Strategic Regional Arterial

US Route 14
from Illinois Route 43 (Waukegan Road) to Ridge Avenue

FINAL REPORT

Operation GreenLight

Illinois Department of Transportation
November, 1996

FOREWORD

The US Route 14 corridor is designated as a Strategic Regional Arterial (SRA) from Illinois Route 43 to the intersection of Peterson and Ridge Avenues.

This SRA Report has been prepared for the Illinois Department of Transportation (IDOT) and the SRA Subcommittee of the Chicago Area Transportation Study (CATS) by Meridian Engineers & Planners, Inc.

The US Route 14 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are: a description of the SRA study objectives and process, a detailed explanation and analysis of the existing route conditions; recommendations for improvements; and documentation of the process including comments received.

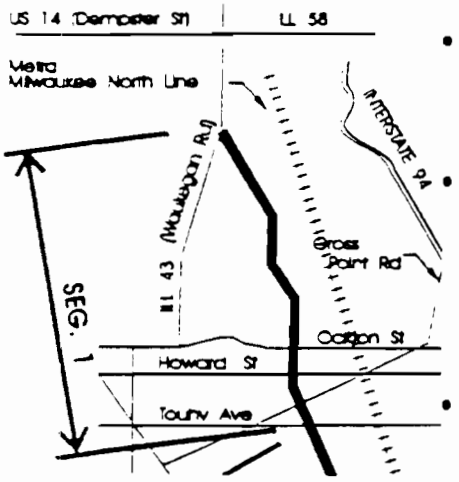
Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 847/705-4095.

EXECUTIVE SUMMARY

SRA studies have been undertaken to develop recommendations for improvement to the major roadways serving the region. Because of the fully developed nature of this corridor, recommendations have concentrated on the provision of medians, consistency of lane widths, and other safety measures. No additional through lanes are recommended, and right-of-way acquisition is confined to marginal widening at intersections to permit additional turn lanes. The need for a variety of transit improvements to improve bus service has also been recognized.

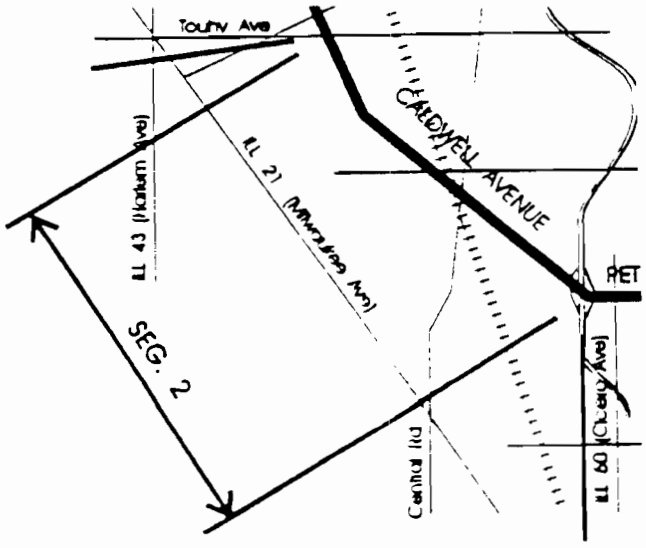
The US Route 14 SRA has been divided into four segments. The specific recommendations for each are listed below:

Segment 1: Illinois Route 43 to Touhy Avenue



- Reconstruct existing 100 foot cross section with two 12 foot lanes in either direction and a 14 foot flush median.
- Provide dedicated left and right turn lanes at Oakton Street and Howard Street, and coordinate left and right turn movements at Gross Point Road and Touhy Avenue with dual left turn lanes at north bound Touhy Avenue.
- Provide bus shelters, a bus transfer station at Touhy and bus signal preemption.

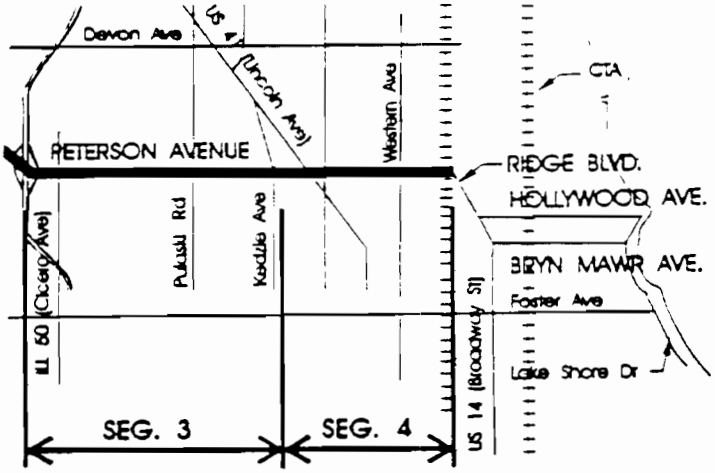
Segment 2: Touhy Avenue to Interstate 94



- Reconstruct the existing 83-100 foot right-of-way with two 12 foot lanes in either direction and a 14 foot flush median.
- Provide bus shelters and bus signal preemption at all signalized intersections.

Segment 3: Interstate 94 to Jersey/Kedzie Avenue

- Reconstruct the existing 100 foot cross section with two 11 foot lanes in each direction.
- Maintain the existing landscaped median between Keating and Kostner Avenues and prohibit parking.
- Provide a 9 foot parking lane in commercial areas and a 14 foot flush median throughout.
- Interconnect signals and provide bus signal preemption.
- Remove the unused CNW railroad bridge east of Kostner Avenue or reuse for a bike path.
- Replace structure at CNW railroad crossing east of Rogers Avenue.



Segment 4: Jersey/Kedzie Avenue to Ridge Avenue

- An additional 10 feet of right-of-way west of Ravenswood Avenue is required in order to provide a left turn lane at Ravenswood and maintain a consistent 100 foot cross section.
- Reconstruct with two 11 foot lanes and a 9 foot parking lane in each direction with a 14 foot flush median.
- Provide three lanes for through traffic during peak rush hours from Lincoln Avenue to Ridge Avenue by restricting parking and using the 9 foot parking lanes as a through lane.
- Interconnect all traffic signals and provide for bus preemption.
- Prohibit parking during peak rush hours.
- Replace the CNW railroad bridge at Ravenswood Avenue with a clear span over the proposed 76 foot roadway width.
- Provide a dedicated left turn lane eastbound at Ravenswood Avenue.

ORGANIZATION OF REPORT

This report on the US Route 14 SRA route study is divided into five chapters:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight, SRA route types, study objectives, the study process, desirable route characteristics, and the study data sources and methodologies.

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

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

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

Section	Route Segments
Section 4.1	1: US Route 14 from Illinois Route 43 (Waukegan Road) to Touhy Avenue.
Section 4.2	2: US Route 14 from Touhy Avenue to Interstate 94.
Section 4.3	3: US Route 14 from Interstate 94 to Jersey Avenue.
Section 4.4	4: US Route 14 from Jersey Avenue to Ridge Avenue.

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way and roadway characteristics, location of existing traffic signals and existing structures, existing transit usage and routes, and location of existing structures.

Environmental Characteristics. The existing environmental characteristics of the route include existing streams, wetlands and floodplains, historic buildings and districts, flora and fauna, hazardous waste and leaking underground storage tank (LUST) sites, and other environmental characteristics.

Existing and Projected Land Use/Development Characteristics. The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, and planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short term/low-cost and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement, summarizes the public involvement process during the study, including the US Route 14 SRA Advisory Panel Meetings, the Advisory Panel Newsletters, the Public Hearing and other efforts to promote local 7involvement in the study process.

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GLOSSARY

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

AVE - Avenue

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CERCLIS - Comprehensive Environmental Response Compensation and Liability Act Information System

CH - County Highway

CNW - Chicago and Northwestern (Railroad)

CO - County

COMM - Community

CR - Creek

CT - Court

DEPT - Department

DR - Drive

E/EB - East/Eastbound

EIS - Environmental Impact Statement

ELEM - Elementary

ETRP - Employee Trip Reduction Program

FEMA - Federal Emergency Management Agency

FT - Feet

GC - Golf Course

HOV - High Occupancy Vehicle

HS - High School

I - Interstate

IB - Inbound

IDOC - Illinois Department of Conservation

IDOT - Illinois Department of Transportation

ILL - Illinois

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

JR - Junior

LN - Lane

LOS - Level of Service

LUST - Leaking Underground Storage Tank

N/NB - North/Northbound

N/A - Not Applicable

NHS - National Highway System

NIPC - Northeastern Illinois Planning Commission

NO - Number

OB - Outbound

PKWY - Parkway

RD - Road

ROW - Right-of-Way

RR - Railroad

RTA - Regional Transportation Authority

S/SB - South/Southbound

SN - Structure Number

SRA - Strategic Regional Arterial

ST - Street

ST. - Saint

TR - Trail

USEPA - United States Environmental Protection Agency

VPD - Vehicles per Day

W/WB - West/Westbound

2010 TSD PLAN - Year 2010 Transportation System Development Plan for the Northeast Illinois Region.

CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan (2010 TSD Plan) adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway system by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including US Route 14, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes (20,000-60,000 vehicles per day) of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC, and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

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

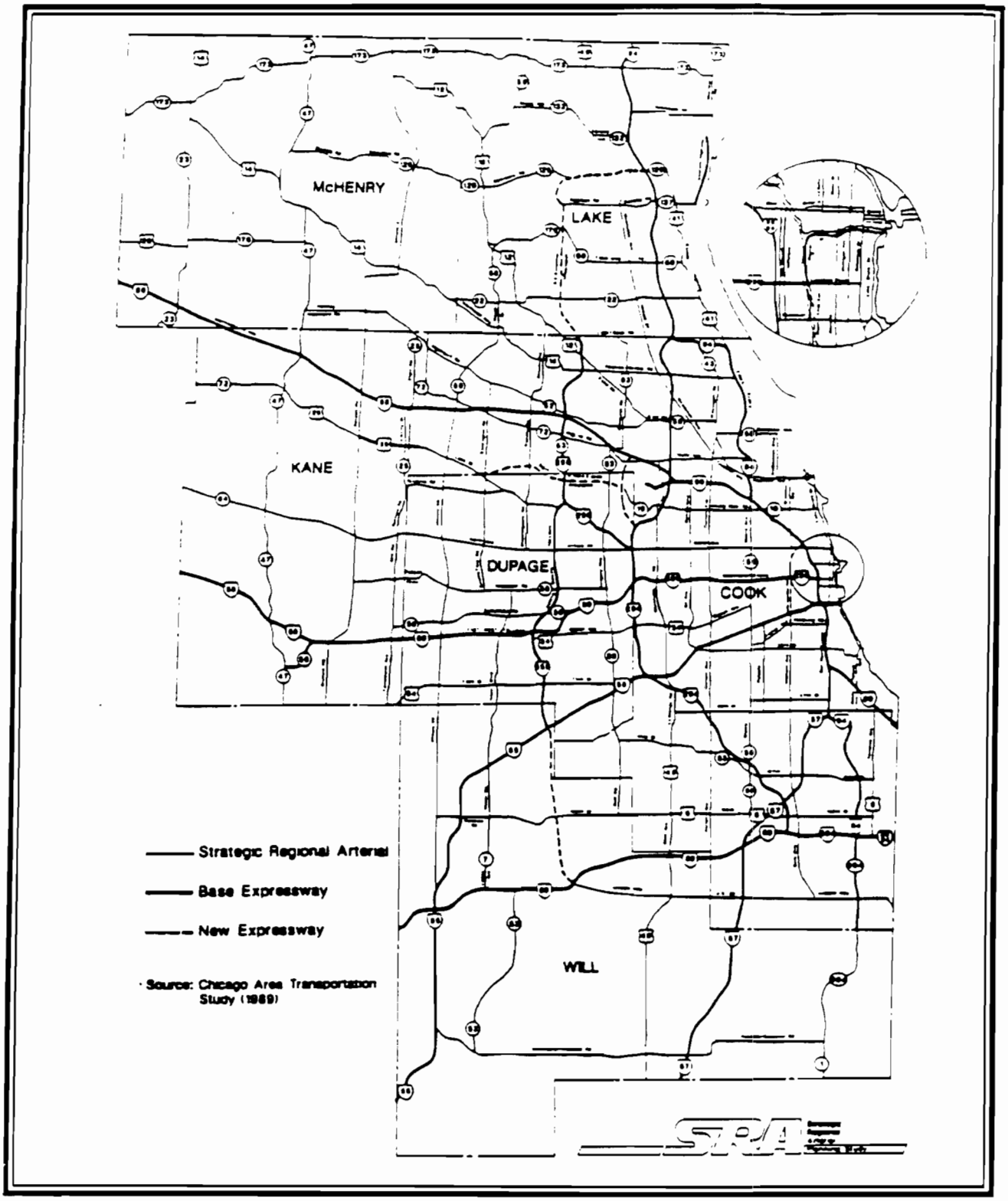

Figure 1.1.1
US Route 14

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

SRA Strategic Regional Arterial Planning Study
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Together, the components of Operation GreenLight are a blueprint for an overall approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to improve regional mobility by providing a comprehensive network of arterial routes to carry significant volumes of long-distance traffic across the region, complementing the regional transit and highway facilities by providing access for regional trips on these facilities, and providing for long-distance travel to supplement the regional expressway system.

1.2 SRA Route Types

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

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development with the Chicago region. US Route 14 is designated approximately half urban and half suburban. (See Figure 1.2.1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of Lake, Kane, McHenry, and Will Counties. Rural SRA routes are located in the outer portions of Lake, Kane, McHenry, Will, and northeastern Kendall Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with limited possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities, and structural clearances.

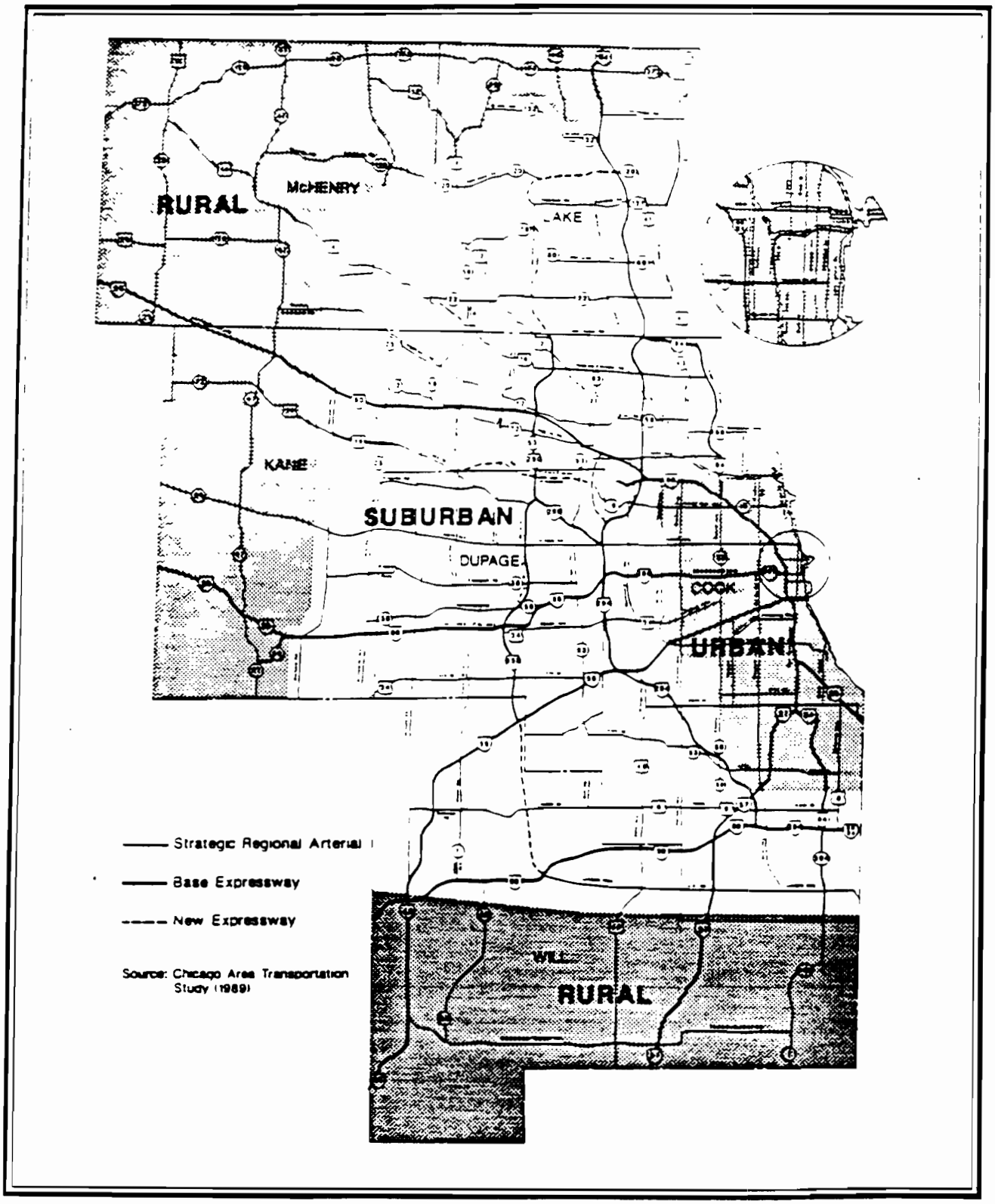


Figure 1.2.1
US Route 14

SRA ROUTE TYPES

Strategic Regional Arterial Planning Study
DEPARTMENT OF TRANSPORTATION

For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for improved movements of through traffic and accommodate future needs.

