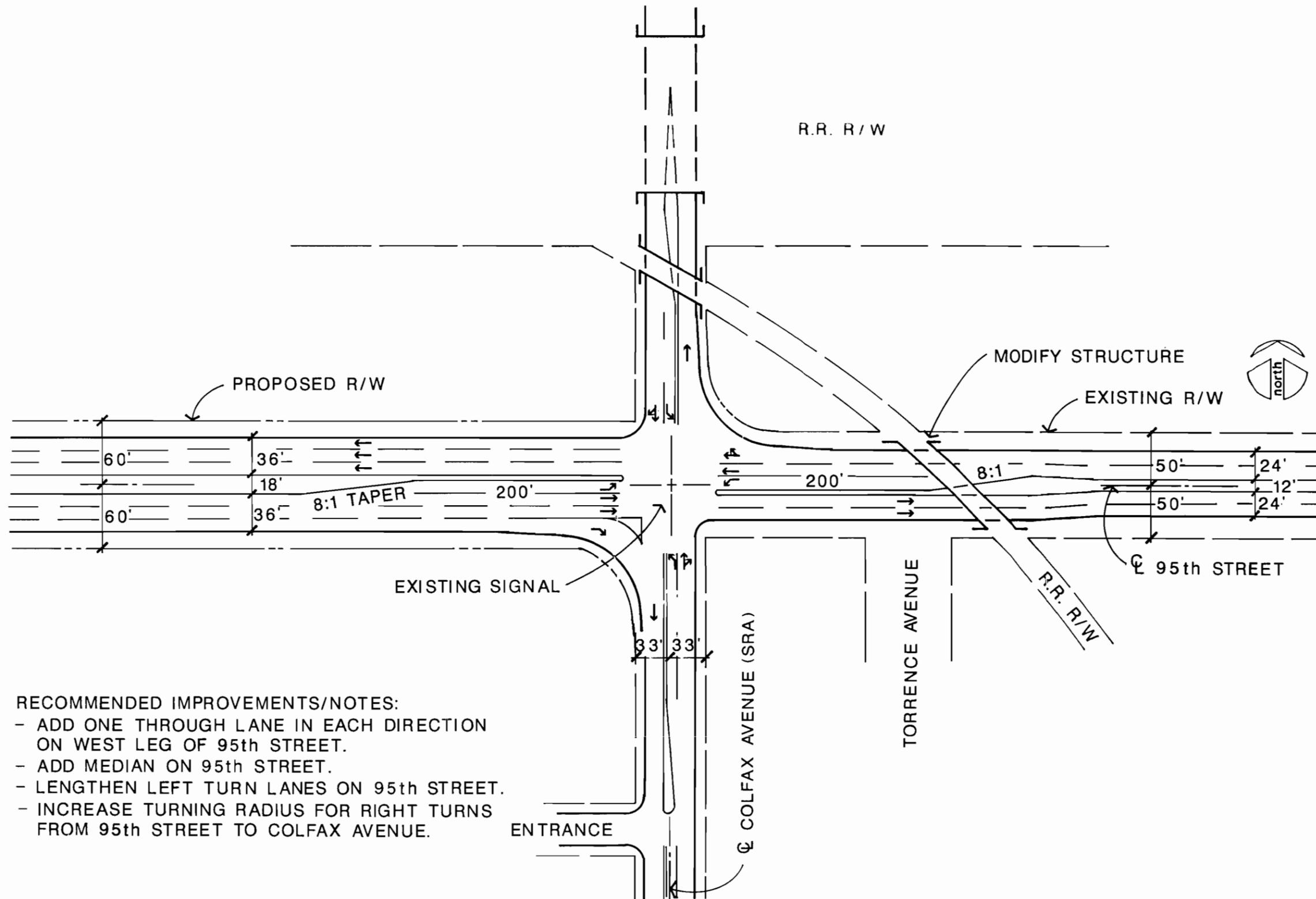
ILLINOIS DEPARTMENT OF TRANSPORTATION



- PERMANENT PARKING RESTRICTION (TYP.)
- RECOMMENDED IMPROVEMENTS/NOTES:
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS.
 - LENGTHEN LEFT TURN LANES ON E AND W APPROACHES.
 - ON STREET PARKING (OFF PEAK HOURS)

