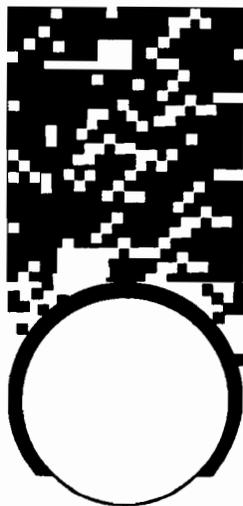


# ***S*trategic *R*egional *A*rterial**

***Western Avenue/Dixie Highway  
U.S. 30 to Peterson Avenue***

***Volume I of II***



**Operation  
GreenLight**

**Illinois Department of Transportation  
September 1993**

## **Foreword**

Western Avenue/Dixie Highway was studied as a Strategic Regional Arterial (SRA) from U.S. Route 30 To Peterson Avenue. CH2M HILL Inc., has prepared this SRA report for Western Avenue/Dixie Highway for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study. One recommendation of this report is that the SRA destination be removed south of 159th Street.

As a SRA route, Western Avenue/Dixie Highway 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. 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.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.

*Western Avenue SRA*

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**Summary of  
Recommendations**

## **Summary of Recommendations**

For study purposes, the Western Avenue/Dixie Highway Strategic Regional Arterial (SRA) was divided into five segments (see Exhibit S-1, attached following this section). The following is a summary of the major recommendations for each segment.

### **SRA Segment I: U.S. 30 to 159th Street (7 Miles)**

- It is recommended that this segment of Western Avenue/Dixie Highway be dropped from the SRA system. This recommendation is made due to the extreme physical constraints to development of an acceptable SRA roadway through or around the Homewood central business district. In addition, the lack of adequate, available right-of-way and the SRA incompatibility of a SRA roadway with the adjacent land uses throughout much of the remaining parts of this segment also support this recommendation. Because this segment is at the end of the corridor, its removal from the SRA system would not reduce the utility of the rest of the corridor.

### **SRA Segment II: 159th Street to 119th Street (6 Miles)**

- Widen Western Avenue/Dixie Highway between 159th Street and Sibley Boulevard to include four lanes and a raised median
- Widen Western Avenue/Dixie Highway between Sibley Boulevard and 135th Street to include four lanes and a flush median
- Add intersection approach lanes at 159th Street (a crossing SRA) and at Sibley Boulevard
- Replace the stop sign with a traffic signal at the intersection of Gregory Street (northbound Western Avenue) and Union Street.
- Add a westbound right-turn lane at the intersection of Western Avenue and 127th Street

- Enforce peak period parking restrictions between 127th street and 119th Street to provide two moving traffic lanes in the peak travel direction

### **SRA Segment III: 119th Street to I-55 (11 Miles)**

- Between 119th Street and 55th Street widen the roadway pavement by 4 feet to develop adequate lane widths while maintaining the existing four traffic lanes, two parking lanes, and a median
- Maintain existing on-street parking except at selected locations
- Remove and replace parking in the vicinity of five high-volume intersections to develop three lanes through the intersections for increased capacity
- Develop median channelization at 94th street to prevent cross traffic between 94th street and the Sam's Warehouse driveway
- Simplify the Columbus Avenue intersection by closing the west leg of 74th Street, and making the east leg of 74th Street one-way eastbound
- North of 55th Street remove parking on the east side of Western Avenue, and widen the roadway by 10 feet to add a median and to improve substandard lane widths
- Reconstruct four structures to increase substandard lane widths and lateral clearances

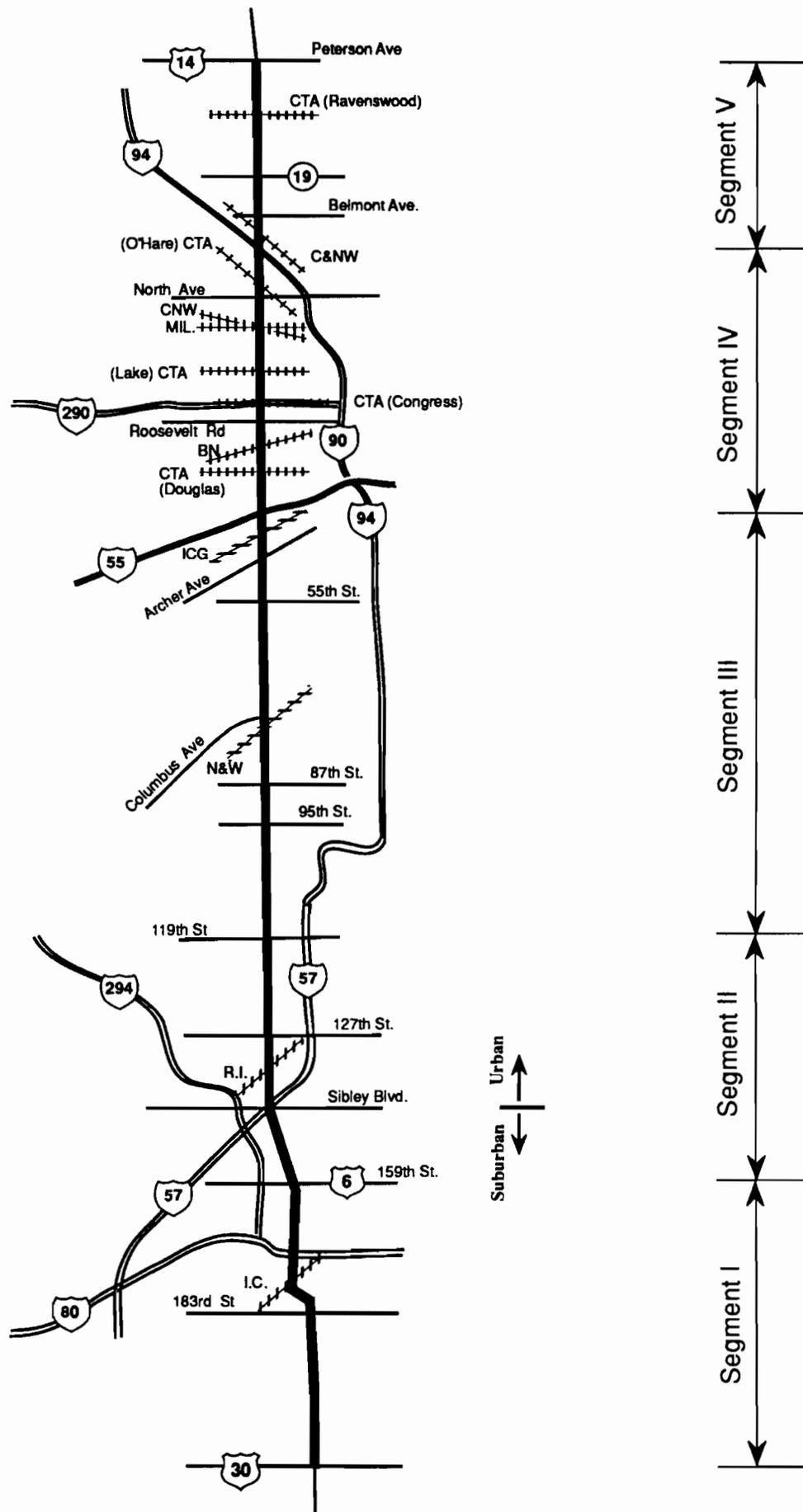
### **SRA Segment IV: I-55 to I-90/94 (7 Miles)**

- Widen pavement by 8 feet to develop adequate lane widths while maintaining the existing four traffic lanes, two parking lanes, and a median
- Maintain existing on-street parking except at selected locations

- Remove and replace parking in the vicinity of six high-volume intersections to develop three lanes through the intersections for increased capacity
- Reconstruct four structures to increase substandard lane widths and lateral clearances
- Following detailed study, eliminate up to five traffic signals no longer considered warranted by current traffic patterns

### **SRA Segment V: I-90/94 to Peterson Avenue (4.5 Miles)**

- Widen Western Avenue from Bryn Mawr Avenue to Peterson Avenue by 3 feet, and remove parking on the east side of the roadway to increase substandard lane widths and establish a full-width median
- Remove and replace parking in the vicinity of six high volume intersections to develop three lanes through the intersections for increased capacity
- Prohibit left turns from Diversey Parkway and Elston Avenue
- Remove and replace parking between Addison Street and Belmont Avenue to develop an uninterrupted six-lane cross section between I-90/94 and Addison Street
- Remove and replace one lane of parking in the critical Lincoln Avenue overlap section, and develop continuous left-turn lanes for the length of the segment
- Install traffic signal coordination and control equipment to operate a series of closely-spaced intersections between Montrose Avenue and Berwyn Avenue



# LOCATION MAP WESTERN AVE./DIXIE HWY.

# Strategic Regional Arterial Study Western Avenue/Dixie Highway

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*Western Avenue SRA*

**Chapter I**

**Introduction**



## **Chapter I**

# **Introduction**

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterial (SRAs) to supplement the expressway system.

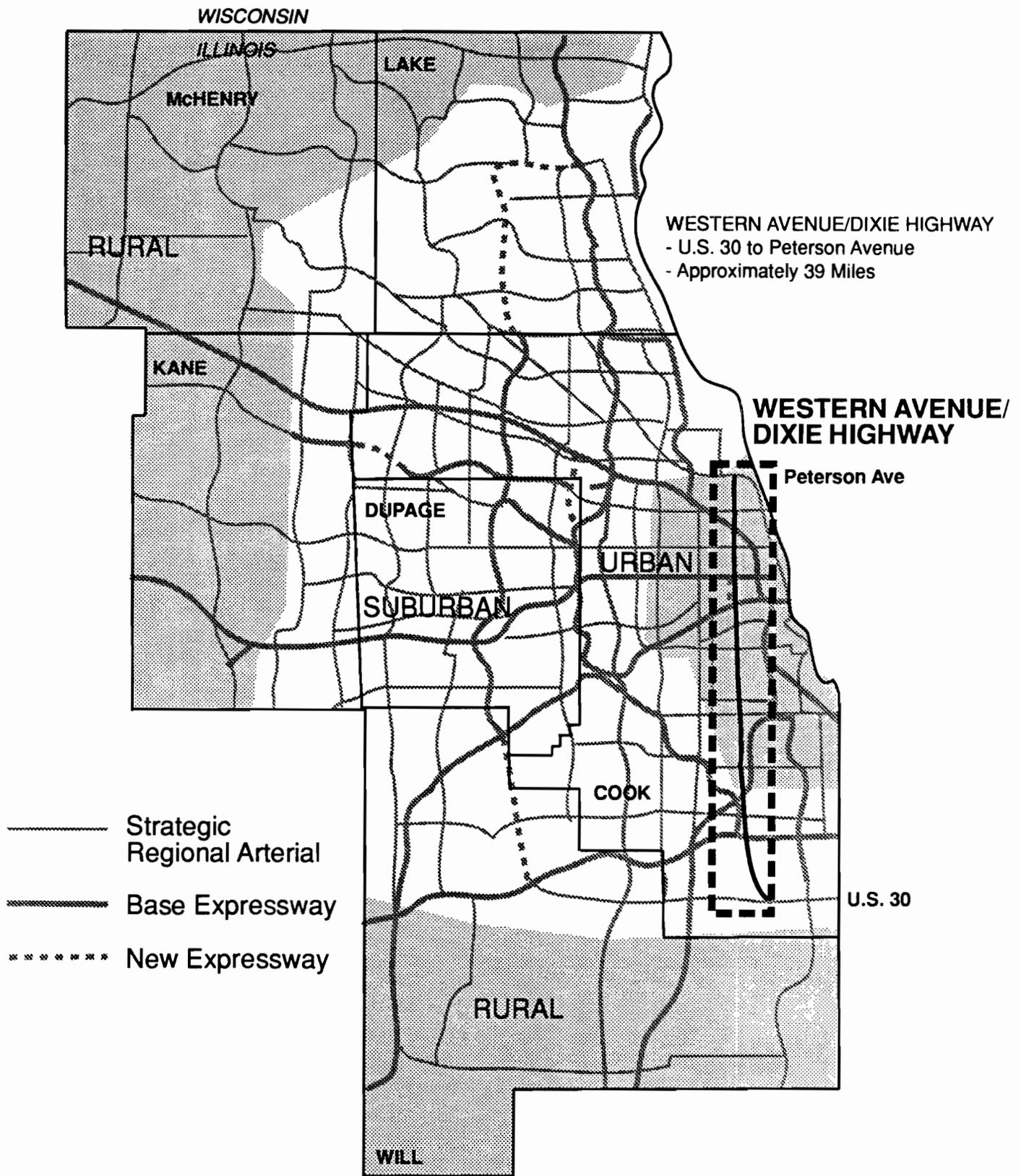
The SRA system is a 1,340-mile network of existing roads in the northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and SRAs, is shown in Exhibit 1.

Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about 3 miles apart in the more densely developed areas to about 8 miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment that determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment:

- Urban routes
- Suburban routes
- Rural routes

The designation of route types within the overall SRA system reflects the expected density of long-range development within the different portions of the region.

This report is concerned with sections of Western Avenue and Dixie Highway, which have been designated a SRA corridor from U.S. 30 north to Peterson Avenue. The corridor is highlighted in Exhibit 1. The Western Avenue/Dixie Highway SRA, all of which lies within Cook County, has been classified as a suburban SRA from U.S. 30 to Sibley Boulevard. The remainder of the corridor has been classified as an urban SRA.



# ROUTE TYPES ON THE STRATEGIC REGIONAL ARTERIAL SYSTEM

## **SRA Planning Objectives**

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

- Supplement an expanded expressway system by:
  - Improving access to expressways
  - Providing alternatives for some portions of expressway travel
  - Providing a lower-cost substitute for expressways in some corridors
  
- Enhance public transportation and personal mobility by:
  - Improving access to rail transit stations
  - Improving operating conditions for buses and other transit vehicles
  - Identifying opportunities for future transit facilities
  - Maintaining pedestrian accessibility
  
- Accommodate commercial vehicle traffic by:
  - Improving structural clearances
  - Maximizing through traffic movement

## **SRA Design Concept**

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee. These concepts have been used as a guide, but not as a policy, in developing the improvement plan for Western Avenue/Dixie Highway that is described in this report.

### **Organization of the Report**

This report presents a summary of the SRA planning study for the Western Avenue/Dixie Highway corridor. It is organized as follows:

- **Existing Conditions (Chapter II)**
  - This section describes the existing physical characteristics, traffic operation, safety, transit operations, environmental concerns, and land uses in the Western Avenue/Dixie Highway corridor.
  
- **Planning Framework (Chapter III)**
  - This section describes the framework within which the recommended SRA plan will be situated. The chapter includes a description of route design characteristics, design criteria, travel forecasts, future land use zoning and development, future roadway and transit planning, future areas of concern, and a summary of the roadway recommendations.
  
- **Recommended SRA Plan (Chapter IV)**
  - This section describes the recommended SRA corridor plan including lane arrangement, right-of-way, an arterial operations and level of service summary, planning level intersection capacity analysis, construction and right-of-way costs, and short-term recommendations.

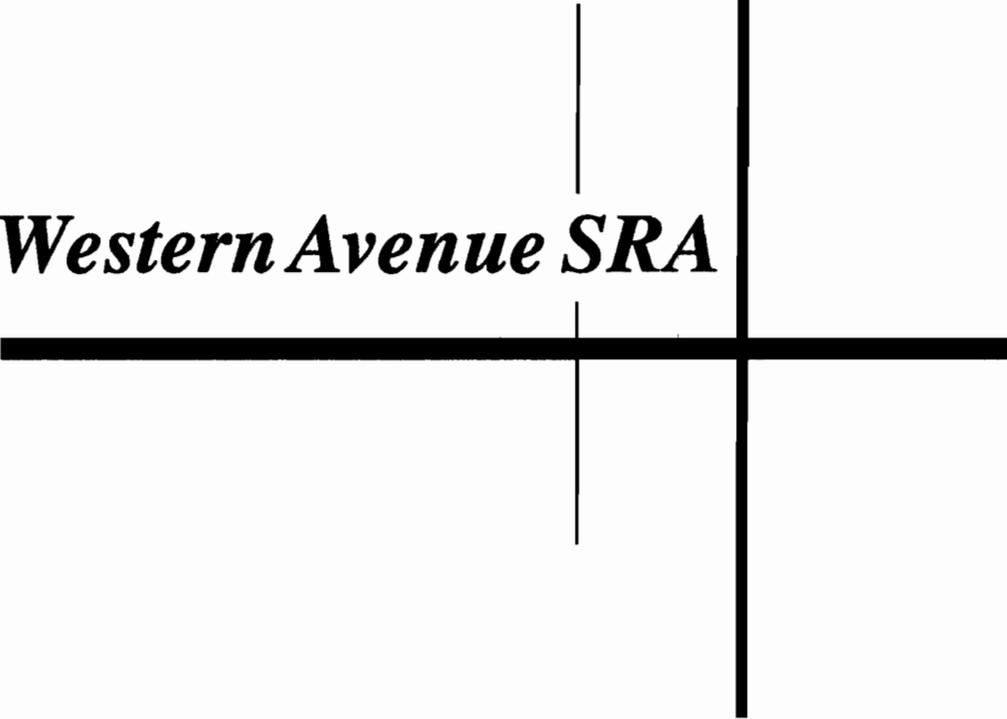
- **Public Involvement (Chapter V)**

- This section documents the public involvement process undertaken for the SRA study of Western Avenue/Dixie Highway. It is divided into three major sections: Panel Advisory Meetings, Newsletters, and the Public Hearing. These three opportunities for participation allowed the general public or their elected officials to voice opinions concerning Western Avenue/Dixie Highway.

### **Timeframe**

The SRA study of the Western Avenue/Dixie Highway corridor began in May 1991 and has continued into calendar year 1993. Conclusions and recommendations are based on conditions existing during the study period as well as known developments and plans by others that were current at this time.

SRA planning for Western Avenue/Dixie Highway involved the Illinois Department of Transportation, CATS, and the numerous communities served and/or affected by the route. Input was received through a series of three meetings with two SRA Advisory Panels. Also, public hearings were held to present the draft recommendations on March 3rd, 1993, on the north side of Chicago and on March 4th, 1993, in Blue Island.



*Western Avenue SRA*

**Chapter II**

**Existing Conditions**



## Chapter II Existing Conditions

The Western Avenue/Dixie Highway SRA corridor study area extends from U.S. 30 to Peterson Avenue in Cook County (a distance of approximately 39 miles). As shown in Exhibit 2, the corridor has been divided into five segments for more detailed discussion:

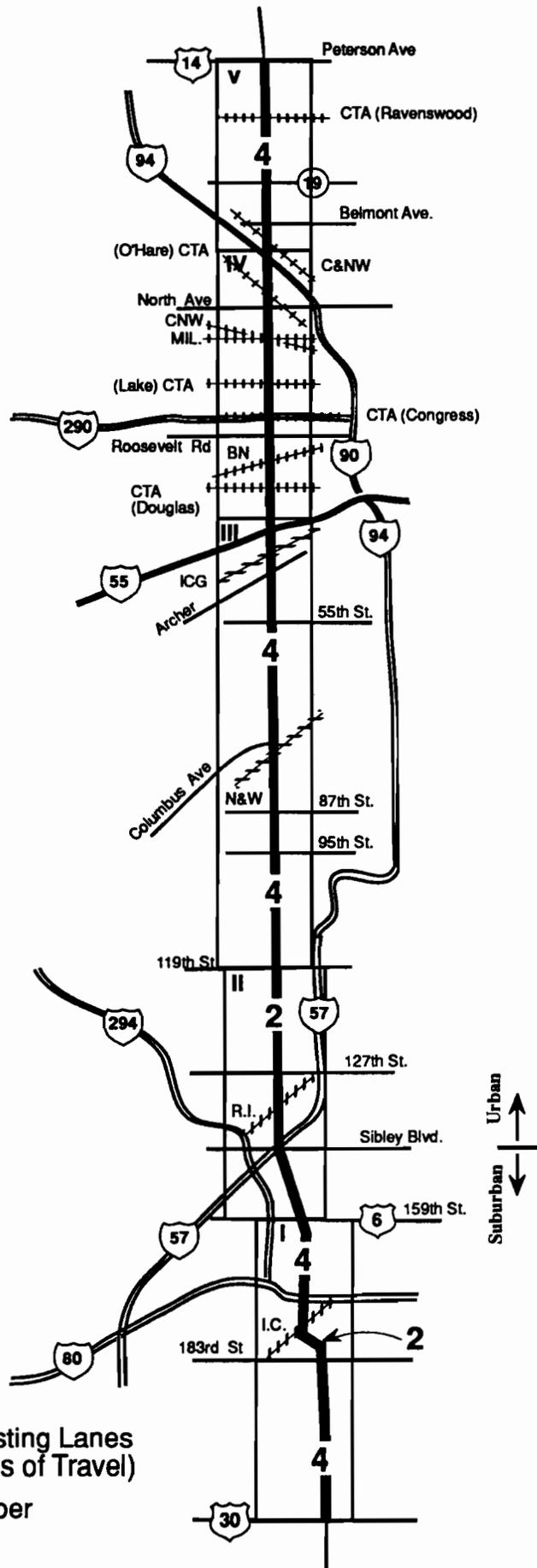
- Segment I——“Southern Cook County” (U.S. 30 to 159th Street)
- Segment II——“Suburban South” (159th Street to 119th Street)
- Segment III——“Chicago South” (119th Street to I-55)
- Segment IV——“Chicago Central” (I-55 to I-90/94)
- Segment V——“Chicago North” (I-90/94 to Peterson Avenue)

The Western Avenue/Dixie Highway corridor is a facility with north-south continuity through the City of Chicago and south as far as U.S. 30. It is located approximately 3 miles west of Chicago’s downtown “Loop” area, traversing 21 miles of Chicago before passing through numerous south suburbs. The regional importance of Western Avenue/Dixie Highway is illustrated by the ten SRA routes that intersect it (U.S. 30/Lincoln Highway, U.S. 6/159th Street, 127th Street, U.S. 12/U.S. 20/95th Street, 87th Street, 55th Street, Archer Avenue-Pershing Road, Illinois 64/North Avenue, Illinois 19/Irving Park Road, and U.S. 14/Peterson Avenue). Western Avenue/Dixie Highway also has interchanges with I-80/I-294, I-290, I-90/94, and provides access to I-57 by Sibley Boulevard.

Existing physical characteristics and safety, traffic, and transit data for each segment were collected from numerous sources (see Table 1). Information also was obtained from field reconnaissance, and through discussions with state, county, city, and village officials at Advisory Panel meetings.



NORTH



# CORRIDOR MAP WESTERN AVE./DIXIE HWY.

**Table 1**  
**Sources of Data Describing Traffic and Transportation Characteristics of**  
**Western Avenue/Dixie Highway in 1991/92**

Item	Data Source
<b>Traffic Volumes</b> <ul style="list-style-type: none"> <li>• Average Daily Traffic</li>   <li>• Intersection Turning Movement Counts</li> </ul>	<ul style="list-style-type: none"> <li>- City of Chicago peak hour intersection counts (1975-86) and 24-hour machine counts</li>   <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li>   <li>- Local traffic studies</li> </ul>
<b>Accidents</b>	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Division of Traffic Safety, Collision Diagram Information (1987, 1988, January to October 1989, coverage outside of Chicago city limits only)</li> </ul>
<b>Transit</b> <ul style="list-style-type: none"> <li>• Routes</li> <li>• Ridership</li> </ul>	<ul style="list-style-type: none"> <li>- Regional Transportation Authority</li> <li>- Chicago Transit Authority</li> <li>- Metra</li> <li>- Pace</li> </ul>
<b>Traffic Control</b> <ul style="list-style-type: none"> <li>• Signalized Intersection Locations</li> <li>• Other Traffic Control</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
<b>Cross Section</b> <ul style="list-style-type: none"> <li>• Lane Widths and Arrangements</li>   <li>• Shoulder Widths</li>   <li>• Type of Section</li> </ul>	<ul style="list-style-type: none"> <li>- As-Built Plans</li>   <li>- Illinois Department of Transportation, Scope Report OPP—Planning Services Section</li>   <li>- Field Reconnaissance</li> </ul>
<b>Right-of-Way</b>	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Scope Report OPP—Planning Services Section</li>   <li>- As-Built Plans, Sidwell Maps</li> </ul>
<b>Curb/Roadside Use</b> <ul style="list-style-type: none"> <li>• Parking</li> <li>• Bus and Loading Zones</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Scope Report OPP—Planning Services Section</li> </ul>
<b>Other Features</b>	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Scope Report OPP—Planning Services Section</li> </ul>

## Corridor Overview

The Western Avenue/Dixie Highway SRA has four basic lanes throughout its length, with the following exceptions:

- Two traffic lanes through the Homewood central business district (CBD)
- A one-way pair effectively providing five traffic lanes through the Blue Island CBD
- A section north of the Blue Island CBD allowing for only two lanes of traffic (with two parking lanes) between 127th Street and 119th Street

Western Avenue/Dixie Highway has a mountable median throughout the City of Chicago, except between 55th and 31st Streets, and between 10th Street and Illinois Route 1, at the south end of the corridor.

Parking lanes exist throughout the City of Chicago and in the CBDs of Homewood and Blue Island.

The existing right-of-way for this corridor is usually 100 feet. Exceptions include:

- Vollmer Road to Flossmoor Road (about 1 mile)—83 feet and varies
- Flossmoor Road to Sibley Boulevard (about 6 miles)—66 feet and varies
- 171st Street to 167th Street (about 0.5 mile)—116 feet and varies
- 127th Street to 119th Street (about 1 mile)—80 feet and varies
- Balmoral Avenue to Peterson Avenue (about 1 mile)—80 feet and varies

Western Avenue/Dixie Highway is part of a grid system of city streets. Major parallel facilities include Ashland Avenue and Halsted Street, located 1 mile and 2 miles to the east, respectively, and Kedzie Avenue and Pulaski Road, located 1 and 2 miles to the west, respectively. The closest parallel SRA routes are Illinois 50/Cicero Avenue,

3 miles to the west, and Lake Shore Drive, 3 miles to the east. South of downtown Chicago the Western Avenue/Dixie Highway corridor parallels first the Dan Ryan Expressway (I-90/94) and then I-57.

Table 2 shows that existing traffic demand for the corridor ranges from 10,000 to 40,000 vehicles per day (vpd). Under current traffic conditions, peak period congestion is evident along much of Western Avenue/Dixie Highway within Chicago.

<b>Table 2 Estimated Existing Average Daily Traffic (ADT) Volumes Along Western Avenue/Dixie Highway</b>	
<b>Location</b>	<b>ADT (vpd)</b>
U.S. 30 to 107th Street	10,000-20,000
107th Street to 55th Street	20,000-30,000
55th Street to I-55	20,000
I-55 to Roosevelt Road	25,000
Roosevelt Road to I-290	35,000
I-290 to I-90/94	30,000
I-90/94 to Lincoln Avenue Overlap	35,000
Lincoln Avenue Overlap	45,000
Lincoln Avenue Overlap to Peterson Avenue	30,000
<p><b>Note:</b> Published ADT volumes were not available for the Western Avenue/Dixie Highway corridor. The above general traffic levels were derived from several sources including intersection turning movement counts and 24-hour machine counts provided by the City of Chicago and local traffic studies.</p>	

However, congestion is most evident north of I-90/94 and is worst where volumes peak at the overlap of Lincoln Avenue. The amount of congestion generally decreases with the reduced traffic volumes and number of access points in the southern sections, although the downtown areas of Blue Island and Homewood also are points of higher congestion.

Table 3 lists the other transportation facilities that cross or are adjacent to Western Avenue/Dixie Highway: six Metra commuter rail lines (Electric, Rock Island, Norfolk Southern, Heritage Corridor, Chicago & North Western—West line, Milwaukee District, and the Chicago & North Western—Northwest Line), four Chicago Transit Authority (CTA) Rapid Transit lines crossed eight times (Ravenswood—1 time, O’Hare/Douglas/Congress—3 times, Lake/Dan Ryan—1 time, and the Southwest—3

times), and twelve freight rail crossings. Pace bus routes 210, 349, 352, 364, 385, 451—454, and 877, and CTA bus routes 49, 49A, 95W, 67, 18, 37, and 49B operate along portions of the corridor.

There are several existing physical and environmental concerns along Western Avenue/Dixie Highway. Limited right-of-way is a concern throughout virtually the entire corridor because of the proximity of development to the existing right-of-way line or because of sensitive land uses, including suburban, residential, and downtown shopping areas. Environmental concerns related to parks; historic sites; floodplains; leaking underground storage tank (LUST) sites; Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) sites; and forest/nature preserves are found throughout the corridor. Sources for these data are listed in Table 4.

### **Current Planning, Design, and Construction Activity**

Within the project limits there are no known major projects that would change the existing cross section of Western Avenue/Dixie Highway. However, there are currently various resurfacing projects being completed within the City of Chicago. The City is also planning to renovate the structure that carries Western Boulevard over Western Avenue.

In addition, south of Chicago city limits, the Illinois Department of Transportation has various ongoing resurfacing, lighting, and signal coordination projects. However, none of the projects involve widening or adding lanes.