1.3 Study Objectives

As an SRA route, US Route 14 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. The US Route 14 study occurred from March 1992 to July 1996. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The US Route 14 study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

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

This completed study can be used by local and State agencies to help guide implementation of improvements on US Route 14, so that individual public or private projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system in northeastern Illinois.

The development of a land use plan that gives appropriate recognition to the SRA recommendations is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctively intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA recommendations is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. These data are assembled from numerous sources and include, among others, right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental studies. The data are reviewed to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short term/low-cost, or ultimate (post 2010).

Phase 3 - Environmental Issues/Screening. The SRA study involves a screening process that identifies notable, important, or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

Phase 4 - Cost Estimates/ Identification of Right-of-Way Needs. A cost estimate is prepared for each segment of the route, both for recommended short term/low-cost and ultimate (Post 2010) improvements. Right-of-way needs, and their costs to accommodate recommended and Post 2010 improvements are identified.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory Panels for each SRA route which work with IDOT and members of the study team during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted for each route.

Phase 6 - Route Improvement Plan/Report. As the final step in the initial route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the Year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

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

- Bus lane/high occupancy vehicle (HOV) lanes
- Signal preemption capability for transit vehicles
- Demand actuated signals at transit stations
- Channelization or interchanges at high volume intersections
- Use of continuous two-way left turn lanes

- Designation of route bypasses for constricted areas
- Location of transit, pedestrian, or bicycle facilities in or adjacent to the right-of-way.

While not all of these special techniques may be applicable to the US Route 14 SRA, they illustrate the range of treatments that have been considered during the study.

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

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data that included pavement width; number of lanes and turn bays; location of traffic signals, sidewalks, frontage roads and structures; type of median and access; and speed limits. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The transit data are from Metra, Pace and CTA. Metra and Pace provided the "Future Agenda for Suburban Transportation" that was used for the Metra boardings, station parking information, and proposed Metra future improvements. Pace provided the "Quarterly Route Review: January - March 1992" that was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to identify the locations of the facilities and frequency of service. Bus routes and ridership was obtained from the CTA for 1991. In addition, CATS and NIPC provided the 2010 TSD Plan that was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/development characteristics were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography, and on-site inspection. These uses were identified and later

categorized within a land use classification system. This information was used to assess potential impacts of route concepts on land use access needs.

The analysis of sensitive land uses included: schools, places of worship, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, nursing homes, and hotels.

Environmental Considerations. The objective of this aspect of the study was to identify all environmental resources that could be impacted by improvements to the SRA. Numerous public and private entities were contacted to determine locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are plotted on the aerial photos included in this report. However, no representation is made regarding the accuracy of information received from governmental agencies concerning chemical releases, wetland limits, or threatened or endangered species habitat, since no field verification of such sites was performed. Such determinations are aspects of detailed Phase I Studies.

Year 2010 Traffic Demand Projections. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards in the SRA Design Concept Report (e.g., four or six lanes). This assumption was utilized to provide that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes that may be traveling in that general direction. It also tries to provide that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 traffic projections are expressed in ranges of 10,000 vehicles per day.

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on an SRA route. Critical factors which affect capacity include the number of signals and distance between them, the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed in terms called levels of service.

Level of service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at signalized intersections. Level of service is expressed in grades A through F, much like an academic report card. Level of service "A" implies free flow at
average travel speeds and very low intersection delay. Level of service "C" represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection delay. Level of service "E" is characterized by significant intersection delays and travel speeds at or below 1/3 of free flow speeds. Level of service "F" is unacceptable congestion. Levels "B" and "D" express intermediate service levels between "A" and "C" and between "C" and "E", respectively.

Planning level capacity analyses will be performed for all route segments, and at major intersections. Major intersections include those with other SRA routes, State and US routes, and cross streets with an anticipated annual average daily traffic of greater than 20,000 vehicles per day. Analysis results will be used to verify the laneage needs proposed for each SRA route.

Corridor Planning. A review of adopted municipal and regional land use transportation plans were performed to identify the new facilities that would impact the SRA, the particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates, an opinion of probable costs, were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Costs were developed for two types of improvements, recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-Way Acquisition.

CHAPTER TWO: ROUTE OVERVIEW

2.1 The US Route 14 SRA Study Area

US Route 14 is a SRA route from Illinois Route 43 on the west to the intersection of Peterson and Ridge Avenues in Chicago, a total distance of 8.4 miles (See Figure 2.1.1). It is located in Cook County and passes through Morton Grove, Niles and the City of Chicago.

2.2 Land Use/Development Characteristics

The US 14 SRA corridor is a typical suburban area from Illinois Route 43 to Interstate 94, the Edens expressway. The predominant land uses in this portion of the corridor are single family residential, light industrial and forest preserve. From the Edens expressway to Ridge Avenue, US 14 is in the City of Chicago, passing through areas of increasing density from west to east with a variety of land uses including single and multi family residential, commercial, industrial, institutional and recreational.

Since the SRA corridor is fully developed, there are only a few vacant or underused properties which might be developed in the future. No major projects have been identified by the City of Chicago or local groups. Therefore, little change is anticipated in the land use of this corridor prior to the projected implementation of SRA improvements.

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing and proposed roadway and transit facilities connecting US Route 14 to the regional transportation system as defined in the 2010 Transportation System Development Plan (TSD), prepared by CATS.

The US 14 corridor is served by two modes of public transportation: commuter rail and bus, both suburban and city routes.

Commuter rail service is provided by two Metra lines. The Milwaukee District north line Edgebrook station is located at Devon and Lehigh 11.6 miles from the Chicago CBD. The Chicago and Northwestern north line which crosses US 14 at Ravenswood Avenue has two stations each

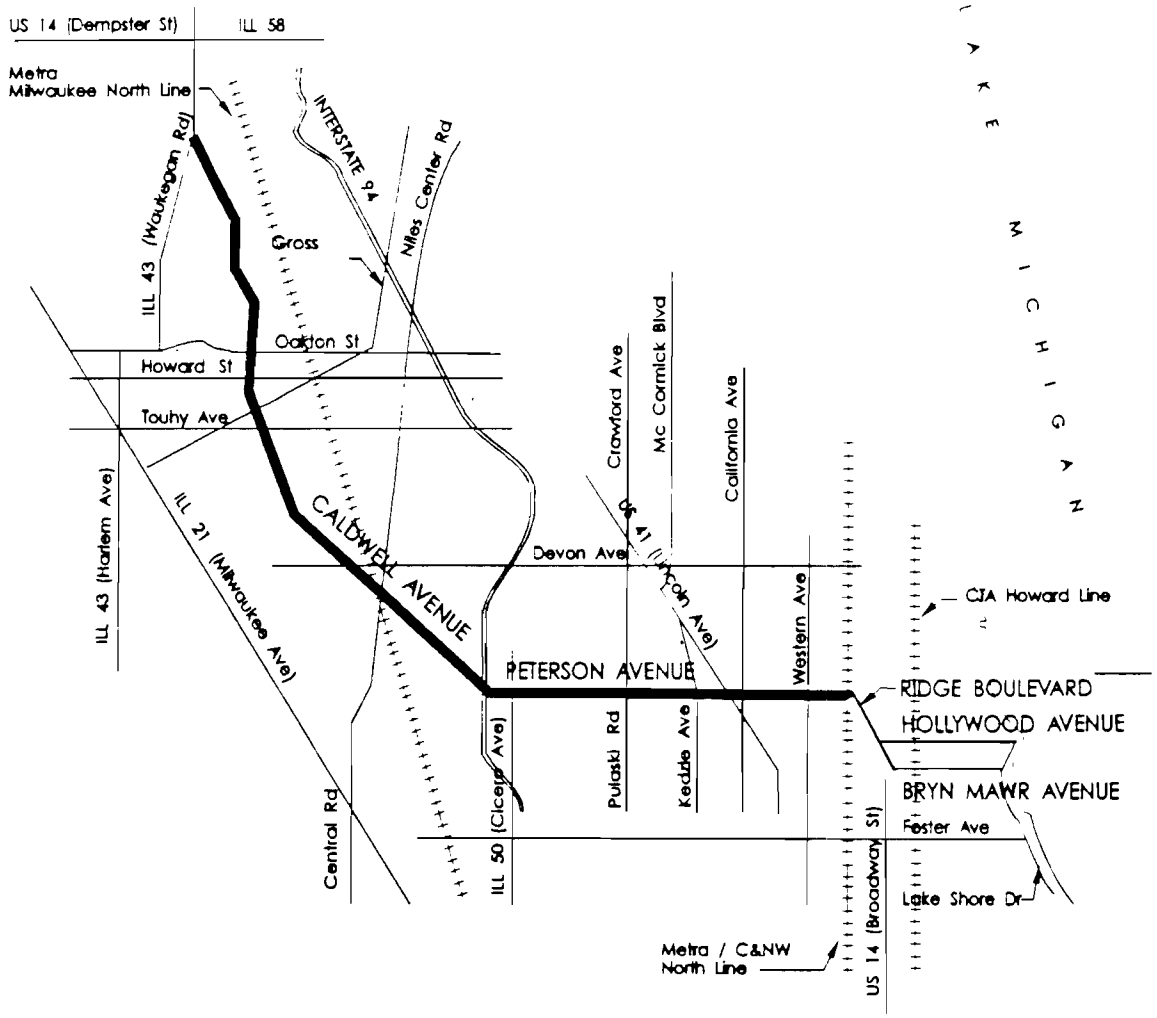
NORTH

Adjacent Communities:

Morton Grove

Niles

Chicago



- Caldwell Avenue from Waukegan Rd to Peterson Avenue
- Peterson Avenue from Caldwell Avenue to Ridge Avenue

Figure 2.1.1
US Route 14

CORRIDOR MAP

SRA Strategic Regional Arterial Planning Study

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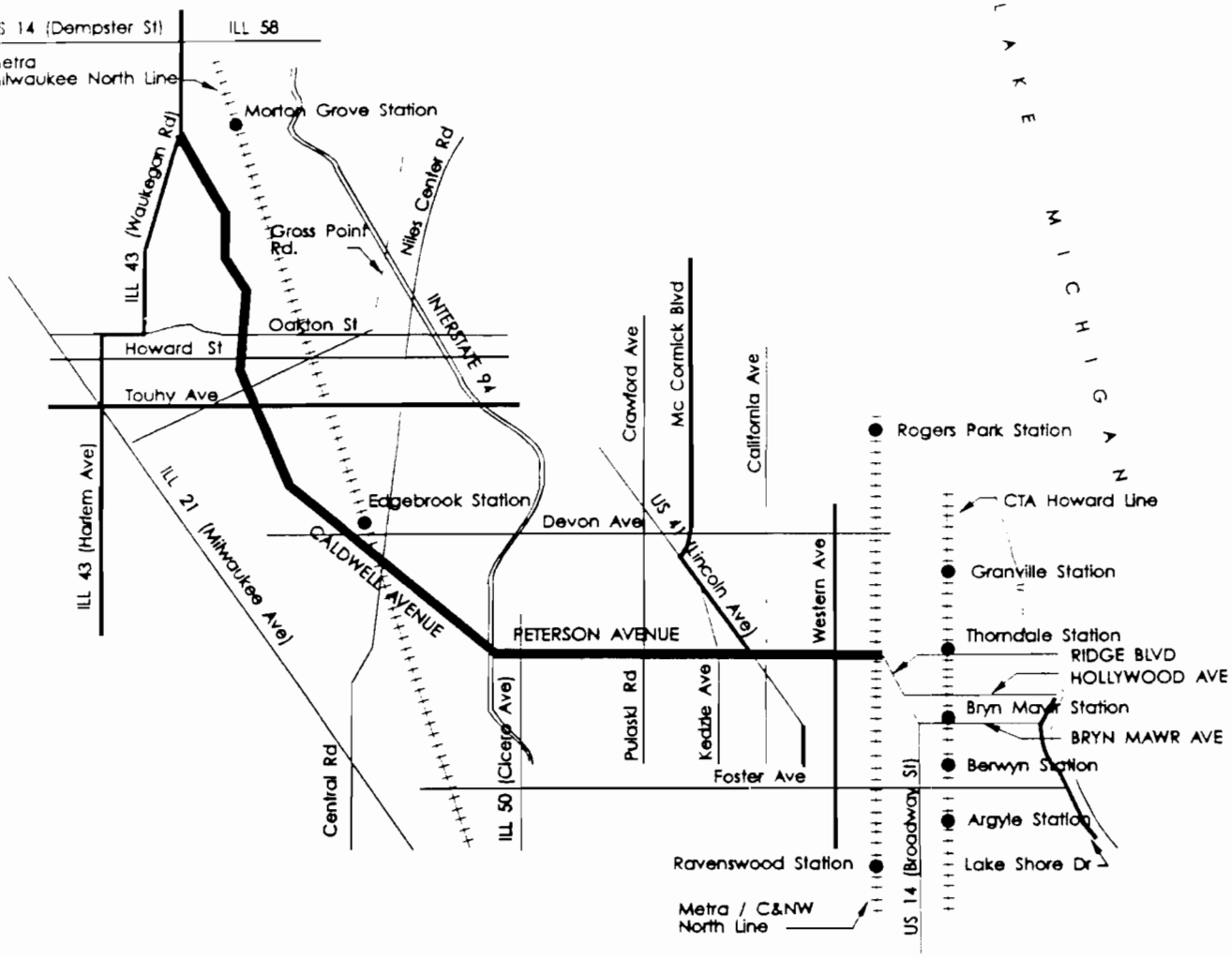

Figure 2.3.1
US Route 14 (Caldwell Ave./Peterson Ave.)

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approximately 1.5 miles north and south of Peterson Avenue: Rogers Park and Ravenswood.

Bus service in the corridor is provided by four Pace lines and seven CTA lines located on Oakton, Central, Howard, Touhy, Cicero, Pulaski, Kimball, Lincoln, California and Western.

US 14 intersects four other SRA routes: Illinois Route 43 (Waukegan Road), Touhy Avenue, Lincoln Avenue and Western Avenue. At Ridge Avenue US 14 continues on Ridge to Broadway where it then follows Broadway south and terminates at Foster Avenue which is also US Route 41.

The Year 2010 TSD Plan was reviewed for major regional highways that are being planned. There are no specific projects planned that impact or cross US Route 14.

2.4 Route Area Designation and Design Characteristics

US Route 14 is classified as a suburban SRA route from the western end to I-94 and as an urban SRA route from I-94 to Ridge Avenue. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D". From I-94 to Ridge Avenue US 14 is an urban SRA route the design speed of which is 35 miles per hour and the desirable minimum level of service is "D" with lower than average speeds and moderate intersection delay during peak rush periods.

For the suburban portion of this SRA route, the current right-of-way width and number of through lanes are less than the desirable minimum.

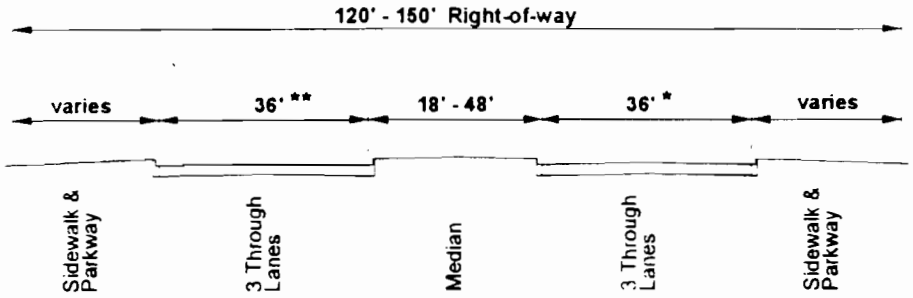
Table 2.4.1 indicates the desirable route design characteristics associated with a suburban SRA route. Typically, this type of SRA route would provide for a 120 ft. to 150 ft. right-of-way with six through lanes and an 18 foot to 46 foot raised concrete median. A typical roadway cross section desirable for an SRA suburban route is also shown in Figure 2.4.1.

For most of the urban SRA route, the current right-of-way width is 100 feet which is greater than the desirable standard for two through lanes in each direction. The route characteristics for an urban SRA route are shown on Table 2.4.2, and the cross section in Figure 2.4.2.

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

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

SUBURBAN CROSS SECTION*



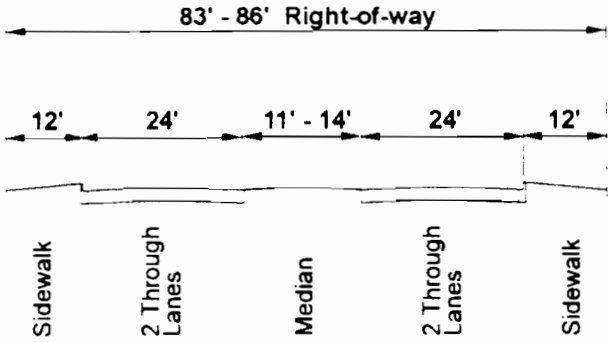
* From the SRA Design Concept Report

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

Figure 2.4.1
US Route 14

Table 2.4.2: Desirable Urban Route Characteristics (Source: SRA Design Concept Report)	
Right-of-way Width	107' - 110' (83' - 85' where bus/HOV lanes are not provided)
Level of Service(Peak Hour)/ Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction: 12' width desirable, 11' width minimum
Median Width	11' minimum, 14' desirable
Bicycle Recommendation	13' outside lane desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking
Cross Street Intersections	Signals with collectors and arterials
Curb Cut Access	Right-in/right-out preferred
Transit	Bus/HOV lanes in peak hours; Local bus service with signs, shelters, and signal pre-emption potential
Number of Traffic Signals per Mile	4 desirable
Signalization	Synchronization with pedestrian actuation where needed
Freight: Vertical Clearance	14' 6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Loading zone with peak hour restrictions or alley loading

URBAN CROSS SECTION*



* From the SRA Design Concept Report

Note: 11' lanes may be used if right-of-way is restricted.
An additional 1' could be added to the outside lanes to accomodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced.