95th Street @ Halsted Street

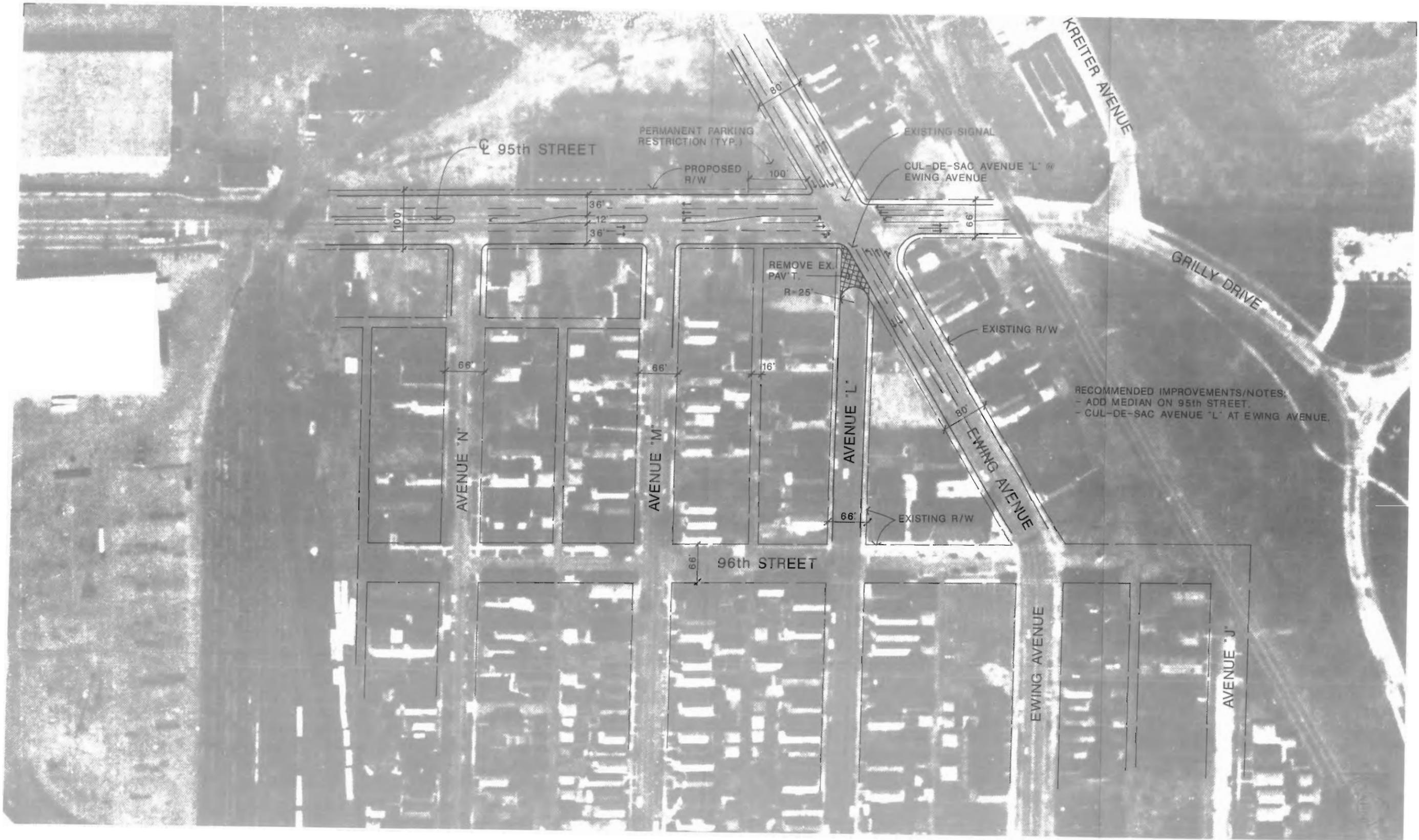




- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION ON WEST LEG OF 95th STREET.
 - ADD MEDIAN ON 95th STREET.
 - LENGTHEN LEFT TURN LANES ON 95th STREET.
 - INCREASE TURNING RADIUS FOR RIGHT TURNS FROM 95th STREET TO COLFAX AVENUE.