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>Metra Lines and Nearest Stations</b>			
Metra Electric Line Flossmoor Station	Weekday: 31 inbound, 29 outbound Saturday: 31 inbound, 29 outbound Sunday: 11 inbound, 11 outbound	Flossmoor Road and Sterling Avenue	1,328
Metra Electric Line Homewood Station	Weekday: 31 inbound, 29 outbound Saturday: 31 inbound, 29 outbound Sunday: 11 inbound, 11 outbound	Ridge Road at Harwood Avenue	1,715
Metra Electric Line Calumet Station	Weekday: 31 inbound, 29 outbound Saturday: 31 inbound, 29 outbound Sunday: 11 inbound, 11 outbound	Park Avenue and 174th Street	1,145
Metra Electric Line Hazel Crest Station	Weekday: 31 inbound, 29 outbound Saturday: 31 inbound, 29 outbound Sunday: 11 inbound, 11 outbound	Park Avenue and 170th Street	817
Rock Island District Line Robbins Station	Weekday: 19 inbound, 19 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	13890 S. Kedzie Avenue	111
Rock Island District Line Blue Island- Vermont Street Station	Weekday: 31 inbound, 31 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	2300 W. Grove Street	780
Metra Electric Blue Island Branch Line Blue Island Station	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound No Sunday or holiday service	Vermont Street near Irving Street	359
Rock Island District Beverly Branch Line Prairie Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	2100 W. Prairie Street	85
Metra Electric Blue Island Branch Line Burr Oak Station	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound No Sunday or holiday service	Burr Oak near Lincoln Street	307
Metra Electric Blue Island Branch Line Ashland Avenue Station	Weekday: 22 inbound, 19 outbound Saturday: 22 inbound, 19 outbound No Sunday or holiday service	Ashland Avenue near 124th Street	147
Rock Island District Beverly Branch Line 123rd Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	2120 W. 123rd Street	56
Rock Island District Beverly Branch Line 119th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	2040 W. 119th Street	484
Rock Island District Beverly Branch Line 115th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	11445 S. Hale Avenue	338
Rock Island District Beverly Branch Line 111th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	11046 S. Hale Avenue	1,029

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>Metra Lines and Nearest Stations</b>			
Rock Island District Beverly Branch Line 107th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	1901 W. 107th Street	681
Rock Island District Beverly Branch Line 103rd Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	10301 S. Walden Parkway	1,081
Rock Island District Beverly Branch Line 99th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	9901 S. Walden Parkway	827
Rock Island District Beverly Branch Line 95th Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	1766 W. 95th Street	676
Rock Island District Beverly Branch Line 91st Street Station	Weekday: 22 inbound, 22 outbound Saturday: 10 inbound, 10 outbound Sunday: 8 inbound, 8 outbound	9105 S. Prospect Square	645
Norfolk Southern Line Wrightwood Station	Weekday: 4 inbound, 4 outbound Peak hour service only; No Saturday, Sunday, or holiday service	79th Street and Kedzie Avenue	210
Metra Heritage Corridor (No nearby station)	Weekday: 2 inbound, 2 outbound Peak hour crossings only; No Saturday, Sunday, or holiday crossings	(No nearby station)	N/A
Burlington Northern Line Western Avenue Station	Weekday: 16 inbound, 21 outbound Saturday: 11 inbound, 9 outbound Sunday: 7 inbound, 7 outbound	18th Street and Western Avenue	77
Chicago & North Western/West Line Kedzie Avenue Station	Weekday: 14 inbound, 10 outbound Saturday: 4 inbound, 2 outbound No Sunday or holiday service	Kedzie Avenue and Carroll Avenue	44
Milwaukee District/ West Line Western Avenue Station	Weekday: 19 inbound, 18 outbound No Saturday, Sunday, or holiday service	420 N. Artesian Avenue, near Grand Avenue	229
Milwaukee District/North Line Western Avenue Station	Weekday: 26 inbound, 26 outbound Saturday: 9 inbound, 9 outbound Sunday: 7 inbound, 7 outbound	420 N. Artesian Avenue, near Grand Avenue	175
Chicago & North Western/Northwest Line Clybourn Station	Weekday: 29 inbound, 30 outbound Saturday: 14 inbound, 13 outbound Sunday: 7 inbound, 8 outbound	2001 N. Ashland Avenue	408
Chicago & North Western/North Line Clybourn Station	Weekday: 29 inbound, 27 outbound Saturday: 11 inbound, 11 outbound Sunday: 8 inbound, 8 outbound	2001 N. Ashland Avenue	268
Chicago & North Western/North Line Ravenswood Station	Weekday: 20 inbound, 20 outbound Saturday: 11 inbound, 11 outbound Sunday: 8 inbound, 8 outbound	4801 N. Ravenswood Avenue	663

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>CTA Rapid Transit Lines and Nearest Stations</b>			
Englewood Line Ashland Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	63rd Street and Ashland Avenue	3,500
Southwest Line Western/49th Station	Stops for this line have not yet been given a lettered designation. 24-hour service, frequent, except during late evening and owl service.	49th Street, between Western Avenue and Western Boulevard	N/A
Southwest Line Kedzie Station	Stops for this line have not yet been given a lettered designation. 24-hour service, frequent, except during late evening and owl service.	49th Street and Kedzie Avenue	N/A
Southwest Line Archer/35th Station	Stops for this line have not yet been given a lettered designation. 24-hour service, frequent, except during late evening and owl service.	35th Street and Archer Avenue	N/A
Douglas Line Western Station	"B" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	21st Street and Western Avenue	1,000
Douglas Line California Station	"B" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	21st Street and California Avenue	1,500
Douglas Line Hoyne Station	"B" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	21st Street and Hoyne Avenue	1,150
Congress Line Western Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Eisenhower Expressway and Western Avenue	800
Congress Line Medical Center Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Eisenhower Expressway near Ogden Avenue	1,850
Lake Line Ashland Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Lake Street and California Avenue	1,300
Lake Line Kedzie Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Lake Street and Ashland Avenue	800
O'Hare Line Western Station	"B" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Western Avenue and Milwaukee Avenue	2,150
O'Hare Line California Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	California Avenue and Milwaukee Avenue	2,300
O'Hare Line Damen Station	"AB" stop handles all trains. 24-hour service, frequent, except during late evening and owl service.	Damen Avenue and Milwaukee Avenue	3,600
Ravenswood Line Western Station	"AB" stop handles all trains. 24-hour service, frequent, except during late evening and owl service.	Western Avenue and Eastwood	3,100
Ravenswood Line Rockwell Station	"B" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Rockwell Street and Eastwood	700
Ravenswood Line Damen Station	"A" stop handles certain trains. 24-hour service, frequent, except during late evening and owl service.	Damen Avenue and Eastwood	1,550

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>			Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>CTA Bus Routes</b>					
	<b>Weekday: AM</b>	<b>Weekday: Base</b>	<b>Weekday: PM</b>		
CTA 49A	12 Minutes	15 Minutes	12 Minutes	Along corridor between 135th Street and 79th Street (more frequent north of 119th Street)	321
CTA 119	N/A	N/A	N/A	Terminates at corridor on 119th Street	N/A
CTA 112	7.4 Minutes	15 Minutes	8 Minutes	Crosses on 111th Street	726
CTA 103	5.5 Minutes	15 Minutes	8 Minutes	Crosses on 103rd Street	1,108
CTA 95W	8.3 Minutes	10 Minutes	7 Minutes	95th Street east of the corridor; uses the corridor to access Evergreen Plaza Shopping Area	620
CTA 87	3.1 Minutes	7.5 Minutes	4.5 Minutes	Crosses on 87th Street	2,057
CTA 79	3.1 Minutes	6 Minutes	3.8 Minutes	Crosses on 79th Street	1,919
CTA 49	5.6 Minutes	10 Minutes	7 Minutes	Along corridor between 79th Street and Berwyn	1,216
CTA 67	4.1 Minutes	7.5 Minutes	6 Minutes	Along corridor between 69th Street and 71st Street	1,170
CTA 110	15 Minutes	No Service	15 Minutes	Crosses on Marquette Road	118
CTA 63	3.4 Minutes	7 Minutes	6 Minutes	Crosses on 63rd Street	1,204
CTA 59	15 Minutes	20 Minutes	15 Minutes	Crosses on 59th Street	171
CTA 55	4.8 Minutes	7.5 Minutes	6 Minutes	Crosses on 55th Street/ Garfield Boulevard	1,209
CTA 51	12 Minutes	15 Minutes	12 Minutes	Crosses on 51st Street	438
CTA 47	7.3 Minutes	10 Minutes	10 Minutes	Crosses on 47th Street	1,015
CTA 39	15 Minutes	20 Minutes	15 Minutes	Crosses on Pershing Road	214
CTA 129	6 Minutes	No Service	5.6 Minutes	Crosses on Pershing Road	279
CTA 61	3.5 Minutes	No Service	3.2 Minutes	Crosses on Archer Avenue	1,865
CTA 62	5.5 Minutes	8 Minutes	4 Minutes	Crosses on Archer Avenue	1,464
CTA 62Exp	3.2 Minutes	10 Minutes	3.3 Minutes	Crosses on Archer Avenue	2,258
CTA 35	8.5 Minutes	15 Minutes	7 Minutes	Crosses on 35th Street	615
CTA 60	6.3 Minutes	10 Minutes	6.5 Minutes	Crosses on 26th Street/Blue Island	1,234
CTA 21	13 Minutes	15 Minutes	12 Minutes	Crosses on Cermak Road	529
CTA 18	15 Minutes	20 Minutes	15 Minutes	Uses corridor between 18th Street and 16th Street	229

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>			Location of Facility	Number of Weekday Boardings <sup>b</sup>
	Weekday: AM	Weekday: Base	Weekday: PM		
<b>CTA Bus Routes</b>					
CTA 37	10 Minutes	15 Minutes	10 Minutes	Uses corridor between Ogden Avenue and Polk Street	582
CTA 12	10 Minutes	12 Minutes	10 Minutes	Crosses on Roosevelt Road	515
CTA 7	12.4 Minutes	15 Minutes	12.6 Minutes	Crosses on Harrison Street	415
CTA 126	4.3 Minutes	10 Minutes	7.5 Minutes	Crosses on Jackson Boulevard and Adams Street	1,197
CTA 20	7 Minutes	7.5 Minutes	6 Minutes	Crosses on Madison Street	977
CTA 131	20 Minutes	No Service	20 Minutes	Crosses on Warren Boulevard and Washington Boulevard	350
CTA 16	12 Minutes	20 Minutes	14 Minutes	Crosses on Lake Street	242
CTA 33	10 Minutes	No Service	No Service	Terminates at corridor on Grand Avenue	245
CTA 65	7.6 Minutes	15 Minutes	8 Minutes	Crosses on Grand Avenue	661
CTA 66	5.3 Minutes	8 Minutes	5.2 Minutes	Crosses on Chicago Avenue	1,197
CTA 70	7.8 Minutes	10 Minutes	8 Minutes	Crosses on Division Street	863
CTA 72	5.6 Minutes	10 Minutes	6.5 Minutes	Crosses on North Avenue	1,148
CTA 56	9 Minutes	10 Minutes	9 Minutes	Crosses on Milwaukee Avenue	1,116
CTA 73	10 Minutes	15 Minutes	10 Minutes	Crosses on Armitage Avenue	699
CTA 74	7.5 Minutes	12 Minutes	8 Minutes	Crosses on Fullerton Avenue	810
CTA 76	5.3 Minutes	10 Minutes	5.7 Minutes	Crosses on Diversey Parkway	1,208
CTA 41	15 Minutes	20 Minutes	15 Minutes	Under corridor on Clybourn Avenue and Belmont Avenue	184
CTA 77	4.9 Minutes	8 Minutes	5.5 Minutes	Under corridor on Belmont Avenue	1,325
CTA 152	2.5 Minutes	10 Minutes	5.7 Minutes	Crosses on Addison Street	2,229
CTA 80	8.2 Minutes	10 Minutes	8 Minutes	Crosses on Irving Park Road	832
CTA 78	10 Minutes	12 Minutes	10 Minutes	Crosses on Montrose Avenue	538
CTA 11	7.5 Minutes	12 Minutes	8 Minutes	Crosses on Lincoln Avenue	669
CTA 49B	6.7 Minutes	12 Minutes	9 Minutes	Along corridor north of Eastwood	543
CTA 81	6.9 Minutes	10 Minutes	7.3 Minutes	Crosses on Lawrence Avenue	816
CTA 92	12 Minutes	12 Minutes	12 Minutes	Crosses on Foster Avenue	507
CTA 84	8.9 Minutes	15 Minutes	9.4 Minutes	Crosses on Peterson Avenue	486

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>Pace Bus Routes</b>			
Pace 366	Weekday: 23 eastbound, 24 westbound Saturday: 13 eastbound, 13 westbound Sunday: 10 eastbound, 10 westbound	South of Corridor. Park Forest-Chicago Heights bus, route deviation to Chicago Heights Terminal	512
Pace 358	Weekday: 14 northbound, 15 southbound Saturday: 7 northbound, 7 southbound No Sunday or holiday service	South of Corridor. Torrence Avenue bus, route deviation to Chicago Heights Terminal	461
Pace 370	Weekday: 17 northbound, 18 southbound Saturday: 10 northbound, 10 southbound No Sunday or holiday service	South of Corridor. Harvey-Chicago Heights bus, route deviation to Chicago Heights Terminal	713
Pace 357	Weekday: 29-32 eastbound, 29-32 westbound Saturday: 23-29 eastbound, 22-28 westbound Sunday 9-25 eastbound, 9-24 westbound	South of Corridor. Lincoln Highway bus, route deviation to Chicago Heights Terminal	1,199
Pace 751	Weekday Morning: 4 northbound/eastbound Weekday Afternoon: 4 southbound/westbound No Saturday, Sunday, or holiday service	Crosses corridor on Joe Orr Road; Uses corridor between Holbrook Road and Flossmoor Road	47
Pace 451	Weekday Morning: 5 northbound Weekday Afternoon: 4 southbound No Saturday, Sunday, or holiday service	Uses corridor between 187th Street and Willow Road	73
Pace 453	Weekday Morning: 5 northbound Weekday Afternoon: 4 southbound No Saturday, Sunday, or holiday service	Uses corridor between 187rd Street and Ridge Road	68
Pace 452	Weekday Morning: 5 westbound Weekday Midday: 4 northbound, 4 southbound Weekday Afternoon: 4 eastbound No Saturday, Sunday, or holiday service	Weekday Morning and Afternoon: Crosses on Ridge Road; Weekday Midday: Uses corridor between 183rd Street and Ridge Road	145
Pace 352	Weekday: 18-36 northbound, 19-36 southbound Saturday: 18-33 northbound, 17-29 southbound Sunday: 13-20 northbound, 14-21 southbound	Uses corridor between Ridge Road and Joe Orr Road, and Chicago Road to Chicago Heights Terminal	6,079
Pace 454	Weekday Morning: 5 southbound Weekday Afternoon: 4 northbound No Saturday, Sunday, or holiday service	Uses corridor between 175th Street and Ridge Road	67
Pace 888	Weekday Morning: 2 northbound/westbound Weekday Afternoon: 6 southbound/eastbound No Saturday, Sunday, or holiday service	Crosses on Interstates 80/294 (Tri-State Tollway)	81
Pace 460	Weekday Morning: 5 eastbound Weekday Afternoon: 3 westbound No Saturday, Sunday, or holiday service	Crosses on 170th Street	89
Pace 877	Weekday Morning: 5 northbound/westbound Weekday Afternoon: 7 southbound/eastbound No Saturday, Sunday, or holiday service	Uses corridor between 154th Street and Sibley Boulevard (147th Street); Crosses on 127th Street	239
Pace 364	Weekday: 24-30 northbound, 21-29 southbound Saturday: 12 northbound, 12 southbound Sunday: 10 northbound, 10 southbound	Uses corridor between 159th Street and 154th Street	1,829
Pace 354	Weekday: 14 eastbound, 13 westbound Saturday: 5 eastbound, 5 westbound No Sunday or holiday service	Crosses on Sibley Boulevard (147th Street)	484

**Table 3**  
**Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>Pace Bus Routes</b>			
Pace 349	Weekday: 37 northbound, 37 southbound Saturday: 34 northbound, 34 southbound Sunday: 22 northbound, 24 southbound	Along corridor between Sibley Boulevard (147th Street) and 79th Street	3,575
Pace 385	Weekday: 13 northbound, 13 southbound No Saturday, Sunday, or holiday service	Uses corridor between 127th Street and Vermont Street	495
Pace 359	Weekday: 21 eastbound, 20 westbound Saturday: 11 eastbound, 11 westbound Sunday: 10 eastbound, 10 westbound	Crosses on Vermont Street	1,223
Pace 381	Weekday: 52 eastbound, 52 westbound Saturday: 27 eastbound, 27 westbound Sunday: 19 eastbound, 19 westbound	Crosses on 95th Street	5,141
Pace 210	Weekday: 16-19 northbound, 16-17 southbound Saturday: 6 northbound, 6 southbound No Sunday or holiday service	Uses corridor between Irving Park Road and Lincoln Avenue	1,079
<b>Other Rail Lines</b>			
Amtrak IC RR	—	Crosses at Maple (Homewood)	N/A
GT RR	—	Crosses at 144th Street Crosses at 49th Street	N/A
IHB RR	—	Crosses at 140th Street Crosses at 75th Street Crosses at 49th Street	N/A
CSX RR	—	Crosses at 136th Street	N/A
IC RR	—	Crosses at Calumet-Sag Channel Crosses at Archer Ave.	N/A
B&O CT RR	—	Crosses at 182nd Street Crosses at Pershing Road	N/A
PC RR	—	Crosses at Pershing Road	N/A
AT & SF RR	—	Crosses at I-55	N/A
BN RR	—	Crosses at Blue Island Ave. Crosses at 18th St.	N/A
C & NW RR	—	Crosses at 18th Street Crosses at Fulton Ave. Crosses at I-94	N/A

**Table 3  
Existing Transit Facilities and Rail Operation Along Western Avenue/Dixie Highway**

Facility	Frequency <sup>a</sup>	Location of Facility	Number of Weekday Boardings <sup>b</sup>
<b>Other Rail Lines</b>			
CR RR	—	Crosses at Ogden Ave.	N/A
CM&SP RR	—	Crosses at Fulton Ave. Crosses at Bloomingdale Ave.	N/A

<sup>a</sup>Most CTA bus routes also operate on evenings, Saturdays, and Sundays. Some CTA bus routes also operate owl service. This table contains only the frequency of buses during the busiest periods. "AM" and "PM" generally refer to the rush hours and "Base" generally refers to typical daytime hours.

<sup>b</sup>For Pace buses, this column represents "Average Weekday Ridership." For CTA buses, this column represents the "One-Hour Passenger Volume at Maximum Load Point" as a sum of one hour of the AM rush travel and one hour of the PM rush travel.

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992), Pace, "Quarterly Route Review: January- March, 1992" (June 1992), and "CTA Bus and Rail Systems- Operating Facts- Winter 1991-92"

**Table 4  
Sources of Environmental and Land Use Data Along Western Avenue/Dixie Highway**

<b>Item</b>	<b>Data Source</b>
Parkland and Other Open Space	<p>Listing of Land and Water Conservation Fund (LAWCON) Projects; U.S. Department of the Interior, National Park Service</p> <p>1985 Bikeways Plan; Northeastern Illinois Planning Commission</p> <p>Illinois Natural Areas Inventory; Illinois Department of Transportation, Bureau of Location and Design</p> <p>Illinois Nature Preserves System 1987–1988 Report and 1990 Update; Illinois Nature Preserves Commission</p> <p>Cook County Forest Preserve Maps</p> <p>City of Chicago Bikeway System; Bureau of Traffic Engineering and Operations</p> <p>Visual Survey July 1991</p>
Wetlands	National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service
Floodplains	<p>FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development</p>
Hazardous Materials	<p>Comprehensive Environment Response, Compensation and Liability Act Information System (CERCLIS) Listing, May 1991; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank (LUST) Listing, December 1988; Illinois Environmental Protection Agency files</p>
Historic Sites	<p>The National Register of Historic Places, 1990; U.S. Department of the Interior</p> <p>Illinois State Historical Markers Text Book, 1973; Illinois Historic Structures Survey</p> <p>Inventory of Historic Structures and Historic Landmarks, 1973; Illinois Historic Structures Survey</p> <p>Chicago Commission on Landmarks, 1992 Survey</p>

## Summary of Findings

The existing physical characteristics, traffic operation, safety, public transportation, environmental concerns, and land use of the five segments defined along Western Avenue/Dixie Highway are discussed below.

### **Segment I——“Southern Cook County” (U.S. 30 to 159th Street)**

Segment I of the Western Avenue/Dixie Highway SRA, approximately 7 miles long, is located at the southern end of the corridor. This segment extends from U.S. 30 in Chicago Heights to 159th Street in Harvey and serves the communities of Chicago Heights, Flossmoor, Homewood, East Hazel Crest, Hazel Crest, Markham, and Harvey.

#### ***Physical Characteristics***

Within this segment, Western Avenue/Dixie Highway is a four-lane arterial roadway except for a section passing through the Homewood CBD. A flush median is found only on Dixie Highway between Illinois 1 and 10th Street. Western Avenue/Dixie Highway has outside curb and gutter between U.S. 30 and 10th Street, and paved or aggregate shoulders and open drainage between 10th Street and Birch Street (184th Street). Curb and gutter is then present from Birch Street and north through the Homewood CBD. North of the Homewood CBD and the Illinois Central Railroad (IC) crossing, curb and gutter use is intermittent and often occurs on only one side of Western Avenue/Dixie Highway.

Between 169th Street and 167th Street a “frontage road” has been constructed on the east side of Western Avenue/Dixie Highway. This roadway is separated from Western Avenue/Dixie Highway by a landscaped barrier island that is approximately 8 feet wide.

The horizontal alignment followed by Western Avenue/Dixie Highway in this section contains several sharp turns. Immediately north of U.S. 30 the corridor makes a 90-degree left turn to leave Chicago Avenue (Illinois 1) and join Dixie Highway. The turning geometry is awkward at this intersection for vehicles entering Dixie Highway. Dixie Highway contains several mild curves through intersections at Ashland Avenue, Vollmer Road, and Flossmoor Road. North of the Homewood CBD, Western Avenue/Dixie Highway turns west sharply, following Maple Avenue under the Railroad.

Immediately west of the overpass, Western Avenue/Dixie Highway turns north sharply. Western Avenue/Dixie Highway also follows curves in advance of, and through the intersection at 175th Street.

The right-of-way within Segment I varies from 66 to 116 feet. Existing right-of-way is 100 feet wide from U.S. 30 to approximately ½-mile north of Vollmer Road, and 83 feet from there to Flossmoor Road. North of Flossmoor Road to I-80, including the Homewood CBD, the right-of-way is only 66 feet wide. Then, four blocks north of I-80 to 167th Street the right-of-way is increased to 116 feet, but is then reduced between 167th Street and 159th Street to 66—83 feet. The availability of additional right-of-way is limited throughout this segment by forest preserves, single family residential developments, recreation areas, and the Homewood CBD.

There are six bridge structures in this segment of Western Avenue/Dixie Highway (see Table 5). Included are structures carrying Western Avenue/Dixie Highway over Thorn Creek, Butterfield Creek, and the Calumet-Union Ditch. Western Avenue/Dixie Highway passes under structures carrying eastbound and westbound I-80/294 and the IC Railroad. The IC Railroad structure is located at the north end of the Homewood CBD and presents the greatest impediment to traffic flow. It is a narrow structure allowing only one lane of travel in each direction, and the lanes are separated by a center pier. The presence of multiple mainline tracks and the beginning of a large switch yard to the north makes this structure about 150 feet long.

Table 5 Existing Structures Along Segment 1 (U.S. Route 30 to 159th Street) of Western Avenue/Dixie Highway			
IDOT Structure Reference	Feature		Comments
	Over	Under	
016-2546	Thorn Creek	—	On Chicago Road
016-0775	Butterfield Creek	—	
016-9943	—	IC-RR	Narrow, 2-Lane, Center Pier Structure
016-9714	—	I-80/294 (EB)	
016-9715	—	I-80/294 (WB)	
016-0774	Calumet-Union Ditch	—	

## ***Traffic Control, Operations, and Safety***

The speed limits within Segment I vary between 25 miles per hour (mph) and 40 mph, reflecting different intensities of land use and roadway access levels. The following existing speed limits apply:

- U.S. 30 to 10th Street—35 mph
- 10th to 189th Streets—40 mph
- 189th to Birch Streets—30 mph
- Birch to Pine Streets (Homewood CBD)—25 mph
- Pine to 167th Streets—35 mph
- 167th to 159th Streets—40 mph

There are 17 traffic signals on Western Avenue/Dixie Highway within this segment. Spacing varies between 1/4 and 1 mile with the exception of one signal pair located at Ashland Avenue and Vollmer Road.

Published data for ADT was not available for this or any other segment of the Western Avenue/Dixie Highway corridor. Estimates of daily traffic were developed from information supplied by municipalities and the City of Chicago in the form of unfactored manual intersection counts and machine counts for various time periods, dates, and locations. It is estimated that traffic in this section varies between 10,000 and 20,000 vpd. Data in the vicinity of the Homewood CBD indicated daily traffic volumes of approximately 19,000 vpd to the north and 8,000 vpd south of 183rd Street.

The most significant source of congestion in this segment is the Homewood CBD. Traffic is limited to only one lane in each direction between 183rd Street and Pine Street. Even if this were not the case, the traffic flow would still be limited by the narrow two-lane (one lane in each direction) cross section under the IC Railroad at the north end of the CBD, and the sharp right turn immediately north of the underpass. Throughout the remainder of the segment traffic is light enough that congestion is not caused except at major intersection points. Higher volume intersections include U.S. 30 (a SRA) and 159th Street.

## ***Public Transportation***

One rail transportation facility operates within this segment (see Table 3 and Exhibit A-5). The Metra-Electric commuter rail crosses Western Avenue/Dixie Highway in Homewood. Stations at Flossmoor, Homewood, Calumet, Hazelcrest, and Blue Island are closest to the corridor. Pace bus routes 751, 451, 453, 452, 352, 454, and 877 all use portions of this segment of Western Avenue/Dixie Highway. Pace bus routes 366, 358, 370, 357, 751, 452, 888, 460, and 877 also cross the corridor.

## ***Environmental Constraints and Land Use***

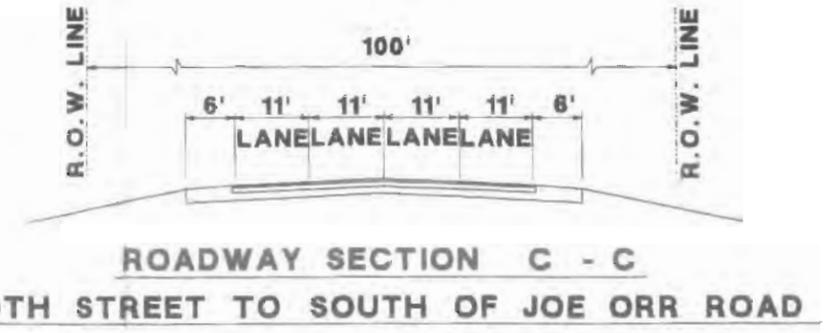
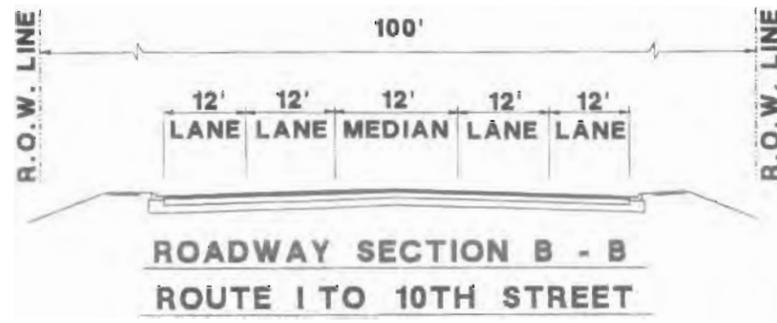
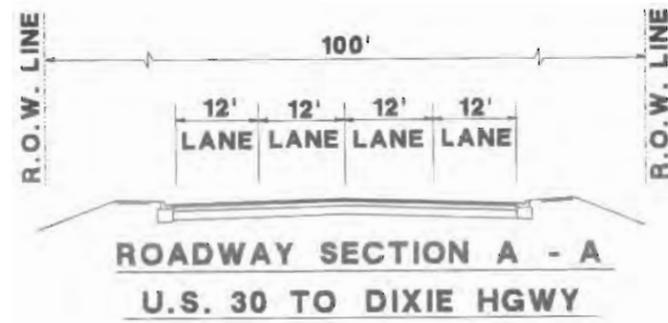
Table 6 summarizes environmentally sensitive land uses in Segment I of Western Avenue/Dixie Highway (see Exhibits B-1 through B-7). One CERCLIS site and three possible LUST sites are shown in Exhibits B-5 to B-7. Note that the LUST sites may have been remediated since this list was compiled. Also noted is one potential historic site—a residence in Flossmoor (see Exhibit B-3).

Other environmentally sensitive areas include the forest preserve adjacent to Chicago Avenue between U.S. 30 and Dixie Highway (see Exhibit B-1) and a wetland located near 163rd Street (see Exhibit B-7). The crossing of Thorn Creek is located in the above noted forest preserve. Three schools, including Bloom Township High School (see Exhibit B-1), and three churches are located adjacent to the corridor. Western Avenue/Dixie Highway also passes two golf courses. The presence of downtown Homewood has already been noted.

<b>Table 6 Summary of Environmentally Sensitive Land Uses and Sites Along Segment I on Western Avenue/Dixie Highway</b>			
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B-3	H-1	Dorband Howe House, Sylvan and Dixie Highway, Flossmoor
CERCLIS Sites <sup>a</sup>	B-7	C-1	162nd and Dixie Highway, Markham
LUST Sites <sup>b</sup>	B-5	L-19	Illinois Bell, 183rd and Dixie Highway, Homewood
	B-6	L-1	Shell Oil, 175th and Dixie Highway; Hazelcrest
	B-6	L-2	Emro Marketing, 174th and Dixie Highway, East Hazelcrest
<sup>a</sup> CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System <sup>b</sup> LUST: Leaking Underground Storage Tank			

Land use between Illinois 1 and Volmer Road is generally suburban commercial/retail with most of the buildings set back substantially from Western Avenue/Dixie Highway. Commercial/retail land use is also found in the Homewood CBD north of 183rd Street. In this case, the buildings were constructed next to the right-of-way line and allow no room for roadway expansion without serious effects. A large tract of industrial land use is located west of Western Avenue/Dixie Highway between 167th Street and 159th Street. Elsewhere in Segment I land use is primarily suburban single-family residential. Right-of-way is limited in the residential areas, but most homes are set back from the roadway.

LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION

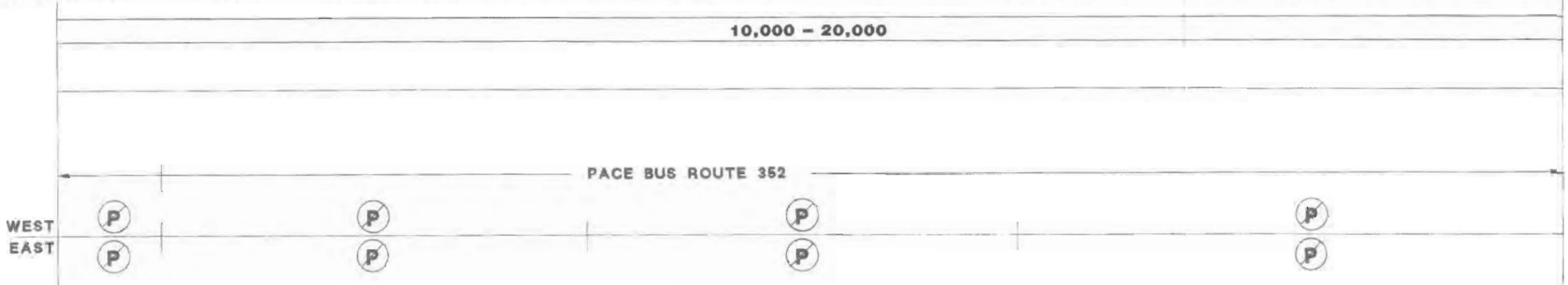


1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

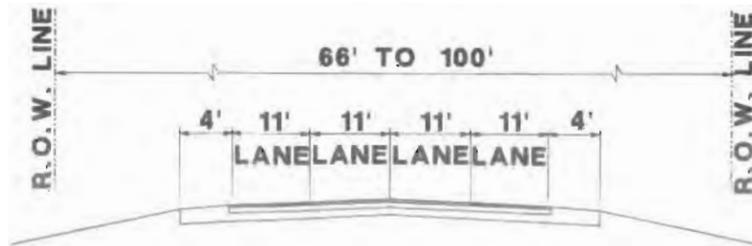
EDGE OF  
ROAD USE



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



**ROADWAY SECTION A - A**  
**NORTH OF JOE ORR ROAD TO VOLLMER ROAD**



1988 - 1990 AVERAGE DAILY TRAFFIC	10,000 - 20,000					
ACCIDENT RATE						
TRANSIT ROUTES	PACE BUS ROUTE 352					
EDGE OF ROAD USE WEST						
EDGE OF ROAD USE EAST						

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

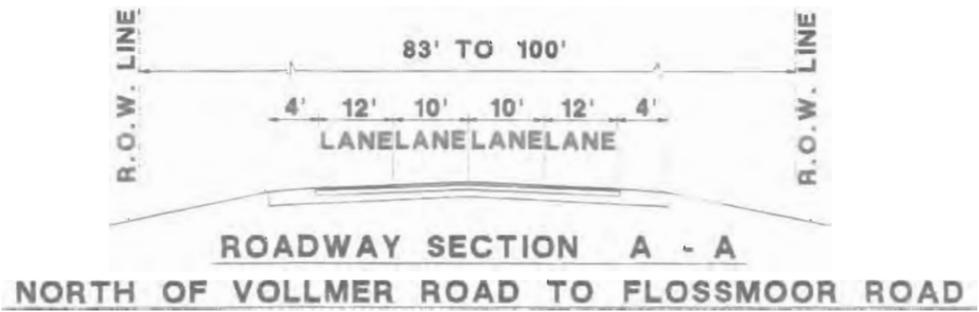


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**LEGEND**

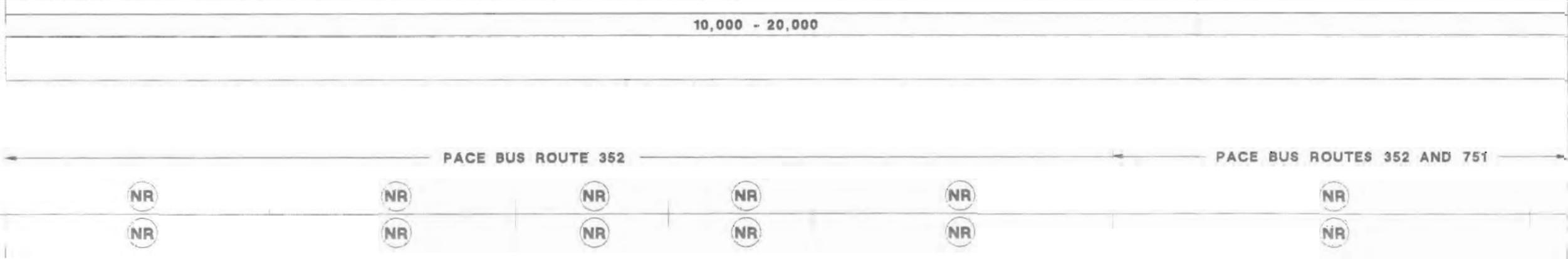
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

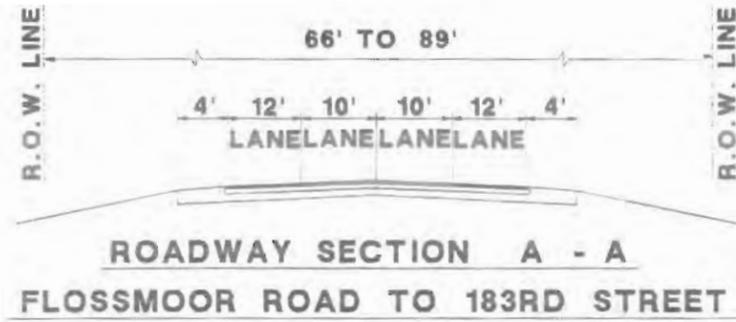


**WESTERN AVE / DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE

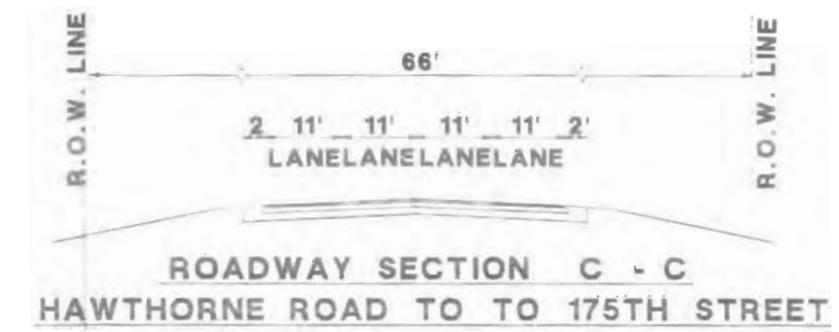
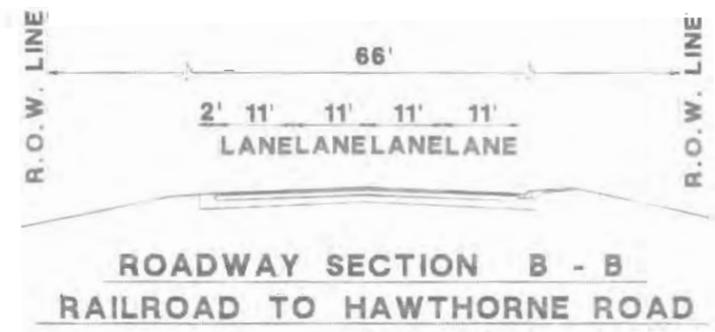
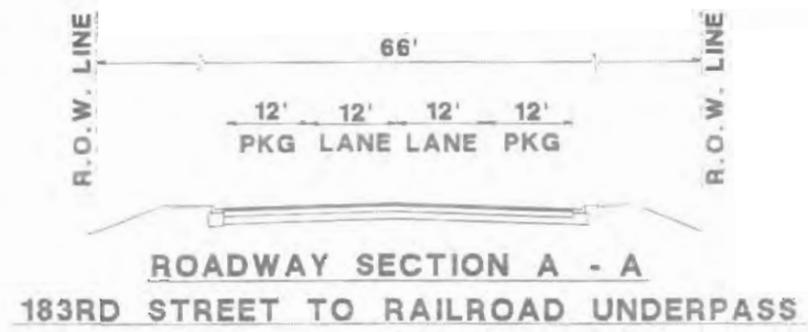
	10,000 - 20,000					
	← PACE BUS ROUTE 352			← PACE BUS ROUTES 352, 451, AND 453		← PACE BUS ROUTES 352 AND 453 →
WEST	(NR)	(NR)	(NR)	(P)	(P)	(P)
EAST	(NR)	(NR)	(NR)	(P)	(NR)	(P)

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION

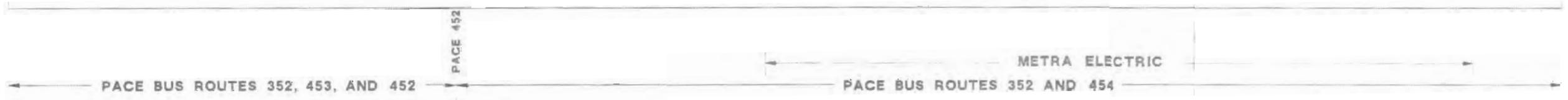


1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

10,000 - 20,000

ACCIDENT  
RATE

TRANSIT  
ROUTES



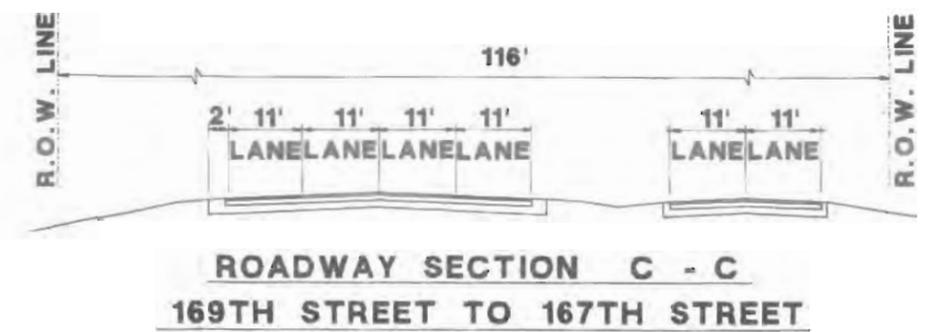
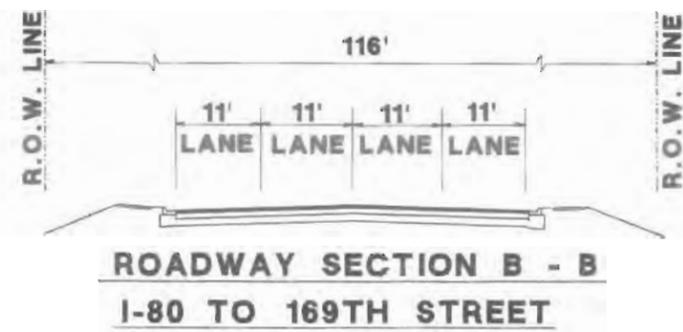
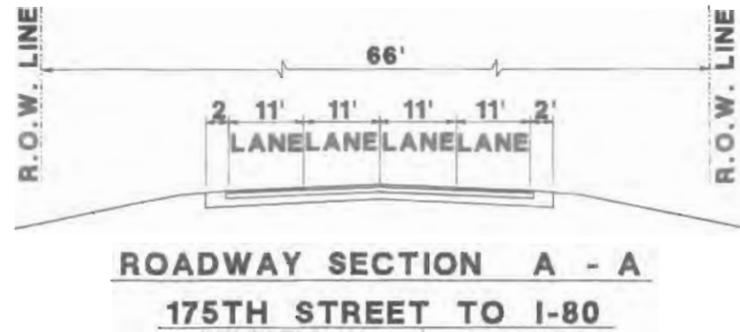
EDGE OF  
ROAD USE



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990 AVERAGE DAILY TRAFFIC	10,000 - 20,000			
ACCIDENT RATE				
TRANSIT ROUTES	PACE BUS ROUTE 352			
EDGE OF WEST ROAD USE EAST				

### WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS

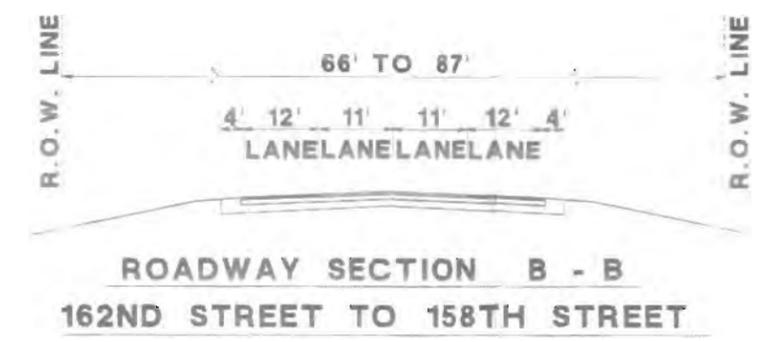
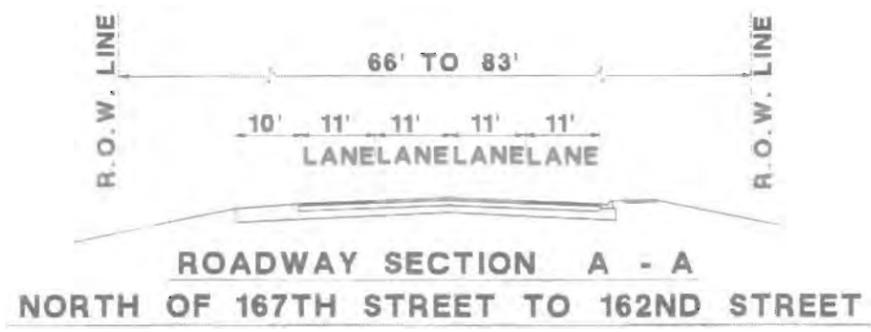


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**LEGEND**

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

10,000 - 20,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

PACE BUS ROUTE 352

PACE BUS ROUTE 364

EDGE OF ROAD USE	WEST							
	EAST							

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



# PLANNING FOCUS AREAS

## A) U.S. ROUTE 30 AND CHICAGO ROAD INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## B) CHICAGO ROAD SEGMENT

- Limited available right-of-way

## C) DIXIE HIGHWAY AND CHICAGO ROAD INTERSECTION

- Intersection geometry is incompatible with SRA route continuity



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LT Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- /// Floodplain/Floodway

WESTERN AVE / DIXIE HWY

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic  
Regional  
Arterial Planning Study  
EXHIBIT B-1

# PLANNING FOCUS AREAS

## A) LINDEN LANE TO JOE ORR ROAD

- Multiple driveway/cross street access points may affect SRA operation

## B) DIXIE HIGHWAY AND JOE ORR ROAD INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

### LEGEND

- Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-2

# PLANNING FOCUS AREAS

## A) VOLMER ROAD TO FLOSSMOOR ROAD

\* Limited available right-of-way



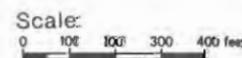
SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY  
(DESIRABLE)

LEGEND	
A	Planning Focus Area / D.
(G1)	Hazardous Waste Site
LT	Leaking Underground Storage Tank
(HT)	Historic Building/District
*	Wetland
+	Church/Synagogue/Religious Institution
///	Floodplain/Floodway
---	Agricultural Land
---	Special Use Areas
□	Major Utility Lines

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EXHIBIT B-3

# PLANNING FOCUS AREAS

## A) FLOSSMOOR ROAD TO 183rd STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation

## B) DIXIE HIGHWAY AND 183rd STREET INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- A Planning Focus Area (D)
- (C1) Hazardous Waste Site
- LT Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic  
Regional  
Arterial Planning Study  
EXHIBIT B-4

# PLANNING FOCUS AREAS

## A) 183rd STREET TO ELM ROAD

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

## B) DIXIE HIGHWAY, MAPLE ROAD, AND PARK AVE INTERSECTIONS

Intersection geometry is incompatible with SRA route continuity

## C) ILLINOIS CENTRAL RAILROAD OVER DIXIE HIGHWAY

- Limited horizontal clearance for Dixie Highway under railroad



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

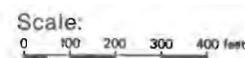
### LEGEND

- A Planning Focus Area I.D.
- (G1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † ☆ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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**SRA** Strategic Regional Arterial Planning Study  
EXHIBIT B-5

# PLANNING FOCUS AREAS

## A) DIXIE HIGHWAY AND 175th STREET INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use

## B) 175th STREET TO I-80

- Limited available right-of-way

- Leaking Underground Storage Tank (LUST) sites could affect future right-of-way needs

## C) I-80 UNDERPASS

- Limited horizontal clearance for Western Avenue under I-80

## D) I-80 TO 167th STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area (B)
⚠	Hazardous Waste Site
▽	Leaking Underground Storage Tank
Ⓜ	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines

WESTERN AVE / DIXIE HWY

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-6**

# PLANNING FOCUS AREAS

## A) 167th STREET TO 163rd STREET

- Multiple driveway/cross street access points may affect SRA operation

## B) DIXIE HIGHWAY AND 159th STREET (U.S. 6) INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- |     |  |
|-----|--|
| A   | Planning Focus Area ID                 |
| ⊖   | Hazardous Waste Site                   |
| ⊖   | Leaking Underground Storage Tank       |
| (H) | Historic Building/District             |
| *   | Wetland                                |
| †   | Church/Synagogue/Religious Institution |
| —   | Agricultural Land                      |
| —   | Special Use Areas                      |
| —   | Major Utility Lines                    |
| /// | Floodplain/Floodway                    |

WESTERN AVE / DIXIE HWY

**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-7

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 300 400 feet

## **Segment II——“Suburban South” (159th Street to 119th Street)**

Segment II of the Western Avenue/Dixie Highway is approximately 5 miles long. It extends from 159th Street in Harvey/Markham to 119th Street at the Chicago/Blue Island border. Communities served by this segment include Harvey, Markham, Dixmoor, Posen, and Blue Island.

### ***Physical Characteristics***

The existing roadway varies throughout this segment of the Western Avenue/Dixie Highway corridor.

- Between 159th and 136th Streets, Western Avenue/Dixie Highway is a four-lane road without a median. Lane widths are generally less than the desirable 12 feet. South of Sibley Boulevard there is no curb and gutter.
- Between 136th and Grove Streets, Western Avenue/Dixie Highway is a four-lane divided roadway on the structure traversing the Calumet-Sag Channel and the Metra-Rock Island Commuter Line.
- Within the Blue Island CBD extending north to 127th Street, traffic on Western Avenue/Dixie Highway is separated on a one-way pair. Southbound traffic travels on Western Avenue, which has two travel lanes and a parking lane on each side of the street. Northbound traffic travels on Gregory Street, which provides three traffic lanes and a single parking lane.
- Between 127th and 119th Streets, north of the Blue Island CBD, Western Avenue/Dixie Highway is a four-lane roadway with a 12-foot flush median. Parking is allowed on both sides of the roadway, which limits travel to a single lane in each direction except in the peak hour when parking is restricted in the peak direction of travel.

Existing right-of-way varies from 66 to 100 feet as follows:

- 66 feet between 159th and 154th Streets
- 100 feet between 154th and 151st Streets
- 66 feet between 151st and 127th Streets
- 80 feet between 127th and 119th Streets

There are four major structures noted in this segment of Western Avenue/Dixie Highway (see Table 7). Two structures carry I-57 over Western Avenue/Dixie Highway. The span width of these structures allows for future widening of Western Avenue/Dixie Highway west of the current roadway. One structure carries Western Avenue/Dixie Highway over the Calumet Slough, and another carries it over Broadway Avenue, the Calumet Sag Channel, and the Metra-Rock Island railroad line.

<b>Table 7</b>			
<b>Existing Structures Along Segment II</b>			
<b>(159th to 119th Streets) of Western Avenue/Dixie Highway</b>			
<b>IDOT Structure Reference</b>	<b>Feature</b>		<b>Comments</b>
	<b>Over</b>	<b>Under</b>	
016-0056	—	I-57 (NB)	Spans allow for widening
016-0057	—	I-57 (SB)	Spans allow for widening
016-2413	Calumet-Slough	—	
016-0777	Calumet-Sag Channel Metra-Rock Island	—	

***Traffic Control, Operations, and Safety***

Speed limits within this segment vary from 40 to 25 mph. The allowable speed limit is reduced as Western Avenue/Dixie Highway approaches and travels through the Blue Island CBD. Between 159th Street and Sibley Boulevard, the speed limit is 40 mph. It

is then reduced to 35 mph until reaching the Blue Island CBD, where the speed limit drops to 25 mph. Between 127th and 119th Streets north of the Blue Island CBD, the speed limit is 30 mph.

There are ten signalized intersections along this segment of Western Avenue/Dixie Highway. All signals meet minimum desirable spacing of ¼-mile except for one pair of signals in each direction.

- In the southbound direction, the signals at 131st and York Streets are 630 feet apart. This condition does not occur in the northbound direction because there is not a signal at York and Gregory Streets.
- Northbound traffic must travel through signals at 127th and Gregory Streets, and then at 127th Street and Western Avenue at the termination of the one-way pair. These signals are about 630 feet apart.

In addition to signalized intersections there is one stop sign controlled intersection that affects traffic on Western Avenue/Dixie Highway. It is located at the intersection of Gregory and Union Streets in the Blue Island CBD. Its function is to facilitate traffic to and from a hospital located in the southeast quadrant of the intersection.

Existing ADT is estimated to range from 10,000 to 20,000 vpd in this segment. Volumes generally increase from south to north on Western Avenue/Dixie Highway (see Exhibits A-8 to A-12).

Operations within Segment II of Western Avenue/Dixie Highway are relatively smooth. Travel speeds are reduced between 127th and 119th Streets because of the one-lane operation currently in effect in this section. This segment contains three at-grade rail crossings located between Sibley Boulevard and 135th Street. The crossing located north of 144th Street is operated by the GT Railroad and carries 16 trains per day at speed of 55 mph. The GR Railroad crosses Western Avenue/Dixie Highway south of 139th Place. This crossing carries 30 trains per day at a speed of 20 mph. North of 136th Street, the CSX Railroad also operates a crossing that carries 20 trains per day at a speed of 35 mph. All three crossings carry only freight trains.

### ***Public Transportation***

One rail transportation facility operates within this segment (see Table 3 and Exhibit A-11). The Metra-Rock Island commuter rail underpasses Western Avenue/Dixie Highway just north of the Calumet-Sag Channel. Stations at Blue Island and Prairie are closest to the corridor. Pace bus route 349 travels from Sibley Boulevard to 119th Street and continues north. Pace bus route 364 travels from 159th Street to 154th Street, route 385 travels from 127th Street to Vermont Street, and route 877 travels between 154th Street and Sibley Boulevard. Pace bus routes 359 and 354 cross the corridor in this segment. CTA bus route 49A travels the corridor from 135th Street to the north, and CTA bus route 119 terminates at the corridor on 119th Street.

### ***Environmental Constraints and Land Use***

Table 8 summarizes information regarding hazardous waste sites and potentially historic sites. Table 8 does not note any CERCLIS sites. One potentially historic residence in south Blue Island is listed (see Exhibit B-10). Seven possible LUST sites are listed. Some of these sites may have been remediated since this list was compiled.

In addition to the locations noted in Table 8, other sensitive land uses located in Segment II include a church south of Sibley Boulevard, the Mother of Sorrows High School at 139th Street, St. Francis Hospital in the Blue Island CBD, and Hart Park at 123rd Street. These and other known sensitive land uses are shown in Exhibits B-8 to B-12.

Existing land use in Segment II is a mixture of residential and commercial/retail uses with one small area of industrial land use. South of Sibley Boulevard, the land use is best described as a mixture of residential, retail/commercial, and open or under utilized tracts. North of Sibley Boulevard lies a pocket of predominantly residential land use, including a large trailer park, between 145th and 139th Streets. North of 139th Street is a small commercial area and the Blue Island CBD. From the Blue Island CBD north to 119th Street, the land use is again a mixture of residential or commercial/retail purposes.

**Table 8**  
**Summary of Environmentally Sensitive Land Uses and Sites Along**  
**Segment II on Western Avenue/Dixie Highway**

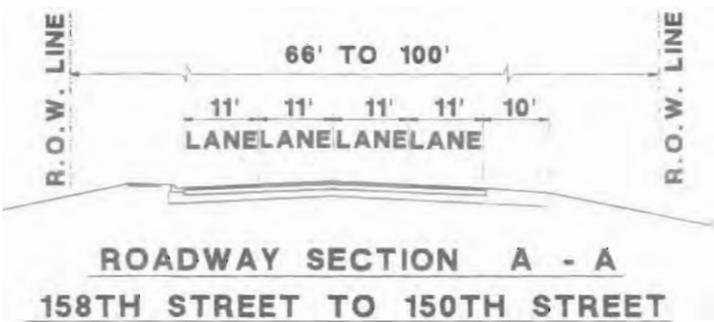
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B-10	H-2	Henry Shuemann House, 136th and Western, Blue Island
CERCLIS Sites <sup>a</sup>	—	—	None Noted
LUST Sites <sup>b</sup>	B-8	L-3	William Shaw, 152nd and Dixie Highway, Harvey
	B-9	L-4	Bulk Petroleum Corp., 14745 Dixie Highway, Harvey
	B-12	L-5	Trifler Olds and AMC, 12413 S. Western, Blue Island
	B-12	L-6	122nd and Western, Blue Island
	B-12	L-7	Thorton Oil, 121st and Western, Blue Island
	B-12	L-8	Terry's Buick, 120th and Western, Blue Island
	B-12	L-9	Shell Oil, 11901 S., Western, Blue Island

<sup>a</sup>CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System

<sup>b</sup>LUST: Leaking Underground Storage Tank

**LEGEND**

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



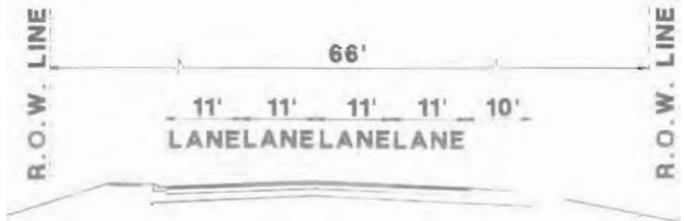
1988 - 1990 AVERAGE DAILY TRAFFIC	10,000 - 20,000										
ACCIDENT RATE											
TRANSIT ROUTES	PACE BUS ROUTE 364					PACE BUS ROUTE 877					
EDGE OF ROAD USE	WEST	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	EAST	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

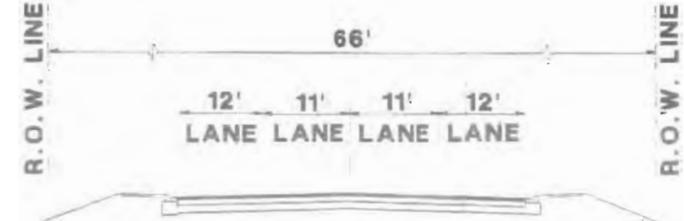


**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



**ROADWAY SECTION A - A**  
150TH STREET TO SIBLEY BLVD



**ROADWAY SECTION B - B**  
SIBLEY BLVD TO 144TH STREET



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

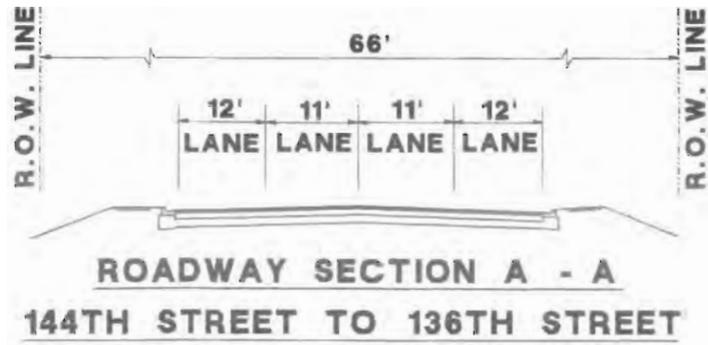
TRANSIT  
ROUTES

	10,000 - 20,000										
	PACE BUS ROUTE 877										
	PACE 354										
	PACE BUS ROUTE 349										
EDGE OF ROAD USE	WEST										EAST
	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



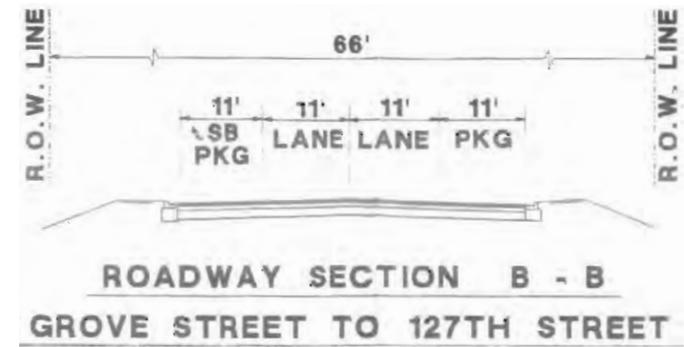
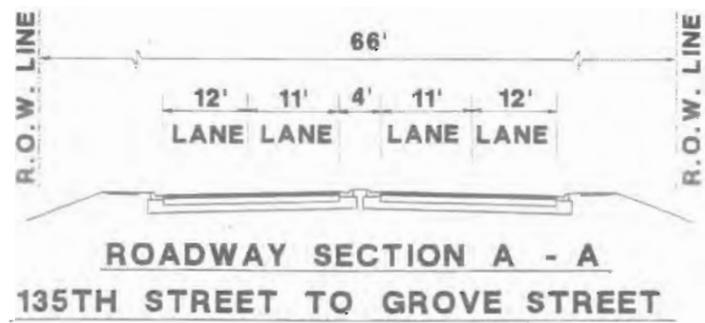
1988 - 1990 AVERAGE DAILY TRAFFIC	10,000 - 20,000										
ACCIDENT RATE											
TRANSIT ROUTES	PACE BUS ROUTE 349					PACE BUS ROUTE 349 - CTA ROUTE 49A					
EDGE OF WEST ROAD USE EAST											

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

10,000 - 20,000

EDGE OF  
ROAD USE

WEST  
EAST

NR	NR	NR	P 2HR									
NR	NR	NR	NR	NR	NR	P	NR	P	P	P	NR	NR

METRA  
ROCK  
ISLAND

PACE BUS ROUTE 349 - CTA ROUTE 49A

PAGE 877

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

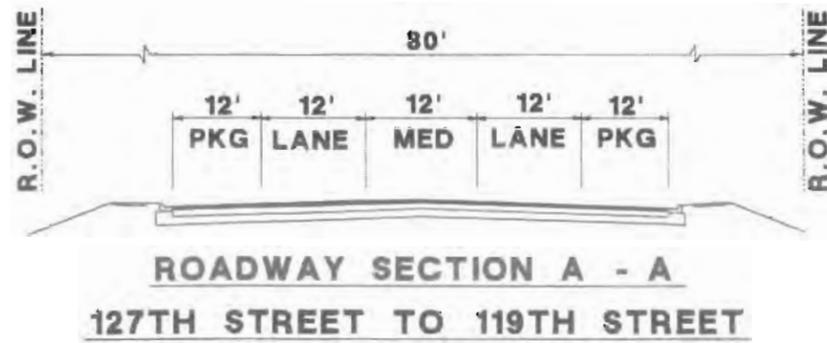


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**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF WEST  
ROAD USE EAST

	10,000 - 20,000							
	PACE BUS ROUTE 349 - CTA ROUTE 49A							
	(P)	(P) <sup>4-6</sup>						
	(P)	(P) <sup>7-9</sup>						

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



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# PLANNING FOCUS AREAS

## A) SOUTH OF 158th STREET TO 157th PLACE

- Multiple driveway/cross street access points may affect SRA operation



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

### LEGEND

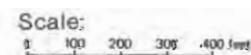
- A Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Floodplain/Floodway
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY



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# PLANNING FOCUS AREAS

## A) WESTERN AVENUE AND SIBLEY BOULEVARD INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use

## B) SIBLEY BOULEVARD TO 145th STREET

- Corridor to transition from suburban to urban cross section north of Sibley Blvd

## C) I-57 TO 144th STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation

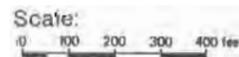


LEGEND	
A	Planning Focus Area I.D.
⊗	Hazardous Waste Site
▽	Leaking Underground Storage Tank
Ⓜ	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
□	Major Utility Lines
///	Floodplain/Floodway

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# PLANNING FOCUS AREAS

## A) AT-GRADE RAILROAD CROSSINGS

- Traffic flow along Western Avenue may be compromised by three at-grade railroad crossings

## B) SOUTH OF 136th STREET

- Adjacent historic resources



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

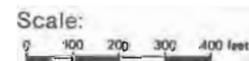
LEGEND	
A	Planning Focus Area I.D.
(C)	Hazardous Waste Site
U	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—□—	Major Utility Lines

WESTERN AVE / DIXIE HWY

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-10**

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# PLANNING FOCUS AREAS

## A) CALUMET SAG CHANNEL CROSSING

Existing structure may require widening/replacement

## B) SOUTHBOUND WESTERN AVENUE FROM 127th STREET TO GROVE STREET

- Capacity improvements are constrained by adjacent land use
- Curb parking on both sides of the street limits through capacity of existing roadway

## C) 127th STREET FROM GREGORY STREET TO WESTERN AVENUE

- Overlap of two SRA routes
- Western Avenue route turns at both intersections
- Capacity improvements for high-volume intersections are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area ID
- ⬡ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- ⬢ Historic Building/District
- ✱ Wetland
- ✠ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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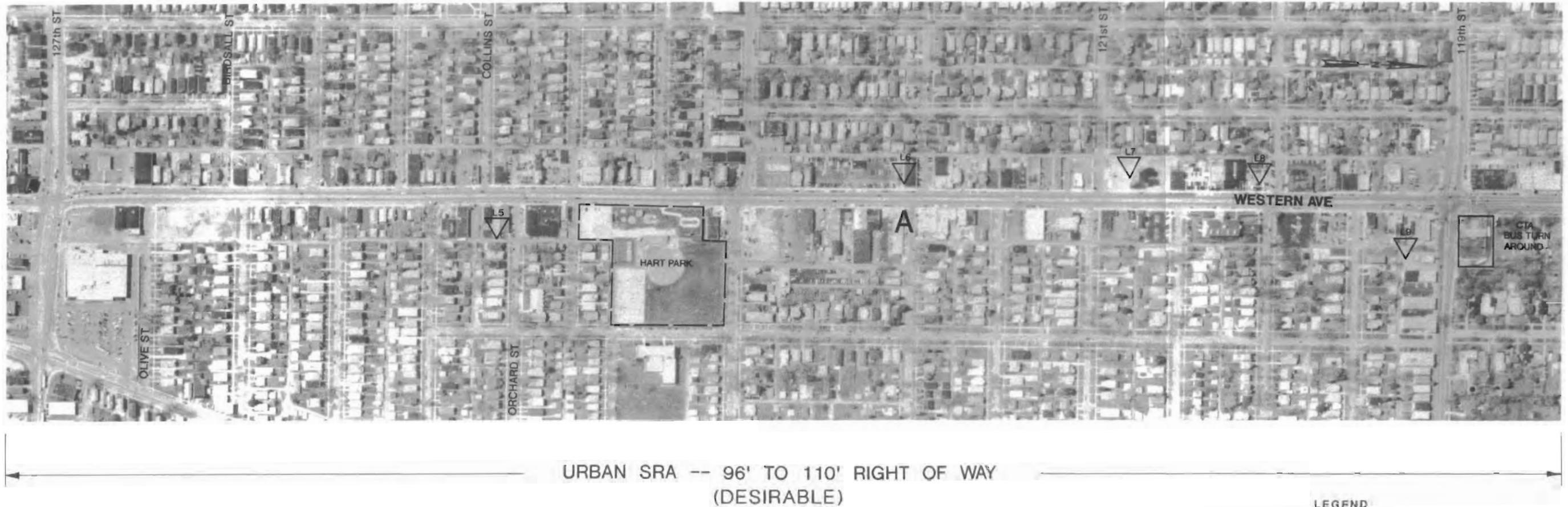
Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study  
EXHIBIT B-11

# PLANNING FOCUS AREAS

## A) OLIVE STREET TO 119th STREET

- Limited available right-of-way
- Multiple driveway/cross street access points may affect SRA operation
- Leaking Underground Storage Tank (LUST) site could affect future right-of-way needs

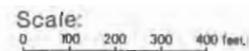


LEGEND	
A	Planning Focus Area (A, D)
(G)	Hazardous Waste Site
▽	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—□—	Major Utility Lines

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**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-12

### **Segment III—“Chicago South” (119th Street to I-55)**

Segment III of the Western Avenue/Dixie Highway SRA is approximately 11 miles long. It extends from 119th Street at the Chicago/Blue Island border to I-55. With the exception of land on the west side of Western Avenue between 99th and 87th Streets, which is the community of Evergreen Park, this segment lies entirely within the City of Chicago.

#### ***Physical Characteristics***

Between 119th and 54th Streets, Western Avenue consists of four lanes, a flush median, and a parking lane on each side of the roadway. Lane widths vary but the roadway pavement width is generally 72 feet. Western Avenue is an urban arterial roadway with curb and gutter and a painted flush median.

At 54th Street, Western Avenue is reduced in width to 56 feet, which is striped for four lanes of traffic and two parking lanes with no median. This configuration continues until approximately 33rd Street, where a series of structures for grade separations with Western Boulevard; the Chicago Sanitary and Ship Canal; I-55; and the railroad Atchisten, Topeka, and Santa Fe (AT&SF) occur. Through this area Western Avenue is a four-lane roadway with no parking and a narrow barrier median.

Right-of-way between 119th and 79th Streets, and 62nd and 54th Streets is 100 feet wide. Between 79th and 62nd Streets, the existing right-of-way varies between 100 and 110 feet. North of 54th Street, Western Boulevard begins to parallel Western Avenue, separated by a parkway approximately 110 feet wide. Western Avenue, Western Boulevard, and the parkway area all are located within 250 feet of right-of-way. Note that the parkway is in within the right-of-way, but is considered to have the same function and value as parkland.

The 14 major structures located within this segment of Western Avenue are listed in Table 9. Seven of these structures carry railroad freight lines over Western Avenue. The lateral clearance between the edge of pavement and the bridge support columns is generally substandard, and lane widths under the bridges are often too narrow. Vertical

**Table 9  
Existing Structures Along Segment III  
(119th Street to I-55) of Western Avenue/Dixie Highway**

IDOT Structure Reference	Feature		Comments
	Over	Under	
—	—	B & O RR	Substandard vertical clearance
016-6318	—	IHB RR	Substandard vertical clearance
016-6315	—	IHB, GTW RR	Width insufficient for widening, substandard vertical clearance
—	—	Southwest Transit Line	—
016-6044	—	B & O CT RR	Piers encroach on lanes, substandard vertical clearance
—	—	Southwest Transit Line	—
016-6317	—	PC RR	Piers encroach on lanes, substandard vertical clearance
—	—	Southwest Transit Line	—
—	—	IC RR	Width insufficient for widening, substandard vertical clearance
016-6131	—	Western Boulevard	Reconstructed, 1993, with adequate horizontal and vertical clearances
016-1080	—	I-55 (NB)	—
016-1079	—	I-55 (SB)	—
—	—	AT & SF RR	Substandard vertical clearance
016-6056	Sanitary & Ship Canal	—	Overhead truss structure

clearances are less than the desirable 14 feet 6 inches in all instances. Two of the railroad bridges cross the intersection of Western Avenue and Pershing Road on a diagonal. Columns for these structures fall within the intersection approaches, insert Table 9 separate lanes of traffic, minimize lane widths, and force some lanes to jog in order to avoid them.

Other structures carry the CTA Southwest transit line over Western Avenue at three separate locations. Western Avenue also crosses under I-55 and over the Sanitary and Ship Canal on a steel truss lift bridge.

### ***Traffic Control, Operations, and Safety***

The speed limit in Segment III is 30 mph except between 99th and 83rd Streets where it is 35 mph. The higher speed limit occurs in an area bordered by forest preserve and private golf courses (see Exhibits A-13 to A-23).

There are 31 signalized intersections generally spaced ¼-mile to ½-mile apart. However there are seven intersection pairs within this segment with spacing less than a desirable ¼-mile. These pairs are found at 99th and 98th streets (670 feet spacing), 63rd and 62nd Streets (670 feet spacing), 62nd and 61st Streets (665 feet spacing), 55th and 54th Streets (510 feet spacing), and Pershing Road and Archer Avenue (1,040 feet spacing).

Existing daily traffic is estimated to be between 25,000 and 30,000 vpd between 119th and 55th Streets. Between 55th Street and I-55, daily traffic is estimated to be 20,000 vpd.

Congestion is apparent in the vicinity of the 95th Street intersection, another high volume SRA. This is also an active retail area with the Evergreen Plaza Shopping Center located in the southwest quadrant and Sam's Warehouse located in the northwest quadrant. North of 94th Street, Western Avenue passes about 1.5 miles of open space (golf courses and forest preserve), where the limited number of access points and low land use density contribute to uncongested operations.

Traffic increases and greater congestion is apparent at the intersection of Columbus Avenue and 74th Street. Higher volumes north of Columbus Avenue and 74th Street result in increasing delays. Delays are also apparent when passing through the local shopping district near the intersection of 63rd Street and Western Avenue. Pedestrian, parking, and retail access activities slow traffic.

Between 54th and 33rd Streets, the effects of reduced lane width, no median, and on-street parking produce a sense of congestion even with reduced traffic volumes. Truck volumes are also noticeable in this area.

### ***Public Transportation***

Three rail transportation facilities operate within this segment (see Table 3 and Exhibits A-18, A-21, and A-23). The Metra-Norfolk Southern line near Columbus Avenue and 74th Street, the Southwest Rapid Transit line between 47th and 51st Streets and near Archer Avenue and Pershing Road, and the Metra-Heritage Corridor commuter line just north of Archer Avenue all cross the corridor. The nearest stations for the Metra-Norfolk Southern is Wrightwood, and the Southwest line has a Western Avenue Station. The Metra-Heritage Corridor line has no stations nearby. Pace bus route 349 and CTA bus route 49A travel from 119th to 79th Streets within this segment. CTA bus route 49 travels from 79th Street to I-55 and continues north, and CTA bus route 67 uses the corridor from 69th to 71st Streets. Pace bus route 381, and CTA bus routes 112, 103, 95W (also uses corridor to access Evergreen Plaza Shopping area), 87, 79, 110, 63, 59, 55, 51, 47, 39, 129, 35, 61, 62, and 62EXP cross the corridor.

### ***Environmental Constraints and Land Use***

Table 10 presents a list of environmentally sensitive land uses within Segment III for the categories of CERCLIS sites, LUST sites, and potentially historic properties (see Exhibits B-13 through B-23). Eleven potentially historic sites have been identified including the lift bridge over the Chicago Sanitary and Ship Canal (see Exhibits B-13 and B-19 to B-23 and Table 10). There were no CERCLIS sites noted in this segment. Seven LUST sites were listed within this segment. Some of these sites may have been remediated since the source list was compiled (see Exhibits B-14, B-15, B-21, and B-22).

Other sensitive land uses include a forest preserve between 90th and 83rd Streets, Kennedy Park at 114th Street, Gage Park at 55th Street, and the parkway between Western Avenue and Western Boulevard between 55th and 33rd Streets. Also adjacent to the corridor are St. Walter Convent and School (119th Street) Clisshold Middle School (111th Street), and St. Rita High School (79th Street). Two golf courses are located on the west side of Western Avenue between 95th and 83rd Streets. A bicycle route follows Western Boulevard parallel to Western Avenue between 55th and 33rd Streets.

With the above noted exceptions, the general pattern of land use in this segment is that properties immediately adjacent to Western Avenue are commercial or retail with a limited number of residential or office buildings. Behind the adjacent properties, the land use is primarily residential until 75th Street. North of 75th Street, the land use east of Western Avenue becomes increasingly industrial.

**Table 10**  
**Summary of Environmentally Sensitive Land Uses and Sites Along**  
**Segment III of Western Avenue/Dixie Highway**

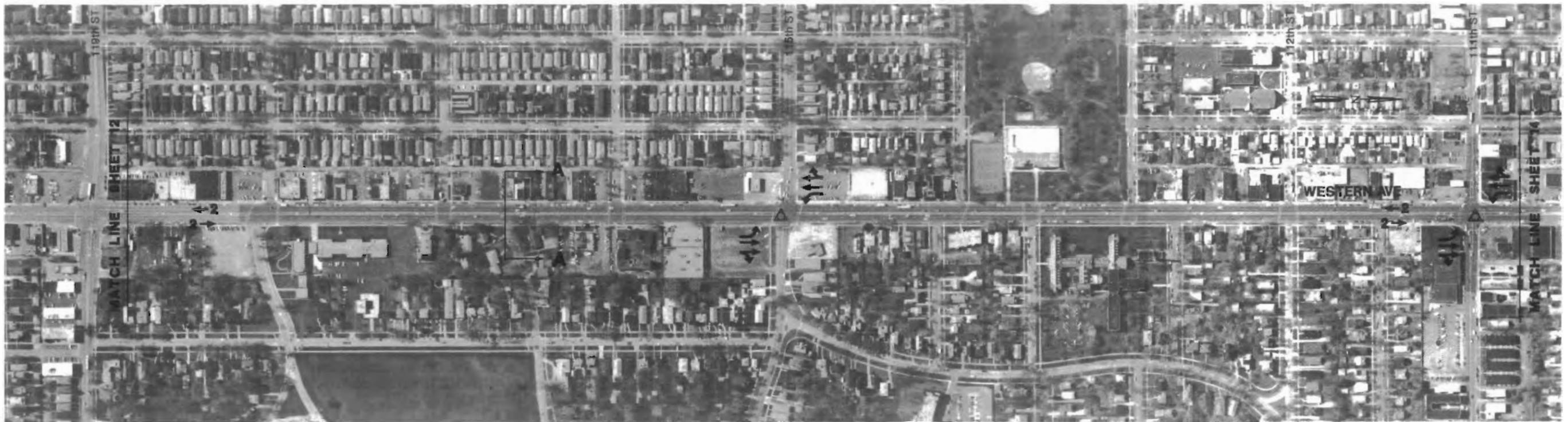
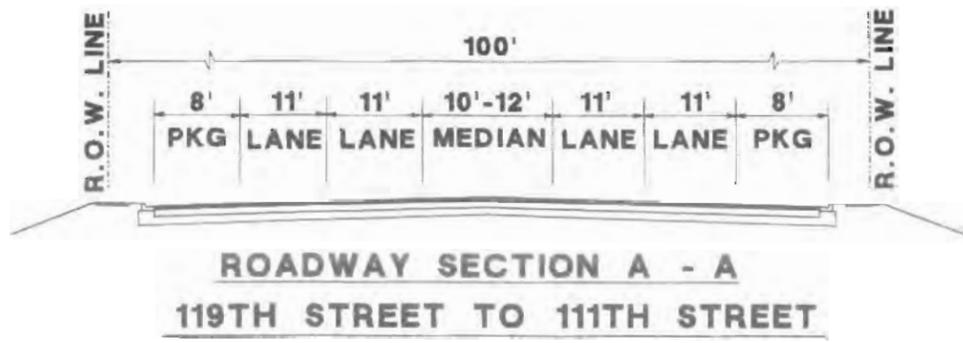
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B-19	H-3	Haggerty Chevrolet, 6729 S. Western, Chicago
	B-19	H-4	Marquette National Bank, 6306 S. Western, Chicago
	B-20	H-5	American Can Co., 6017 S. Western, Chicago
	B-20	H-6	Gage Park Field House, 55th and Western, Chicago
	B-21	H-7	St. Peter and Paul Orthodox Church, 53rd and Western, Chicago
	B-21	H-8	Western Avenue Pumping Station, 4933 S. Western, Chicago
	B-13	H-16	Washington and Jane Smith Home, 11303 S. Western, Chicago
	B-19	H-11	Commercial Building, 6341-43 S. Western, Chicago
	B-22	H-12	Transitall, 4345-49 S. Western, Chicago
	B-22	H-13	Consolidated Building, 4501-13 S. Western, Chicago
	B-23	H-14	Western Avenue Bridge, 3100-60 S. Western, Chicago
CERCLIS Sites <sup>a</sup>	—	—	None Noted
LUST Sites <sup>b</sup>	B-14	L-10	Danco Holdings, 11030 S. Western, Chicago
	B-15	L-11	Mobil Oil, 10258 S. Western, Chicago
	B-15	L-12	Shell Oil, 10100 S. Western, Chicago
	B-21	L-13	Tuxedo Junction, 4701 S. Western, Chicago
	B-22	L-14	Checker Cab, 4139 S. Western, Chicago
	B-22	L-15	Inland Consultants, 4137 S. Western, Chicago
	B-22	L-16	Turtle Wax, 4130 S. Western, Chicago

<sup>a</sup>CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System

<sup>b</sup>LUST: Leaking Underground Storage Tank

**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION

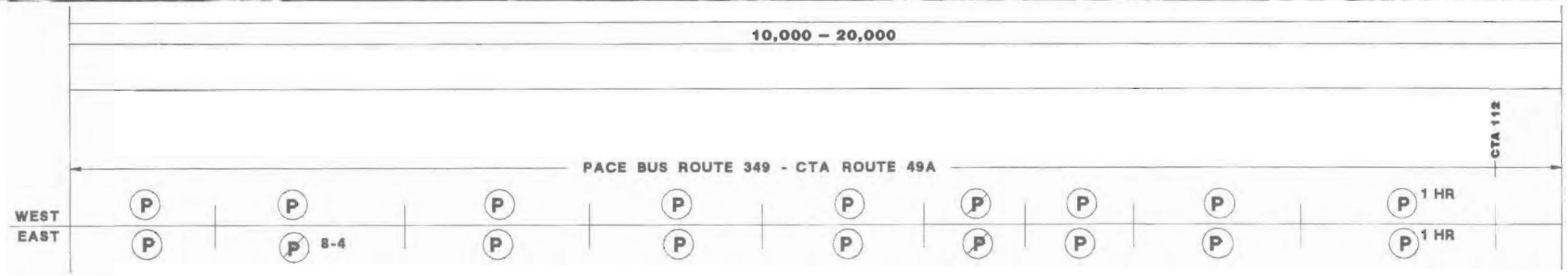


1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE



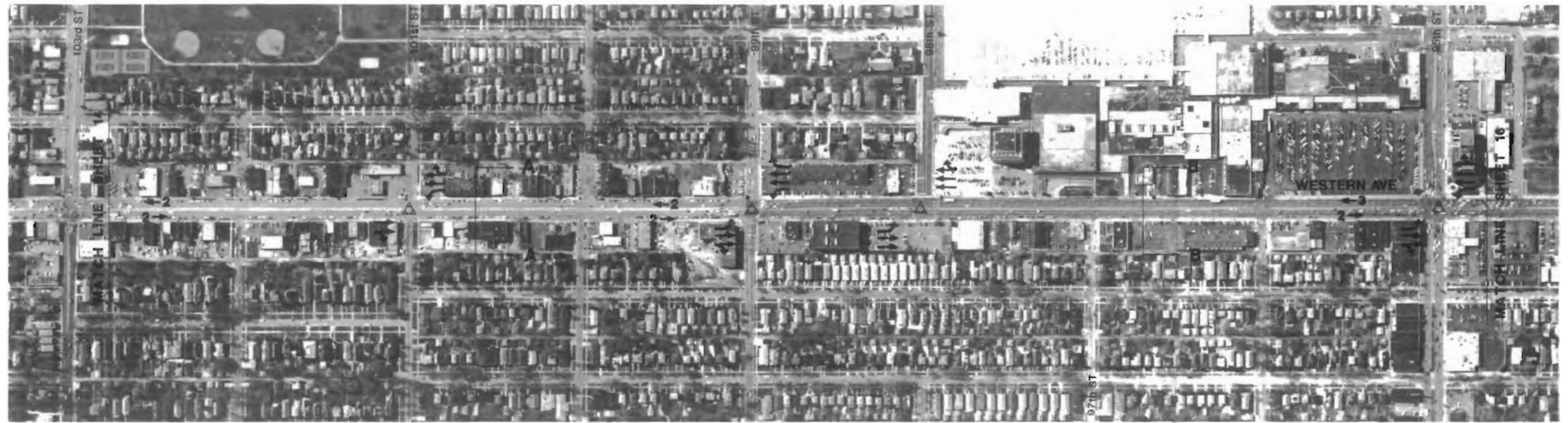
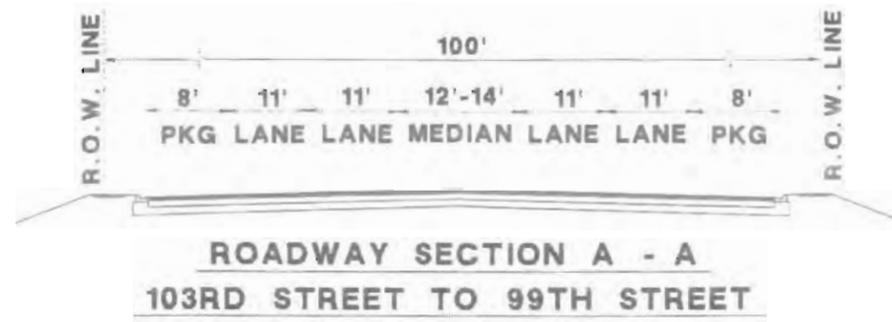
**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**





**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE

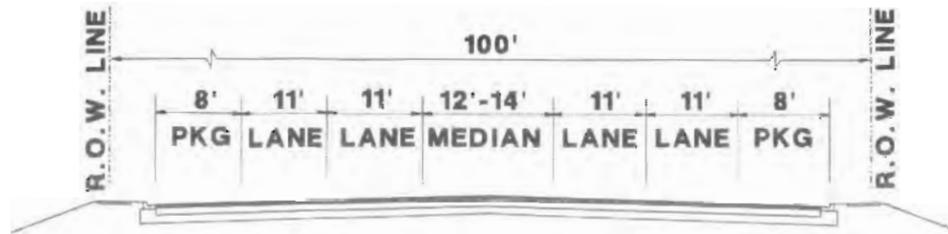
		20,000 - 30,000						
		PACE BUS ROUTE 349 - CTA ROUTE 49A						
WEST	(P) 1 HR	(P) 1 HR	(P) 1 HR	(P)	(NR)	(NR)	(NR)	
EAST	(P)	(P) 1 HR	(P) 1 HR	(P)	(P)	(P)	(P)	

PAGE 381  
CTA 95W

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



**ROADWAY SECTION A - A**  
95TH STREET TO 87TH STREET



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

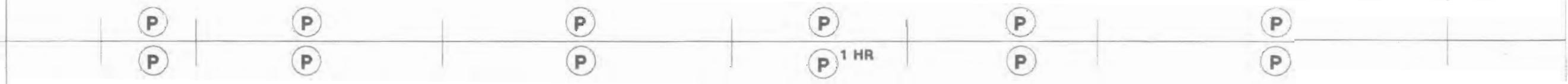
20,000 - 30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

PACE BUS ROUTE 349 - CTA ROUTE 49A

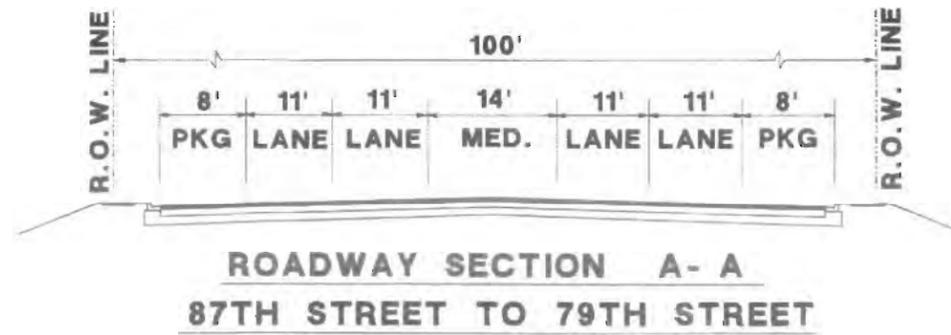
EDGE OF WEST  
ROAD USE EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF WEST  
ROAD USE EAST

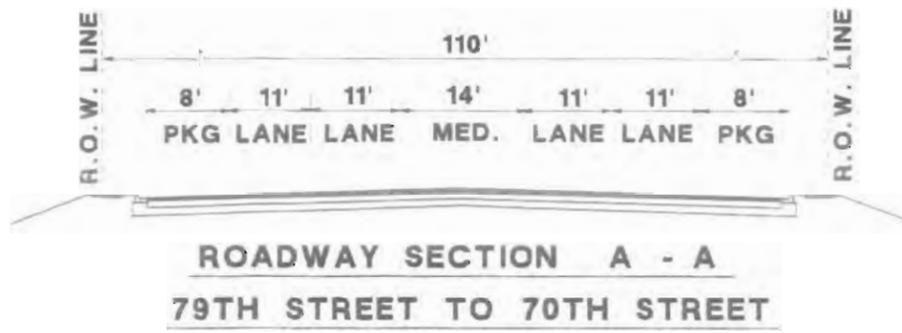
20,000 - 30,000
PACE BUS ROUTE 349 - CTA ROUTE 49A
<div style="display: flex; justify-content: space-around; width: 100%;"> <span>(P)</span> <span>(P)</span> <span>(P)</span> <span>(P)</span> <span>(P)</span> </div>
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**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

20,000 - 30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

METRA  
NORFOLK  
SOUTHERN

CTA BUS ROUTE 49

CTA BUS  
ROUTES 67 AND 49

EDGE OF  
ROAD USE

WEST  
EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

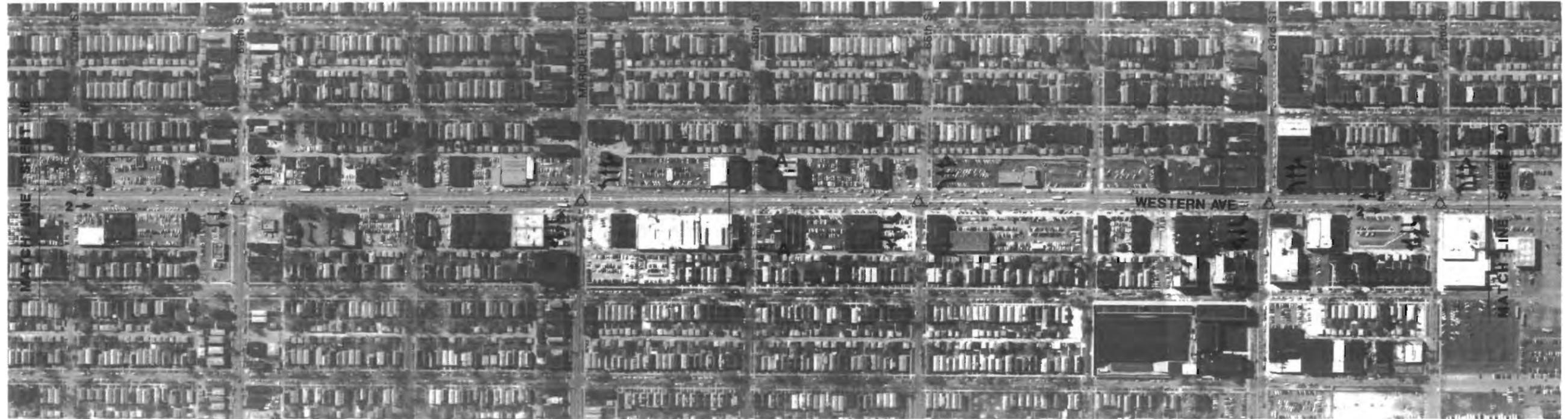
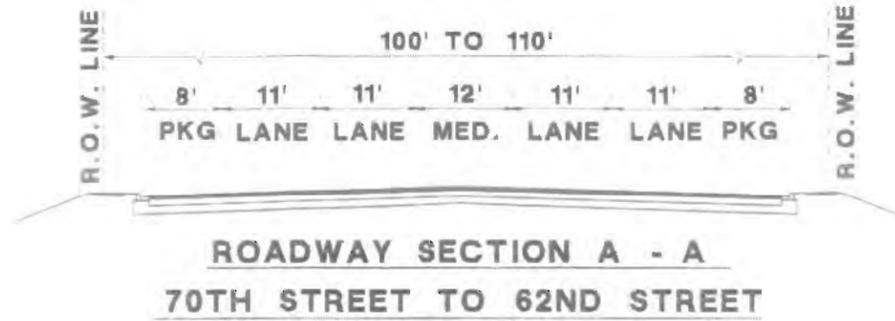


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**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- (B) DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