Figure 2.4.2
US Route 14

For each segment, the recommended right-of-way width and number of through lanes in each direction are shown. The recommended right-of-way width is the ultimate desirable right-of-way width for the segment.

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

On the suburban SRA segment between Waukegan Road and Interstate 94, existing right-of-way widths over 100 feet are limited to small sections, such as at the Interstate 94 interchange and the existing number of through lanes is two in each direction which is less than the recommended number of lanes for a suburban route.

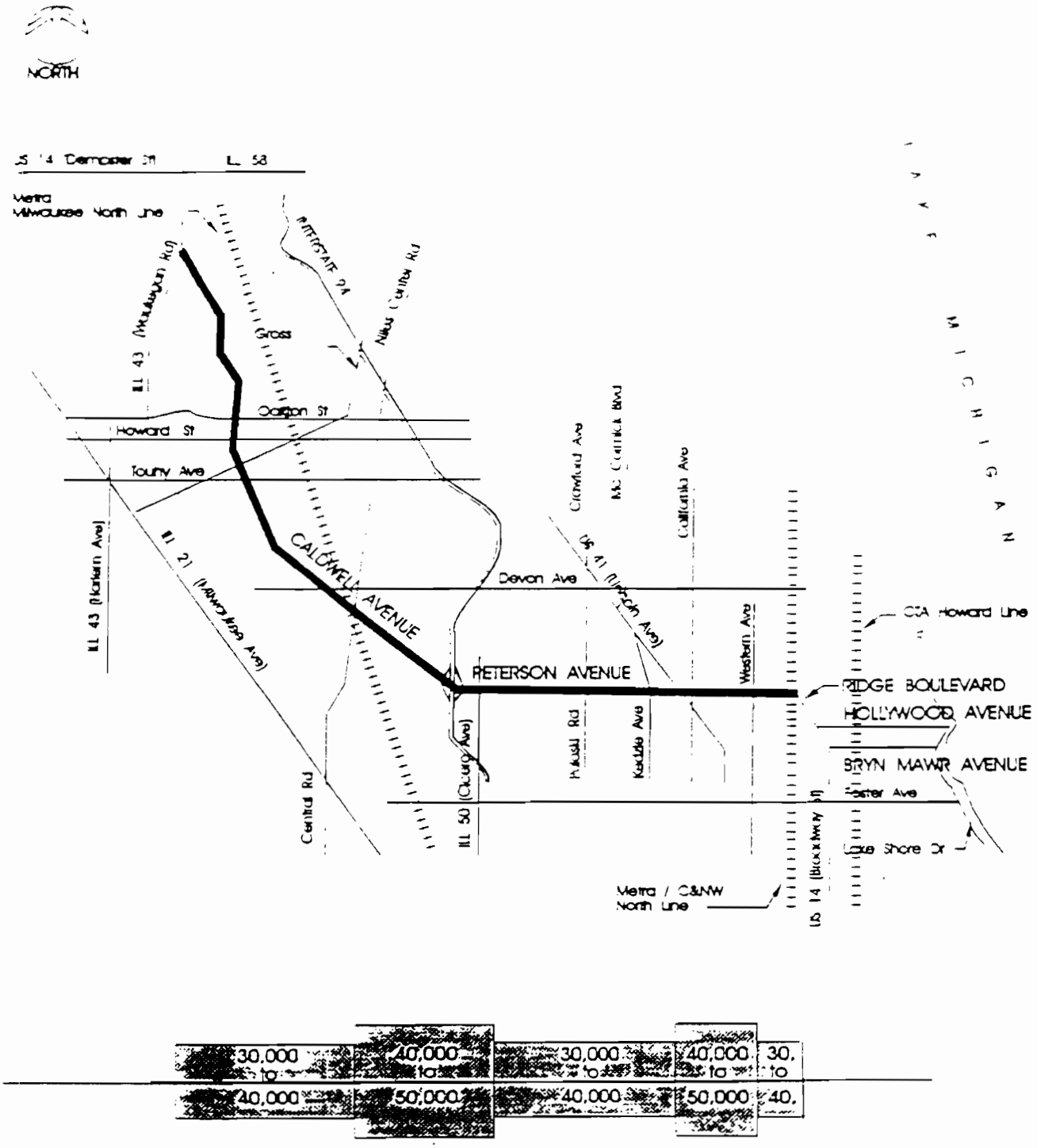
On the urban SRA segment, the existing right-of-way width is 100 feet with two lanes in each direction which meets the minimum desirable characteristics of an urban route. Specific roadway and right-of-way recommendations for each route segment are discussed with the respective segments in Chapter Four on this report.

2.5 Projected Travel Demand

The projected travel demand for 2010, resulting in forecast traffic volumes for this corridor, is taken from the regional travel demand forecasts by CATS. The forecasts are generated by the regional travel simulation model in coordination with IDOT and are predicated on all SRA's built out to the Design Concept Report standards. The travel demand is summarized in Figure 2.5.1.

The 2010 traffic forecast for the corridor varies from 30,000 to 40,000 vehicle per day on the west, middle and east end of the route to 40,000 to 50,000 vehicle per day between Devon Avenue and Cicero Avenue and between California Avenue and Western Avenue. These forecasts reflect the relatively stable development characteristics and land use forecast along this route.

Several high volume regional facilities cross the US Route 14 corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic. These facilities are: Illinois Route 43 (Waukegan Road), Interstate 94, Touhy Avenue, Devon Avenue,



Estimated range of 2010 average daily traffic volumes in vehicles per day.

Figure 2.5.1

US Route 14

PROJECTED CORRIDOR TRAFFIC VOLUMES

Cicero Avenue, Lincoln Avenue, California Avenue, Western Avenue.

2.6 Roadway/Right-of-Way General Discussion

The existing right-of-way along this corridor is 100 ft. except for part of the suburban portion between Interstate 94 and Central Avenue where the right-of-way width is 83 feet and a half block of Peterson Avenue west of Ravenswood where the right-of-way appears to be 90 feet.

The recommended number of through lanes is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development, land use, and environment in each segment. Specific roadway and right-of-way recommendations for the route are discussed within the respective segments in Chapter Four of this report.

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

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

The suburban segments include portions of the City of Chicago and the Villages of Morton Grove and Niles. The roadway section in these segments consists of four through lanes, no median, and variable width parkways. Due to the residental character of development along the route, widening of right-of-way and addition of through lanes is not appropriate. Therefore, it is recommended that US Route 14 be maintained in these suburban segments in its present right-of-way but reconstructed with two 12 foot lanes in each direction and a 14 foot flush median.

The segments in the City of Chicago east of Cicero Avenue now conform to the desirable characteristics of an urban SRA route with at least two through lanes in each direction within a 100 foot right-of-way. It is recommended that the through lane width be standardized throughout at 11 feet with a 9 foot parking lane in commercial areas and a 14 foot flush median except between Keating Avenue and Kostner Avenue where the existing landscaped median should be retained. East of Lincoln Avenue, the 9 foot parking lanes should be made continuous to Ridge Avenue to provide an additional through lane during peak hours by restricting parking.

3.2 Proposed Transit Improvements

The corridor is well served by both bus and commuter rail. Recommended transit improvements focus on provision of bus shelters, paved boarding areas and the installation of signal pre-emption capability. No commuter rail improvements are recommended.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements, throughout the US Route 14 corridor, consist of upgrading intersection geometry to accommodate anticipated traffic demands. Additional dedicated turning lanes are recommended at Oakton Street, Howard Street, Gross Point Road, Touhy Avenue, and Ravenswood Avenue. Where opportunity exists to acquire additional right-of-way at major intersections consideration should be given for additional turning lanes as warranted.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of identified environmentally sensitive sites and areas along the corridor. The study does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis would be conducted as part of Phase I Studies, as that section of the corridor is studied further for improvements. Environmental issues were considered as one of several factors during the development of recommended SRA improvements.

Perhaps the most environmentally sensitive areas in the corridor involve the stretches of forest preserve west of Interstate 94. There are threatened and endangered species located in the forest preserves between Illinois Route 43 and Interstate 94. As it is recommended that the existing roadway configuration be retained except at intersections, impact on the forest preserve will be minimal. Wetlands are located in the forest preserves, Peterson Park and Rosehill Cemetery. Recommended improvements will not impact the wetlands.

3.5 Future Land Use/Development Perspective

Planning for future development is a power conferred on municipalities and counties for land within their jurisdictional limits by state statutes. Municipalities may indicate the preferred type and intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another municipality's jurisdiction. Unincorporated land not planned by a municipality is subject to provisions of the County Plan.

Where vacant land exists along the SRA corridor, it provides an opportunity for local communities to coordinate their development plans with the transportation improvements. Generally, this takes the form of minimum parking and building setbacks and restriction of points of access to assure safety and operational efficiency. Through the panel process the study team has reviewed plans or information on proposed projects provided by the County, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc., in addition to all available land use plans. Where specific developments have been identified, the SRA recommended actions incorporate consideration of these developments.

Where the right-of-way is constrained in areas of existing development, as in established communities, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, housing, open space, commercial and institutional development. Consideration is given to access, safety of turning movements, protection of vital parking and loading functions, and coordination of improvements with areas of pedestrian/bicycle activity. For large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimates

Cost estimates were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT and CATS. Cost estimates were prepared for two types of improvements, recommended and short term/low-cost. The costs were summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-Way Acquisition. These estimates are provided in 1991 dollars. These segment costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimates

Construction Cost Estimates for US Route 14 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$32,260,000
Intersection Improvement	$1,600,000
Structure Modification	$4,250,000
Interchange Improvement	$0
Transit Improvement	$1,030,000
Right-of-Way Acquisition	$283,000
Sub-Total Estimated Cost	**$39,423,000**
Engineering (20%)	$7,884,600
Contingency (20%)	$7,884,600
Total Estimated Cost for Recommended Improvements	**$55,192,200**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$480,000
Right-of-Way Acquisition	$0
Sub-Total Estimated Cost	**$480,000**
Engineering (20%)	$96,000
Contingency (20%)	$96,000
Total Estimated Cost for Short Term/Low-Cost	**$672,000**
(Short Term/Low-Cost is also included in the Recommended	

CHAPTER FOUR: CORRIDOR ANALYSIS BY SEGMENT

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor is divided into segments for a detailed discussion of the existing conditions (i.e., right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). This also eased the assimilation of all relevant factors involved in the development of improvement recommendations. The segments have been determined by several factors such as consistent roadway and area characteristics (i.e., right-of-way width, travel demand, land use patterns, etc.). The US Route 14 corridor is divided into four segments. They are depicted on Figure 4.1., and are:

1. Illinois Route 43 (Waukegan Road) to Touhy Avenue
2. Touhy Avenue to the Interstate 94 (Edens Expressway)
3. Interstate 94 to Jersey Avenue
4. Jersey Avenue to Ridge Avenue

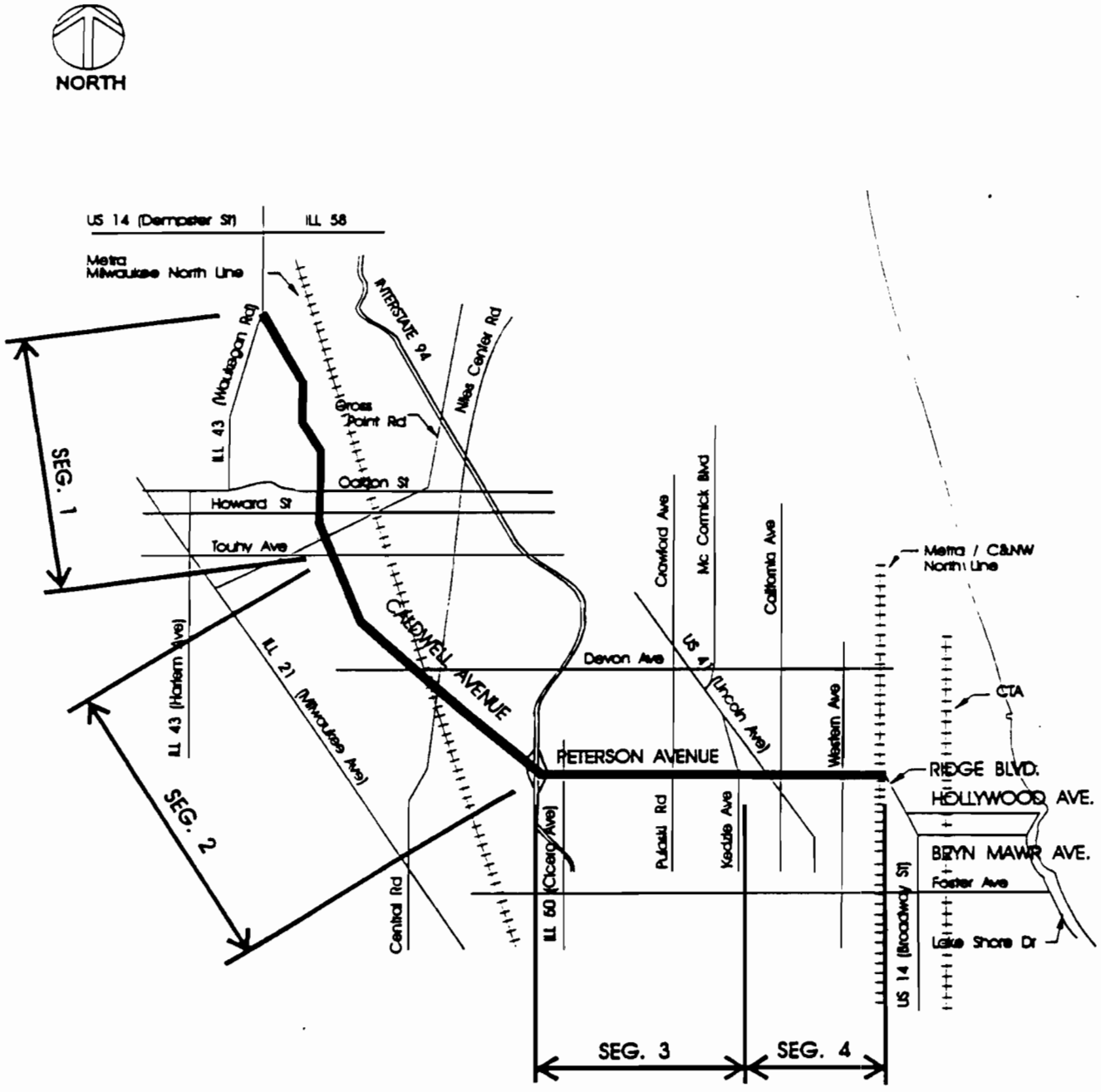


Figure 4.1

US Route 14

CORRIDOR SEGMENTS MAP

4.1 Segment 1: Illinois Route 43 (Waukegan Road) To Touhy Avenue

Location

In Segment 1, US Route 14 (Caldwell Avenue) extends from Illinois Route 43 (Waukegan Road) to Touhy Avenue (See Figure 4.1). This segment is approximately 1.8 miles in length, and is located in Morton Grove and Niles.

Existing Facility Characteristics

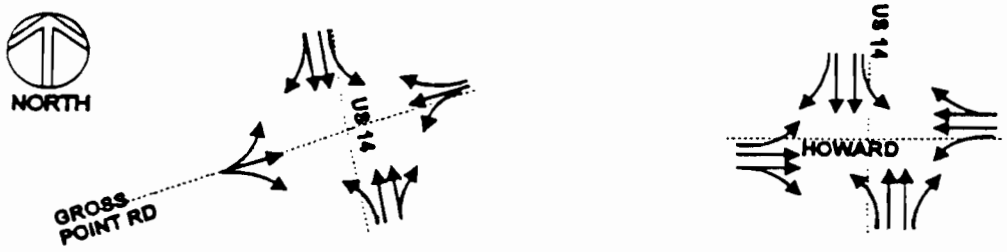
The existing facility characteristics for Segment 1 of US Route 14 are shown on Route Maps Exhibits US 14 01a and 02a.

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

Roadway Characteristics. The pavement width in this segment varies from 48 to 60 feet. The cross section consists of two through traffic lanes in each direction without a median but with widening for turn lanes at the intersections of Oakton Street, Howard Street and Gross Point Road.

Traffic Control/Intersection Configuration. There are four signalized intersections in this segment: Waukegan Road, Oakton Street, Howard Street and Gross Point Road. The lane configuration of these intersections are shown in Figure 4.1.2.

Figure 4.1.2: Existing Intersection Configurations



Structures. There are two existing structures in this segment as indicated in Table 4.1.1.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (Feet)	Length (Feet)	Horizontal Clearance (feet) on	Vertical Clearance
None	Pedestrian Overpass at Oakton	12'	128'	N/A	> 15'
016-0928	N. Branch Chicago River	74'	127'	64'	N/A

Transit. US Route 14 between Illinois Route 43 and Touhy Avenue is served by Pace Bus Routes 411, 226, 225, and 290. The Pace Bus Route 411 travels on the corridor from Howard Street to the Chicago City Limits. The other Pace Bus Routes cross the corridor. Pace Bus Route 226 crosses on Oakton Street, Pace Bus Route 225 crosses on Howard Street during rush periods, and Pace Bus Route 290 crosses on Touhy Avenue.