95th Street @ Colfax Avenue

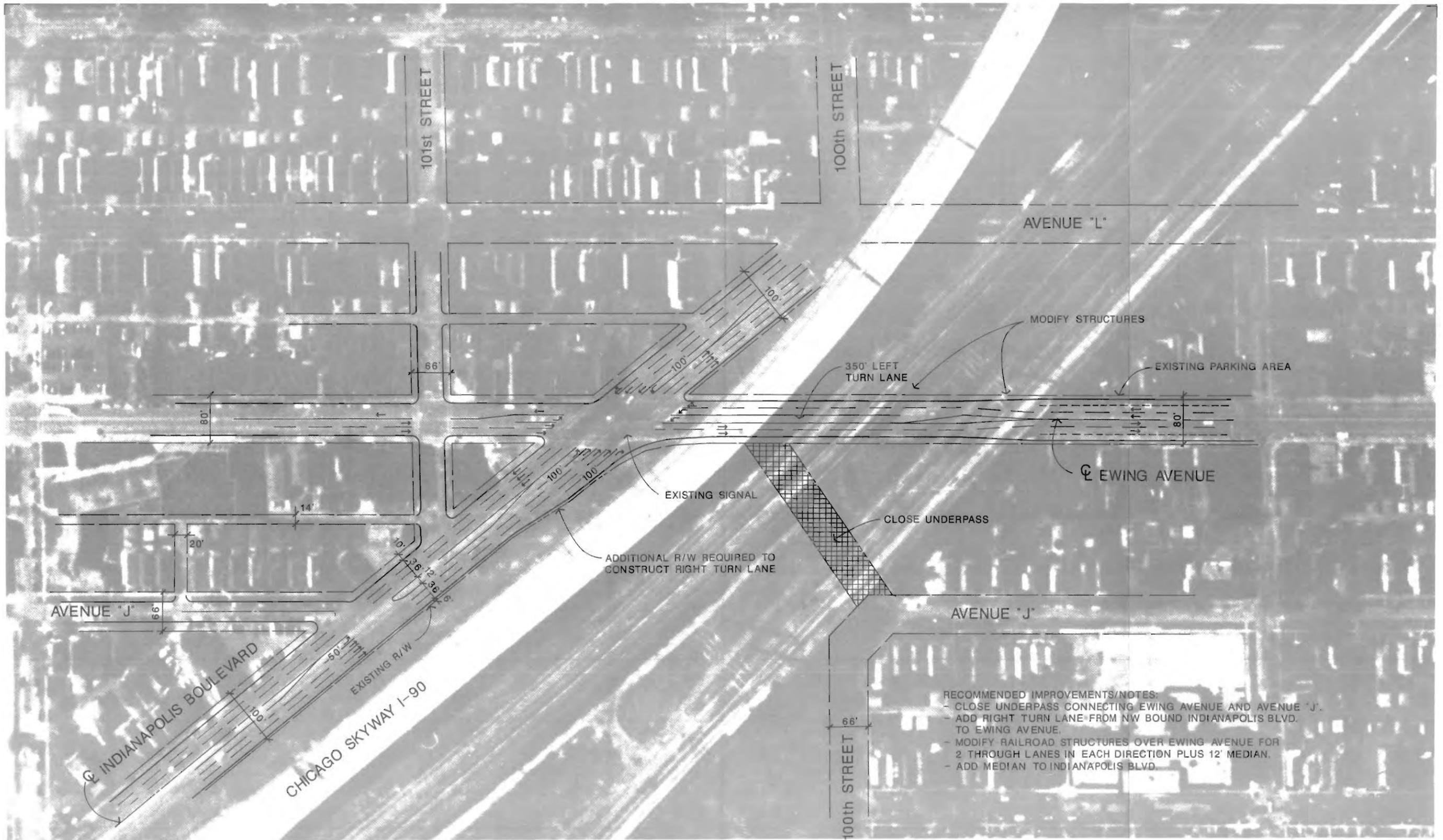




EWING AVENUE (U.S.12/20) @ INDIANAPOLIS BOULEVARD

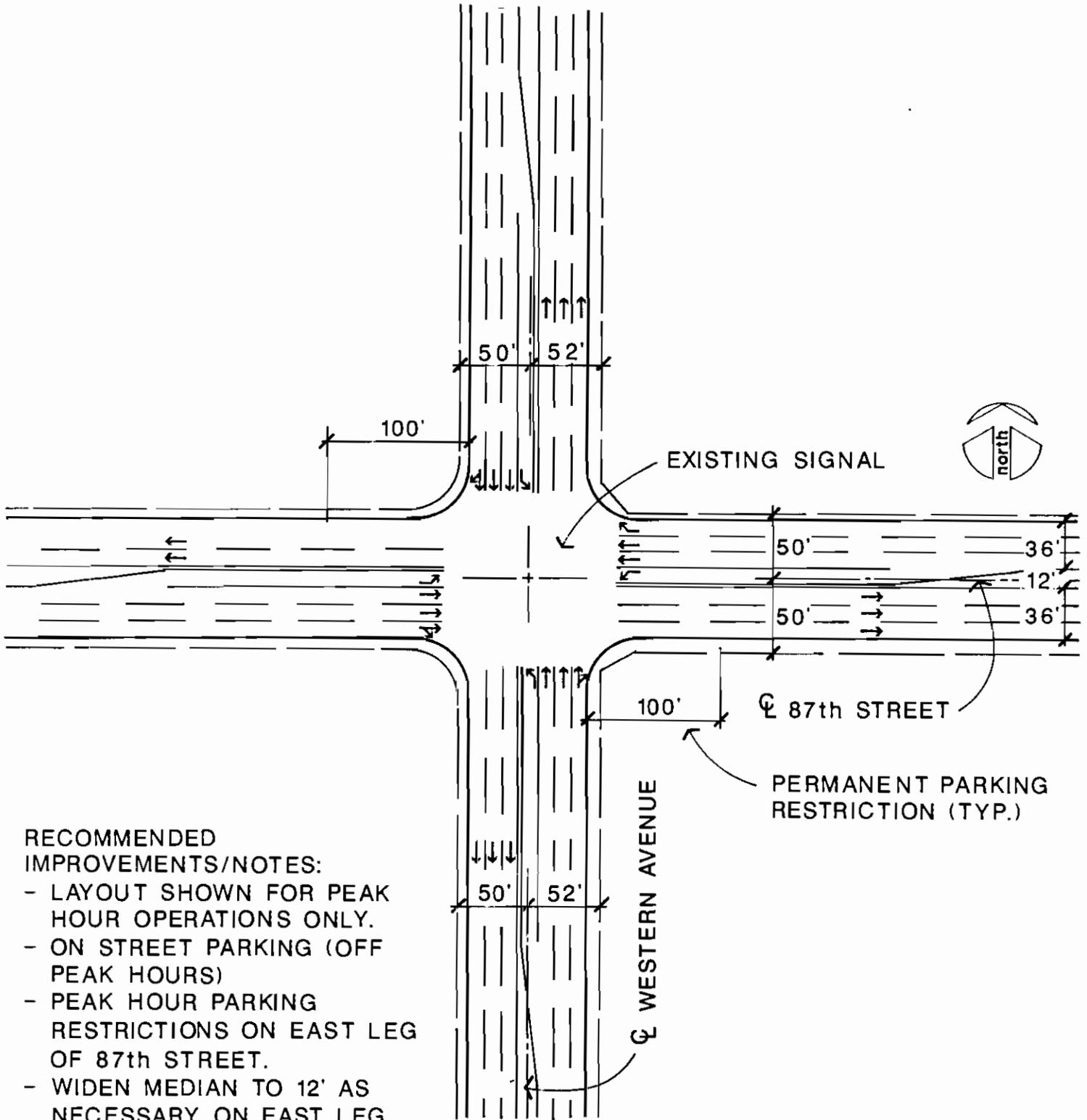


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95TH STREET @ EWING AVENUE





RECOMMENDED IMPROVEMENTS/NOTES:

- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY.
- ON STREET PARKING (OFF PEAK HOURS)
- PEAK HOUR PARKING RESTRICTIONS ON EAST LEG OF 87th STREET.
- WIDEN MEDIAN TO 12' AS NECESSARY ON EAST LEG OF 87th STREET