20,000 - 30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

CTA BUS ROUTES  
67 AND 49

CTA BUS ROUTE 49

EDGE OF  
ROAD USE

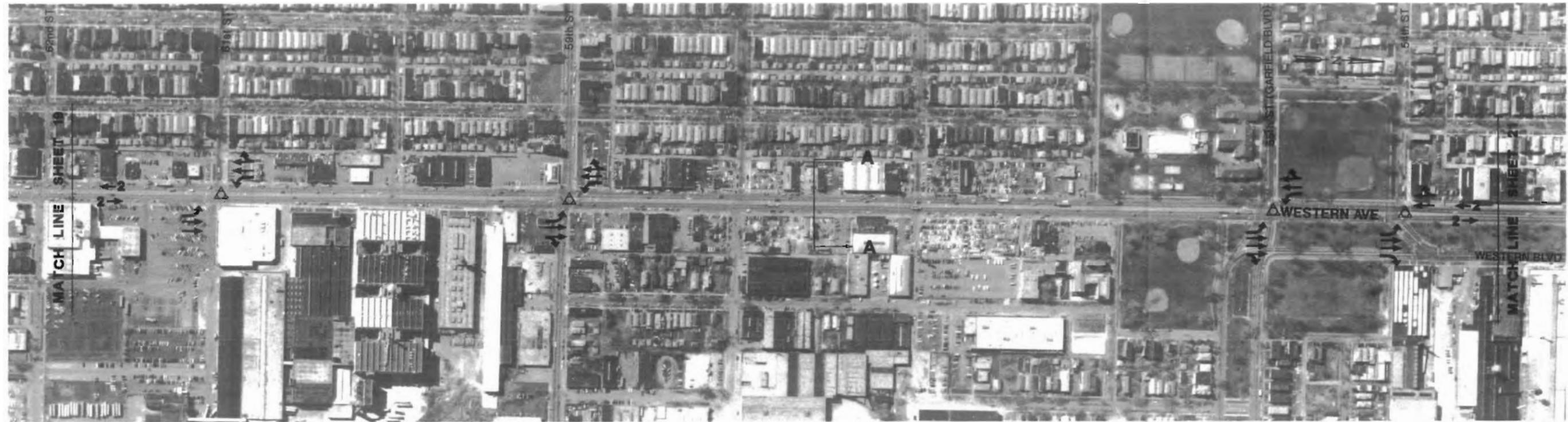
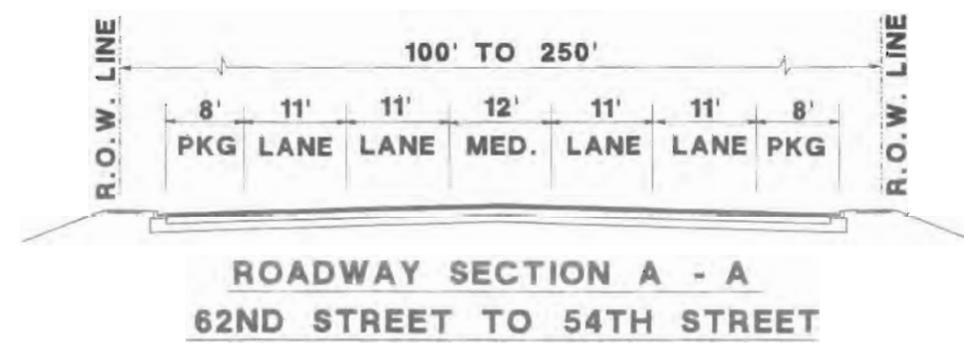
WEST  
EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF WEST  
ROAD USE EAST

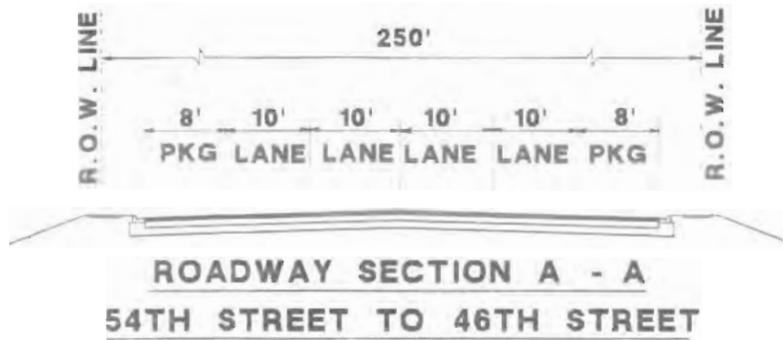
	20,000 - 30,000								20,000	
	CTA BUS ROUTE 49									
	(P) METER	(P)	(P)	(P) <sup>4-6</sup>	(P) <sup>4-6</sup>	(P) <sup>4-6</sup>	(P) <sup>4-6</sup>	(P)		
	(P) METER	(P)	(P)	(P) <sup>7-9</sup>	(P) <sup>7-9</sup>	(P) <sup>7-9</sup>	(P) <sup>7-9</sup>	(P)		

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

-  SIGNALIZED INTERSECTION
-  LANE ARRANGEMENTS AT KEY INTERSECTIONS
-  PARKING ALLOWED
-  PARKING PROHIBITED
-  NO POSTED RESTRICTIONS
-  DESIGNATED BUS STOP
-  RAPID TRANSIT STATION
-  METRA STATION



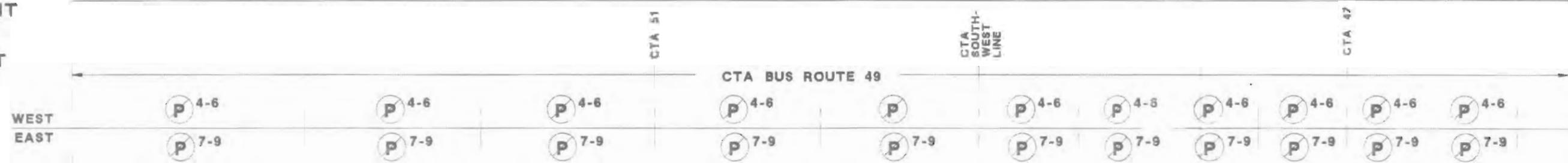
1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

20,000

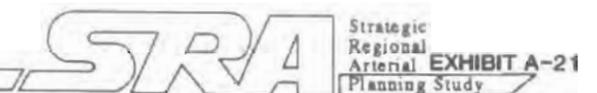
ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

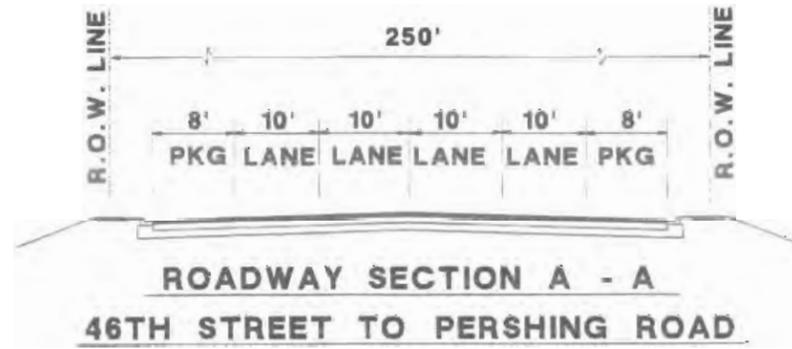


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**LEGEND**

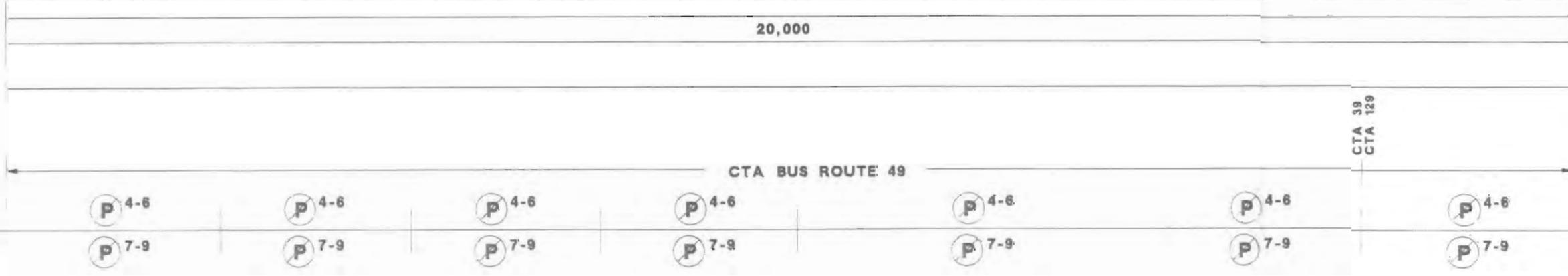
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES



EDGE OF  
ROAD USE

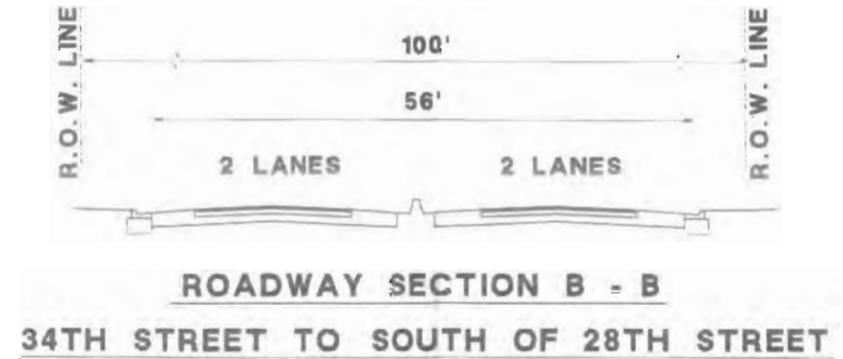
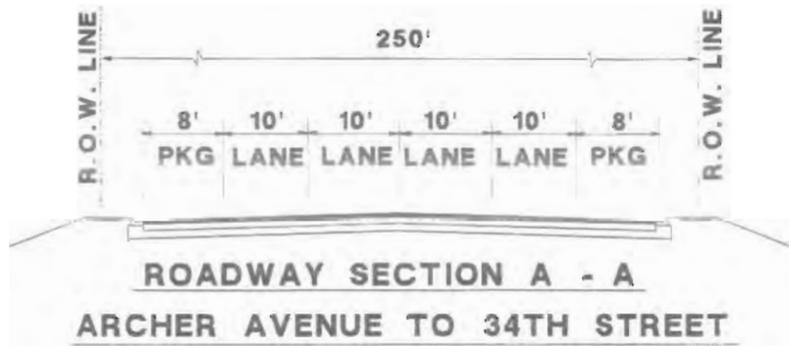
WEST  
EAST

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



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LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE

	20,000				25,000			
	CTA 61 CTA 62 CTA 62EXP	METRA HERITAGE CORRIDOR	CTA 35					
	CTA BUS ROUTE 49							
WEST								
EAST								

### WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS



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# PLANNING FOCUS AREAS

## A) 119th STREET TO 111th STREET

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations



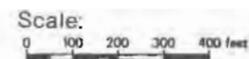
URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
(C)	Hazardous Waste Site
(L)	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—○—	Major Utility Lines

WESTERN AVE / DIXIE HWY

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EXHIBIT B-13

# PLANNING FOCUS AREAS

## A) 111th STREET TO 103rd STREET

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- A Planning Focus Area (A)
- (C1) Hazardous Waste Site
- (L1) Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study  
EXHIBIT B-14

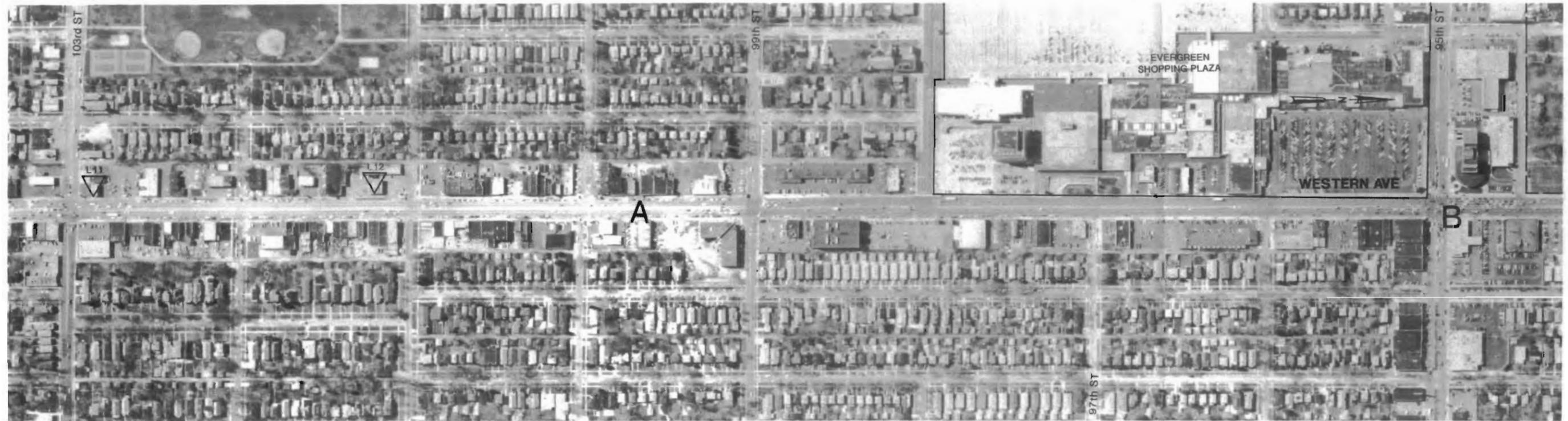
# PLANNING FOCUS AREAS

## A) 103rd STREET TO 95th STREET

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations
- Leaking Underground Storage Tank (LUST) site could affect future right-of-way needs

## B) WESTERN AVENUE AND 95th STREET INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area I.D.
- ☒ Hazardous Waste Site
- ▽ Leaking Underground Storage Tank
- ⬡ Historic Building/District
- \* Wetland
- † ⚙ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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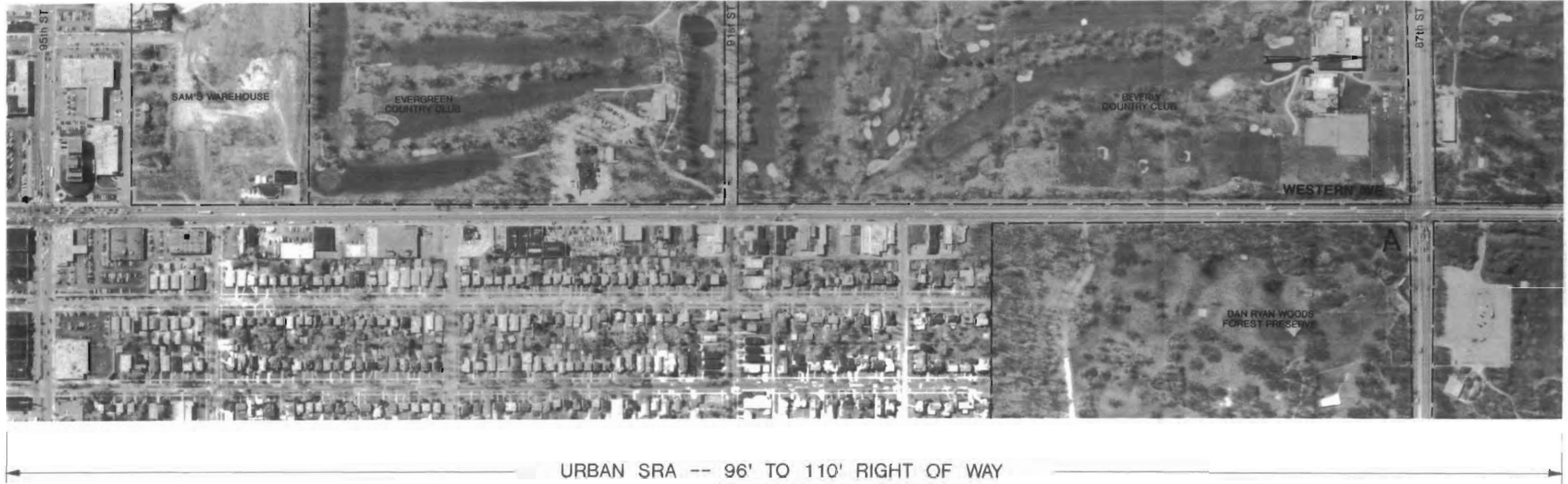
Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-15**

# PLANNING FOCUS AREAS

## A) WESTERN AVENUE AND 87th STREET INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- A Planning Focus Area I/D
- (CL) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- \* Wetland
- † ⬠ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic  
Regional  
Arterial Planning Study  
EXHIBIT B-16

# PLANNING FOCUS AREAS

## A) B&O AND CT RAILROAD UNDERPASS

- Limited horizontal clearance for Western Avenue under railroad

## B) B&O AND CT RAILROAD TO 79th STREET

- On-street parking affects through traffic operations



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- A Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- \* Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale:  
0 100 200 300 400 feet

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EXHIBIT B-17

# PLANNING FOCUS AREAS

## A) N&W RAILROAD UNDERPASS

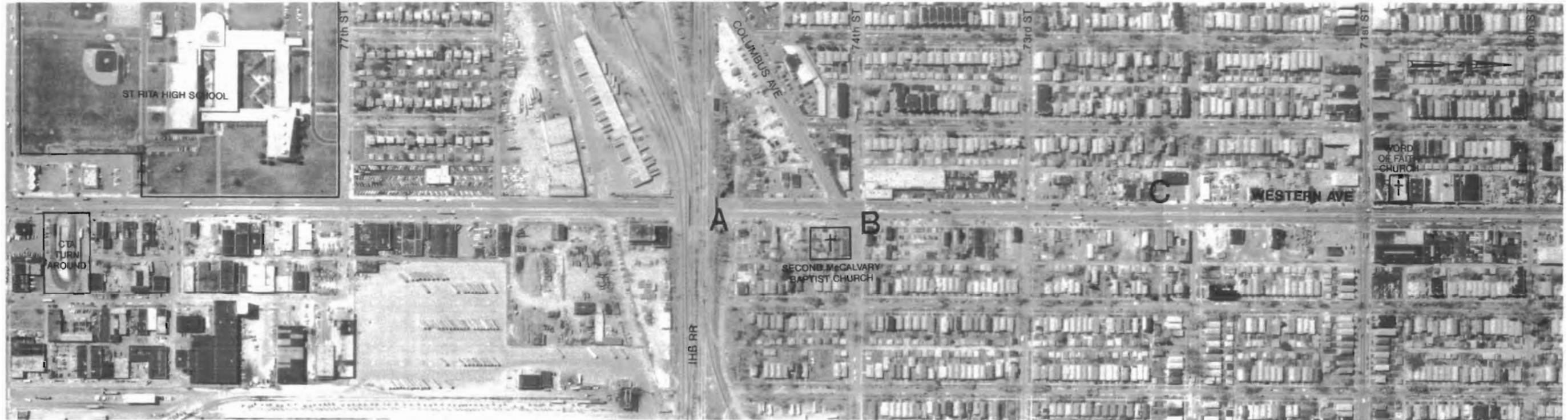
- Limited horizontal clearance for Western Avenue under railroad

## B) WESTERN AVENUE, COLUMBUS AVENUE, AND 74th STREET INTERSECTION

- Multi-leg intersection limits through capacity of Western Avenue
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) N&W RAILROAD TO 70th STREET

- On-street parking affects through traffic operations



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area I.G.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale: 0 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-18

# PLANNING FOCUS AREAS

## A) 70th STREET TO 62nd STREET

- On-street parking affects through traffic operations

## B) WESTERN AVENUE AND 63rd STREET INTERSECTION

- Adjacent historic structure



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

-  Planning Focus Area I.D.
-  Hazardous Waste Site
-  Leaking Underground Storage Tank
-  Historic Building/District
-  Wetland
-  Church/Synagogue/Religious Institution
-  Agricultural Land
-  Special Use Areas
-  Major Utility Lines

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Scale:  
0 100 200 300 400 feet

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Regional  
Arterial Planning Study **EXHIBIT B-19**

# PLANNING FOCUS AREAS

## A) 62nd STREET TO 54th STREET

- On-street parking affects through traffic operations

## B) WESTERN AVENUE AND GARFIELD BOULEVARD INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
(CL)	Hazardous Waste Site
(L)	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines

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EXHIBIT B-20

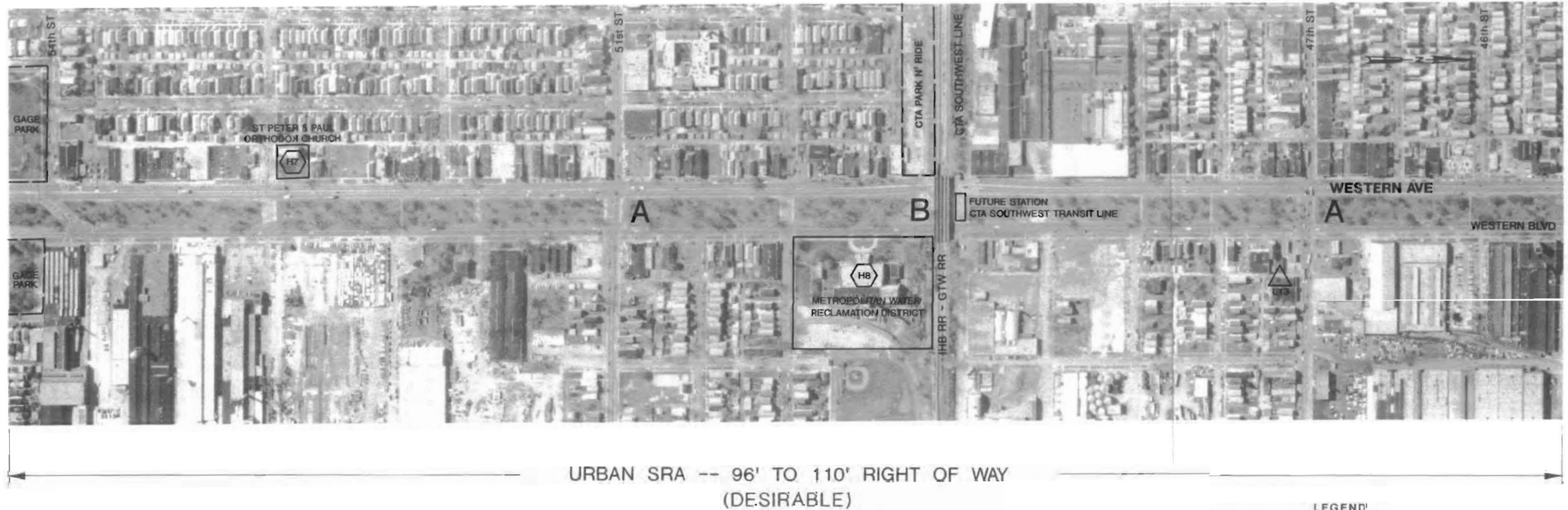
# PLANNING FOCUS AREAS

## A) WESTERN AVENUE AND WESTERN BOULEVARD INTERSECTIONS WITH 51st AND 47th STREETS

- Closely-spaced signalized intersections create operational problems

## B) CTA SOUTHWEST TRANSIT LINE (UNDER CONSTRUCTION)

- Station access within parkway may require special consideration

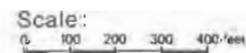


LEGEND	
A	Planning Focus Area   □
⬇	Hazardous Waste Site
⬇	Leaking Underground Storage Tank
⬆	Historic Building/District
*	Wetland
⬆ ⬆	Church/Synagogue/Religious Institution
---	Agricultural Land
---	Special Use Areas
—○—	Major Utility Lines

WESTERN AVE / DIXIE HWY

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**SRA** Strategic Regional Arterial EXHIBIT B-2.1 Planning Study

# PLANNING FOCUS AREAS

## A) WESTERN AVENUE AND WESTERN BOULEVARD INTERSECTIONS WITH 43rd STREET

- Closely-spaced signalized intersections create operational problems

## B) WESTERN AVENUE AND PERSHING ROAD INTERSECTION

- Intersection of two SRA routes
- Pier placement for multiple railroad structures and CTA Southwest line complicate capacity improvements at intersection



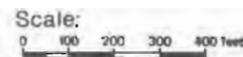
URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
(CT)	Hazardous Waste Site
(L)	Leaking Underground Storage Tank
(H)	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
(---)	Agricultural Land
(---)	Special Use Areas
(---)	Major Utility Lines

## WESTERN AVE / DIXIE HWY

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# PLANNING FOCUS AREAS

## A) WESTERN AVENUE UNDERPASSES

- Limited horizontal clearance exists at two AT&SF Railroad crossings, Western Boulevard and I-55

## B) WESTERN AVENUE AND ARCHER AVENUE INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) SANITARY AND SHIP CANAL OVERPASS

- Existing structure may require widening/replacement



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area (D)
- (S1) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- \* Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

## WESTERN AVE / DIXIE HWY

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Scale: 0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-23**

## **Segment IV—“Chicago Central” (I-55 to I-90/94)**

Segment IV of the Western Avenue SRA is approximately 6 miles long. It extends from the crossing of I-55 (about 30th Street), west of the Chicago “Loop” area, to the crossing of I-90/94. This segment is entirely within the City of Chicago.

### ***Physical Characteristics***

Between I-55 and I-90/94, Western Avenue consists of four lanes, a flush median, and a parking lane on each side of the roadway. Lane widths vary, but the total roadway pavement width is generally 68 feet. This available roadway width generally results in substandard widths for all lane types. Western Avenue is an urban arterial roadway with curb and gutter and a painted flush median. Western Avenue does increase to a six-lane roadway across the structure crossing I-290, and through the adjacent frontage road intersections at Van Buren Street and Congress Parkway.

Existing right-of-way within Segment IV is 100 feet wide, except for an approximately ¼-mile-long section between 14th Street and Ogden Avenue, where it is reduced to 83 feet.

This segment of Western Avenue contains 10 bridge structures (see Table 11). Two of these are highway grade separations that carry Western Avenue over I-290, and I-90/94 over Western Avenue. Three structures carry CTA rapid transit lines over Western Avenue. All of the CTA structures span a minimum of the full width of Western Avenue. The five other structures carry railroads over Western Avenue. Four of the five structures are old bridges with very limited lateral clearance. These structures have a center pier and allow for two narrow traffic lanes in each direction with literally no lateral distance to the obstructions on both sides of the roadway. Median and parking lanes do not continue beneath these structures.

All of the rail structures have substandard vertical clearance.

**Table 11**  
**Existing Structures Along Segment IV**  
**(I-55 to I-90/94) of Western Avenue/Dixie Highway**

IDOT Structure Reference	Feature		Comments
	Over	Under	
—	—	BN RR	Adequate lateral clearance, substandard vertical clearance
—	—	CTA Rapid Transit	Adequate lateral clearance
—	—	BN RR/ C & NW RR	No lateral clearance, substandard vertical clearance
—	—	CR RR	No lateral clearance, substandard vertical clearance
016-2083	I-290	—	—
—	—	CTA Rapid Transit	Adequate lateral clearance, substandard vertical clearance
—	—	C & NW RR	No lateral clearance, substandard vertical clearance
—	—	CMSP & P RR	No lateral clearance, substandard vertical clearance
—	—	CTA Rapid Transit	Adequate lateral clearance, substandard vertical clearance
016-0128	—	I-90/94	Adequate lateral clearance, substandard vertical clearance

## ***Traffic Control, Operations, and Safety***

The speed limit through this segment is 30 mph. Estimated existing ADT ranges between 25,000 and 35,000 vpd. Traffic volume is highest between Roosevelt Road and I-290, where it reaches 35,000 vpd. South of Roosevelt Road traffic is estimated to be 25,000 vpd, and north of I-290 it is estimated to be 30,000 vpd.

There are 39 signalized intersections within this segment. Only 10 of these signals are further apart than the desirable ¼-mile SRA spacing (see Exhibits A-24 to A-29).

Western Avenue intersects with the North Avenue SRA within this section. Other major intersections include Cermak Road, Roosevelt Road, I-290, the Warren/Washington Boulevard one-way pair, Grand Avenue, Milwaukee Avenue, Armitage Avenue, and Fullerton Avenue.

Traffic congestion within Segment IV is most apparent south of I-290 where high traffic volumes, significant truck traffic, less-than-desirable lane widths, and on-street parking all contribute to delay. Throughout the entire segment, the presence of closely spaced traffic signals working without interconnection impedes traffic flow. During the afternoon peak travel periods, traffic levels in the north section of this segment result in a “signal-to-signal” movement.

## ***Public Transportation***

Seven rail transportation facilities operate within this segment (see Table 3 and Exhibits A-24 to A-27 and A-29). The CTA Douglas/Congress/O’Hare Rapid Transit line crosses the corridor three times. The Douglas line near Cermak Road, the Congress line in the I-290 median, and the O’Hare line near Milwaukee Avenue. The CTA Lake/Englewood Rapid Transit line also crosses at Lake Avenue. The other two rail facilities are the Metra-Burlington Northern commuter line, which crosses between 16th and 19th Streets, and Metra-Chicago & North Western and the Metra Milwaukee District, which both cross between Fulton Avenue and Grand Avenue. All the lines have Western Avenue stations except the Lake/Englewood Rapid transit line, which has its nearest station at California Avenue and Lake Street. CTA bus route 49 travels the entire length of the segment, and

CTA bus route 37 travels from Ogden Avenue to Polk Street. CTA bus route 18 travels between 18th and 16th Streets. CTA bus routes 60, 21, 12, 7, 126, 20, 131, 16, 33, 65, 66, 70, 72, 56, 73, and 74 cross the corridor in this segment.

***Environmental Constraints and Land Use***

Table 12 summarizes information regarding hazardous waste sites and potentially historic sites within Segment IV. Known Sensitive land uses are shown in Exhibits B-24 to B-29. Two CERCLIS and two possible LUST sites are listed in Table 12. Note that LUST sites may have been remediated since this list was compiled (see Exhibits B-27 and B-28). Table 12 also lists the locations of four buildings considered to be potential historic sites.

Other special land uses within this segment include Claremont Park at Flournoy Avenue, Roberto Clemente High School at Division Street, and St. Elizabeth Hospital at Lemoyne Avenue. Ten churches are also located adjacent to Western Avenue within this segment.

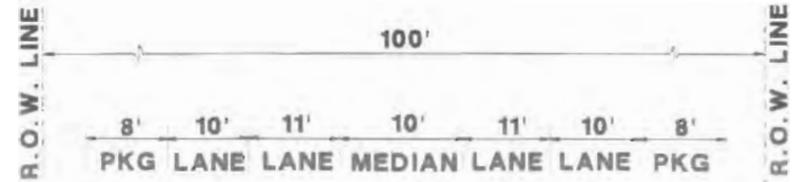
Land use in Segment IV is heavily industrial, but contains some commercial and residential uses. Between I-55 and Roosevelt Road, the land use is industrial with pockets of commercial uses. Between Roosevelt Road and I-290, the adjacent land use is mostly commercial. North of I-290, the land use pattern is one of commercial/retail adjacent to Western Avenue with residential uses behind the fronting properties. A section of industrial use is located between Lake Street and Chicago Avenue.