Table 4.1.2 Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 411	Along US 14 from Howard to Chicago City Limits	Weekday: 30 min Saturday: 30 min Sunday: 30 min No evening or owl service	964	N/A	N/A
Pace 226	Crosses on Oakton	Weekday: 27-60 min No Saturday, Sunday, evening or owl service	1,086	N/A	N/A
Pace 225 (Rush Hour)	Crosses on Howard	Weekday: peak period only: 30-35 min	322	N/A	N/A
Pace 290	Crosses on Touhy	Weekday: 8-45 min Saturday: 30-45 min Sunday: 30-45 min No owl service	4,515	N/A	N/A
Sources Regional Transportation Authority, "The Map", 1995, Pace, "Quarterly Route Review", October-December 1995.					

Other Characteristics

A Village of Morton Grove water pumping station is located on the northwest corner of Oakton Street and US Route 14.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of US Route 14 are shown on Exhibits US 14 01a and 02a and include forest preserves, wetlands, the North Branch of the Chicago River, sensitive land uses, and threatened or endangered plants. The existing right-of-way of Segment 1 is 100 feet.

Streams/Wetlands/Floodplains. To the east of this roadway segment is the Miami Woods Forest Preserve which has an identified wetland within 200 feet of US Route 14. The North Branch of the Chicago River with its floodplain

runs through the forest preserve and crosses under US Route 14 south of Oakton Street. Southwest of Oakton Street the forest preserve continues and has a floodplain adjacent to the roadway.

Sensitive Land Uses. A retirement complex is located where US Route 14 and Illinois Route 43, another SRA, intersect. Dense single family residential housing is north of Oakton Street, west of the corridor. To the south of Oakton Street, on the west side, there is a high-rise multi-family residential complex adjacent to the golf course.

Two churches are east of US Route 14 midblock between Howard Street and Gross Point Road.

The Lutheran General Occupational Health Center is adjacent to the northeast corner of the Gross Point Road intersection.

Historical Significance. No identified historic sites are located along this segment.

Hazardous Waste Sites. No sites identified as containing hazardous waste are located along Segment 1.

Prime Farmland. No prime farmland exists along this segment.

Threatened or Endangered Species. Within the Miami Woods Forest Preserve, two threatened or endangered plants are known to exist.

Existing Land Use/Development Characteristics

The existing development characteristics and potential future development for Segment 1 of US Route 14 are indicated on Route Maps Exhibits US 14 01a and 02a.

Type and Intensity of Development. This segment is characterized by fully developed incorporated areas with almost half of the right-of-way adjacent to forest preserves. The second most predominant land use is single family residential located along the west side of Caldwell Avenue between Waukegan Road and Oakton Street. South of Oakton Street there are

concentrations of industrial and commercial activities from Oakton Street south along Caldwell Avenue to Touhy Avenue. A Greek Orthodox church and the Belden Baptist church are on the east side of Caldwell Avenue between Howard Street and Gross Point Road.

Development Access and Constraints. The developed nature of this segment constrains implementation of certain SRA improvements such as roadway expansion. The west side of US 14 (Caldwell Avenue) between Waukegan Road and Oakton has single family residences within 25 to 30 feet of the roadway, a continuous sidewalk, driveways onto the corridor and mature trees within 10 feet of the roadway. The main entrance to the Miami Woods/Frank Bobrytzke Forest Preserves, on the east side, is across from the Cleveland Street intersection.

At the Howard Street, Gross Point Road and Touhy Avenue intersections, parking lots and signage for industrial, office and commercial uses are within five to 10 feet of the roadway with access drives onto the corridor. Maintenance of vehicular access (from both directions along the SRA), off-street parking and highly-visible signage is particularly important to the highway-oriented commercial uses at the Gross Point Road and Touhy Avenue intersections. Several of the industrial buildings in the vicinity of Howard Street and Gross Point Road are within 25 to 30 feet of the roadway. To the south of Oakton Street, there are two multifamily complexes with multiple access points and parking within 10 to 12 feet of the existing roadway.

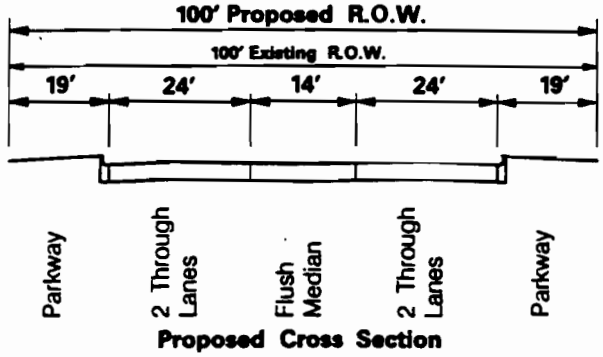
Along the west side, there is a continuous sidewalk from north of Howard Street to Jarvis Street. On the east side, light poles are within one foot of the roadway from Belden Regular Baptist Church south and utilities are within a few feet of the roadway at the Gross Point and Touhy intersections. At the northwest corner of the Oakton Street intersection, the Morton Grove Pumping Station has mature trees and above-ground pipes within ten and thirty feet of the roadway, respectively, that could be affected by a roadway widening. The Oakton Street intersection is also constrained by bike trail overpass (concrete) support structures, a bridge over the Chicago River and concrete medians leading into the intersection from each direction.

Future Development. Since the segment is fully developed, there are only a few vacant or underused properties which might be developed in the future. No major projects have been identified by the local communities. Therefore, little change is anticipated in the land use of this corridor prior to the projected implementation of SRA improvements.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics such as lane consistency and safety, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US 14-01b and 02b and summarized in Table 4.1.3.

Roadway. It is recommended that the existing two through lanes in each direction be retained with the addition of a 14 foot flush median to provide safe turning movements. The recommended cross section will provide two 12 foot through lanes in each direction, the 14 foot flush median and 19 foot parkways, curb and gutter within the existing 100 foot right-of-way.



Proposed Cross Section

Traffic Control/Intersection Configuration. The recommended roadway configuration between Illinois Route 43 (Waukegan Road) and Gross Point Road will allow for the development of single left-turn lanes at all signalized intersections or other recommended access points. The intersections of US Route 14 at Oakton Street, Howard Street and, Gross Point Road, should be reconfigured with the addition of sufficient right-of-way to provide an exclusive right turn lane both north bound and southbound at Oakton Street and Howard Street, and southbound at Gross Point Road.

Signal interconnection and bus signal preemption should be provided as soon as funding will permit.

Parking and Access. Maintain the existing on-street parking prohibition in this segment to prevent a potential source of friction with through traffic, and preserve capacity throughout the day for through traffic movements. It is recommended that no new curb cuts providing direct access to US Route 14 be allowed.

Structures. Two existing structures in this segment, the pedestrian overpass near Oakton Street and Bridge No. 016-0928 over the north branch of the Chicago River are not recommended for modification. The structures have adequate verticle and horizontal clearance to handle the four through lanes recommended for this segment.

Transit Facilities. Construction of bus shelters, along with paved loading areas and connections to existing walks, would provide amenities for passengers using the present Pace service and could also support future express bus service on US Route 14. Bus turn-outs should be provided where adequate right-of-way is available or where an easement of use agreement for the bus stop can be obtained. However, in some locations in this segment, bus turn-outs may not be feasible

Pedestrian/Bicycle Facilities. Except for the forest preserve frontage along Caldwell, continuous sidewalks and pedestrian crosswalks should be provided serving the developed residential, commercial and industrial areas. The existing pedestrian bridge at Oakton connecting the two elements of the forest preserve system should be retained as an essential link in the forest preserve bike path.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

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

Traffic Control/Intersection Configuration. There are no short term signal improvements recommended in this segment.

Table 4.1.3: Summary of Recommended Improvements

	Recommendation
1. Right-of-Way Width	Maintain the existing 100 ft. right-of-way width with throat widening at Oakton, Howard, Gross Point, and Touhy for exclusive right turn lanes.
2. Level of Service	F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	A 14 ft. flush median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	It is recommended that a 19 foot parkway be provided.
6. Signalized Intersections	The major intersections are at Waukegan Rd. (IL 43), Oakton Street, Howard Street. There is another signal at Gross Point Rd.
7. Parking	Maintain on-street parking prohibition.
8. Curb Cut Access	The proposed flush median will allow unlimited access. Restrict additional curb cuts.
9. Transit	Install bus shelters and pave boarding areas at bus stops. Provide a bus transfer station at Touhy and bus pull outs where appropriate. Provide bus signal pre-emption.
10. Ped/Bike Facility	Retain the pedestrian and bicycle overpass at Oakton.
11. Loading	Prohibit any on-street loading/unloading.
12. Miscellaneous	Care must be taken not to adversely impact the forest preserve habitats and other sensitive areas.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only whenever possible and on street parking should be prohibited. This is very low cost and will help avoid confusion when the long term improvements are made.

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

Transit Facilities. Provide bus shelters and paved boarding areas. Reserve space for future bus turnouts where warranted.

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

Right-of-Way Requirements

As this segment already contains the recommended 100 ft. right-of-way for its entire length, long term right-of-way protection is needed only at the major intersections where future improvements may make additional right-of-way desirable.

Potential Environmental Concerns

Of primary concern in this segment is the proximity to US Route 14 of the North Branch of the Chicago River with its wetlands, floodplains, and endangered plants. However, retaining the existing 100 ft. right-of-way does not require land acquisition. Concern about noise and air quality must continue to be exercised as traffic is brought closer to sensitive receptors, such as residences, parks, churches, and retirement centers.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.4.

Table 4.1.4: Cost Estimate

Construction Cost Estimates for Segment 1 of US Route 14 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$6,300,000
Intersection Improvement	$ 600.000
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$115,000
Right-of-Way Acquisition	$160,000
Total Estimated Cost for Recommended Improvements	**$7,175,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$40,000
Right-of-Way Acquisition	$0
Total Estimated Cost for Short Term/Low-Cost	**$40,000**
(Short Term/Low-Cost is also included in the Recommended Improvements	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in Segment 1.

4.2 Segment 2: Touhy Avenue to Interstate 94

Location

US Route 14 (Caldwell Avenue) Segment 2 extends from Touhy Avenue to Interstate 94 (See Figure 4.1). This segment is approximately 2.4 miles in length, and is located in the Village of Niles and the City of Chicago.

Existing Facility Characteristics

The existing facility characteristics for Segment 2 of US Route 14 are shown on Exhibits US 14 02a and 03a.

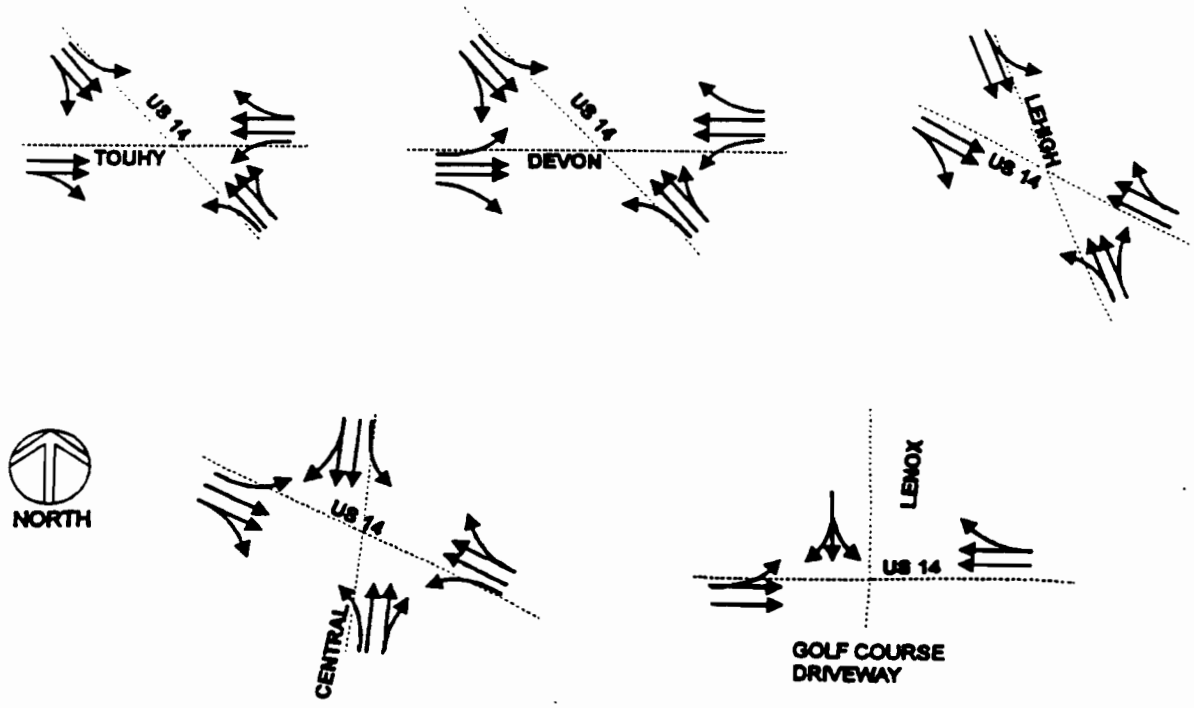
Right-of-Way. The right-of-way width for this segment is 90 feet from Touhy Avenue to Estes Avenue, 100 feet from Estes Avenue to Tonti Avenue and 83 feet from Tonti Avenue to Interstate 94.

Roadway Characteristics. The pavement width in this segment varies from 40 feet to 55 feet at major intersections. There are four through lanes with no median except at specific intersection locations.

Traffic Control/Intersection Configuration. In Segment 2, there are five signalized intersections on US Route 14 (See Figure 4.2.1); Touhy Avenue, Devon Avenue, Lehigh Avenue,Central Avenue and Lenox Avenue. The intersections at Devon Avenue, Lehigh Avenue and Central Avenue are closely spaced and are part of a complex of four intersecting streets which result in six signalized intersections in close proximity to each other. There is also a Metra Rail line crossing US Route 14 and a station adjacent to Lehigh Avenue at this location. The complicated traffic control at this intersection is further exacerbated by the simultaneous closing of all crossing gates when a train arrives at the Edgebrook station.

The lane configuration of the intersections on US Route 14 are shown on Figure 4.2.1 on page 40.

Figure 4.2.1 Existing Intersection Configurations



Structures. There is one structure in this segment as shown on Table 4.2.1.

Table 4.2.1: Existing Structure List

IDOT Structure Number	Facility Carried/Feature Crossed	Width (Feet)	Length (Feet)	Horizontal Clearance (feet) on SRA*	Vertical Clearance (feet) on SRA
016-0634	I-94, Edens Expressway	76'	231'	N/A	N/A

Transit. US Route 14 between Touhy Avenue and Interstate 94 is served by two modes of public transportation: commuter rail, and bus.

The Metra-Milwaukee District (North Line) crosses the corridor in this segment. The "Edgebrook" Station is located just north of Devon on Lehigh Avenue. The Pace Bus Route 411 travels on the corridor in this segment for only .65 of a mile. This bus turns around at the border of Niles with Chicago-it does not extend its service into Chicago. The CTA Bus Route 85A travels on the corridor from Touhy Avenue to Central Avenue, and CTA Bus 84 travels on the corridor from Central Avenue to the east. Two bus routes cross the corridor. The Pace Bus Route 226 crosses on Central Avenue, and Pace Bus Route 225 crosses on Central Avenue during rush periods.

Table 4.2.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
Metra Milwaukee District (North Line)	Edgebrook,Devon and Lehigh	Weekday: 22 inbound; 22 outbound Saturday: 16 inbound; 16 outbound Sunday: 7 inbound; 7 outbound	587	216	87.9
Pace Bus Routes					
Pace 226	Intersects Oakton; Central	Weekday: 27-60 min No Saturday, Sunday, evening or owl service	1,086	N/A	N/A
Pace 225 (Rush Period)	Intersects Howard; Central	Weekday: peak period only: 30-35 min	322	N/A	N/A
Pace 411	From Howard to Chicago City Limits	Weekday: 8-45 min Saturday: 30-45 min Sunday: 30-45 min No owl service	964	N/A	N/A
CTA Bus Routes					
CTA 85A	From Touhy/Lehigh to Central	Weekday: 15-30 min Saturday: 30 min No Saturday evening service; No Sunday or owl service	930	N/A	N/A
CTA 84	From Central/Caldwell to Bryn Mawr/Sheridan	Weekday: 9.5-30 min Saturday: 15-30 min Sunday: 20-30 min No owl service	3,720	N/A	N/A

Sources: Metra, "Commuter Rail System Station Boarding/Alighting Count, Summary Results", Fall, 1995; "Metra Parking Report (1990-1993 Data), Volume I, October 1994; Metra Commuter Rail Parking, Office of Planning & Analysis, September, 1994. Regional Transportation Authority, "The Map", 1995. Pace, "Quarterly Route Review", October-December, 1995. Chicago Transit Authority, "System Map", May, 1996. CTA Bus and Rail Systems-Operating Facts-Fall/Winter 1994-1995. CTA Bus and Rail Route Performance, March, 1996.

CTA ridership is "one-hour passenger volume at maximum load point", totaled for AM rush hour and PM rush hour. Ridership is based on Winter 1991-92 report.

Other Characteristics. There is a fully directional cloverleaf interchange at Interstate 94 (Edens Expressway).

Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of US Route 14 shown on Exhibits US 14 02a and 03a and include forest preserves, wetlands, the North Branch of the Chicago River, floodplains, sensitive land uses, a historic district, and threatened or endangered plants. The right-of-way measures 83 feet to 100 feet, with forest preserve and residential properties abutting the roadway throughout this segment.