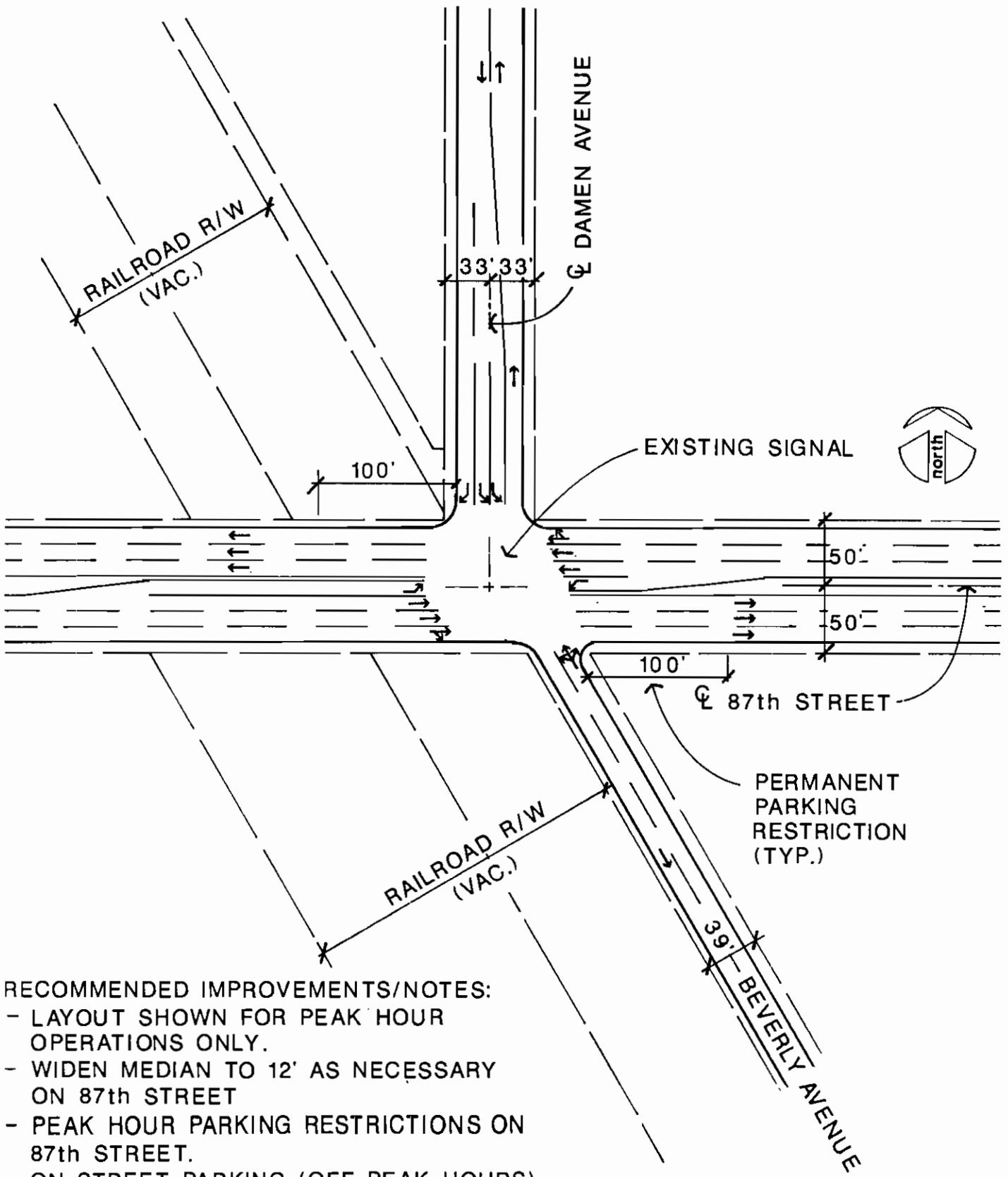
87th Street @ Western Avenue



prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

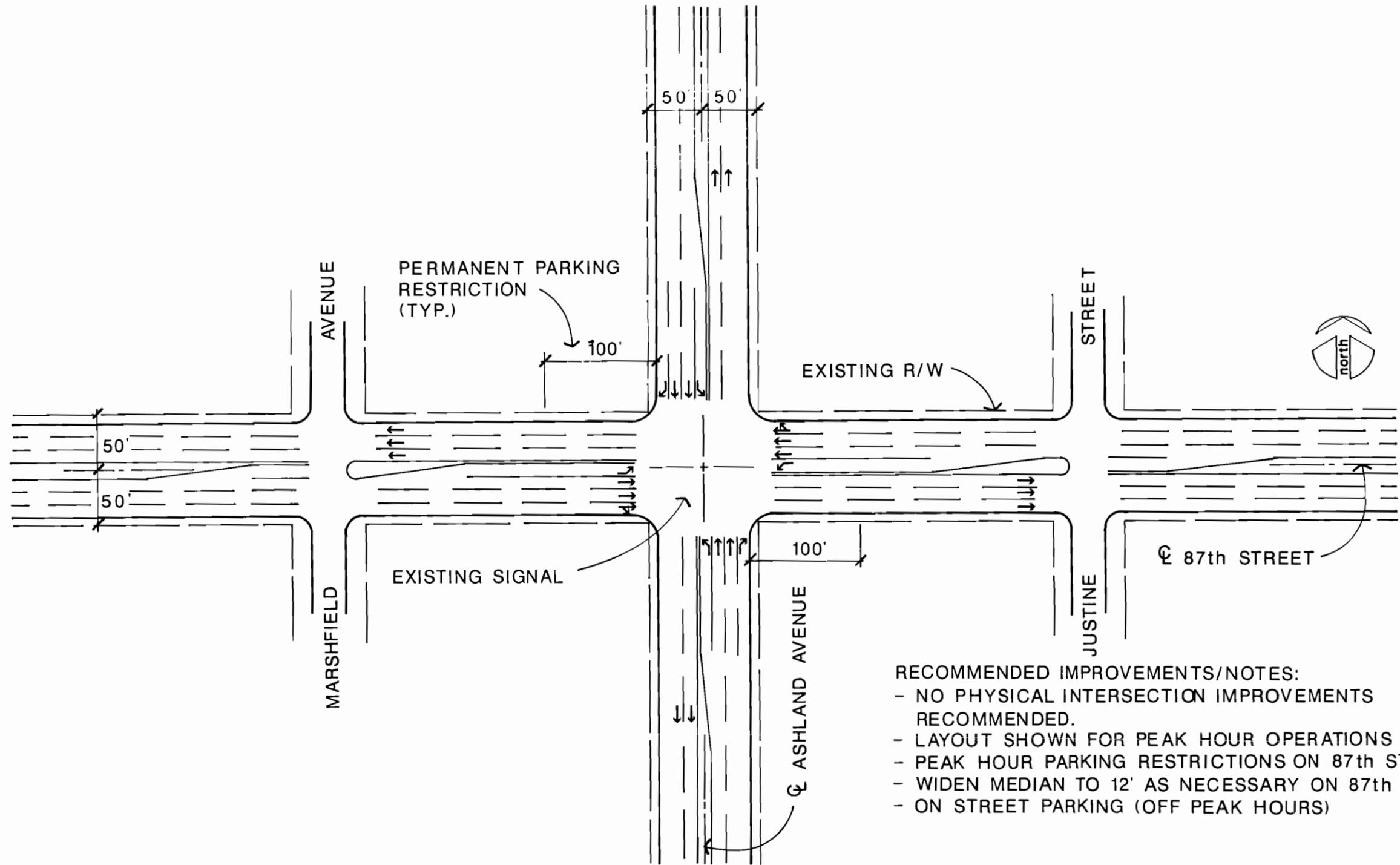
Detail 11



- RECOMMENDED IMPROVEMENTS/NOTES:**
- LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY.
 - WIDEN MEDIAN TO 12' AS NECESSARY ON 87th STREET
 - PEAK HOUR PARKING RESTRICTIONS ON 87th STREET.
 - ON STREET PARKING (OFF PEAK HOURS)

87th Street @ Damen Avenue





- RECOMMENDED IMPROVEMENTS/NOTES:
- NO PHYSICAL INTERSECTION IMPROVEMENTS RECOMMENDED.
 - LAYOUT SHOWN FOR PEAK HOUR OPERATIONS ONLY.
 - PEAK HOUR PARKING RESTRICTIONS ON 87th STREET.
 - WIDEN MEDIAN TO 12' AS NECESSARY ON 87th STREET.
 - ON STREET PARKING (OFF PEAK HOURS)