<b>Table 12</b>			
<b>Summary of Environmentally Sensitive Land Uses and Sites Along Segment IV of Western Avenue/Dixie Highway</b>			
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B-29	H-9	Oak Theater, 2000 N. Western, Chicago
	B-25	H-15	Midland Warehouses, 1500-24 S. Western, Chicago
	B-28	H-18	Building, 1040-58 N. Western, Chicago
	B-28	H-19	Building, 1402-06 N. Western, Chicago
CERCLIS Sites <sup>a</sup>	B-25	C-2	Chicago White Lead, 1400 S. Western, Chicago
	B-28	C-3	Chemical Co., 1326 N. Western, Chicago
LUST Sites <sup>b</sup>	B-27	L-17	National Petroleum, 825 N. Western, Chicago
	B-27	L-18	Shell Oil, 1600 N. Western, Chicago

<sup>a</sup>CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System  
<sup>b</sup>LUST: Leaking Underground Storage Tank

**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- P (with slash) PARKING PROHIBITED
- NR NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A  
NORTH OF 28TH STREET TO 19TH STREET**



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

25,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

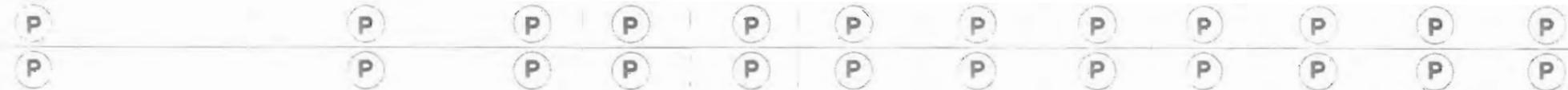
CTA 60

CTA BUS ROUTE 49

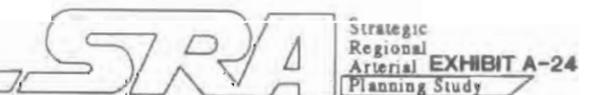
CTA 21

CTA DOUGLAS  
PARK  
LINE

EDGE OF WEST  
ROAD USE EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

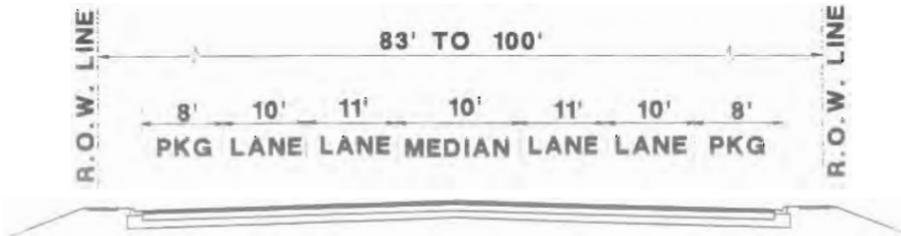


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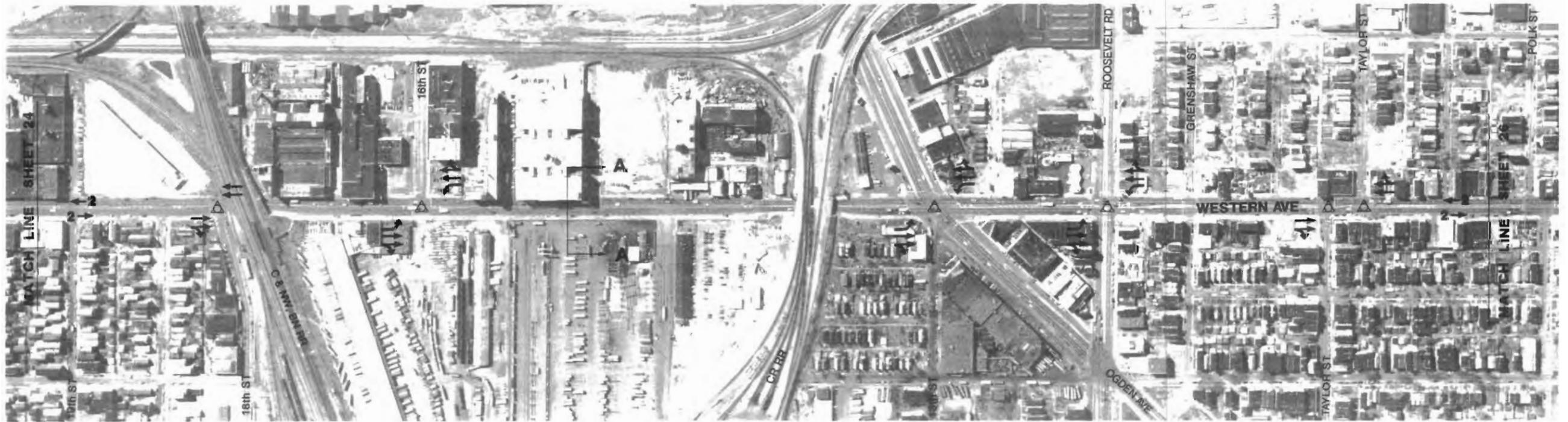
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**LEGEND**

△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
P	PARKING ALLOWED
P	PARKING PROHIBITED
NR	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



**ROADWAY SECTION A - A  
19TH STREET TO POLK STREET**



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

25,000

35,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

METRA  
BURLINGTON  
NORTHERN

CTA BUS ROUTES  
49 AND 18

CTA BUS ROUTE 49

CTA BUS ROUTES 49 AND 37

EDGE OF ROAD USE WEST EAST

	P	P	P	NR	P	P	P	P
	P	P	P	P	P	P	P	P

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

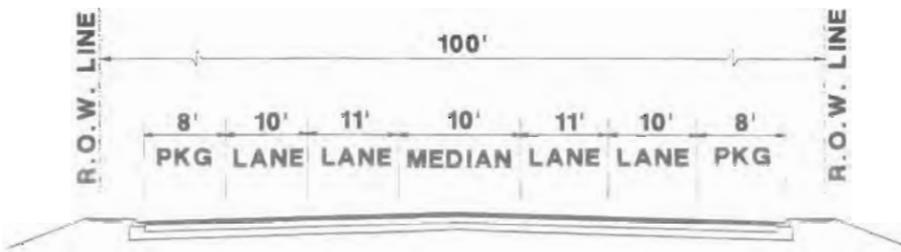


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**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- (B) DESIGNATED BUS STOP
- (CTA) RAPID TRANSIT STATION
- (METRA) METRA STATION



**ROADWAY SECTION A - A  
POLK STREET TO LAKE STREET**



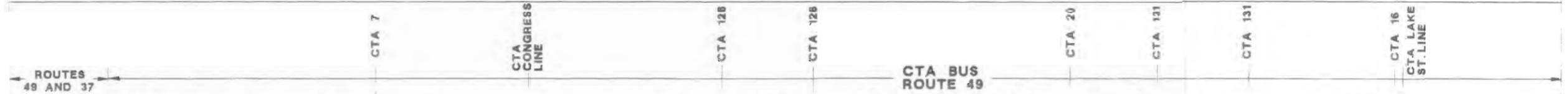
1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

35,000

30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES



EDGE OF  
ROAD USE

WEST  
EAST

(P) <sup>4-6</sup> <sub>7-9</sub>														
(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>	(P)	(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>	(P) <sup>4-6</sup> <sub>7-9</sub>						

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



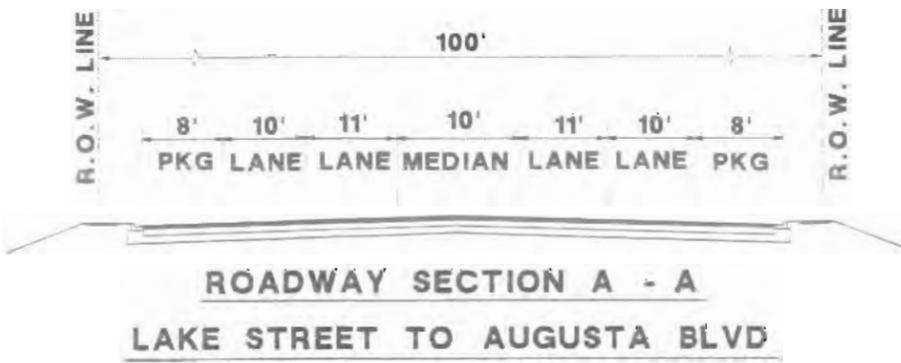
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EXHIBIT A-26  
Planning Study

**LEGEND**

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

EDGE OF  
ROAD USE

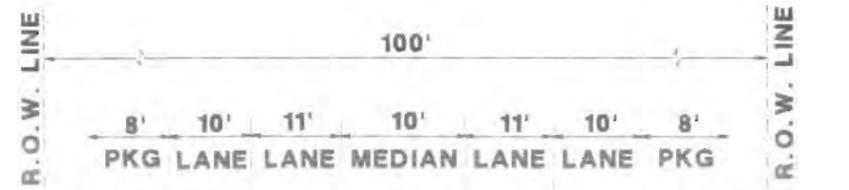
	30,000											
	METRA MILL. NORTH LINE. METRA MILL. WEST LINE METRA C' NW WEST LINE											
	CTA BUS ROUTE 49											
	P	P	P	P	P	P	P	P	P	P	P	P
	P	P	P	P	P <sup>4-6</sup> P <sup>7-9</sup>	P	P	P	P	P	P	P

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A  
AUGUSTA BLVD TO BLOOMINGDALE AVENUE**



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

30,000

ACCIDENT  
RATE

CTA 70

CTA 72

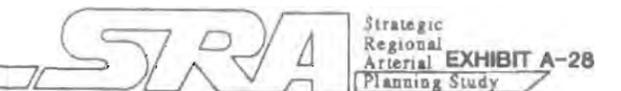
TRANSIT  
ROUTES

CTA BUS ROUTE 49

EDGE OF ROAD USE  
WEST EAST



**WESTERN AVE/DIXIE HIGHWAY – EXISTING CONDITIONS**

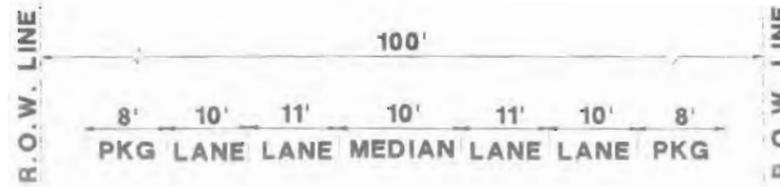


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**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



**ROADWAY SECTION A - A  
BLOOINGDALE AVENUE TO I-90/94**



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

CTA OHARE LINE    CTA 56    CTA 73    CTA 74

CTA BUS ROUTE 49

EDGE OF  
ROAD USE

WEST  
EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



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# PLANNING FOCUS AREAS

## A) B&N RAILROAD UNDERPASS

- Limited horizontal clearance for Western Avenue under railroad

## B) BLUE ISLAND AVENUE TO 21st STREET

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations

## C) WESTERN AVENUE AND CERMAK ROAD INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- Planning Focus Area (A)
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale: 0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-24**

# PLANNING FOCUS AREAS

## A) C&NW, BN, AND B&O CT RAILROAD UNDERPASSES

- Limited horizontal clearance for Western Avenue

## B) C&NW, BN RAILROAD TO B&O CT RAILROAD

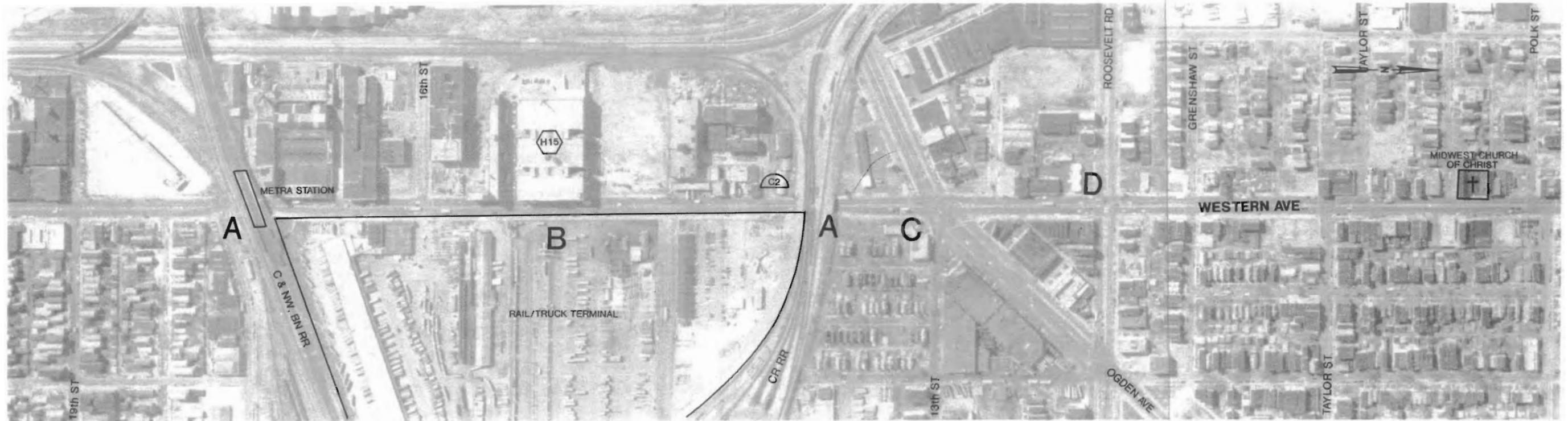
- Truck access may affect SRA operation

## C) WESTERN AVENUE, OGDEN AVENUE, AND 13th STREET INTERSECTION

- Multi-leg intersection limits through capacity of Western Avenue
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## D) WESTERN AVENUE AND ROOSEVELT ROAD INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

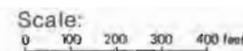
### LEGEND

- A Planning Focus Area I.D
- (G) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- \* Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

## WESTERN AVE / DIXIE HWY

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# PLANNING FOCUS AREAS

## A) POLK STREET TO LAKE STREET

- On-street parking affects through traffic operations

## B) LAKE STREET, CTA RAIL LINE, AND WESTERN AVENUE INTERSECTION

- Limited horizontal clearance for Western Avenue



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area (D)
	Hazardous Waste Site
	Leaking Underground Storage Tank
	Historic Building/District
*	Wetland
	Church/Synagogue/Religious Institution
	Agricultural Land
	Special Use Areas
	Major Utility Lines

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**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-26

# PLANNING FOCUS AREAS

## A) C&NW RAILROAD UNDERPASS

- Limited horizontal clearance for Western Avenue

## B) WESTERN AVENUE AND CHICAGO AVENUE INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) FULTON AVENUE TO IOWA AVENUE

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

LEGEND	
	Planning Focus Area i.D
	Hazardous Waste Site
	Leaking Underground Storage Tank
	Historic Building/District
	Wetland
	Church/Synagogue/Religious Institution
	Agricultural Land
	Special Use Areas
	Major Utility Lines

WESTERN AVE / DIXIE HWY

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Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study  
EXHIBIT B-27

# PLANNING FOCUS AREAS

## A) AUGUSTA BOULEVARD TO BLOOMINGDALE AVENUE

- On-street parking affects through traffic operations

## B) WESTERN AVENUE AND NORTH AVENUE INTERSECTION

- Intersection of two SRA routes

Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) WESTERN AVENUE, SL RAILROAD, AND BLOOMINGDALE AVENUE INTERSECTION

- Limited horizontal clearance for Western Avenue under railroad



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

### LEGEND

- A Planning Focus Area I.D
- (C1) Hazardous Waste Site
- LT Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † ⬠ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

## WESTERN AVE / DIXIE HWY

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# PLANNING FOCUS AREAS

## A) BLOOMINGDALE AVENUE TO I-90/94

- On-street parking affects through traffic operations

## B) I-90/94 AND C&NW RAILROAD UNDERPASSES

- Limited horizontal clearance for Western Avenue

## C) WESTERN AVENUE, MILWAUKEE AVENUE, AND HOMER STREET INTERSECTION

- Multi-leg intersection limits through capacity of Western Avenue
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## D) WESTERN AVENUE AND ARMITAGE AVENUE INTERSECTION

- Capacity improvements for high-volume intersection may be constrained by historic site



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

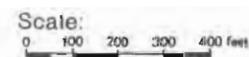
### LEGEND

- A Planning Focus Area I.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

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**SRA** Strategic Regional Arterial Planning Study  
EXHIBIT B-29

## **Segment V——“Chicago North” (I-90/94 to Peterson Avenue)**

Segment V of the Western Avenue SRA is approximately 4 miles long, extending from I-90/94 to Peterson Avenue, and is entirely within the City of Chicago.

### ***Physical Characteristics***

Within Segment V, Western Avenue is generally a four-lane roadway with a flush median and parking lanes on either side. The pavement width is generally 76 feet within 100 feet of right-of-way. Exceptions to this include:

- The Western Avenue overpass of Belmont Avenue at its intersection with Clybourn Avenue is four lanes wide (two lanes in each direction) with no median. Traffic must exit before the overpass to turn onto Belmont Avenue or Clybourn Avenue. Each exit roadway on either side of the overpass has one traffic lane and one parking lane.
- South of the Belmont Avenue overpass, Western Avenue continues for approximately ¼-mile over the north branch of the Chicago River as a six-lane roadway with no parking.
- For the northernmost 0.8 mile of the corridor, the right-of-way is reduced to approximately 85 feet and the width of Western Avenue is reduced to 60 feet. This section is striped with four traffic lanes, two parking lanes, and a narrow (4-foot) painted median.

There are four major structures within this segment (see Table 13). The structures include those carrying Western Avenue over the north branch of the Chicago River, the Belmont/Clybourn intersection, and a structure carrying the Chicago & North Western Railway over Western Avenue. The fourth structure carries the Ravenswood CTA Rapid Transit line over Western Avenue.

## ***Traffic Control, Operations, and Safety***

The speed limit within Segment V is 30 mph for its entire length.

There are 19 signalized intersections within this segment (see Exhibits A-30 to A-34). Between I-90/94 and Montrose Avenue, there are eight signals spaced at ½-mile or greater, and between Montrose Avenue and Berwyn Avenue, there are nine signals generally spaced at 1/8-mile intervals. Two signals north of Berwyn Avenue are spaced well over ¼-mile apart. The effect of the short signal spacing between Montrose Avenue and Berwyn Avenue is apparent. This section has the highest level of congestion in the corridor. Throughout most of the day traffic moves in a “signal-to-signal” fashion.

<b>Table 13</b>			
<b>Existing Structures Along Segment V</b>			
<b>(I-90/94 to Peterson Avenue) of Western Avenue/Dixie Highway</b>			
<b>IDOT Structure Reference</b>	<b>Feature</b>		<b>Comments</b>
	<b>Over</b>	<b>Under</b>	
016-0292	—	C & NW Railroad	—
016-6070	North Branch Chicago River	—	—
016-6134	Belmont Avenue/Clybourn Avenue Intersection	—	—
—	—	CTA Rapid Transit	Substandard vertical clearance

Segment V intersects with Irving Park Road and Peterson Avenue (both SRAs). An interchange is located in this segment at I-90/94. A six-legged intersection and major source of congestion is located at the intersection of Western Avenue with Diversey Parkway and Elston Avenue. In the area between Wilson Avenue and Foster Avenue, traffic from Lincoln Avenue overlaps traffic on Western Avenue for a distance of approximately ¼-mile between Leland Avenue and Ainslie Avenue. This overlap along with close signal spacing, contributes to high traffic congestion in this area. Other major

intersections include Addison Street, Montrose Avenue, Lawrence Avenue, and Foster Avenue.

Estimated existing daily traffic between I-90/94 and the Lincoln Avenue overlap area is approximately 35,000 vpd. Within the Lincoln Avenue overlap section the estimated traffic volume increases to 45,000 vpd. North of the overlap to the project terminus at Peterson Avenue, the estimated existing traffic is 30,000 vpd.

As noted earlier, heavy congestion is experienced on Western Avenue between Montrose and Berwyn Avenues due to a combination of closely spaced signals, the overlap of Lincoln Avenue traffic, and the cross traffic on several other heavily traveled streets including Montrose, Lawrence, and Foster Avenues. Congestion and delay also are apparent at the intersections of Addison Street and Irving Park Road. Further south, the six-legged intersection at Diversey Parkway and Elston Avenue is also a heavy congestion point. Notably, congestion in Segment V is not apparently due to inadequate roadway width nor the on-street parking. The additional roadway width in Segment V results in a noticeable improvement in mid-block traffic flow.

### ***Public Transportation***

Two rail transportation facilities operate within this segment (see Table 3 and Exhibits A-30 and A-32). The Metra-Chicago & North Western (Northwest Line) crosses just north of I-90/94, and the CTA Ravenswood Rapid Transit line crosses between Wilson Avenue and Lawrence Avenue. The CTA Ravenswood line has a station at Western Avenue, but the Metra-Chicago & North Western nearest station is the Clybourn station at Ashland Avenue. CTA bus route 49 travels Western Avenue from I-90/94 to Berwyn Avenue in this segment, and CTA bus route 49B travels from Lawrence Avenue to Peterson Avenue (and continues north). Also, Pace bus route 210 uses Western Avenue from Irving Park Road to Lincoln Avenue in this segment. CTA bus routes 76, 41, 77, 152, 80, 78, 11, 81, 92, and 84 cross the corridor.

## ***Environmental Constraints and Land Use***

Table 14 summarizes information regarding hazardous waste sites and potential historic sites. No CERCLIS sites or LUST sites are noted. These and other known sensitive land uses are shown in Exhibits B-30 through B-34. Two potential historic sites are noted in this segment, a statue and a residence (see Exhibits B-31 and B-32).

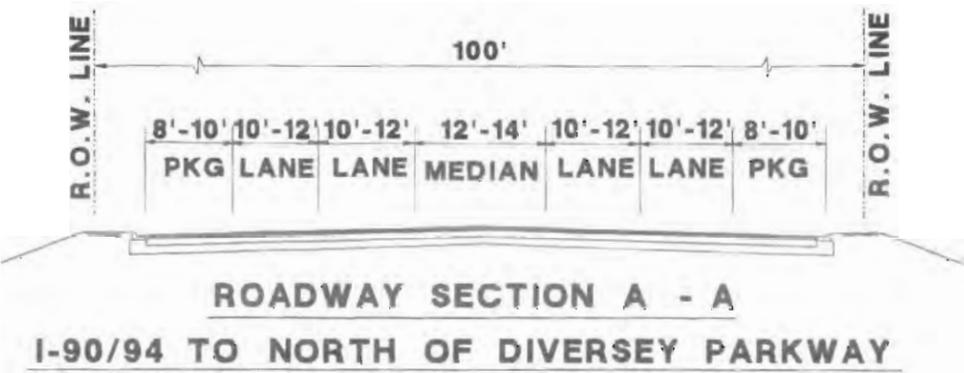
<b>Table 14 Summary of Environmentally Sensitive Land Uses and Sites Along Segment V of Western Avenue/Dixie Highway</b>			
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B-32	H-10	Abraham Lincoln Statue, Lawrence and Western, Chicago
	B-31	H-17	Residence, 4101 N. Western, Chicago
CERCLIS Sites <sup>a</sup>	—	—	None Noted
LUST Sites <sup>b</sup>	—	—	None Noted
<sup>a</sup> CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Act Information System <sup>b</sup> LUST: Leaking Underground Storage Tank			

Other special or sensitive land uses include Lane Technical High School at Addison Street, the Martha Washington Hospital at Irving Park Road, Welles Park at Montrose Avenue, Queen of Angles church and school at Sunnyside Street, the Lincoln Avenue shopping district, and the Rosehill Cemetery located south of Peterson Avenue (see Exhibits B-30 to B-34).

Land use is industrial in an area parallel to and extending about ¼-mile north of I-90/94. This area was identified as one of Chicago's "Corridors of Industrial Opportunity" in a report published by the City of Chicago in January 1989. North of Belmont Avenue, the land uses fronting Western Avenue are generally commercial/retail with the exception of the park and cemetery noted above. In addition, the block north of Irving Park Road is occupied by a closed hospital, and there are several office buildings located north of Foster Avenue. Land uses behind the immediate Western Avenue frontage are typically residential.

**LEGEND**

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION

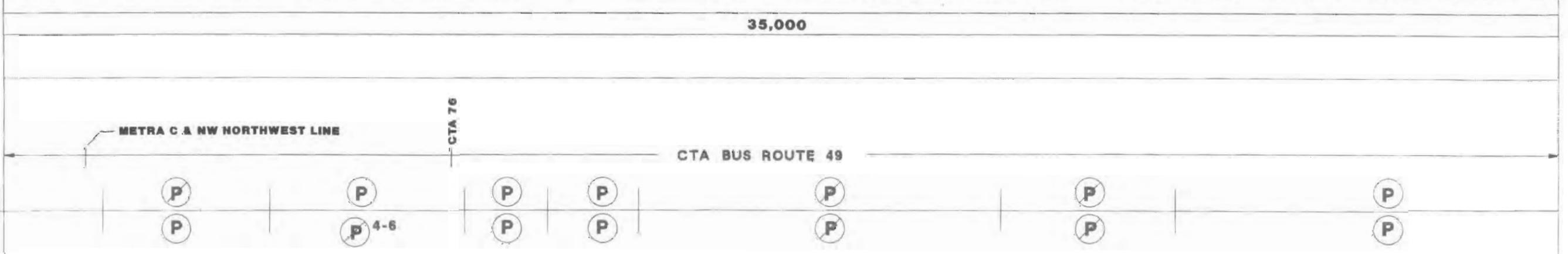


1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

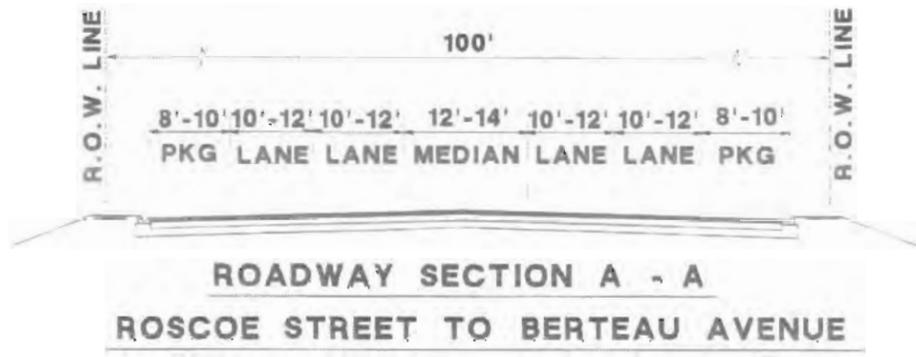
EDGE OF WEST  
ROAD USE EAST



**WESTERN AVE / DIXIE HIGHWAY - EXISTING CONDITIONS**

**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



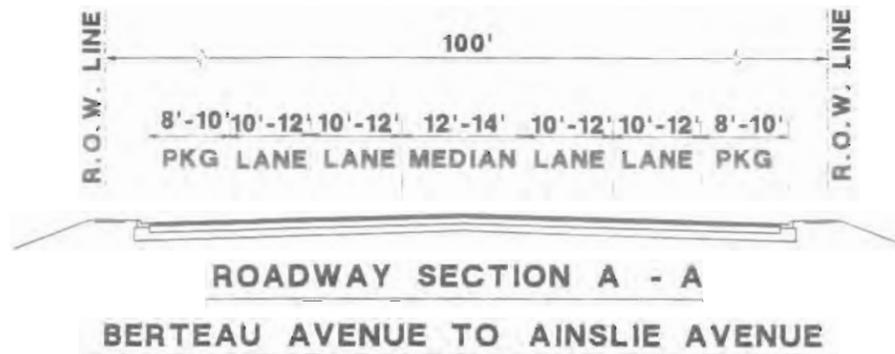
1988 - 1990 AVERAGE DAILY TRAFFIC	35,000									
ACCIDENT RATE										
TRANSIT ROUTES	CTA BUS ROUTE 49					CTA BUS ROUTE 49 AND PACE BUS ROUTE 210				
EDGE OF ROAD USE WEST	(P)	(P)	(P)	(P)	(P) 7-9	(P) 7-9	(P)	(P)	(P)	(P)
EDGE OF ROAD USE EAST	(P)	(P)	(P)	(P)	(P)	(P) 4-6	(P) 4-6	(P)	(P)	(P)

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

- △ SIGNALIZED INTERSECTION
- ↔ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) PARKING PROHIBITED
- (NR) NO POSTED RESTRICTIONS
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION



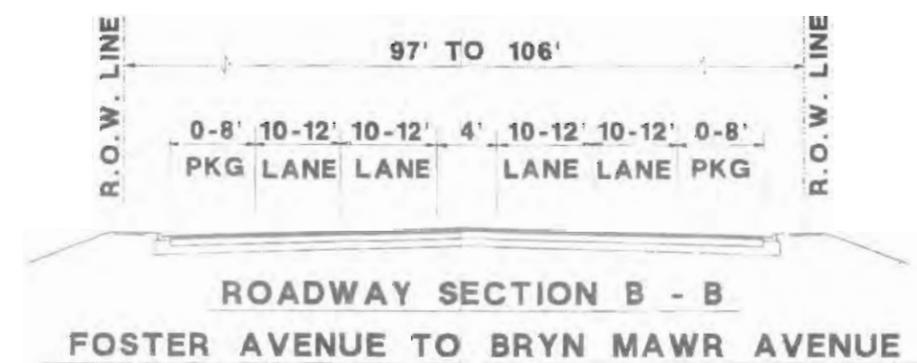
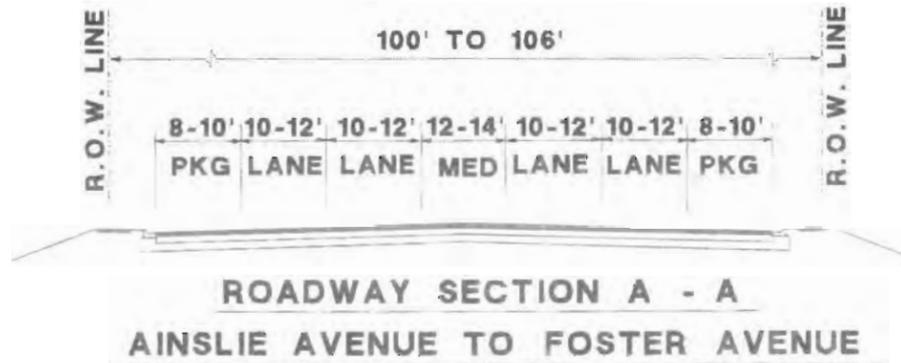
1988 - 1990 AVERAGE DAILY TRAFFIC	35,000		45,000			30,000		
ACCIDENT RATE								
TRANSIT ROUTES	CTA 78		CTA BUS ROUTE 49 AND PACE BUS ROUTE 210		CTA RAVENSWOOD LINE	CTA 81	CTA 11	CTA BUS ROUTE 49 - 49B
EDGE OF ROAD USE	(P) 4-6	(P)	(P) 7-9	(P) 7-9	(P) METER	(P) METER	(P) METER	(P)
	(P) 4-6	(P)	(P) 4-6	(P) 4-6	(P) METER	(P) METER	(P) METER	(P)

**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



**LEGEND**

	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO POSTED RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION

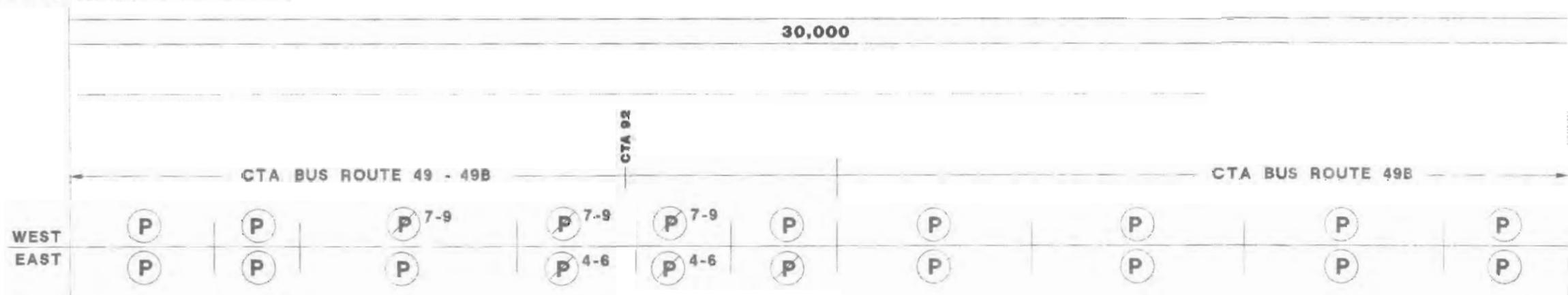


1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

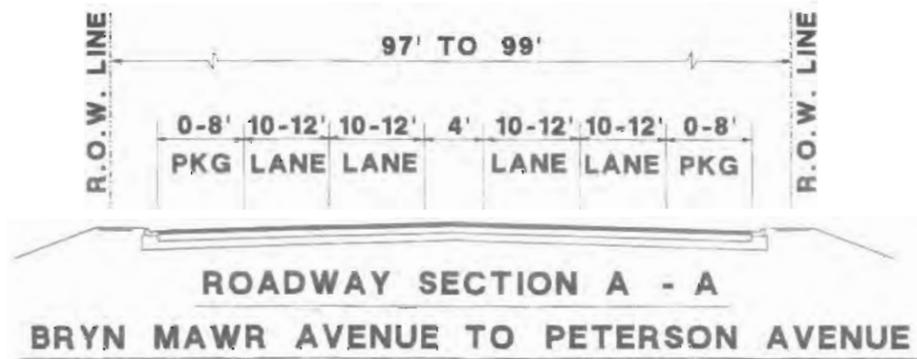
EDGE OF  
ROAD USE



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**



LEGEND	
△	SIGNALIZED INTERSECTION
↔	LANE ARRANGEMENTS AT KEY INTERSECTIONS
(P)	PARKING ALLOWED
(P)	PARKING PROHIBITED
(NR)	NO POSTED RESTRICTIONS
B	DESIGNATED BUS STOP
CTA	RAPID TRANSIT STATION
METRA	METRA STATION



1988 - 1990  
AVERAGE  
DAILY  
TRAFFIC

30,000

ACCIDENT  
RATE

TRANSIT  
ROUTES

CTA BUS ROUTE 49B

CTA 84

EDGE OF WEST  
ROAD USE EAST



**WESTERN AVE/DIXIE HIGHWAY - EXISTING CONDITIONS**

# PLANNING FOCUS AREAS

## A) C&NW RAILROAD TO NORTH BRANCH OF THE CHICAGO RIVER

- On-street parking affects through traffic operations

## B) WESTERN AVENUE, ELSTON AVENUE, AND DIVERSEY PARKWAY INTERSECTION

- Multi-leg intersection limits through capacity of Western Avenue
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) WESTERN AVENUE, BELMONT AVENUE, AND CLYBOURN AVENUE INTERSECTION

- Capacity at multi-leg intersection may be limited by piers and clearance for Western Avenue overpass



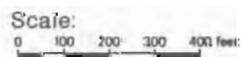
URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area (P.F.A.)
GI	Hazardous Waste Site
LI	Leaking Underground Storage Tank
HI	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines

WESTERN AVE / DIXIE HWY

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-30

# PLANNING FOCUS AREAS

## A) ROSCOE STREET TO BERTEAU AVENUE

- On-street parking affects through traffic operations

## B) WESTERN AVENUE AND ADDISON STREET INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use

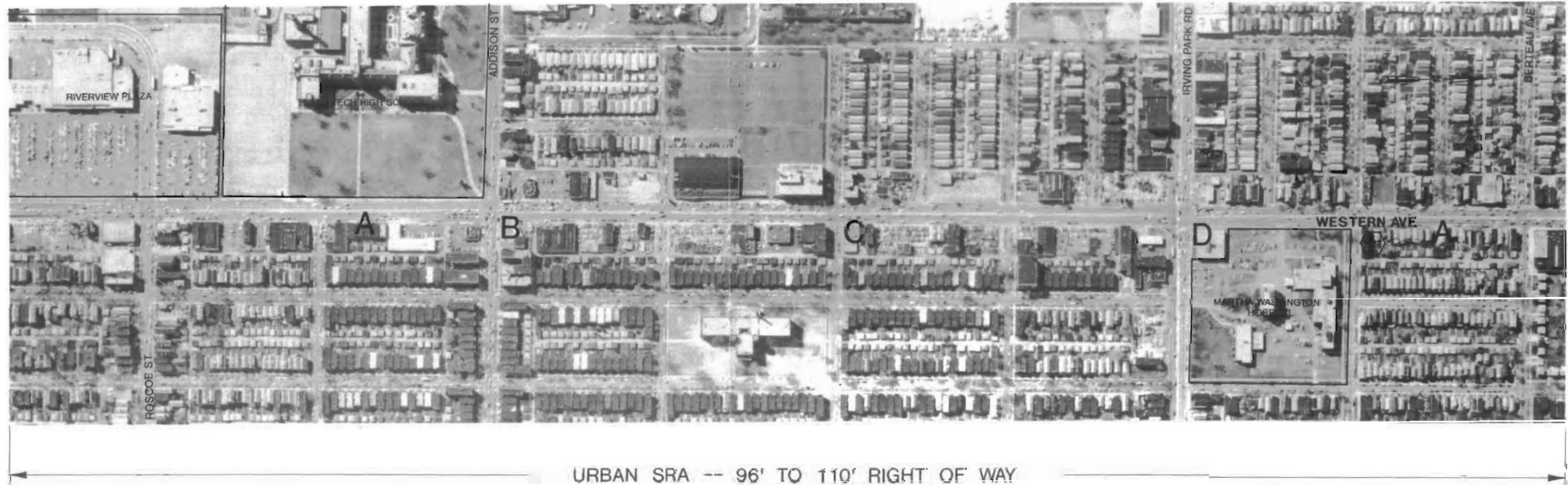
## C) ADDISON STREET TO IRVING PARK ROAD

- Multiple driveway/cross street access points may affect SRA operation
- On-street parking affects through traffic operations

## D) WESTERN AVENUE AND IRVING PARK ROAD INTERSECTION

- Intersection of two SRA routes

Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

LEGEND	
	Planning Focus Area I.D.
	Hazardous Waste Site
	Leaking Underground Storage Tank
	Historic Building/District
	Wetland
	Church/Synagogue/Religious Institution
	Agricultural Land
	Special Use Areas
	Major Utility Lines

WESTERN AVE / DIXIE HWY

Prepared by CH2M HILL in association with  
METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale:  
0 100 200 300 400 feet

**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-31

# PLANNING FOCUS AREAS

## A) BERTEAU AVENUE TO WINNEMAC STREET

- On-street parking affects through traffic operations

## B) WILSON AVENUE TO WINNEMAC AVENUE

- Through traffic affected by overlap of Lincoln Avenue and relationship of signalized intersections
- Capacity improvements for high-volume intersection are constrained by adjacent land use

## C) LAWRENCE AVENUE AND WESTERN AVENUE INTERSECTION

- Adjacent historic resources



URBAN SRA -- 96' TO 110' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
☠	Hazardous Waste Site
⚠	Leaking Underground Storage Tank
Ⓜ	Historic Building / District
*	Wetland
†	Church / Synagogue / Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines

WESTERN AVE. / DIXIE HWY

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION



**SRA** Strategic Regional Arterial Planning Study EXHIBIT B-32

# PLANNING FOCUS AREAS

## A) AINSLE AVENUE TO BERWYN AVENUE

- On-street parking affects through traffic operations

## B) WESTERN AVENUE AND FOSTER AVENUE INTERSECTION

- Capacity improvements for high-volume intersection are constrained by adjacent land use



URBAN SRA -- 96' TO 110' RIGHT OF WAY  
(DESIRABLE)

### LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LT Leaking Underground Storage Tank
- (H1) Historic Building/District
- \* Wetland
- † ☆ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines

WESTERN AVE / DIXIE HWY

**SRA** Strategic Regional Arterial Planning Study **EXHIBIT B-33**

Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale: 0 100 200 300 400 feet

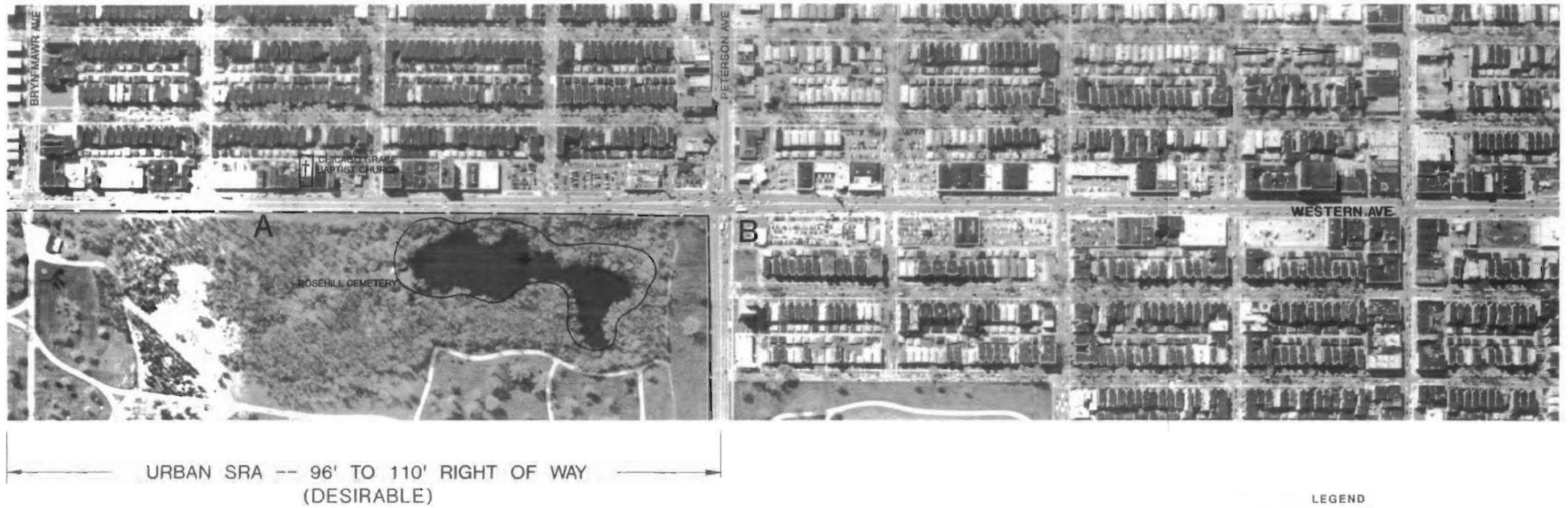
# PLANNING FOCUS AREAS

## A) BRYN MAWR AVENUE TO PETERSON AVENUE

- Limited available right-of-way

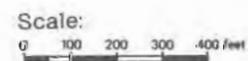
## B) WESTERN AVENUE AND PETERSON AVENUE INTERSECTION

- Intersection of two SRA routes
- Capacity improvements for high-volume intersection are constrained by adjacent land use
- Western Avenue SRA route ends at Peterson Avenue



LEGEND	
A	Planning Focus Area I.D.
⚠	Hazardous Waste Site
⚠	Leaking Underground Storage Tank
Ⓜ	Historic Building/District
*	Welland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines

WESTERN AVE / DIXIE HWY



## Summary

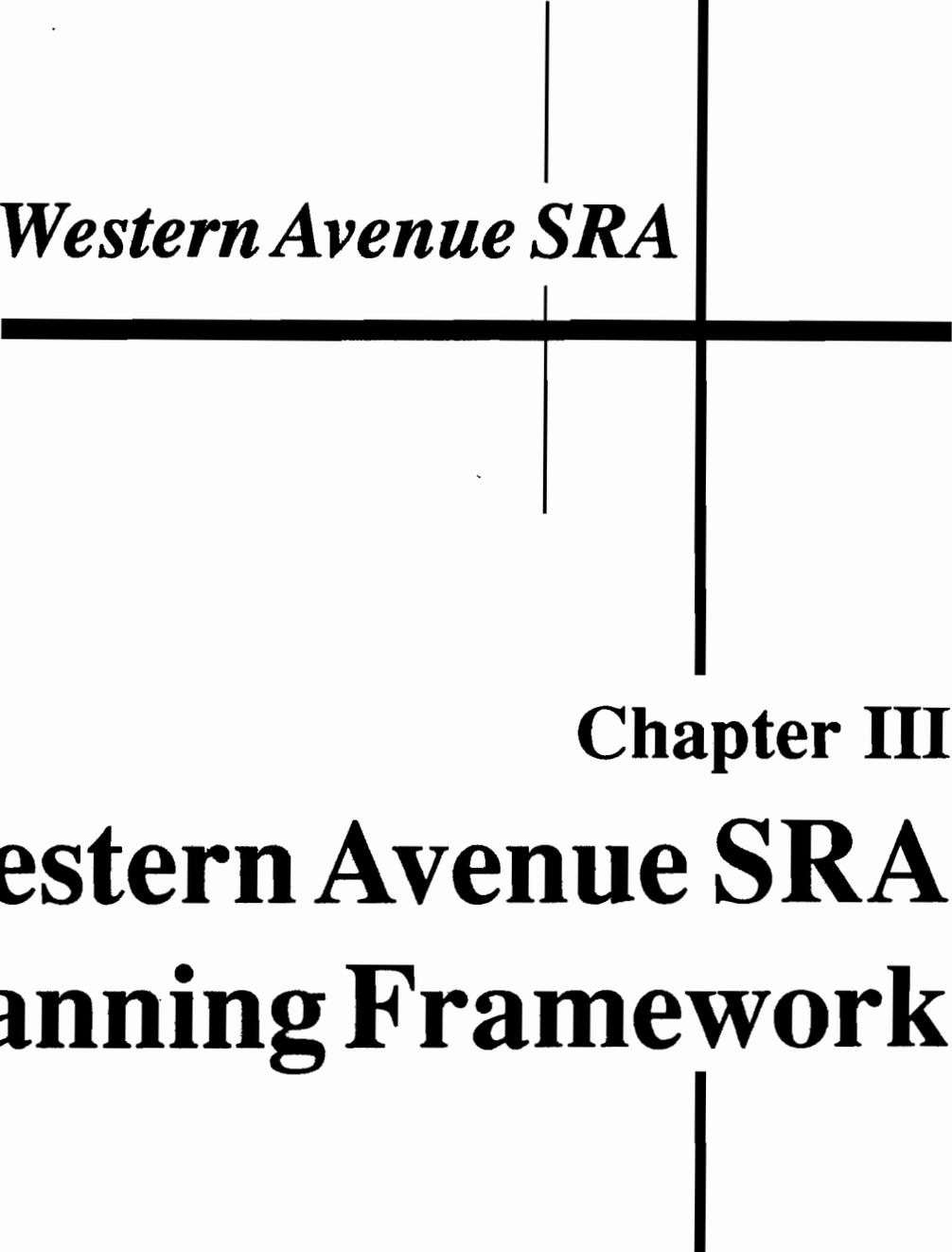
The Western Avenue/Dixie Highway corridor traverses a range of land uses ranging from undeveloped suburban areas to inner city urban areas. Southern suburban areas include open lands, established residential areas within Homewood and Flossmoor, and the suburban “downtowns” in Homewood and Blue Island. Within Chicago, Western Avenue traverses a forest preserve and land uses ranging from predominantly residential to industrial in character. Three neighborhood retail centers are passed in the vicinity of 95th Street, 63rd Street, and Lincoln Avenue.

Estimated existing daily traffic on Western Avenue/Dixie Highway ranges from as little as 10,000 vpd in the far south areas to a maximum of 45,000 vpd, where Lincoln Avenue overlaps with Western Avenue. Traffic builds to a midway peak of 35,000 vpd between Roosevelt Road and I-290.

South of Chicago (south 119th Street), Western Avenue/Dixie Highway is typically four lanes wide without a median. Through the Homewood CBD and north of the Blue Island CBD, only two traffic lanes are available at all times. Within the City of Chicago, Western Avenue generally has four continuous lanes, a painted flush median, and two parking lanes. Lane widths for through traffic and parking are substandard throughout much of Chicago.

Large traffic volumes, narrow lane widths, close signal spacing, and lack of proper signal interconnection contribute much to the delay experienced along Western Avenue.

The planning framework within which the recommended plan for Western Avenue/Dixie Highway was developed is detailed in Chapter III. Topics in Chapter III include route design considerations, expected year 2010 transportation system changes and traffic volumes, year 2010 land use planning and development information, and any future areas of concern identified during improvement planning.



*Western Avenue SRA*

**Chapter III**

**Western Avenue SRA  
Planning Framework**

### **Chapter III**

## **Western Avenue/Dixie Highway**

### **SRA Planning Framework**

Long-range planning for the Western Avenue/Dixie Highway corridor must be based on a range of transportation, land use, and community concerns. Regional transportation needs require balancing with local interests, plans, and constraints.

This chapter outlines the planning framework within which the Western Avenue/Dixie Highway corridor should be viewed. Discussion in the chapter addresses both existing problems and conditions, as well as expected or forecast conditions for the long range. The following is a summary of the important elements of the Western Avenue/Dixie Highway planning framework:

- Functional classification (the roles of SRAs in general, and Western Avenue/Dixie Highway specifically, in serving regional transportation needs)
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Western Avenue/Dixie Highway
- Other planned transportation improvements within, crossing, or near the Western Avenue/Dixie Highway corridor
- Long-range land use plans for the communities along Western Avenue/Dixie Highway and for Cook County
- Existing safety and traffic operational problems along Western Avenue/Dixie Highway
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

These comprehensive and often conflicting inputs were used to establish a basic concept for the Western Avenue/Dixie Highway SRA that specifies:

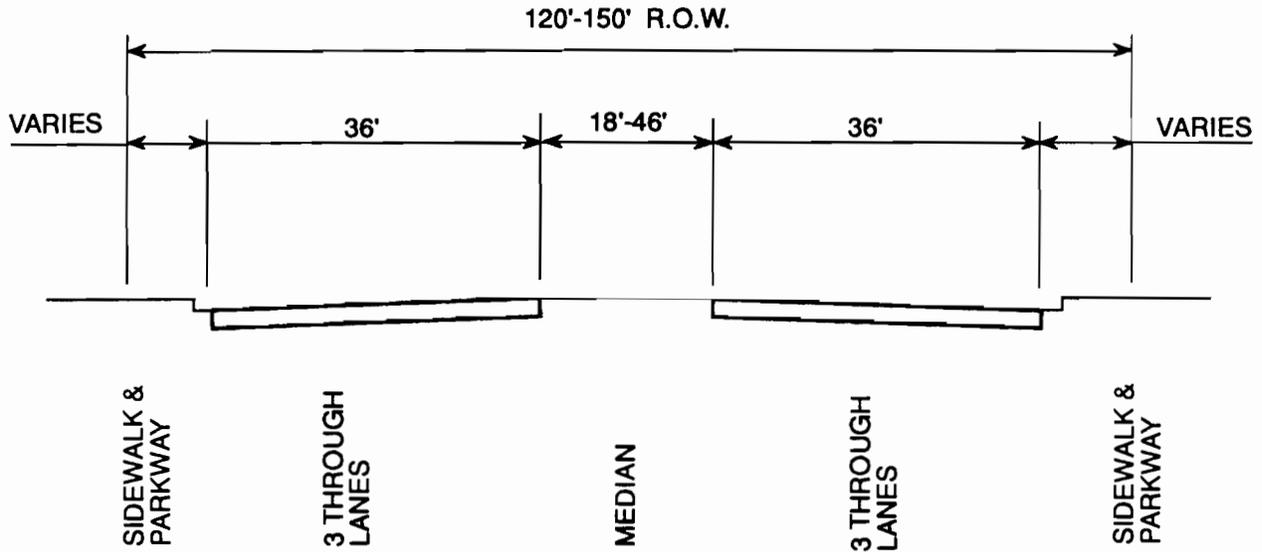
- The number of continuous through lanes in each direction along Western Avenue/Dixie Highway
- Locations of future major signalized intersections
- Locations of special intersection design needs
- A general approach to access management
- The need for and locations of special or unique highway solutions

### **Functional Classification**

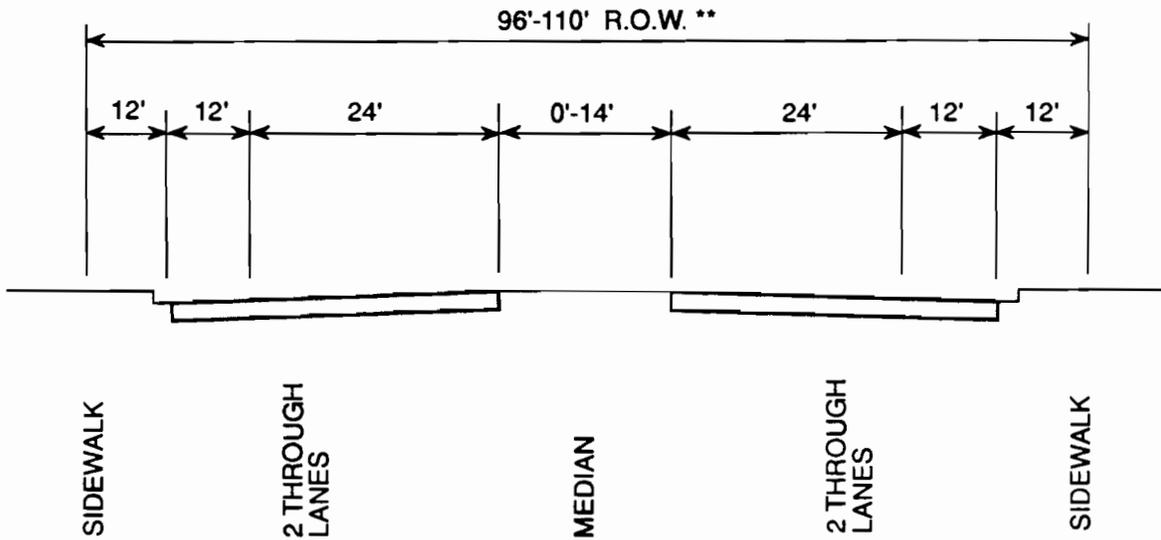
Previous planning efforts by the Illinois Department of Transportation and CATS have established Western Avenue/Dixie Highway as a SRA. The Western Avenue/Dixie Highway corridor is classified as “suburban” between U.S. 30 and Sibley Boulevard (7.9 miles) and “urban” from Sibley Boulevard to Peterson Avenue (25.9 miles). Where Western Avenue/Dixie Highway is a suburban SRA, the desirable characteristics include six basic continuous through lanes, three in each direction of travel, with a raised median for access control (see Exhibit 3). The desirable six-lane feature is an initial goal in planning, with recognition that it may not be achievable. However, it is essential that any SRA be planned for a minimum of four continuous basic through lanes, two in each direction of travel. Where Western Avenue/Dixie Highway is an urban roadway, the desirable roadway section is a four-lane divided roadway with either a raised or flush median. It is desirable to remove on-street parking to minimize conflict with through traffic. However, continuation of existing parking is tolerable, provided sufficient overall capacity exists on the section in question.

### **Route Design Considerations**

The *SRA Design Concept Report*, which serves as a guide in the planning of the SRA system, presents desirable cross sections for each SRA route designation in order to ensure adequate traffic service and geometric design within the right-of-way



**Suburban Classification**  
 U.S. Route 30 To Sibley Boulevard



NOTE: 11' LANES MAY BE USED  
 IF R.O.W. IS RESTRICTED

\* BUS/HOV ONLY  
 IN PEAK HOUR

\*\* TYPICALLY NO BUS/HOV ONLY  
 LANES, R.O.W. IS 72'-86'

**Urban Classification**  
 Sibley Boulevard To Peterson Avenue

**DESIRABLE SUBURBAN AND URBAN  
 CROSS SECTIONS**

width indicated. The SRA desirable cross sections for the suburban and urban designation are shown in Exhibit 3.

For the suburban portion of Western Avenue/Dixie Highway, the desirable SRA concept cross section requires 120 to 150 feet of right-of-way. This width accommodates a six-lane roadway, three lanes in each travel direction, with an 18- to 46-foot raised median. The typical cross section implies a closed drainage system. Other information about the desirable route characteristics of a suburban SRA are listed in Table 15.

The desirable urban SRA concept cross section requires 96 to 110 feet of right-of-way. This width accommodates a four-lane roadway, two lanes in each direction, with a flush median up to 14 feet wide. Wider medians may be developed at intersections requiring further channelization or double left turn lanes. The typical cross section implies a closed drainage system by including curb and gutter at the pavement edge. The continuation or addition of parking lanes is permitted on urban SRA routes if right-of-way and capacity requirements are met. Other information about the desirable route characteristics of an urban SRA are listed in Table 16.

## **The 2010 Transportation Network**

Exhibit 4 illustrates Western Avenue/Dixie Highway in a regional context. The corridor is crossed by ten SRA routes (U.S. 30/Lincoln Highway, U.S. 6/159th Street, 127th Street, U.S. 12/20/95th Street, 87th Street, 55th Street, Archer Avenue-Pershing Road, Illinois 64/North Avenue, Illinois 19/Irving Park Road, and U.S. 14/Peterson Avenue). These routes, in combination with Western Avenue/Dixie Highway, form a network of roadways intended to serve regional travel in the area. Numerous other major arterial that cross Western Avenue/Dixie Highway are part of the urban grid pattern of roadways in this region.

Between U.S. 30 and 159th Street, Western Avenue/Dixie Highway is located about halfway between I-57 and I-94 (both about 4 miles away). The nearest other SRA route is Harlem Avenue; located 6 miles west. There are no SRAs east of Western Avenue/Dixie Highway between U.S. 30 and 159th Street. Only Halsted Street (Illinois 1) offers north-south continuity in this area. It is located approximately 2 miles east of Western Avenue/Dixie Highway, and ultimately merges with Dixie Highway just north of U.S. 30.

**Table 15**  
**Year 2010 Desirable Route Characteristics for**  
**Suburban SRAs**

Right-of-Way Width	120 to 150 feet
Level of Service (Peak Hour)/Design Speed	C or D/45 mph
Number of Through Lanes	Three in each direction; 12-foot width
Median Width	18 to 46 feet raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10-foot width paved
Curbs	Yes, with 2-foot gutters
Sidewalks	Where appropriate, 5-foot 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-foot 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	Four maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New Structures: 16' - 3" Existing Structures: 14' - 6"
Loading	Off-street loading

Source: Design concept report for ERA corridor planning.

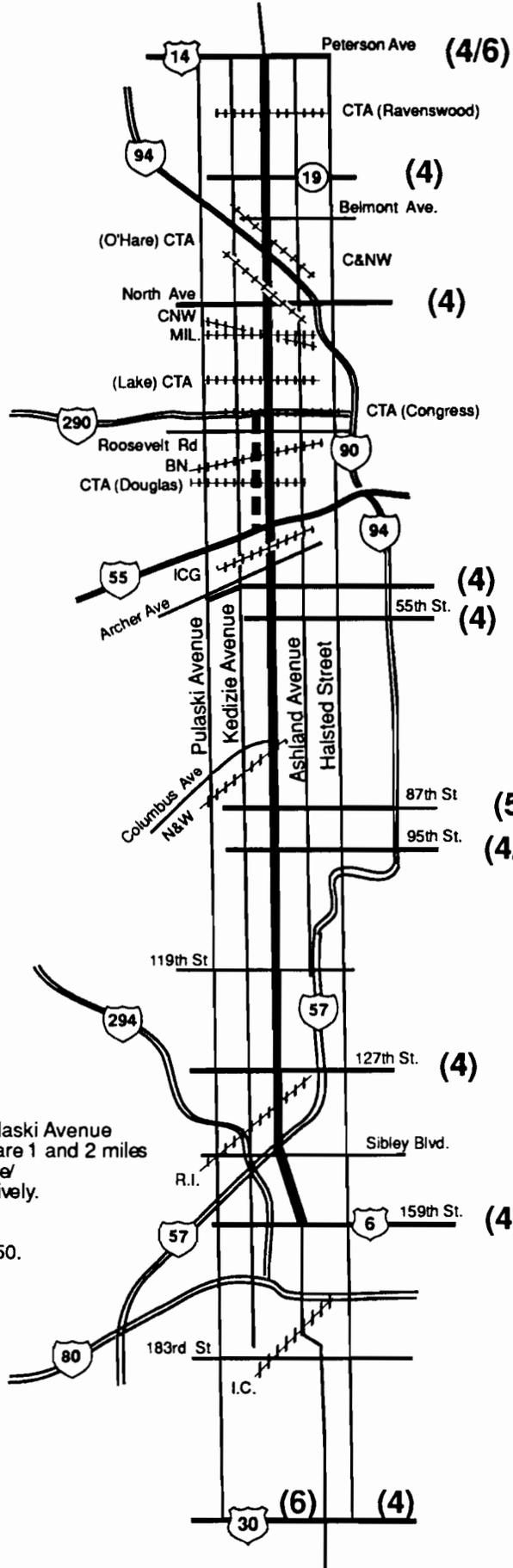
**Table 16  
Year 2010 Desirable Route Characteristics for Urban SRAs**

Right-of-way Width	96' - 110' <sup>a</sup>
Level of Service (Peak Hour)/Design Speed	D/35 mph
Number of Through Lanes	Two 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 <sup>b</sup>
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours <sup>c</sup> ; local bus service with signs, shelter, and signal preemption potential
Number of Traffic Signals Per Mile	Four 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

<sup>a</sup>72' - 86' Where bus/HOV lanes are not provided.

<sup>b</sup>Where one or more of the following conditions are met: less than the minimum number of travel lanes, level of service, and/or a high accident rate. There must also be alternative off-street parking available.

<sup>c</sup>Where one or more of the following conditions are met: a high level of curb lane usage (existing or projected peak hour transit ridership of at least 1,200 one-way passengers, and 15 to 40 buses one way), and/or a high level of median lane usage (existing or projected peak hour transit passengers or rideshare occupants of at least 2,400 one-way). They must also reduce total person delay, have minimal disruption to traffic operations, no peak hour on-street parking or loading, and have more than the minimum number of travel lanes.