Streams/Wetlands/Floodplains. Bunker Hill and Clayton F. Smith Woods are located south of Gross Point Road and contain large wetlands adjacent to the roadway. The North Branch of the Chicago River and floodplain are within 400 feet of US 14.

Sensitive Land Uses: Residential housing with mature trees along the parkway run the entire eastern and northern edge of US Route 14 in this segment. The Bunker Hill Forest Preserve begins at the Touhy Avenue intersection on the south side and extends eastward. The billy Caldwell Golf Course is on the south side of US Route 14 between Central Avenue and Interstate 94.

Historical Significance. The Old Edgebrook Historical district which is on the Cook County List of Historic Places is located northwest of US 14 and Central Avenue.

Hazardous Waste Sites. No identified sites occur along Segment 2.

Prime Farmland. No prime farmland exists along this segment.

Threatened or Endangered Species. Within the forest preserves several threatened or endangered plants are known to exist. Two habitats have been identified within the Clayton Smith Woods of the Cook County Forest Preserve District southwest of Touhy Avenue and US Route 14, and three habitats have been identified within the forest preserve northwest of Central Avenue and US Route 14.

Existing Land Use/Development Characteristics

Like the entire SRA, Segment 2 is in a fully developed incorporated area. Nearly the entire length of this segment is bordered by either forest preserve or single family residential. Except for a small residential enclave south of Touhy Avenue and again just west of Interstate 94, the south side of US Route 14 (Caldwell) is taken up by forest preserve. The north side of US Route 14 is entirely developed in mature single family residential use except for the commercial activity between Algonquin Avenue and Minnehaha Avenue at the convergence of four arterial streets: Central Avenue, Devon Avenue, Lehigh Avenue and Caldwell Avenue. The Edgebrook Metra station is also located in this commercial area as the Metra right-of-way crosses US Route 14 just south of Devon Avenue.

Development Access and Constraints. Development access and constraints in this area are related to the proximity of forest preserve holdings to the west and south and older single family residences to the northeast of the corridor. The entrance to the Bunker Hill Forest Preserve picnic area is across from Tonty Avenue, and a bike trail system runs through the series of Forest Preserves on the west and south sides of US 14 between Touhy Avenue and I-94. The Billy Caldwell Golf Course main entrance is across from Lenox Avenue. The majority of the single family residences face the roadway with driveway access or parallel parking bordering the roadway. Mature trees and light poles within three feet and one foot of the roadway, respectively, continue east to I-94. Across from McAlpine and Moselle Avenues, the Bunker Hill Estates is an older single family residential enclave completely surrounded by Forest Preserve.

The few commercial and office uses along this segment are mainly centered around intersections with parking and driveways bordering the sidewalks and adjacent roadway. At the northwest corner Devon and Lehigh Avenue intersections, there is also an older commercial/office structure separated from the roadway by a sidewalk with adjacent on-street parking.

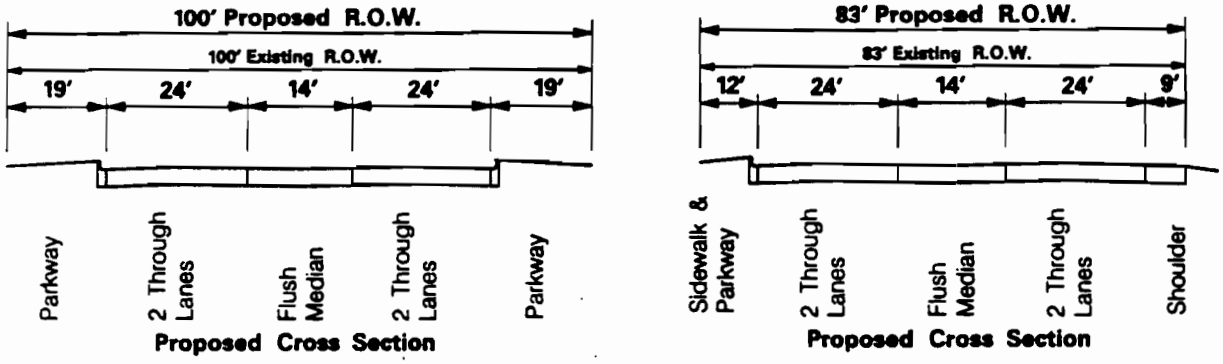
A CTA bus turn-around and bus shelter are located at the site bounded by the intersections with Lehigh and Central Avenues. Redesign of the area would be difficult due to the Milwaukee Northern railroad tracks that run parallel to Lehigh Avenue on it eastern side.

Future Development. Since the segment is fully developed, there are few properties which might be available for development in the future. No major projects have been identified by the local communities. Therefore, little change is anticipated in the land use prior to the projected implementation of SRA improvements.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics such as lane consistency and safety, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US 14-02b and 03b and summarized in Table 4.2.4.

Roadway. It is recommend that the existing two through lanes in each direction be retained with the addition of a 14 foot flush median to provide safe turning movements. The recommended roadway cross section includes four 12 foot through lanes with a 14 foot flush median and 19 foot parkways with curb and gutter in a 100 foot right-off-way. Where the right-of-way is less than 100 feet, adjustments to the width of the parkways will be necessary to maintain four 12 foot lanes.



Traffic Control/Intersection Configuration. The recommended roadway configuration between Touhy Avenue and Interstate 94 will allow single left-turn lanes at all signalized intersections or other recommended access points. Additional right-of-way is recommended at Touhy Avenue to provide two left turn lanes in each direction on US Route 14 in addition to the right turn lane. Traffic movements through the complex of intersections at Central, Lehigh and Devon have been greatly improved since the traffic signals were reconfigured and interconnected with the railroad grade crossing gates and warning signals. Therefore no further recommendations for traffic control are made at this time.

Table 4.2.3: Summary of Recommended Improvements

	Recommendation
1. Right-of-Way Width	Maintain the existing 83-100 ft. right-of-way from Touhy Avenue to I-94.
2. Level of Service	F
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	A 14 foot flush median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	It is recommended that a 19 ft. parkway provided within the 100 ft. right-of-way and in the 83 ft. right-of-way a 12 ft. parkway on the east side and a 9 foot shoulder along the Forest Preserve on the west side.
6. Signalized Intersections	The major signalized intersections are at Touhy Avenue, Devon Avenue, Lehigh Avenue, and Central Avenue. Another signal is located at Lenox Avenue. No new signals are proposed.
7. Parking	Maintain existing on-street parking prohibition. Explore a park-and-ride lot at the I-94 interchange.
8. Curb Cut Access	The proposed flush median will allow unlimited access.
9. Transit	Provide bus shelters and pave boarding areas at bus stops.
10. Ped/Bike Facility	Retain forest preserve bike path.
11. Loading	Prohibit any on-street loading or unloading.
12. Miscellaneous	Care must be taken not to adversely impact sensitive forest preserve habitats.

Parking and Access. Maintain the existing prohibition of on-street parking in this segment to prevent a potential source of friction with through traffic, and preserve capacity throughout the day for through traffic movements. At the time of roadway reconstruction, parking areas on the parkway should be removed.

It is recommended that no new curb cuts providing direct access to US Route 14 be allowed.

Structures. No structure modifications are recommended in this segment.

Transit Facilities. If a vacant site in the vicinity of the Edens Expressway becomes available, consideration should be given to the establishment of a park and ride lot to encourage ride sharing.

Consideration should also be given to the establishment of a bus transfer point and bus shelter at Touhy and Caldwell. Space for future bus shelters and turn outs should be reserved.

Pedestrian/Bicycle Facilities. Except for the forest preserve frontage, sidewalks and pedestrian cross walks serving developed residential and commercial areas should be provided and maintained. The forest preserve bike path should be retained, and provision made for a bicycle crossing of Caldwell at Devon.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

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

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only. This is very low cost and will help avoid confusion when the long term improvement is made.

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

Transit Facilities. Provide bus shelters and paved boarding areas.

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

Right-of-Way Requirements

As this segment already contains the recommended right-of-way for most of its entire length, long term right-of-way protection is needed only at the major intersections where future improvements may make additional right-of-way desirable and along those sections where the right-of-way is less than 100 feet.

Potential Environmental Concerns

Of primary concern in this segment is the proximity of US Route 14 to the North Branch of the Chicago River with its wetlands, floodplains, and endangered plants. The desirable right-of-way of 120 ft. would entail floodplain encroachment and the potential for negative impacts to these environmental resources. However, retaining the existing right-of-way does not require land acquisition. Concern about noise and air quality must continue to be exercised as traffic increases near sensitive receptors, such as residences, parks and churches.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.4.

Table 4.2.4: Cost Estimate

Construction Cost Estimates for Segment 2 of US 14 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$8,400,000
Intersection Improvement	$200,000
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$145,000
Right-of-Way Acquisition	$48,000
Total Estimated Cost for Recommended Improvements	**$8,793,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$120,000
Right-of-Way Acquisition	$0
Total Estimated Cost for Short Term/Low-Cost	**$120,000**
(Short Term/Low-Cost is also included in the Recommended Improvements	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvement are recommended in Segment 2.

4.3 Segment 3: Interstate 94 to Jersey Avenue

Location

US Route 14 (Peterson Avenue) Segment 3 extends from Interstate 94 to Jersey Avenue (See Figure 4.1.). This segment is approximately 2.2 miles in length, and is located in the City of Chicago.

Existing Facility Characteristics

The existing facility characteristics for Segment 3 of US Route 14 are shown on Exhibits US 14 4a and 05a.

Right-of-Way. The right-of-way for Segment 3 is 100 feet.

Roadway Characteristics. Pavement width in Segment 3 varies throughout. Beginning one block east of Cicero Avenue from Keating Avenue to Kostner Avenue, Peterson Avenue has two 24 foot pavements each with two lanes separated by a raised median which narrows from 14 feet at Keating Avenue to 12.5 feet at Kenneth Avenue and finally 9 feet at Kostner Avenue. From Kostner Avenue to Pulaski Road, Peterson Avenue has a pavement width of 60 feet with two 18 and two 10 foot lanes and a four foot flush median. Finally from Pulaski Avenue to Lawndale Avenue, Peterson Avenue has a 60 foot pavement with four 12 foot lanes and a 12 foot flush median. Dedicated turn lanes are provided at major intersections.

Traffic Control/Intersection Configuration. In Segment 3 of US Route 14, there are ten signalized intersections. The major intersections are Cicero Avenue, Kostner Avenue, Pulaski Road, Central Park Avenue, Kimball Avenue and Kedzie/Jersey Avenue. The configurations of these intersections are shown in Figure 4.3.1.

Figure 4.3.1 Existing Intersection Configurations

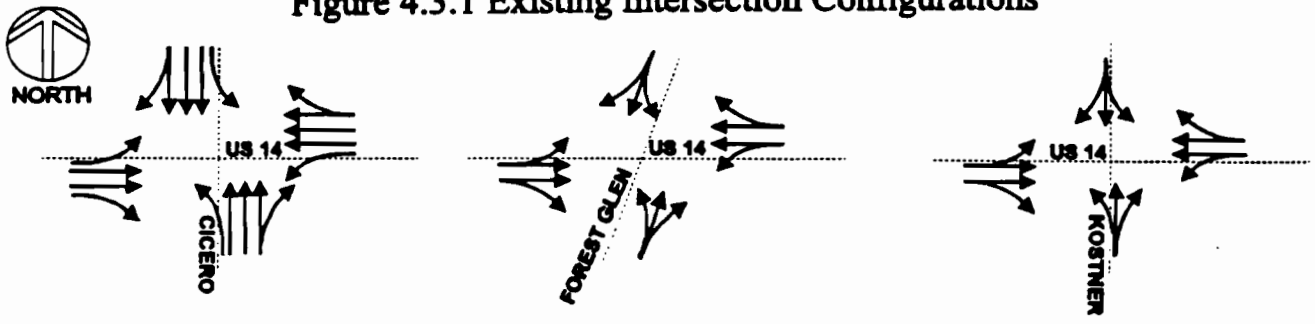
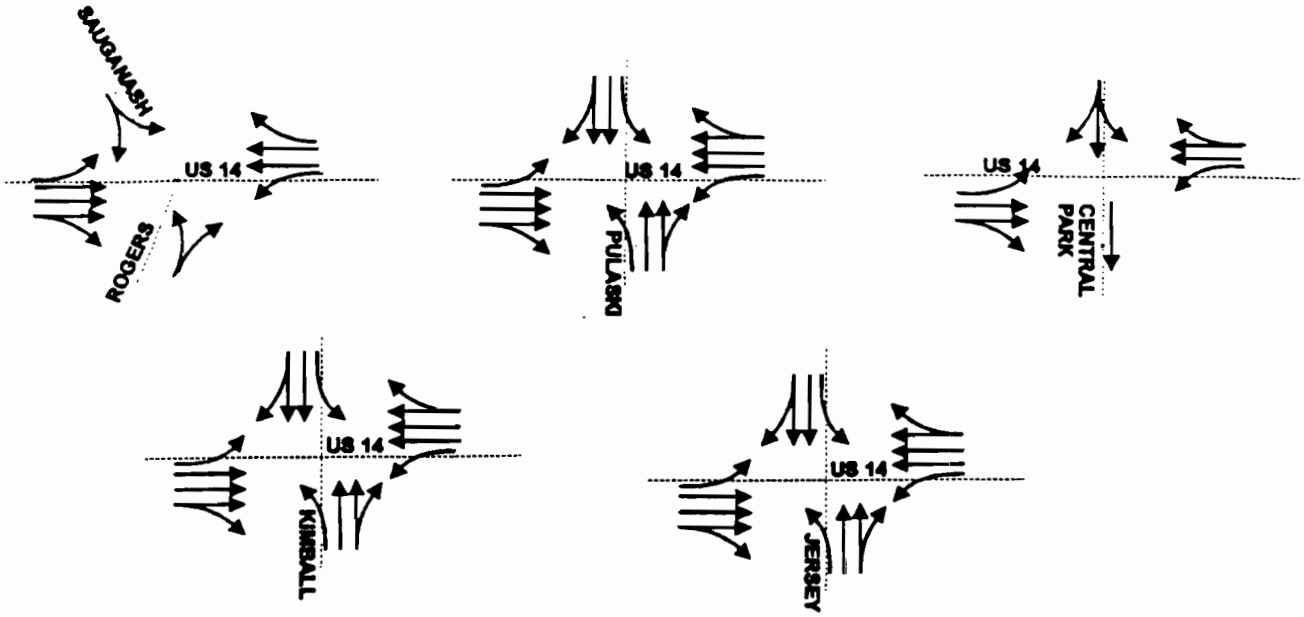


Figure 4.3.1: Existing Intersection Configurations



Structures. The two structures in this segment are listed in Table 4.3.1 Both structures have substandard verticle clearances and only space for two through lanes in each direction. Structure 016-0365 has no railroad tracks and is no longer in service. Structure 016-0366 has one railroad track which appears to be still in service.

Table 4.3.1: Existing Structures List

IDOT Structure Number	Facility Carried/Feature Crossed	Width (Feet)	Length (Feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0365	CNW RR East of Kostner	34'	100'	2 - 27'	14' 0"
016-0366	CNW RR East of Rogers	36'	100'	2 - 27'	13' 6"

Transit. US Route 14 between Interstate 94 and Jersey Avenue is served by CTA bus route 84. Three other bus routes cross the corridor. CTA bus Route 54A crosses on Cicero Avenue, CTA Bus Route 53 terminates at the corridor on Pulaski Road, and CTA Bus Route 82 crosses on Kimball Avenue.

Table 4.3.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Bordings/ Ridership*	Station Parking	
				Spaces	% Use
CTA 84	Along US 14 Central to Sheridan	Weekday: 9.5-30 min Saturday: 15-30 min Sunday: 20-30 min No owl service	3,720	N/A	N/A
CTA 54A	Crosses on Cicero	Weekday: 15-30 min No Sunday, evening or owl service	1,780	N/A	N/A
CTA 53	Terminates at Pulaski	Weekday: 5-12 min Saturday: 8-15 min Sunday: 10-15 min Owl: 30 min	16,810	N/A	N/A
CTA 82	Crosses on Kimball	Weekday: 5-15 min Saturday: 12 min Sunday: 15 min No owl service	17,670	N/A	N/A

Sources: Regional Transportation Authority, "The Map", 1995.
Chicago Transit Authority, "System Map", May, 1996.
CTA Bus and Rail Systems-Operating Facts-Fall/Winter 1994-1995.
CTA Bus and Rail Route Performance, March, 1996.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of US Route 14 are shown on Exhibits US 14 04a and 05a and include forest preserve, wetlands, and sensitive land uses.

Streams/Wetlands/Floodplains. The North Park Village Nature Center with identified wetlands is located adjacent to US Route 14 east of Pulaski Road. This center includes multi-use facilities with nature trails, visitor center, retirement center, and a park. There is a Cook County Forest Preserve holding with wetlands south of the Interstate 94 interchange.

Sensitive Land Uses: The roadway in this segment is adjacent to relatively dense residential housing, parks and the North Park Village Nature Center. The Sanganash Community Church and the Sauganash School for Younger Years is located on the northwest corner and a war memorial is located on

the northeast corner of the Forest Glen Avenue intersection. Another park, Sauganash Park has a narrow pedestrian entrance at the southeast corner of the Kostner Avenue intersection.

Historical Significance. No historical sites are located along this segment.