87th Street @ Ashland Avenue





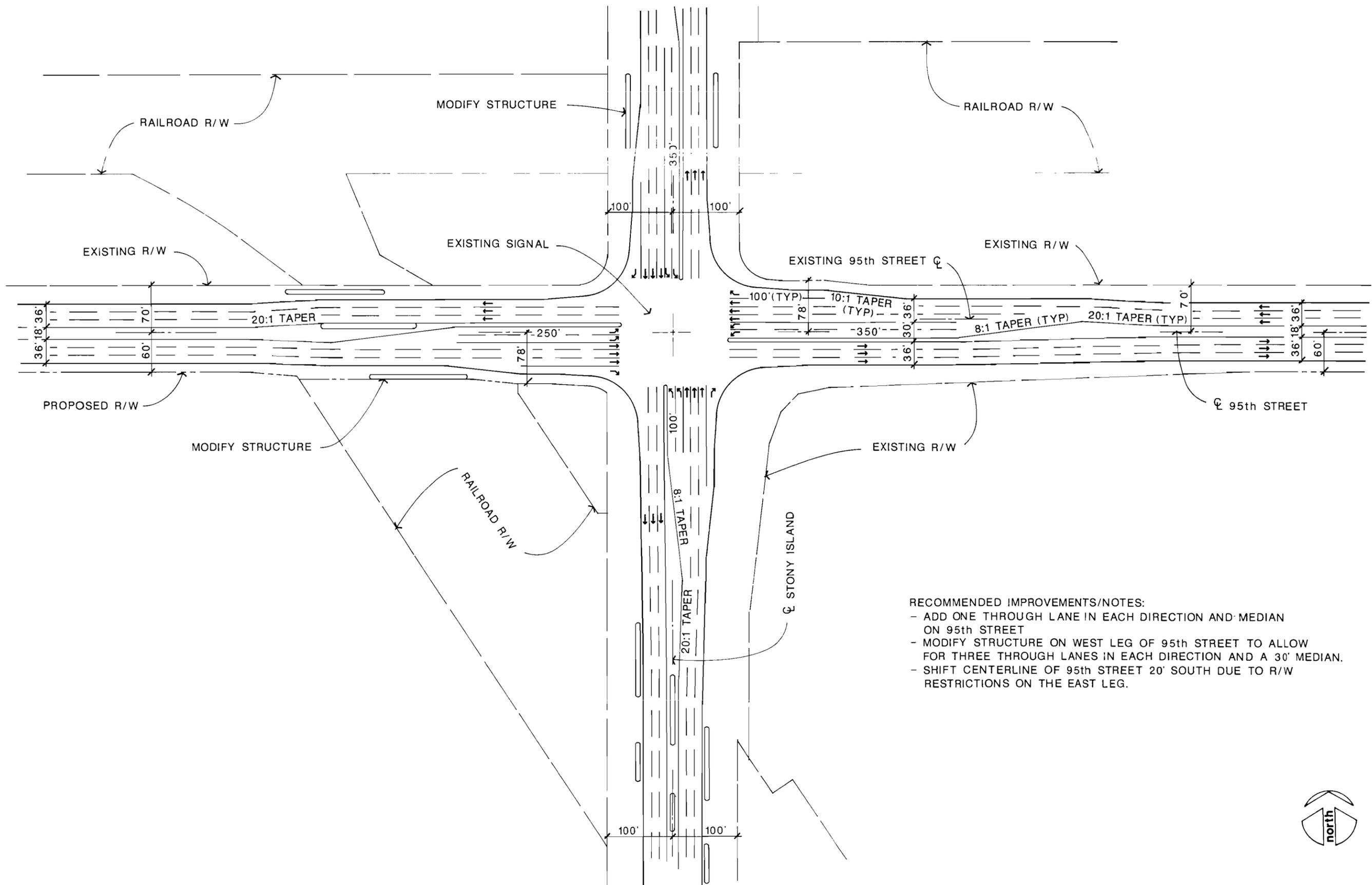
87th Street @ Vincennes Avenue





87th Street @ I-94





- RECOMMENDED IMPROVEMENTS/NOTES:
- ADD ONE THROUGH LANE IN EACH DIRECTION AND MEDIAN ON 95th STREET
 - MODIFY STRUCTURE ON WEST LEG OF 95th STREET TO ALLOW FOR THREE THROUGH LANES IN EACH DIRECTION AND A 30' MEDIAN.
 - SHIFT CENTERLINE OF 95th STREET 20' SOUTH DUE TO R/W RESTRICTIONS ON THE EAST LEG.