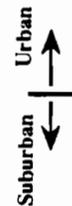


Note: Ashland Avenue and Halsted Street are 1 and 2 miles East of Western Avenue/ Dixie Highway, respectively.

Nearest parallel SRA 3 miles east - Lake Shore Drive.

Note: Kedzie Avenue and Pulaski Avenue (SRA, I-55 to U.S. 12) are 1 and 2 miles West of Western Avenue/ Dixie Highway, respectively.

Nearest parallel SRA 3 miles west - IL RTE. 50.



- Proposed Link Between I-55 and I-290
- Crossing SRA
- (4/6) Future Number of Lanes Off-Peak/Peak

## FUTURE TRANSPORTATION NETWORK IN THE VICINITY OF WESTERN AVE./DIXIE HWY.

North of 159th Street, Western Avenue/Dixie Highway is paralleled by Cicero Avenue, (Illinois 50) which is three miles west; and Torrence Avenue, about 7 miles to the east. Further north the nearest SRA to the east is Lake Shore Drive. Numerous “lower-class” roads parallel Mannheim Road/U.S. 45 at closer distances, but none have the necessary continuity or functional classification to act as an alternate route for the regional trips that Western Avenue/Dixie Highway is intended to serve.

Western Avenue/Dixie Highway also is crossed by 22 railroad facilities, 13 of which carry commuter or rapid transit rail lines. Table 17 describes crossing railroad facilities. The Metra Electric/Amtrak/ICG tracks run parallel and adjacent to Dixie Highway for approximately 4/10-mile between the underpass north of downtown Homewood and 175th Street.

Unrelated to the SRA network, the CATS future network contains an expressway link between I-55 and I-290 in the vicinity of the Western Avenue Corridor. The apparent affect of this link would be to reduce traffic on Western Avenue between these two facilities.

The volumes forecasted by CATS for use in this study include this proposed link. However, a direct interchange between I-55 and Western Avenue is not planned.

### **Year 2010 and Existing Traffic**

Forecasts of traffic volumes were prepared by CATS to illustrate the level and pattern of traffic under expected future conditions. The forecasts were based on regional land use assumptions furnished by the Northeastern Illinois Planning Commission (NIPC), and assume a network as specified in the year 2010 plan, with the full SRA system in place. Specific to Western Avenue/Dixie Highway, the forecasts also assume a link between I-55 and I-290 as noted above.

The traffic forecasts are used as a reference only—not as a primary tool in corridor sizing. They provide a means, particularly when compared to existing traffic, of judging the long-range need for corridor improvements. In short, traffic volumes can be expected to increase over the next 20 years. Employment and population growth can be significant in the southern portions of the corridor. Regional traffic growth will contribute to increased travel on Western Avenue/Dixie Highway in the northern segments.

**Table 17  
Western Avenue/Dixie Highway  
Crossing Railroad Facilities**

<b>Crossing Location</b>	<b>Railroad</b>	<b>Crossing At-Grade</b>	<b>Commuter Rail Line</b>
Homewood	IC	No	Metra-Electric
North of 144th Street	GT	Yes	---
South of 139th Street	IHB	Yes	---
North of 136th Street	CSX	Yes	---
Blue Island	IC	No	Metra-Rock Island
North of 83rd Street	B & O CT	No	---
South of Columbus Avenue/74th Street	IHB	No	Metra-Norfolk Southern
North of 51st Street	IHB and GTW	No	---
North of 51st Street	CTA	No	Southwest Line
Pershing Road	B & O CT	No	---
Pershing Road	CTA	No	Southwest Line
Pershing Road	PC	No	---
North of Archer Avenue	CTA	No	Southwest Line
North of Archer Avenue	IC	No	Metra-Heritage Corridor
North of I-55	AT & SF	No	---
At Blue Island Avenue	BN	No	---
North of Cermak Road	CTA	No	O'Hare/Congress/Douglas Line
North of 19th Street	C & NW and BN	No	Metra-Burlington Northern
At Ogden Avenue	CR	No	---
At I-290	CTA	No	O'Hare/Congress/Douglas Line
At Lake Street	CTA	No	Lake/Dan Ryan Line
South of Grand Avenue	C & NW	No	Metra-Chicago & North Western (West Line) Metra-Milwaukee District
At Bloomingdale Avenue	CMSP & P	No	---
At Milwaukee Avenue	CTA	No	O'Hare/Congress/Douglas Line
At I-90/94	C & NW	No	Metra-Chicago & North Western (Northwest Line)
North of Wilson Avenue	CTA	No	Ravenswood Line

As shown in Table 18, the projected volume of traffic along Western Avenue/Dixie Highway varies from as low as 10,000 vpd in the southern sections of the corridor, to more than 50,000 vpd in the middle and northern areas that are influenced by high traffic volumes generated by the Chicago central core. It is forecast that the traffic volumes along the entire Western Avenue/Dixie Highway SRA will increase, although at different rates from south to north. In general, the southern end of the corridor is expected to experience more growth in land development, with a corresponding percent traffic volume increase (50 to 100 percent). At the northern end of the corridor, less growth in land use activity is expected because the area is more mature, resulting in an increase in traffic of 30 to 40 percent over existing levels.

## **Other Corridor Planning Activities**

### **Roadway Improvements**

Previous and current planning information was obtained for the Western Avenue/Dixie Highway SRA corridor from Illinois Department of Transportation, CATS, Cook County, and surrounding communities. A list of previous and current studies relevant to Western Avenue/Dixie Highway is presented in Table 19. During fiscal year 1994, the City of Chicago will install traffic signal improvements, revise interconnects, and install closed-loop computer controls covering all signals on Western Avenue within city jurisdiction. Construction projects that would physically alter conditions on Western Avenue are not planned.

### **City and Village Comprehensive Plans**

Information regarding local transportation plans, land use plans, and community objectives was gathered from the comprehensive plans of the villages and cities along Western Avenue/Dixie Highway. Table 19 lists those plans that were reviewed in conjunction with overall corridor planning.

### **Transit Improvements**

Metra currently is evaluating the feasibility of improving service to all of its existing lines. Metra's booklet, "Future Agenda For Suburban Transportation," discusses plans to evaluate the present and future demand for commuter rail service, to improve the

**Table 18  
Year 2010 ADT Forecast for the Western Avenue/Dixie Highway**

<b>Location</b>	<b>Estimated Existing ADT (vpd)<sup>a</sup></b>	<b>2010 ADT (vpd) Forecast</b>
U.S. 30 to 107th Street	10,000 - 20,000	30,000 - 40,000
107th to 55th Streets	20,000 - 30,000	40,000 - 50,000
55th Street to I-55	20,000	40,000 - 50,000
I-55 to Roosevelt Road	25,000	50,000
Roosevelt Road to I-290	35,000	35,000
I-290 to I-90/94	30,000	40,000 - 50,000
I-90/94 to Lincoln Avenue Overlap	35,000	50,000
Lincoln Avenue Overlap	45,000	50,000
Overlap to Peterson Avenue	30,000	35,000

<sup>a</sup>Published ADT volume were not available for the Western Avenue/Dixie Highway corridor. The above general traffic levels were derived from several sources including intersection turning movement counts and 24-hour machine counts provided by the City of Chicago and local traffic studies.

**Table 19**  
**Summary of Previous and Current Planning Studies Relevant to Western Avenue/Dixie Highway**

Study, Plan, or Report	Source	Status as of 1992
<b>Transportation Planning Studies</b> <ul style="list-style-type: none"> <li>• <b>CATS 2010 Transportation System Development Plan</b></li> </ul>	CATS	Official
<b>Land Use and Comprehensive Plans</b> <ul style="list-style-type: none"> <li>• <b>Zoning Map (1992)</b></li> <li>• <b>Zoning Map (1985) and Comprehensive Land Use Map (1986)</b></li> <li>• <b>Zoning Map (1991) and Comprehensive Plan</b></li> <li>• <b>Zoning Map (1977) and Comprehensive Plan (CBD and Southgate Sections)</b></li> <li>• <b>Zoning Map (1989) and Comprehensive Plan (1967)</b></li> <li>• <b>Zoning Map (1971) and General Development Plan (1985)</b></li> <li>• <b>Zoning Map (1973)</b></li> <li>• <b>Zoning Map (1971)</b></li> </ul>	East Hazelcrest Flossmoor Hazelcrest Homewood Markham Blue Island Chicago Heights Chicago	Official Official Official Official Official Official Official
<b>Other Plans and Studies</b> <ul style="list-style-type: none"> <li>• <b>Request for Approval of Preliminary and Final Plans for a Planned Unit Development—Fas Bro Co. (9/90)</b></li> <li>• <b>Request for Approval of Preliminary and Final Plat of Subdivision-Ashley Oaks (8/88)</b></li> <li>• <b>Request for Approval of Final Plat of Subdivision-Butterfield Pointe (5/90)</b></li> <li>• <b>Memorandum on Conceptual Plat of Subdivision-Jankowski/Smith (9/89)</b></li> <li>• <b>Proposed Lane Arrangements at Dixie Highway/Ridge Road</b></li> <li>• <b>Homewood Downtown Streetscape</b></li> <li>• <b>Intersection Capacity Analysis, Dixie Highway/Ridge Road Intersections (1991)</b></li> <li>• <b>Traffic and Parking Study on Western Avenue between 119th Street and Grove Street</b></li> <li>• <b>Corridors of Industrial Opportunity (1989)</b></li> <li>• <b>Summary Report, traffic engineering study of rail and bus transit facilities, Calumet Commuter Station</b></li> </ul>	Flossmoor (Planning Director)  Flossmoor (Planning Director) Flossmoor (Planning Director) Flossmoor (Planning Director) Homewood Homewood Homewood Blue Island Chicago IDOT	—  — — — — — — — Final

the speed the capacity of existing lines, to maintain the integrity of existing railroad bridges, to meet future station and parking needs, to improve road conditions affecting traffic to Metra stations including highway grade separations, to improve road access to stations, and to extend and add Metra rail lines into newly developing areas.

The Illinois Department of Transportation, Division of Public Transportation, has completed a study of improvements to increase parking in the vicinity of the Calumet Metra Station. Plans call for closing Park Avenue between Dixie Highway and 171st Street. This would result in the diversion of up to 200 peak hour trips from Park Avenue to Dixie Highway, through the intersection at 175th Street. As part of these improvements, the intersection of Dixie Highway and 175th Street would be realigned and widened to include left turn lanes on all approaches. Funding and schedule commitments have not been made for this project.

In addition, the City of Harvey is coordinating study of a "Diversified Regional Center," which would occupy the 61-acre site of Walnut shopping center in the southeast quadrant of 151st Street and Dixie Highway. The center is intended to accumulate automobile trips to transit modes from the six interstate and major arterial roads within 3/4-mile of the site. Feasibility and site layout studies will be finished in the spring of 1994.

The CTA is currently constructing the "southwest" Rapid Transit line, which crosses the corridor just south of 47th Street and twice near Pershing Road and Archer Avenue. This facility will be operating by early 1993. A station is being constructed at Western Avenue near 47th Street. The CTA and Pace are also planning to install pre-emption equipment in their buses. This will require far-side bus stops, and restrictions of right-turning traffic onto Western Avenue/Dixie Highway at these locations. No new Pace bus routes are planned in the next 3 years. There are also no other new rail lines or extensions of existing lines currently under evaluation by Metra, although upgrade plans are proposed to improve service.

Table 20 lists transit-related improvements proposed, studied, or planned in the vicinity of Western Avenue/Dixie Highway.

<b>Table 20</b> <b>Future Transit Facilities and Operations Proposed and/or Planned by Others for</b> <b>Western Avenue/Dixie Highway</b>		
<b>Transit Facility or Route</b>	<b>Improvement</b>	<b>Status/Comment</b>
New Bus Routes	None	—
Upgraded Service on Existing Pace and CTA Bus Routes	Installation of signal pre-emption equipment in existing buses	In planning stages
New CTA Stations/Stops	Southwest Line Station at Western Avenue	To be in operation late 1993
New Metra Stations/Stops	None	—
New Metra Service	None	—
New Park-n-Ride Facilities/Operation	None	—

## **Future Land Use and Development**

### **Future Conditions**

Current land use trends evident along Western Avenue/Dixie Highway are expected to continue in the future. This study obtained no information to suggest a significant change from existing land use patterns. Land use throughout the corridor is mature, having been fully developed at one time. Current conditions find sections of land/development adjacent to Western Avenue/Dixie Highway under utilized. However, there is nothing to suggest that growth or redevelopment will not follow existing patterns.

### **Existing Environmental Constraints, Unique Conditions, and Areas of Concern**

#### **U.S. 30 to 159th Street**

There are serious constraints to developing the desirable SRA suburban roadway within this segment. Approximately 20 to 50 feet of additional right-of-way would be required to implement the desirable six-lane SRA section. North of U.S. 30, the Western Avenue/Dixie Highway corridor has forest preserve on both sides of the roadway. Between Vollmer Road and 183rd Street, Western Avenue/Dixie Highway traverses residential areas and adjacent golf courses that could be seriously affected by the right-of-way necessary to implement a suburban SRA.

The Homewood CBD is located north of 183rd Street. The existing roadway would not meet SRA requirements and widening is not possible within the limited existing right-of-way (66 feet). Existing commercial buildings are constructed next to the right-of-way line.

North of the Homewood CBD, Western Avenue/Dixie Highway travels under a bridge approximately 150 feet long that carries multiple mainline and yard tracks including those used by the Metra-Electric and Amtrak trains. The narrow cross section of Western Avenue/Dixie Highway under this structure (two lanes with a center pier), and the sharp right turn required of northbound traffic just north of the structure represent both a serious capacity limitation and a very difficult and expensive structure to replace.

North of this underpass, limited available right-of-way would again make achieving the desired SRA section difficult without encroaching on residential land uses.

### **159th to 119th Streets**

Between 159th Street and I-57, development of the desirable SRA corridor would be feasible with the acquisition of approximately 20 feet of additional right-of-way. Land use in this area is more open and some existing uses are no longer feasible. Widening to achieve additional capacity at the Sibley Boulevard intersection may encroach on adjoining properties.

From I-57 to 135th Street, acquisition of additional right-of-way to develop a median may affect adjoining land uses. Any cross-sectional improvements would require right-of-way greater than the currently available 66 feet. Land uses in this area include residential (mobile home parks), retail, and industrial. In addition, this area has three at-grade rail crossings. Grade separation of these crossings will be considered. Mother of Sorrows High School and a potentially historic residence are also located in this section.

North of the Calumet-Sag Channel is the Blue Island CBD. The routing of Western Avenue traffic over a one-way pair formed with Gregory Street has essentially accomplished the desirable SRA cross section. However, on the north end of the one-way pair system, northbound traffic must traverse two signalized intersections on 127th Street to return to Western Avenue. Development in this area will limit improvements.

Between 127th and 119th Streets, existing right-of-way is limited to 80 feet and the proximity of structures to the existing right-of-way limits additional acquisition without relocations. Use of the existing roadway now includes allowing parking that restricts traffic to a single lane during off-peak hours. Maintaining the parking and achieving the continuous four-lane operation required for an urban SRA will be difficult. In addition, this section contains Hart Park and five potential LUST sites.

### **119th Street to I-55**

This section is the southernmost of three segments within the City of Chicago. All the segments within Chicago (119th Street to I-55, I-55 to I-90/94, I-90/94 to Peterson Avenue) have similar constraints and characteristics.

Generally, there is 100 feet of right-of-way, which is enough to accomplish the basic SRA urban section. Additional right-of-way is virtually unavailable without relocating buildings that typically abut the existing right-of-way limits. This condition precludes roadway widening at major intersections without serious right-of-way effects.

The existing cross section of Western Avenue in Chicago generally satisfies an acceptable lane arrangement for an urban SRA. Within Chicago Western Avenue has four traffic lanes, a median, and two parking lanes.

The basic roadway conditions that are a concern for the Chicago segment of Western Avenue/Dixie Highway are that frequently the lane widths (parking or traffic) do not meet SRA minimum values. Also, while the existing right-of-way is wide enough to satisfy basic SRA requirements, there is not sufficient right-of-way to allow the addition of approach lanes at high volume intersections without the relocation of adjacent buildings. Additional capacity at high volume intersections can be developed within available right-of-way only by the elimination of parking.

Specific concerns in the section of Western Avenue/Dixie Highway between 119th and 55th Streets are:

- Right-of-way constraints for additional capacity at the 95th Street intersection (a SRA)
- Right-of-way constraints for additional capacity at the 87th Street intersection (a SRA)
- The operational effects of the CTA turnaround at 79th Street
- Substandard vertical clearance under railroad overpasses at 82nd Street and south of 74th Street
- Traffic crossing between 94th Street an opposing retail driveway
- A multi-leg intersection at Columbus Avenue and 74th Street
- Congestion induced by pedestrian, parking, and local circulation in the local shopping area at 63rd Street

- Multiple access points throughout

Beginning at Garfield Boulevard (a SRA), Western Avenue is paralleled by Western Boulevard. These two roadways are separated by a parkway approximately 120 feet wide. Within this section, Western Avenue lacks a median and adequate lane width, and although the parkway is technically considered Western Avenue right-of-way, it is viewed as open space. Thus, improvements to Western Avenue that would involve the parkway in this area would be a sensitive issue. Also, as part of the system of boulevards connecting Chicago parks, no trucks are allowed on Western Boulevard. The above conditions continue until the end of this segment, where Western Avenue and Western Boulevard Progress through a series of structures allowing grade separation with I-55, the AT&SF railroad, and the Sanitary and Ship Canal.

The intersection with Pershing Road (a SRA) is also located within the above section. This intersection is uniquely constrained by the location of piers carrying three separate rail structures over the intersection. The piers divide lanes, force shifts in lane alignment, limit lane width, and limit any widening of the roadway approaches. The piers represent both a significant safety hazard and a severe limitation on intersection capacity.

### **I-55 to I-90/94**

The general features of this segment are similar to those outlined in the previous section in terms of existing right-of-way, lane configuration, and availability of additional right-of-way. Areas of concern specific to the section of Western Avenue between I-55 and I-90/94 include:

- Substandard lane widths
- Lack of available right-of-way to improve intersection capacity at high volume intersections including Cermak Road, Roosevelt Avenue, Ogden Avenue Grand Avenue, North Avenue (a SRA), Fullerton Avenue, and the multi-legged intersection at Milwaukee and Armitage Avenues

- The crossing of four CTA Rapid Transit lines, resulting in structural conflicts with cross section improvements and pedestrian access needs for nearby stations
- Five heavy rail crossings on structures lacking accurate lateral and/or vertical clearance
- Numerous mid-block access points
- Many closely-spaced signalized intersections, some of which no longer appear to be warranted by current traffic patterns

### **I-90/94 to Peterson Avenue**

As with the other segments within the City of Chicago, the general features of this segment are similar to those outlined in the southernmost section (119th Street to I-55) in terms of existing right-of-way, lane configuration, and availability of additional right-of-way. Areas of concern specific to the section of Western Avenue between I-90/94 and Peterson Avenue include:

- Limited existing right-of-way north of Bryn Mawr Avenue, where it is reduced to approximately 90 feet, with additional right-of-way being unavailable
- Right-of-way constraints to increasing capacity at high volume intersections including Elston Avenue/Diversey Parkway (a six-legged intersection), Addison Avenue, Irving Park Road (a SRA), Montrose Avenue, Foster Avenue, and Peterson Avenue (a SRA)
- Heavy congestion as a result of the overlap of Lincoln Avenue traffic in the vicinity of Lawrence Avenue, along with many closely-spaced traffic signals
- Access to CTA facilities, including two off street bus turnarounds and a Rapid Transit line and station

## **Community Concerns, Interests, and Attitudes**

The interests of the communities through which Western Avenue/Dixie Highway passes are important factors in the development of a reasonable consensus plan for improving the facility. Two Advisory Panels were established, comprised of elected officials and technical staff from the communities along Western Avenue/Dixie Highway. A series of three meetings were held with the two panels to present SRA concepts, to discuss the corridor, and to provide the Illinois Department of Transportation consultant with background on community interests and concerns.

Chapter V contains minutes from the Advisory Panel meetings. The following is a summary of key concerns (with commenting parties enclosed in parentheses) discussed during these meetings:

- It is important to consider effects of SRA implementation on the adjacent properties and modify proposals to reflect existing uses (Flossmoor, Homewood, Blue Island)
- It is important to improve the railroad underpass north of downtown Homewood even if the SRA corridor does not follow Dixie Highway in the area (Homewood)
- It is important to maintain all existing on-street parking spaces (Blue Island, Chicago)
- The elderly have trouble crossing Western Avenue, especially near CTA Rapid Transit stations (Chicago)
- The bus turnaround at 79th Street affects traffic on Western Avenue (Chicago)
- The parkway area between Western Avenue and Western Boulevard is a valuable open space resource and effects to this area should be minimized (Chicago)

- Although difficult, the improvement plan for Western Avenue should include replacement of the rail structures over Pershing Road (Chicago)
- Pedestrian safety, especially for school children crossing Western Avenue, should be considered (Chicago)

Public hearings were held for the Western Avenue corridor on March 3, 1993, on the north side of Chicago and on March 4, 1993, in Blue Island. Comments from the public hearing are summarized in Section V. These comments have been considered in the recommended plan described in Section IV.

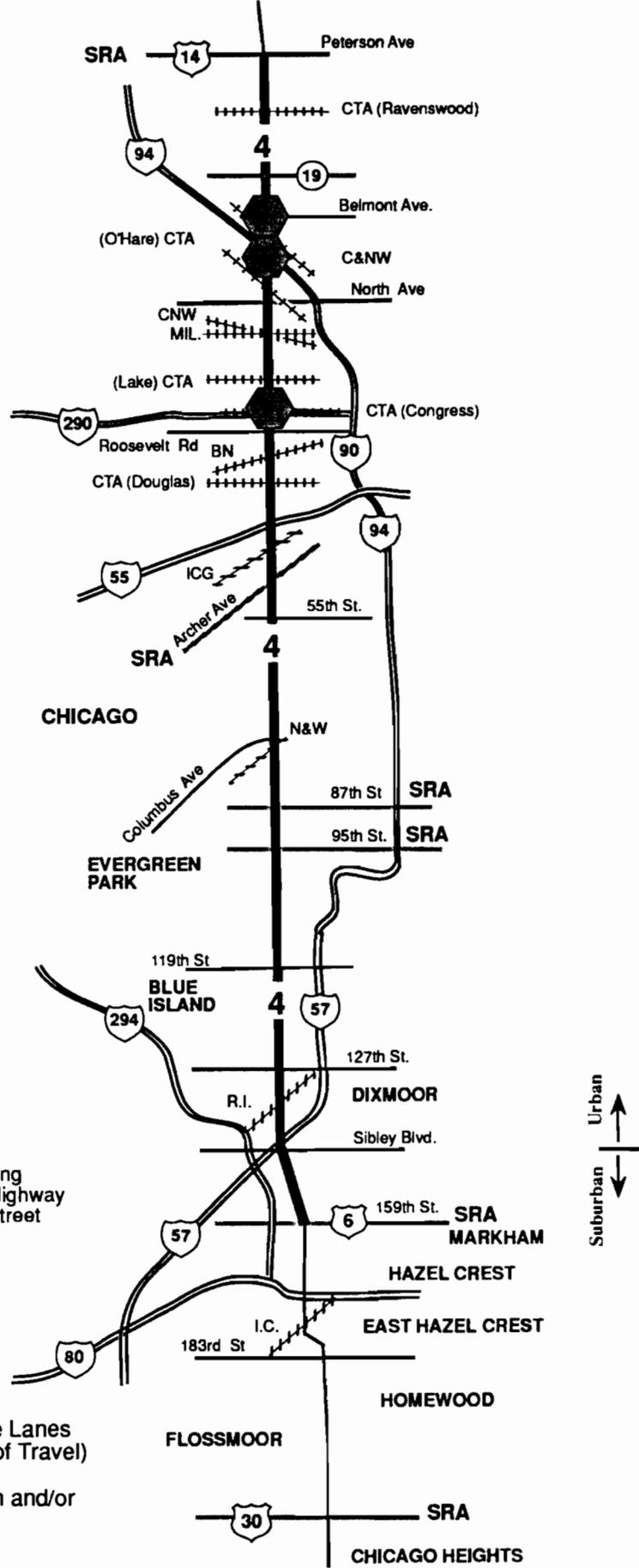
### **Recommended SRA Corridor Concept for Western Avenue/Dixie Highway**

Based on the above input, the recommended corridor concept illustrated in Exhibit 5 was established for Western Avenue/Dixie Highway. The concept's elements include corridor limits, basic number of through lanes, intersection requirements, access control and median treatments, consideration of parking needs, signalization, and special design features.

#### **Corridor Limits**

It has been pointed out in previous discussions that there are serious impediments to implementing the SRA concepts in Segment I (U.S. 30 to 159th Street). At least 20 to 50 feet of additional right-of-way would be required throughout this segment to develop the desired SRA six-lane suburban cross section. The only area where a six-lane cross section was considered to be potentially feasible was between Chicago Avenue (Illinois 1) and Vollmer Road, and this would involve taking property from Bloom Township High School.

From Vollmer Road to 183rd Street, the adjacent land use becomes entirely single-family residential or recreational (golf courses), and the existing right-of-way narrows from 100 feet to 66 feet. Development of a suburban SRA roadway in this context was seen to be incompatible with adjacent land use and not possible without severe effects to the adjoining properties.



Note:  
Plan Recommends Ending  
Western Avenue/Dixie Highway  
SRA Corridor at 159th Street

**4** Number of Future Lanes  
(Both Directions of Travel)

Grade Separation and/or  
Interchange

# RECOMMENDED SRA CORRIDOR CONCEPT WESTERN AVENUE/DIXIE HIGHWAY



North of 183rd Street, Western Avenue/Dixie Highway passes through the Homewood CBD. Here the existing roadway is 40 feet wide with two traffic lanes and two parking lanes within 66 feet of right-of-way. No widening is possible without relocation of commercial buildings abutting the right-of-way line. Thus, within the CBD the maximum roadway cross section would be four lanes. There would not be room for a median (thereby not satisfying SRA requirements), and parking would be eliminated (against the wishes of the community). In addition to the above constraints, north of the CBD, Western Avenue/Dixie Highway passes under a narrow railroad overpass that would be complicated and costly to widen or replace. Evaluation of the area surrounding the

Homewood CBD indicated no feasible alternative for bypassing the CBD while maintaining the general corridor along Western Avenue/Dixie Highway. East of the CBD there are local residential neighborhoods and to the west is a combination of recreational and residential land uses. Neither side offers any opportunity for routing a SRA with less effects than Western Avenue/Dixie Highway.

Any one of the above conditions warrants reconsideration of Western Avenue/Dixie Highway as a SRA corridor in these areas. South of the Homewood CBD consideration could be given to reducing the roadway to four lanes with a median to minimize right-of-way impacts. However, even this section could not be continued through the Homewood CBD.

Given the above constraints it is the recommendation of this study is to remove the SRA designation from Western Avenue/Dixie Highway through, and south of, the Homewood CBD. Further considerations indicate that a logical south terminus of the Western Avenue/Dixie Highway SRA corridor should be 159th Street (a SRA). Because the section in question is at the far south end of the full SRA corridor (U.S. 30 to Peterson Avenue), this action can be taken without reducing the function of the remainder of the corridor. Further, local traffic studies within the Homewood CBD indicate that only about one third of the traffic traveling on Western Avenue/Dixie Highway is through traffic. Thus, terminating the SRA corridor north of Homewood will have little effect on existing traffic patterns.

It is noted that it was not within the scope of this study to define and/or study a substitute SRA roadway to replace the segment truncated from the Western Avenue/Dixie Highway corridor. Defining an alternative to the Western Avenue/Dixie Highway SRA corridor south of 159th Street will become subject of further study by the CATS upon adoption of

the recommendations of this report. It is suggested that at that time consideration be given to the use of Halsted Street as a means of extending a SRA corridor south of 159th Street.

## **Basic Number of Lanes**

The section of the Western Avenue/Dixie Highway corridor between 159th Street and Sibley Boulevard, a distance of 1.5 miles, is defined as a “suburban” SRA. As such, the desirable SRA roadway is six lanes with a raised median to control access movements. Because the Western Avenue/Dixie Highway SRA corridor ends at 159th Street, it is proposed that this section not be widened to more than four lanes with a median. This is consistent with the remaining sections of the corridor.

North of Sibley Boulevard, the corridor is defined as “urban” and requires four lanes and a median. Four basic lanes and a mountable median is proposed for all sections of this corridor north of Sibley Boulevard. The existing roadway meets the above criteria in all but four sections:

- 145th to 135th Streets
- 127th to 119th Streets (without parking restrictions)
- 55th to 31st Streets
- Bryn Mawr to Peterson Avenues

## **Intersection Improvements**

A more cost-effective and less disruptive strategy (in terms of overall effects) for SRA corridor improvements focuses on the major intersections. Maintaining reasonable average speeds and achieving peak period levels-of-service as per SRA criteria will require capacity upgrading for major intersections along Western Avenue/Dixie Highway. As noted, the required right-of-way is generally unavailable for additional widening throughout the corridor without dislocating existing buildings. Thus, expansion of intersection capacity by roadway widening was generally considered to be unfeasible. With few exceptions, the addition of an approach lane at high volume intersections was considered practical only through the elimination of parking in advance of and beyond the intersection. Other improvements considered included turn prohibitions and signalization improvements.

## **On-Street Parking**

On-street parking is present on Western Avenue within Blue Island and throughout most areas of Chicago. The SRA improvement concept for this corridor includes retention of on-street parking to the maximum extent possible. The recommended plan includes some reduction of on-street parking where there is no reasonable alternative to provide the basic number of lanes or to increase capacity through high volume intersections.

The SRA recommended plan also includes a stipulation that extensive parking removal will not take place without local agreement. On-street parking spaces lost as part of SRA improvements will be replaced with conveniently located off-street spaces if proved necessary by further detailed study at the time of plan implementation, and provided properties are available for off-street parking use.

## **Access Control**

To provide for and maintain efficient operation of the Western Avenue/Dixie Highway SRA, access points should be minimized throughout the length of the corridor. The proposed plan seeks to reduce interference from access points, as feasible and appropriate, by incorporating the following measures:

- Noting desired minimum spacing between signalized intersections
- Recommending raised medians, where feasible, to limit interference from left-turning and crossing traffic, and recommending minimum spacing between median cross over points
- Eliminating unnecessary or duplicate access points

Because access requirements are a function of land use, many existing access points cannot be eliminated without a major restructuring of the land use and access patterns adjacent to Western Avenue/Dixie Highway. It is acknowledged that many existing access points must remain until redevelopment provides the opportunity for restructuring or minimizing access.