Hazardous Waste Sites. The Commerce Clearing House, 4025 W. Peterson Avenue may have a leaking underground storage tank (LUST).

Prime Farmland. A possible LUST site may be located at the Commerce Cleaning House, 4025 West Peterson Avenue.

Threatened or Endangered Species. No threatened or endangered species are known to exist along Segment 3.

Existing Land Use/Development Characteristics

Type and Intensity of Development. US Route 14 crosses Interstate 94, the Edens Expressway at the west edge of this segment. There is a cluster of commercial and office properties along Cicero Avenue east of the Edens Expressway. There is also a stretch of commercial, office and industrial uses along the right-of-way between Kostner Avenue and Pulaski Road as shown on Exhibit 04a. US Route 14 then passes between a high school and college complex on the north side and Peterson Park on the south. Expansion of the right-of-way in this area is limited by these land uses. At the east end of Peterson Park between Monticello Avenue and St. Louis Avenue, the SRA is even more constrained by older commercial and office structures built close to the right-of-way.

Development Access and Constraints. Development access and constraints in this area are related to the fully-developed urban character of the corridor within this segment. The single family residences along US Route 14 (Peterson Avenue), from Keating Avenue to Kostner Avenue are characterized by setbacks 20 to 25 feet from the roadway, a continuous sidewalk and some privacy fences adjacent to the sidewalk. A median with mature trees reinforces the residential character of this area. Along both sides of the corridor are light poles within one foot of the roadway that continue east past the Chicago River. Two CNW railroad bridges with abutments and

center piers restricting roadway width are located near Kostner Avenue and Kedvale Avenue. Between them on the south side of Peterson is Sauganash Village, a townhome development with a brick wall and bus shelter adjacent to the sidewalk and roadway.

Good Counsel High School and Montay College and Felician College located just east of Pulaski Road are enclosed by a fence (with mature vegetation behind it) within 10 feet of the roadway and a sidewalk heavily-traveled by school children. On the southeast corner, at Pulaski, a bus stop and CTA bus turn-around are adjacent to a fire station and a bus shelter is located on the southwest corner of Central Park Avenue and across from the main Felician College entrance. North Park Village Nature Center and Peterson Park extends from Pulaski Road to Central Park Avenue on the south side with mature vegetation, a sidewalk and on-street parking. Hollywood Park is located on the southwest corner of the intersection with Kedzie Avenue with mature vegetation and ballfields within 10 feet and 25 feet of the roadway.

There is also a narrow entrance to Sauganash Park near the southeast corner of the intersection with Kostner Avenue. This entrance is adjacent to the Ochsner Building, an older commercial/office building within 10 to 12 feet of the roadway.

The north side of Peterson Avenue, east of Cicero Avenue, and both sides of the street, east of Central Park Avenue, are characterized by older single-story commercial and office structures separated from the street by only a sidewalk and time-restricted parking. Several key intersections with commercial and office activities have parking and driveways within five to 10 feet of the roadway. These streets are heavily-traveled and include Rogers Street, Pulaski Road and Kedzie Avenue. The intersections with angular streets create access and constraint problems related to entrance points, parking lots, sidewalk width and narrow setbacks.

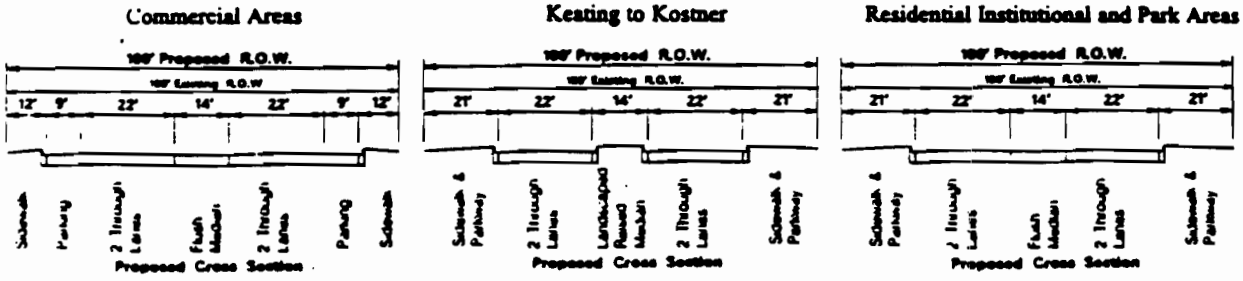
Future Development. Since the SRA corridor is fully developed, there are only a few vacant or underused properties which might be developed in the future. No major projects have been identified by the local communities. Therefore, little change is anticipated in the land use of this segment prior to the projected implementation of SRA improvements.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics such as lane consistency and safety, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US 14 04b and summarized on Table 4.3.3.

Roadway. It is recommended that the existing roadway configuration with two through lanes in each direction be retained with pavement widenings at signalized intersections to accommodate turning lanes. The existing raised 14 foot median with its mature trees between Keating and Kostner should be maintained and a 14 foot flush median provided at all other locations. A parking lane should be provided in commercial areas giving a cross section configuration as shown on Exhibit US 14 - 04b with four 11 foot through lanes, two 9 foot parking lanes, a 14 foot flush median and 12 foot sidewalks. No parking lanes need be provided in residential, park and institutional areas leaving a 21 foot parkway with sidewalk. This cross section should also be used in the light industrial areas between Kostner and Pulaski as off street parking is generally available. The unused CNW railroad bridge should be removed, the roadway leveled and rebuilt to match the adjoining cross sections unless it can be reused for a bike path or transit.

Where the 14 foot flush median is not required for a left turn lane, planter boxes may be considered when supported by local business and community organizations. Whenever improvements are made to Peterson Avenue, care should be taken to preserve any existing local landscaping.



Traffic Control/Intersection Configuration. Signals between Cicero Avenue and Central Park Avenue should be interconnected and bus pre-emption provided. Similarly, the Kimball Avenue, Kedzie Avenue, Lincoln Avenue and Albany Avenue signals should be interconnected. The

intersection at Central Park Avenue should be reconfigured to match that at Kimball Avenue and the intersection at Rogers Street should be redesigned to facilitate truck turns to the industries south of Peterson.

Parking and Access. On street parking should be permitted only in those commercial areas where a parking lane is provided.

Structures. The unused railroad bridge in this segment should be removed or replaced with a bridge suitable for a bike path, transit or other purpose. In addition, CNW bridge east of Rogers Avenue (SN 016-0366) should be replaced with a clear span and the vertical clearance improved to 14 feet 6 inches.

Transit Facilities. In Segment 3, transit improvements are limited to provision of bus shelters and bus signal pre-emption.

Pedestrian/Bicycle Facilities. Pedestrian and bicycle access to parks, nature center and schools should be protected and enhanced. Consideration should be given to the use of abandoned railroad right-of-way for a new bike path. Bicycles should be encouraged to use parallel roads.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. Consideration should be given to the use of striping to provide for reasonably consistent through lane widths throughout this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. Re-examine parking restrictions and signage.

Structures. There are no short term improvements recommended for this segment.

Transit Facilities. Install bus shelters where needed.

Table 4.3.3: Summary of Recommended Improvements

	Recommendation
1. Right-of-Way Width	Maintain the existing 100 ft. right-of-way through this entire segment.
2. Level of Service	F
3. Number and Width of Through Lanes	Four 11 ft. lanes from Keating Avenue to Central Park Avenue. In other, commercial areas, provide four 11 ft. through lanes and two 9 ft. parking lanes.
4. Median Width and Type	The 14 ft. raised landscaped median from Keating Avenue to Kostner Avenue will be maintained. Provide a 14 ft. flush median in all other areas.
5. Parkways/Sidewalks/ Drainage Ditch	Provide a 21 ft. parkway from Keating Avenue to Central Park Avenue. In all other areas provide a 12 ft. sidewalk.
6. Signalized Intersections	The major intersections in this segment are Cicero Avenue, Kostner Avenue, Central Park Avenue, Kimball Avenue and Kedzie/Jersey Avenue. Other signalized intersections are Forest Glen Avenue and Sanganash/Rogers Avenue. No new signals are recommended in this segment. Interconnect signals.
7. Parking	Allow on-street parking only in Commercial areas with parking lanes.
8. Curb Cut Access	The flush median will provide unlimited access except between Keating Avenue and Kostner Avenue.
9. Transit	Install bus shelters at bus stops where needed. Provide bus signal pre-emption as signals are interconnected.
10. Ped/Bike Facility	N/A
11. Loading	Prohibit on-street loading or unloading
12. Miscellaneous	1) Remove CNW railroad bridge at Kostner Avenue or replace for a bike path, transit or other use. 2) Replace CNW bridge east of Rogers Avenue.

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

Right-of-Way Requirements

The existing 100 foot right-of-way in Segment 3 will be maintained and no additional right-of-way is required. However if the opportunity arises to acquire vacant land at signalized intersections, an analysis should be made to determine whether additional turning lanes would be desirable.

Potential Environmental Concerns

The character of this segment is urban residential and commercial with city parks adjacent to the roadway between Pulaski Road and Central Park Avenue, and at Jersey Avenue. No additional right-of-way is recommended in this segment. A section of Cook County Forest Preserve holding in the southeast quadrant of the Interstate 94 interchange will not be affected by the recommended improvements, nor will there be any measurable impact on the nature preserve within the North Park Village property.

Cost Estimate

The cost estimate for Segment 3 is shown in Table 4.3.4.

Table 4.3.4: Cost Estimate

Construction Cost Estimates for Segment 3 of US Route 14 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$8,560,000
Intersection Improvement	$200,000
Structure Modification	$2,250,000
Interchange Improvement	$0
Transit Improvement	$360,000
Right-of-Way Acquisition	$0
Total Estimated Cost for Recommended Improvements	**$11,370,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$160,000
Right-of-Way Acquisition	$0
Total Estimated Cost for Short Term/Low-Cost	**$160,000**
(Short Term/Low-Cost is also included in the Recommended Improvements	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. Ultimate improvement in this segment are limited to the acquisition of right-of-way for turn lanes at major intersections such as Cicero Avenue in the event traffic demand warrants.

4.4 Segment 4: Jersey Avenue to Ridge Avenue

Location

US Route 14 (Peterson Avenue) Segment 4 extends from Jersey Avenue to Ridge Avenue (See Figure 4.1.). The segment is approximately 2.0 miles in length, and is located in the City of Chicago.

Existing Facility Characteristics

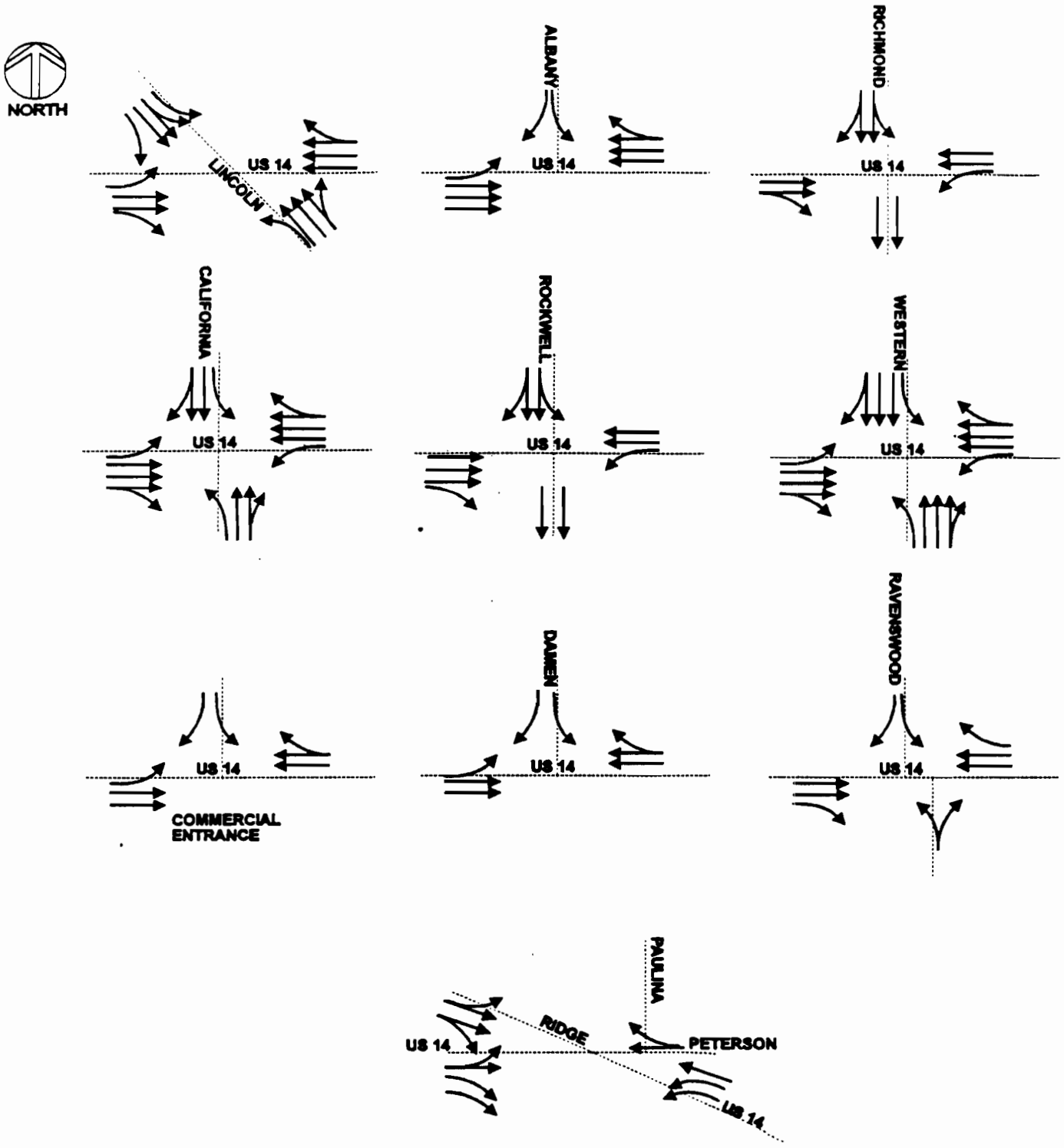
The existing facility characteristics for Segment 4 of US Route 14 are shown on Exhibits US 14 05a and 06a.

Right-of-Way. The right-of-way for Segment 4 is 100 feet except for the ½ block between Ravenswood Avenue and Wolcott Avenue which appears to be 90 feet.

Roadway Characteristics. The pavement width in Segment 4 ranges from 60 feet to 82 feet. Between Jersey Avenue and the North Shore Channel, US Route 14 pavement narrows to 60 feet with two 18 and two 10 foot lanes in each direction. At the intersection with Lincoln Avenue, which is another SRA Route, US Route 14 pavement widens to 84 feet with six lanes and a left turn lane on each side of the intersection. Double left-turn lanes from south- bound Lincoln Avenue are also provided at that intersection. East of Lincoln Avenue, the pavement width again narrows to 60 feet at Sacramento Avenue with four through lanes and a four foot striped median. This section continues to Ravenswood Avenue widening or striping at intersections to allow for left turn lanes. The intersection at Western Avenue has a mountable median protecting left turn lanes. To the south, Western Avenue is also a SRA route.

Traffic Control/Intersection Configuration. In Segment 4 of US Route 14, there are ten signalized intersections. The major intersections are: Lincoln Avenue, California Avenue, Western Avenue, Ravenswood Avenue and Ridge Avenue. These intersections are shown in Figure 4.4.1. The Peterson/Lincoln/Albany Avenue intersection was been ranked as the 55th worst accident intersection in the City of Chicago in 1989.

Figure 4.4.1: Existing Intersection Configuration



Structures. There are 2 structures in this segment as shown on Table 4.4.1.

Table 4.4.1: Existing Structures List

IDOT Structure Number	Facility Carried/Feature Crossed	Width (Feet)	Length (Feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0367	North Channel Chicago River	76'	175'	64'	N/A
016-0368	CNW RR Ravenswood Avenue	46'	100'	2 - 33'	12' 6"

Transit. US Route 14 between Jersey Avenue and Ridge Avenue is served by two modes of public transportation: commuter rail, and bus. The Metra-Chicago and Northwestern (North Line) crosses the corridor in this segment. No nearby station exists. The two nearest stations are "Rogers Park", which is located at 7000 N. Ravenswood Avenue, and "Ravenswood", which is located at 4801 N. Ravenswood Avenue. The CTA Bus Route 84 travels on the corridor in this segment. Several bus routes cross the corridor. CTA Bus Route 96 terminates at the corridor on Lincoln Avenue, CTA Bus Route 11 crosses on Lincoln Avenue, Pace Bus Route 210 crosses on Lincoln Avenue, CTA Bus Route 93 crosses on California Avenue, and CTA Bus Route 49B crosses on Western Avenue.

Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of US Route 14 are shown on Exhibits US 14 05a and 06a and include the North Shore Channel of the Chicago River, floodplains, parks, wetlands, and sensitive land uses. The existing right-of-way of 100 ft. will be retained through this segment.