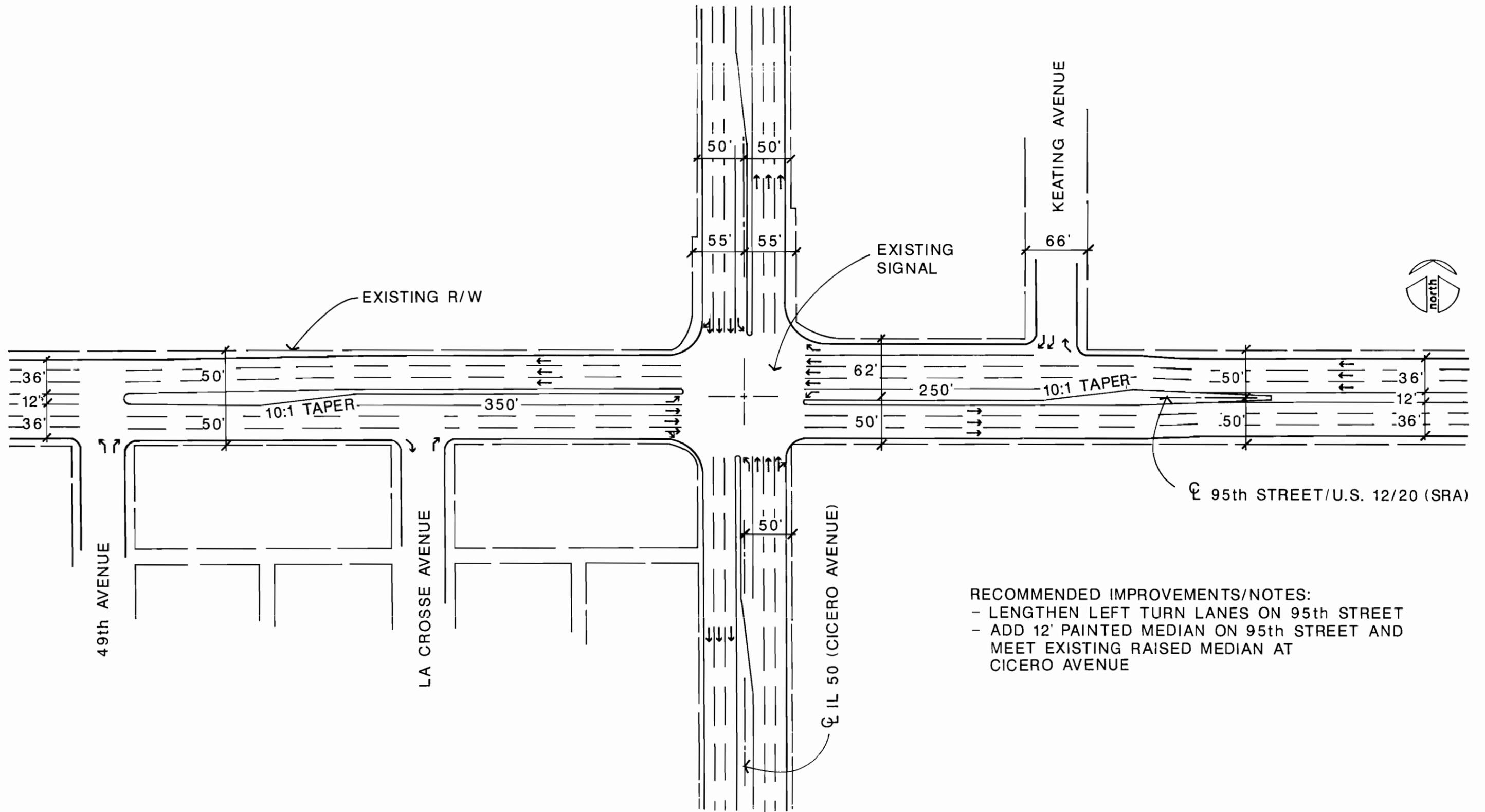
95th Street @ Stony Island Avenue



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Detail 16



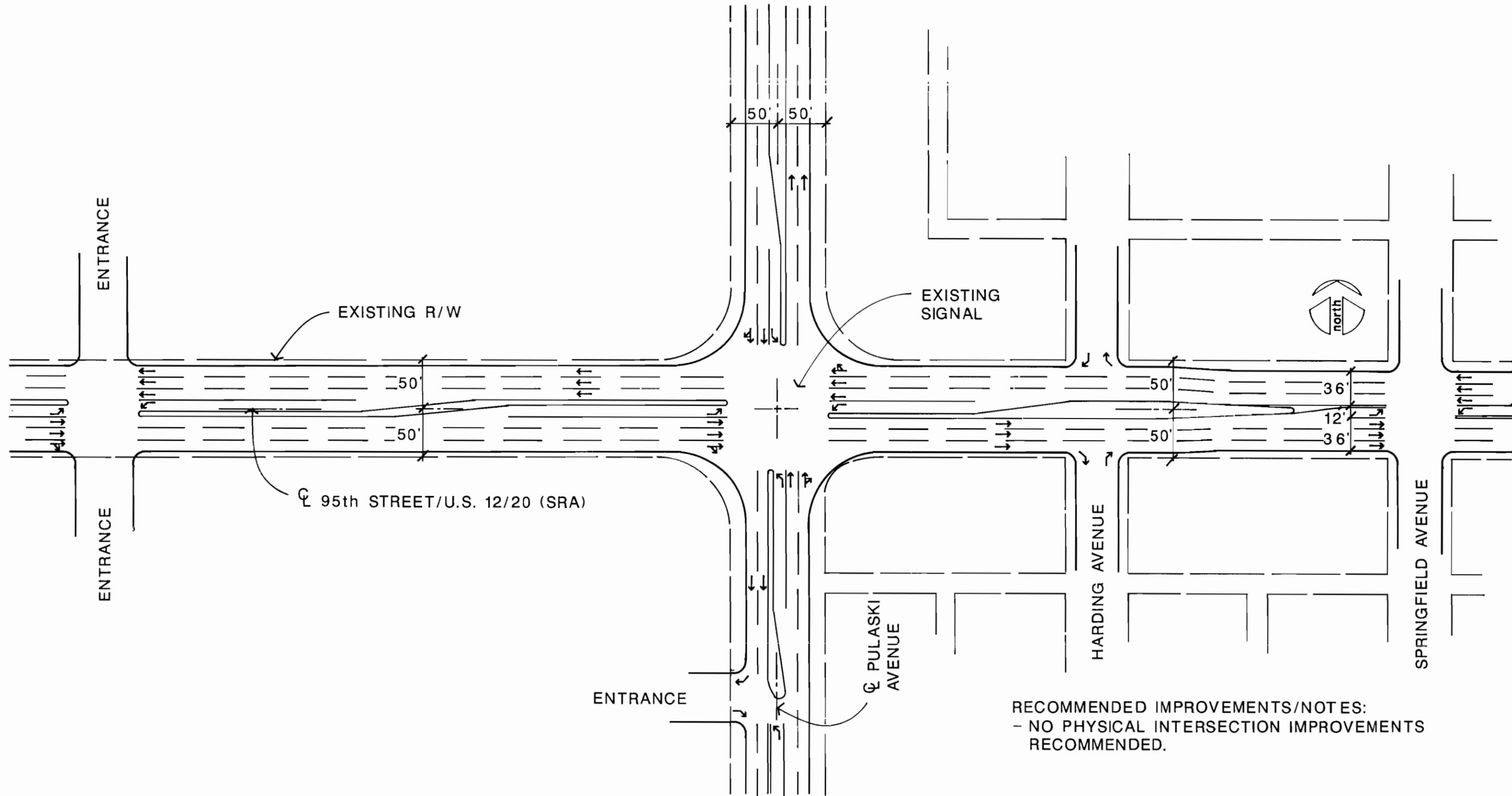
- RECOMMENDED IMPROVEMENTS/NOTES:**
- LENGTHEN LEFT TURN LANES ON 95th STREET
 - ADD 12' PAINTED MEDIAN ON 95th STREET AND MEET EXISTING RAISED MEDIAN AT CICERO AVENUE

95th Street @ Cicero Avenue



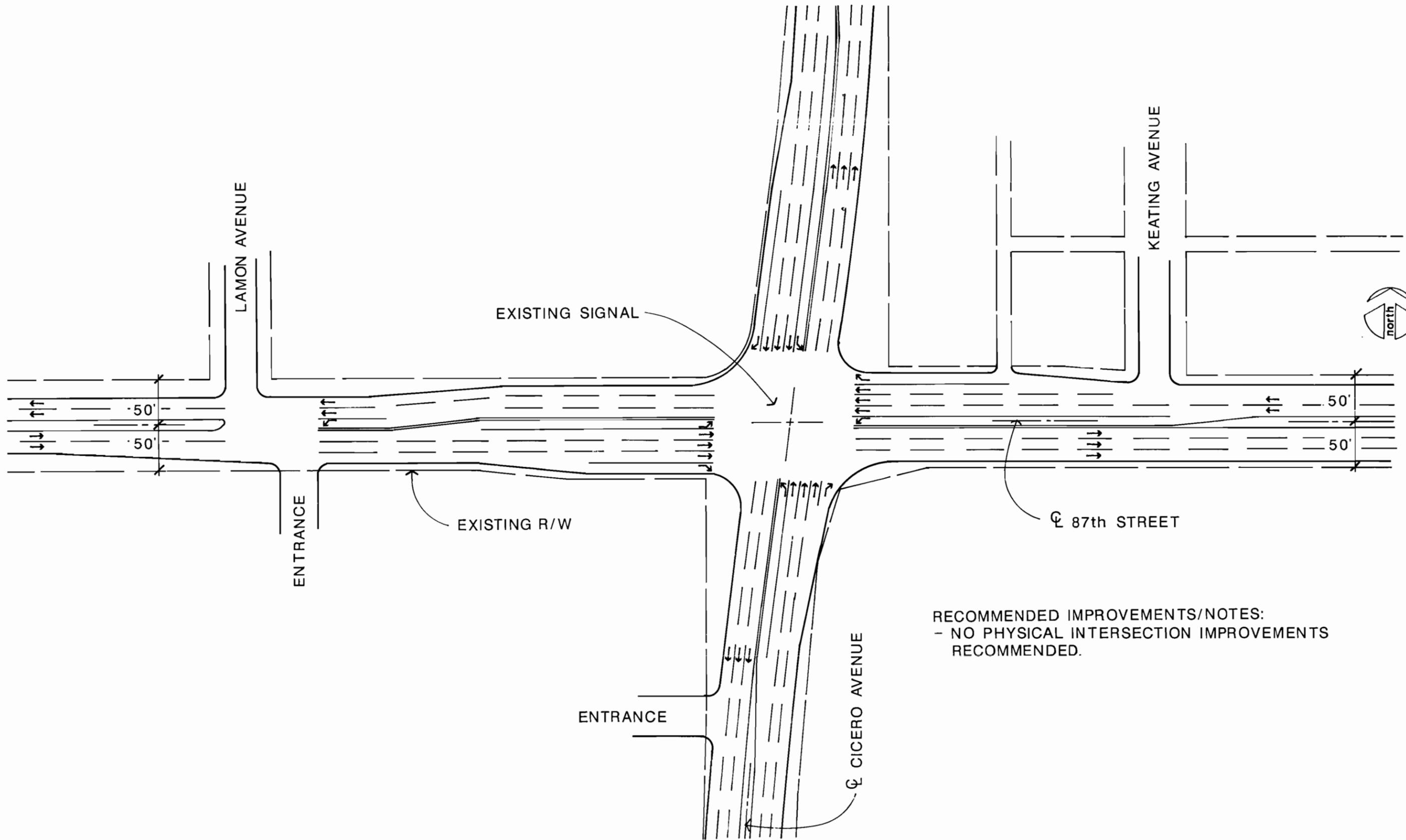
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95th Street @ Pulaski Road