Table 4.4.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Station					
CNW North Line	Rogers Park 7000 N. Ravenswood	Weekday: 21 inbound; 21 outbound Saturday: 16 inbound; 16 outbound Sunday: 8 inbound; 8 outbound	877	141	73.0
CNW North Line	Ravenswood48 01 N. Ravenswood	Weekday: 20 inbound; 20 outbound Saturday: 11 inbound; 11 outbound Sunday: 8 inbound; 8 outbound	878	111	99.3
CTA Bus Routes					
CTA 84	Along the Corridor Central to Sheridan	Weekday: 9.5-30 min Saturday: 15-30 min Sunday: 20-30 min No owl service	3,720	N/A	N/A
CTA 96	Terminates at Peterson and Lincoln	Weekday: 12-20 min Saturday: 30 min Sunday: 30 min No evening service Saturday or Sunday; No owl service	1,240	N/A	N/A
CTA 11	Intersects Corridor at Lincoln	Weekday: 10--15 min Saturday: 15 min Sunday: 20 min No evening service Saturday or Sunday; No owl service	6,590	N/A	N/A
CTA 93	Crosses on California Avenue	Weekday: 15-20 min Saturday: 20 min No Sunday or owl service	2,030	N/A	N/A
CTA 49B	Crosses on Western Avenue	Weekday: 7-20 min Saturday: 15-20 min Sunday: 20 min No owl service	4,450	N/A	N/A
Pace Bus Routes					
Pace 210	Crosses on Lincoln Avenue	Weekday: 30-60 min Saturday: 60-120 min No Sunday or owl service	825	N/A	N/A

Sources: Regional Transportation Authority, "The Map", 1995. Chicago Transit Authority, "System Map", May, 1996. CTA Bus and Rail Systems-Operating Facts-Fall/Winter 1994-1995. CTA Bus and Rail Route Performance, March, 1996.

Streams/Wetlands/Floodplains. The route crosses over the North Shore Channel of the Chicago River with floodplains and wetlands. Rosehill Cemetery with identified wetlands is located on both sides of US Route 14 east of Western Avenue.

Sensitive Land Uses. The Joan Dachs Bais Yaakov Elementary School is at the north side of the corridor west of the bridge over the Chicago River. Legion Park run north and south along the river and is adjacent to the south side of the roadway, east of the river. Mather Park and the Northwest Baptist Church are across from each other on US Route 14 east of Richmond Street. Mather High School is south of Mather Park withing 700 ft. of US Route 14. At the intersection with Fairfield Avenue, on the south west corner, is the Lawrence Hall Youth Services Sandberg Center. And, at the northeast corner of Rockwell Avenue is the Latino Treatment Center. Green Briar park is adjacent to the roadway west of Rockwell Street. Dense residential housing is located along the roadway through most of this segment.

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

Hazardous Waste Sites. No sites are located along Segment 4, although a possible LUST site may be CARR's Body Shop at 1721 W. Peterson Avenue.

Prime Farmland. No prime farmland exists along this segment.

Threatened or Endangered Species. No threatened or endangered species are known to exist along Segment 4.

Existing Land Use/Development Characteristics

Type and Intensity of Development. This older, urbanized segment contains commercial, office, institutional and multiple family residential uses close to the right-of-way. The right-of-way is most seriously constrained in the vicinity of the Peterson Avenue/Ridge Avenue intersection. Significant portions of the south side of the right-of-way are occupied by the Rosehill

Cemetery between Ravenswood Avenue and Western Avenue and Mather Park between California Avenue and Richmond Avenue. The Rosehill Cemetery is also on the north side of Peterson Avenue between Oakley Avenue and Hamilton Avenue. Edgewood Hospital is several blocks south of the SRA on the west side of Ashland Avenue, near its junction with Clark Street. The blocks backing up to this commercial street contain well-maintained single family two and three story dwellings along streets lined with mature shade trees.

Development Access and Constraints. Development access and constraints along this segment relate to the high concentrations of older commercial and office uses with related on-street parking, sidewalks and utilities along the corridor. On both sides, older single-story commercial and office structures are separated from the street by only sidewalks with light poles within one foot of the roadway, extending east to Ridge Avenue. Little or no residential units are located on second stories above these commercial and office uses. Heavily auto-dependent commercial areas with parking and driveways bordering the sidewalk and adjacent roadway are found at well-traveled intersections such as Lincoln, Fairfield, Richmond, Rockwell,Fairfield and estern Avenues.

Legion Park extends north and south along both sides of the North Shore Channel and is adjacent to the roadway on the east bank. Mather High School/Park is located at the southeast corner of the Richmond Avenue intersection with mature trees within five feet of the roadway. The Briar Park District Office Building is located between Washtenaw and Talman Avenues, with approximately a 30 foot setback but with mature trees within one foot of the roadway. The Rosehill Cemetery is located along the south side of Peterson Avenue from Western Avenue to Ravenswood Avenue with a concrete wall within 10 to 12 feet from the roadway and no sidewalk. The cemetery also extends along the north side, from Oakley Avenue to the

Venture complex. Bus shelters are located adjacent to the wall across from Damen and Wolcott Avenues. Concrete supports (including a central median support) for the CNW overpass are adjacent to the roadway at Ravenswood Avenue.

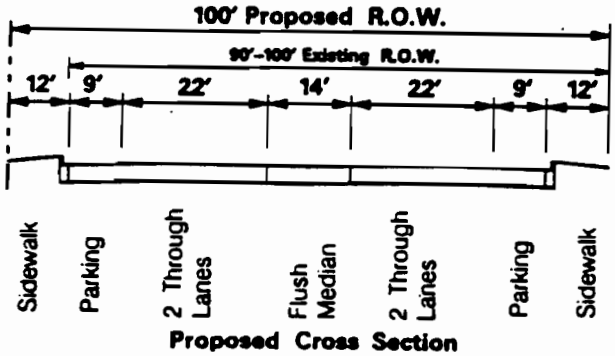
Future Development. Since the SRA corridor is fully developed, there are only a few vacant or underused properties which might be developed in the future. No major projects have been identified by the City of Chicago or local groups. Therefore, little change is anticipated in the land use of this corridor prior to the projected implementation of SRA improvements.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics such as lane consistency and safety, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits US 14-05b and 06b and summarized on Table 4.4.3.

Roadway. It is recommended that the existing right-of-way width be maintained with the exception of possible widenings at major intersections such as California, Western and Lincoln Avenue whenever the opportunity to acquire additional right-of-way may offer. East of Lincoln the cross section should be reconfigured to provide four 11 foot through lanes and a 9 foot parking lane to Ridge Avenue. The parking lane can be used to give three through lanes in each direction by restricting parking during rush hours. Exhibit US 14 05b shows the recommended cross section which provides a 14 foot flush median that will accommodate left turn lanes at major intersections. Between Jersey Avenue and Lincoln, the existing configuration of four through lanes should be adjusted to two 11 foot lanes in each direction.

Where the 14 foot flush median is not required for a left turn lane, planter boxes may be considered when supported by local business and community organizations. Whenever improvements are made to Peterson Avenue, care should be taken to preserve any existing local landscaping.



Proposed Cross Section

Traffic Control/Intersection Configuration. The traffic control signals for Kimball, Kedzie, Lincoln and Albany should be interconnected and equipped with bus preemption. In a like manner, the traffic control signals between Richmond and Ravenswood should also be interconnected and equipped with bus preemption.

The intersections at Richmond and Rockwell should be reconfigured to match that of Kimball. At Ravenswood the recommended additional 10 feet of ROW will permit a dedicated eastbound left turn lane onto Ravenswood.

Parking and Access. The pavement cross section in Segment 4 will allow for curb lane parking during non-rush hours, however, the rush hour parking prohibition should be strictly enforced.

Structures. The CNW Metra bridge at Ravenswood has a substandard clearance of 12 feet 6 inches. Therefore, structure No. 016-0368 should be replaced with a clear span which will achieve the standard 14 foot 6 inch clearance and permit a dedicated left turn lane eastbound at Ravenswood.

Transit Facilities. Bus stops and bus shelters should be located to facilitate pedestrian access. A new Metra station at Ravenswood north of Peterson with a Park-N-Ride lot has been studied by the City of Chicago. The recommended left turn will provide improved access to that facility.

Pedestrian/Bicycle Facilities. Sidewalks should be maintained at a minimum width of 12 feet in commercial areas. Between Western and Ravenswood a parkway with sidewalk should be provided along the cemetery on the south side of Peterson. A grade crossing for the bicycle path in Legion Park should be provided in order to extend the bike path north along the North Shore Channel.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (-5 years) implementation.

Roadway. Lane adjustments which can be accomplished by striping within the existing pavement width should be implemented to provide four through lanes and two parking lanes between Lincoln and Ridge.

Traffic Control/Intersection Configuration. The lane configuration at Rockwell and Richmond should be adjusted to reflect that at Kimball Avenue.

Parking and Access. Rush hour parking restrictions should be strictly enforced.

Structures. There are no short term improvements for structures recommended in this segment.

Transit Facilities. Install bus shelters and relocate bus stops to improve pedestrian access.

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

Right-of-Way Requirements

The existing right-of-way will be maintained throughout this segment and in the half block west of Ravenswood approximately ten feet of vacant property on the north side of US Route 14 should be acquired to provide a dedicated left turn lane at Ravenswood and a consistent 100 foot right-of-way throughout. In the event the opportunity offers to acquire vacant land for lane additions at major intersections, protective acquisitions should be undertaken.

Potential Environmental Concerns

In this segment, the existing 100 feet right-of-way will accommodate the urban route configuration even with some modification. In general, population density increases as one travels eastward in Chicago, and the predominant land uses are residential, with a large cemetery located between Western Avenue and Ravenswood Avenue. The addition of a 14 foot flush median with 4 through lanes and 2 parking lanes in the existing roadway will create the potential for concerns about increased traffic noise and air quality, as the distance between housing and the roadway decreases. The impact of such changes will need to be quantified later in the planning process.

Cost Estimate

The cost estimate for segment 4 is shown in Table 4.4.4.

Table 4.4.3: Summary of Recommended Improvements

	Recommendation
1. Right-of-Way Width	Maintain Existing 100 ft. right-of-way. Acquire additional right-of-way west of Ravenswood to the alley to increase from 90 ft. to 100 ft.
2. Level of Service	E Lincoln to Western, D Western to Ridge
3. Number and Width of Through Lanes	Four 11 ft. through lanes and two 9 ft. parking lanes.
4. Median Width and Type	A 14 ft. flush median is recommended throughout the entire segment. Left turn lanes at signalized intersections.
5. Parkways/Sidewalks/ Drainage Ditch	A 12 ft. sidewalk will be provided throughout.
6. Signalized Intersections	The major signalized intersections are at Lincoln Avenue, California Avenue, Western Avenue, Ravenswood Avenue and Ridge Avenue. Other signalized intersections are Richmond Street, Rockwell Street, the commercial entrance west of Damen Avenue and Damen Avenue. No new signals are recommended. Interconnect all signals.
7. Parking	On-street parking during peak rush periods should be prohibited.
8. Curb Cut Access	The flush median will allow unlimited access, but curb cuts should be limited.
9. Transit	Install bus shelters at bus stops where needed. Provide bus signal pre-emption as signals are interconnected.
10. Ped/Bike Facility	N/A
11. Loading	Prohibit on-street loading or unloading.
12. Miscellaneous	Replace the CNW bridge at Ravenswood Avenue.

Table 4.4.4: Cost Estimate

Construction Cost Estimates for Segment 4 of US 14 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$9,000,000
Intersection Improvement	$600,000
Structure Modification	$2,000,000
Interchange Improvement	$0
Transit Improvement	$410,000
Right-of-Way Acquisition	$75,000
Total Estimated Cost for Recommended Improvements	**$12,085,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$160,000
Right-of-Way Acquisition	$0
Total Estimated Cost for Short Term/Low-Cost	**$160,000**
(Short Term/Low-Cost is also included in the Recommended Improvements	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. The ultimate improvements in this segment are limited to the acquisition of additional right-of-way for turn lanes at major intersections in the event traffic demand warrants.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. During the study period there has been ongoing two-way communication between the study team and the public - which includes governmental units, other involved agencies, business, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and potential solutions in the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement includes data collection, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive checklist of solicitation to gain data early in the study. Throughout the study, additional material has been obtained to assure that, current data is available to the study team. The data collection letter is shown as Exhibit 5.1.

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for US Route 14 was composed of communities and governmental units along the corridor in Cook County and included representatives from:

- Village of Morton Grove
- Village of Niles
- City of Chicago
- Cook County Highway Department

Three Advisory Panel meetings have been held. The first, on June 11, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. The second, on April 11, 1996, discussed preliminary concepts for development of the corridor and gained review and comments on

how the concepts responded to the issues and problems. The third panel meeting was held on October 2, 1996 at which time an overview of the recommendations contained in the Draft Report was presented and the changes made since the Panel 2 meeting were explained. At each panel meeting, comments received were immediately documented for consideration in making revisions to the draft and final report. Also, oral and written comments were received, and many written comments were obtained several weeks after the meeting. All the comments were incorporated into the panel meeting minutes. The panel meeting minutes are contained in Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs. speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire is Exhibit 5.3.

Newsletters

Newsletters were distributed to the panel, anyone who had requested one, and all who asked to be on the newsletter mailing list. They were published at milestone points of progress in the study, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are Exhibit 5.4.

Public Hearing

The public hearing for U.S. Route 14 (Waukegan Road to Ridge Avenue) was held on October 9, 1996 at the Edgebrook School, 6525 North Hiawatha Avenue, Chicago, Illinois. The record of that hearing is presented in Exhibit 5.5. This final report reflects the comments made at that hearing and received during the 30 day comment period following.

Exhibit 5.1

Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.

2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

3. Offical Map (if adopted).

4. Brief information on the type and magnitude of major developments along the SRA route which are anticipated (see attached checklist).

5. Land use information, adopted or upcoming, that will impact the character along the SRA route significantly.

6. Name and phone number of appropriate local contact person(s) for land use and transportation issues.

Please attempt to supply these materials within two weeks of receiving this letter. The project schedule calls for data collection to be completed during April. If you have questions please feel free to contact John Mick at CRSS (312) 714-7253 or Eugene Ryan at the Chicago Area Transportation Study (312) 793-3460. This information will be very important in planning for the region's future in a way that is compatible with your community's plans. Thank you for your cooperation.

Very truly yours,

Mayor/President _____
City/Village of _____
Chairman of _____ Regional Council

JMS/ack

(Draft: Data Checklist/Return Letter)

Mr. John P. Mick, II, PE
Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr Avenue
Chicago, Illinois 60631

Subject: SRA-3
Municipal Data Collection

Dear Mr. Mick:

Enclosed is the material you requested for the SRA study of Route (s) _____ (and _____).

	Enclosed	Not Avilable	
1a.	_____	_____	Zoning Map
b.	_____	_____	Zoning Ordinance
c.			We anticipate a major revision of the zoning ordinance in _____.
2a.	_____	_____	Comprehensive plan
b.	_____	_____	or Land Use Stand alone plans on:
c.	_____	_____	Highways
d.	_____	_____	Transit
e.	_____	_____	Environmental Resources
3.	_____	_____	Official Roadway Map

4. Regarding major developments affecting SRA Route: _____ in our community, we anticipate the following new residential developments of over 500 units and the following commercial or industrial developments of twenty five or more acres:

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industrial:_____ acres
Current zoning of property:_____
Future zoning expected:_____

name:______________________________
location:______________________________
estimated start:__________ estimated completion:__________
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:____________________ units
No. of acres commercial:____________________ acres
No. of acres industrial:____________________ acres
Current zoning of property:______________________________
Future zoning expected:______________________________

name:______________________________
location:______________________________
estimated start:__________ estimated completion:__________
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:____________________ units
No. of acres commercial:____________________ acres
No. of acres industrial:____________________ acres
Current zoning of property:______________________________
Future zoning expected:______________________________

name:______________________________
location:______________________________
estimated start:__________ estimated completion:__________
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:____________________ units
No. of acres commercial:____________________ acres
No. of acres industrial:____________________ acres
Current zoning of property:______________________________
Future zoning expected:______________________________

name:______________________________
location:______________________________
estimated start:__________ estimated completion:__________
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:____________________ units
No. of acres commercial:____________________ acres
No. of acres industria:l____________________ acres
Current zoning of property:______________________________
Future zoning expected:______________________________

(Atttach copies of this page with more developments as necessary.)

5. Comments on any new public facilities/major developments/policy changes that you anticipate will impact land use patterns around the SRA route.

6. General comments related to the SRA program or your community's SRA route (s):

If you have questions regarding:

Land use and development in our community please contact:

Name:_____
Title:_____
Address:_____
_____
_____
_____
Phone:_____
Fax:_____

Transportation and related facilities in our community please contact:

Name:_____
Title:_____
Address:_____
_____
_____
_____
Phone:_____
Fax:_____

Very truly yours,

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2

Meeting Minutes

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	JUNE 11, 1992 - 9:00 A.M.
LOCATION:	Chicago City Hall, 11th Floor 320 N. Clark Street Chicago, Illinois

ATTENDANCE:

Mary Ann Smith	Alderman, 48th Ward
Joan Manning	48th Ward
Dan Tucker	39th Ward
Martin Becklenberg	Chicago Department of Transportation
Paul Morris	Chicago Department of Planning and Development
Graham Grade	Chicago Zoning Department
Rich Starr	Illinois Department of Transportation
Kathleen Rodi	Chicago Area Transportation Study
Joy Schaad	CRSS, Corridor Manager
Mark Thomas	CRSS, Traffic Engineer
Dick Hain	CRSS, Senior Engineer

TOPIC ROUTE: US Route 14

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the subject route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork 1) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS in charge and several disciplines with three subconsultants. EJM Engineering brings additional transit skills. Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS:

CRSS discussed the US Route 14 corridor and first, presented a corridor overview. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the US Route 14 corridor was described as starting at Caldwell Avenue's northwest terminus, Waukegan Road (ILL 43) proceeding east on Peterson Avenue to Ridge Avenue and proceeding southeast to both of the east-west connections to Lake Shore Drive, Hollywood Avenue and Bryn Mawr Avenue.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns. Numerous issues, concerns and facts documented on the aerials were summarized.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues were discussed by the panel members.