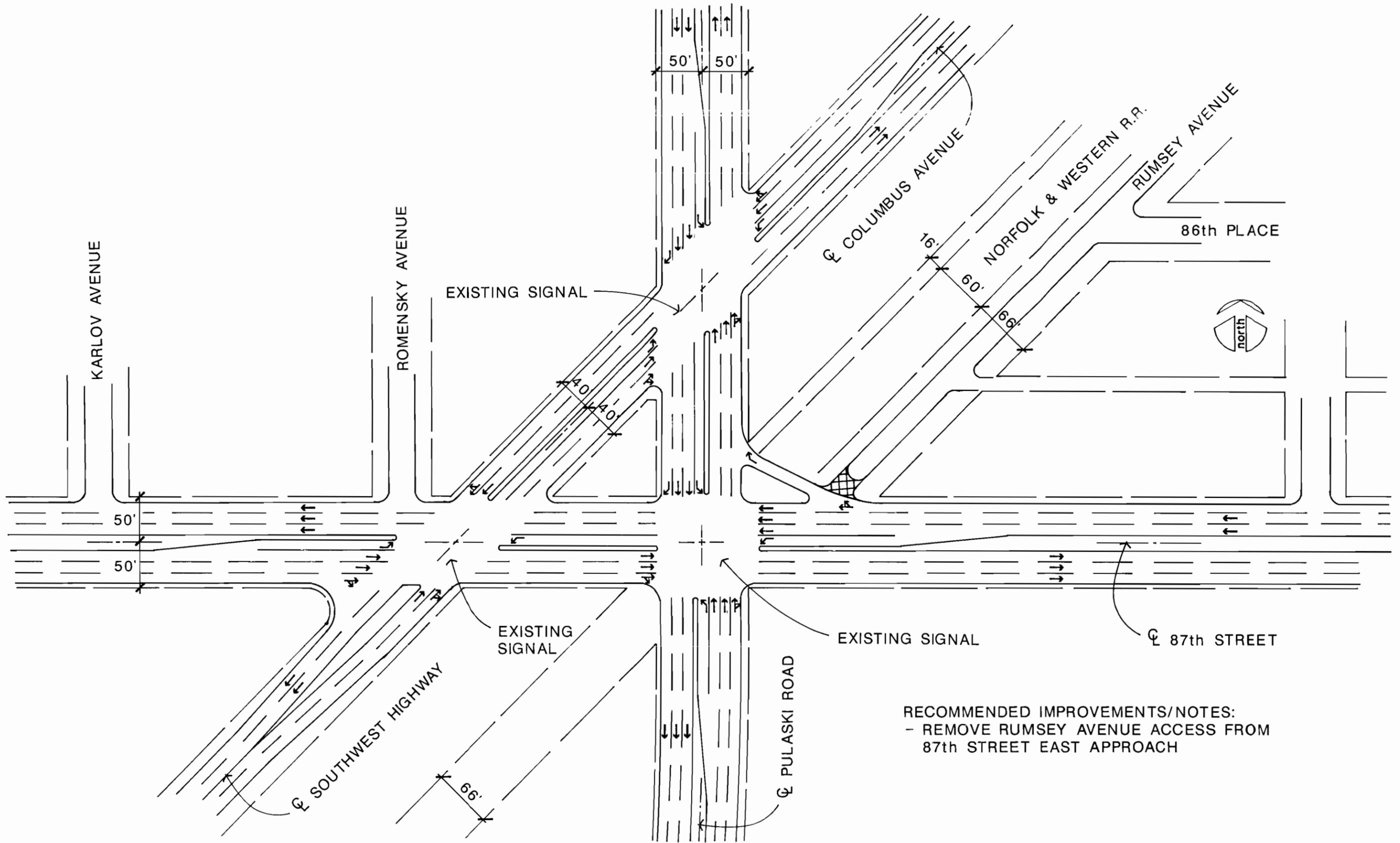




RECOMMENDED IMPROVEMENTS/NOTES:
 - NO PHYSICAL INTERSECTION IMPROVEMENTS
 RECOMMENDED.

87th Street @ Cicero Avenue





87th Street @ Pulaski Road