1. There were initial generalized comments about the SRA process.

   a. There was a belief by one of the panelists that an SRA final recommendation could include a reduction of capacity. It was clarified that this is not the objective and would only happen if additional capacity was available on a parallel route.

   b. There was a comment that City staff should be better represented at the panel meetings.

   c. There was concern about the adequacy of public hearing notification on SRA projects and the amount of pubic contact throughout the process.

2. CRSS described the route and the issues identified in the panel booklet. There were no comments on sheets 01 through 04.

On sheet 05 the issue of access control was discussed:

a. The driveway serving the east portion of the Venture parking lot just west of Damen Avenue should be considered for better access control, possibly a right-in right-out configuration. Venture's west entrance, which has a traffic signal, can be used for full access.

b. There is a vacant parcel of land on the northwest corner of Peterson and the CNW line (near Ravenswood Avenue). Access decisions should be made so that the policies can be in place before it is developed.

c. There should be coordination between the SRA results and City of Chicago development.

3. On the east portion of the Route (sheet 06 of briefing booklet) including the diagonal section, Ridge Avenue, and the two connections to Lake Shore Drive, there were numerous comments and discussion about traffic management.

a. There is a desire to restore parking on Ridge Avenue. It is felt that the road had more pleasant local character before the through movements were given four lanes.

b. There are numerous retirement buildings in this area. There are particular difficulties with auto and pedestrian access to these facilities.

c. There are frequent conflicts with pedestrian and bicyclists in the area.

d. There are several rail underpasses from the east side of Hollywood Avenue to Peterson Avenue that restrict capacity.

e. There appear to be frequent accidents on Hollywood and Bryn Mawr Avenues.

f. The State should consider removing the reversible lane configuration currently in place on Sheridan Road north of Hollywood during peak periods.

g. The local residents are attempting to get the Bryn Mawr access to Lake Shore Drive closed permanently.

h. There is a desire for a tunnel under Ridge Avenue from Hollywood to Peterson to add capacity and reduce the impact on local residents and businesses.

4. There was a general comment that landscaped medians should be instituted wherever possible as a visual buffer.

Summary

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information of the study would be in the newsletter(s).

CRSS closed the meeting asking for additional input via the questionnaire from the Panel Briefing Booklets.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Joy Schaad
Corridor Manager

JMS/ack

Attachments

cc: Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

PANEL MEETING NO. 1 SIGN IN

STRATEGIC REGIONAL ARTERIAL

DATE: June 11, 1992 SHEET 1 OF 2

	NAME AND ORGANIZATION	ADDRESS	PHONE NUMBER
1.	Martin Becklenberg - Chgo DOT	320 N. Clark St	312/744-4536
2.	Rich Staer IDOT	201 CENTER CT SCHAUMBURG	708/705-4095
3.	Dick Hain CRSS	8700 W BRYN MAWR	312-693-1030
4.	MARK THOMAS CRSS	"	"
5.	Mary Christy	484 Wood	744-6860
6.	Joan Monnig	484 Wood	744-6860
7.			
8.			
9.			
10.			

PANEL MEETING NO. 1 SIGN IN

STRATEGIC REGIONAL ARTERIAL

DATE: June 11, 1992 SHEET 2 OF 2

	NAME AND ORGANIZATION	ADDRESS	PHONE NUMBER
1.	Jay Schaad	8700 W. Bryn Mawr Chic	693-1030
2.	ALDERMAN LAURINO'S STAFF Kevin Tobin	120 N LaSalle	744-8613
3.	KATHLEEN ROSI CATS	300 W. ADAMS Chicago IL 60606	312-793-3464
4.	PAUL MORRIS DPD	121 N. LASALLE	744-6507
5.	~~GRAHAM GRADY~~ ZONING	121 N. LA SALLE RM 800	744-3509
6.	~~Marty Buck~~	~~Chic DOT~~	
7.			
8.			
9.			
10.			

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 Meridian Project No. SRA 3.00
DATE:	April 11, 1996 - 10:00 a.m.
LOCATION:	Chicago Department of Transportation 30 N. LaSalle Street 5th Floor Chicago, Illinois

ATTENDANCE:

Mary Ann Smith	Alderman, 48th Ward
Ken Kelgard	Village of Niles
Vicki Shigihara	Rep. Alderman Stone, 50th Ward
Marilyn Bickel	Rep. Alderman Levar, 45th Ward
Don Hohenadel	Rep. Alderman O'Connor, 40th Ward
Doug Fraser	Assistant to Alderman Smith, 48th Ward
Rich Starr	Illinois Department of Transportation
Keith Privett	Chicago Department of Transportation
Douglas Knuth	Meridian Engineers & Planners, Inc.
David Larson	EJM Engineering, P.C.

TOPIC ROUTE: US 14 Panel 2 Meeting

Rich Starr, IDOT opened the meeting by describing the SRA studies and outlining the nature and purpose of this Panel 2 meeting. He particularly emphasized that the SRA studies are intended to develop a planning framework to be used when future improvements to the SRA route are undertaken, and that when improvements are implemented they will be subject to the standard IDOT process for design and engineering which include all required components of citizen participation.

Douglas Knuth reviewed US 14 in the context of the regional system of SRA routes and distributed the Panel Briefing Booklet.

David Larson explained the current schedule for production of the draft final SRA report in May, a public hearing in June and release of a final report in July. He then reviewed the major recommendations for improvements to Peterson and Caldwell at such time as the route is scheduled for reconstruction.

There followed a general discussion during which the following points were made:

1. Keith Privett expressed the opinion that the RR bridge east of Kostner should be retained

as it could be used for a bike path at far less cost than would be required to build a new bridge.

2. Rich Starr encouraged participants to study the materials provided and forward written comments for consideration in preparation of the draft final report.

3. Alderman Smith expressed concern that the recommended improvements would greatly increase the capacity of Peterson with consequent deleterious impacts on the residential communities in her ward. She particularly pointed to dedicated left turn lanes and improved bridge clearance as measures which would increase speed and capacity. She felt that measures such as car pooling incentives or HOV lanes would ameliorate the congestion caused by high volumes of automobile traffic. She raised questions regarding pedestrian crossings, impacts on businesses and generally what effect recommended improvements will have on the quality of life in adjourning communities. She expressed the desire to see alternative routes to US14 developed to carry some of the traffic.

There followed an extended discussion during which Starr, Knuth and Larson reiterated the limited scope of SRA studies. It was suggested that the proper forum for concerns about the overall roadway network is the 20210 Regional Transportation Plan. It was noted that the changes recommended are safety improvements which will have little impact on overall roadway capacity. Flush medians were recommended to preserve as much parkway as possible and facilitate local access as barrier medians would require a minimum width of 18 feet.

As the meeting was concluded, participants were again urged to forward comments and suggestions for consideration in preparing the draft final report.

APRIL 11 '96 SRA III US 14 PANEL I

DAVID LARSON EJM ENGINEERING [illegible]

Ken Kelgard Village of Niles (847) 967-6100

VICKI SHIGIHARA CITY OF CHGO

for ALDERMAN STONE (50TH WARD) 312 744-6855

Keith Privett CDOT Admin + Planning [illegible]

RICH STARR IDOT 847-705-4095

Douglas Knuth Meridian 312-424-5402

Marilyn Bickel Ald. Levar (45th) [illegible]

Don Hohenadel Ald. O'Connor (40) 769-1140

Mary Ann Smith Alderman 4-6860

Doug Fresse ald Smith (48) 784-5277

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	October 2, 1996 - 2:00 P.M.
LOCATION:	CDOT offices

ATTENDANCE:

Gina Woods	Peterson Pulaski Bus. & Ind. Council
Barbara Wodauski	39th Ward (Ald. Laurino)
Jun Noriega	Village of Niles
Rich Starr	IDOT
Keith Privett	CDOT
Cheri Heramb	CDOT
Don Hohenadez	40th Ward (Ald. O'Connor
Doug Knuth	Meridian

TOPIC ROUTE: US Route 14 - Peterson / Caldwell

Sheri Heramb and Rich Starr gave an overview of the process to date and events through the end of the project. It was noted that the Public Hearing will be located at Edgebrook School on October 9 from 2 to 7 p.m.

Doug Knuth presented an overview of the recommendations and the differences from the previous meeting.

- Route Overview
  - Featured changes
    - No significant ROW
    - Four lanes plus a median
    - Some areas an additional parking lane
    - Sidewalks at Rose Hill Cemetery
  - Changes since last meeting
    - Narrowed lanes on Peterson
    - Recognized possible bike and transit uses for abandoned CNW bridge at Rogers Ave. Near Kostner
    - Lane Configuration at connection w/ Ridge / Clark
    - Recognize possible planted medians were supported and maintained by the community
- Segment Details
  - Segment 1 Caldwell
    - Addition of flush median
    - No ROW
    - Addition of Dedicated right Turn lanes at major intersections
  - Segment 2
    - The south side is mainly forest preserve

- recommendations same as seg 1
- Segment 3 Peterson east of 94 to Lincoln
  - 4 - 11' lanes changed from standard 12'
  - 9' parking lanes in commercial areas - Kostner to Pulaski, Central Park to Christiana
  - Maintain planted median between Keeting and Kostner
  - 14' flush median elsewhere. (access to driveways)
  - IDOT will allow planted median where supported and maintained by community
- Segment 4 - Lincoln to Ridge
  - 4 - 11' lanes
  - 9' Parking lanes with the current peak hour parking restrictions to remain.
  - 14' flush median (in order to provide access to driveways)
  - IDOT will allow planted median where supported and maintained by community
  - The CNW bridge at Ravenswood is recommended to be replaced.
  - Small section between Woolcot and Ravenswood where 90' ROW property on north side extends into the ROW compared to east and west. Vacant property.
  - While not in the current version of the report a Metra station at Ravenswood w/ park and ride facilities has been proposed by a City study. This will make the need greater for a left turn lane at Ravenswood. Increased need to replace bridge and ROW
  - At Ridge a third lane from Peterson to Clark is recommended to promote the use of Clark/Ashland. Provides free flow from Peterson to Clark.

Mr. Noriega expressed Niles' appreciation of the language in the report recognizing the established residential and commercial nature of the corredor and that significant additional right-of-way acquisition would not be appropriate.

Exhibit 5.3

Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY
Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

   a. General:

   b. Right-of-Way:

   c. Existing Roads:

   d. Transit:

   e. Public Facilities:

5. Are there environmentally sensitive areas we should be made aware of?

6. Are there historic/cultural resources we should be made aware of?

7. Are there any major proposed developments anticipated?

8. Additional Comments:

Thank you for taking the time to give us your input and comments. We look forward to continuing our discussions. Please return this questionnaire to:

John P. Mick II, PE
SRA 3 Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr
Chicago, Illinois 60631
Phone: 312- 693-1030
Fax: 312-693-3863

Exhibit 5.4

Newsletters

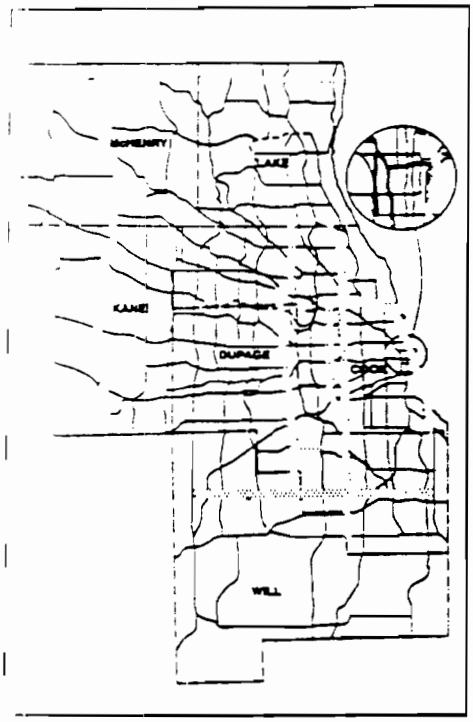
SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 1
July/August 1992

US Route 14



SRA System Overview

When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation GreenLight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation GreenLight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/ Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)

continued on page 3

US Route 14 Overview

The US Route 14 corridor is nine miles in length, running southeast from Waukegan Road/Illinois Route 43 in Niles into Chicago to both of the east-west connections to Lake Shore Drive, Hollywood Avenue and Bryn Mawr Avenue.

The US 14 corridor is known as Caldwell Avenue from Waukegan Road/Illinois Route 43 to the I-94/Edens Expressway. It is then called Peterson Avenue until it turns southeast again. Ridge Avenue is the designation of US Route 14 until it hits Hollywood Avenue, which it is called between there and Lake Shore Drive. Bryn Mawr Avenue between Ridge Avenue and Lake Shore Drive is included in this corridor study.

US 14 directly intersects or crosses several key roadways. At its termini, it intersects two other SRA roadways, Illinois Route 43/ Waukegan Road on the west and Lake Shore Drive on the east. It also crosses Ill. 50/ Cicero Ave., US 41/Lincoln Ave. and I-94/ Edens Expy.

CRSS has provided briefing booklets to the US Route 14 advisory panel. These publications explain the corridor with aerial photographs, maps, work plans, milestone schedules, details of suburban and urban cross-section design concepts, factors for the alternatives development and questionnaires. Issues and ideas voiced by those on the advisory panel are categorized into a special information card system and integrated into the planning process.

In this issue...

US Route 14 Panel Meeting Summary

June 11, 1992
Chicago City Hall

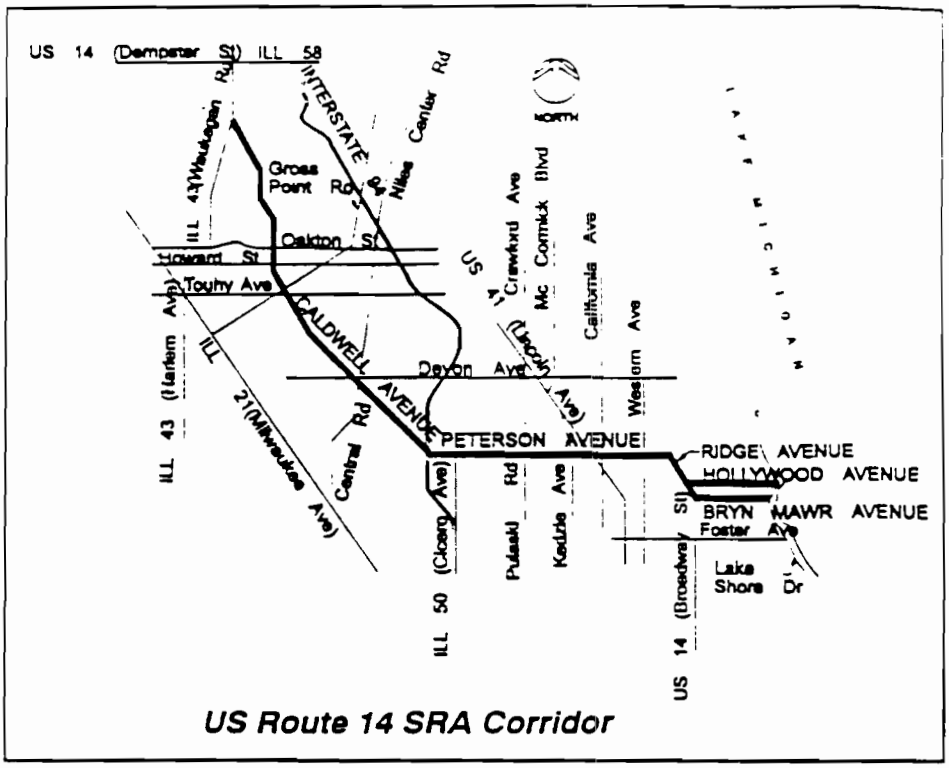
The purpose of the meeting was to acquaint the Panel and other municipal officials with the SRA team. The SRA team is made up of CRSS, IDOT, and CATS staff augmented by local municipal officials and interested parties.

The Chicago Area Transportation Study (CATS) discussed the 2010 Transportation Plan and how the SRA system is one of eight points in Operation GreenLight.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

Aerial photography of the nine miles of US Route 14 was presented, showing general information about existing land use, right-of-way, geometrics and environmental concerns. Numerous issues, concerns and facts documented on the aerials were summarized.

The US Route 14 corridor begins at Waukegan Road/Illinois Route 43 in Niles and runs southeast into Chicago and ends at Lake Shore Drive. It includes both Hollywood Avenue and Bryn Mawr Avenue from Ridge Avenue to Lake Shore Drive.



US Route 14 SRA Corridor

Terms to know...

Actuation:
The sensing or detection of a vehicle as it passes over a detector in the roadway pavement for the purpose of communicating information about traffic flow to a master traffic signal controller.

Class II Truck Route:
Any highway, other than an interstate highway or controlled access highway with four or more lanes, which is designated as such and capable of handling size and weight limits for trucks.

Delineators:
A light-reflecting device mounted at the side of a roadway, in series with others, to indicate the alignment of the roadway.

Demand Management:
Techniques such as carpooling, staggered work hours and controlled development which are employed to reduce the number of vehicles utilizing a roadway.

A belief was expressed that one of the SRA final recommendations could include a reduction of capacity. It was clarified that this is not the objective and could only happen if additional capacity was available on parallel routes.

A concern was raised about the driveway serving the east portion of the Venture parking lot just west of Damen Avenue. Better access control is needed and a right-in right-out configuration was suggested. Venture's west entrance, which has a traffic signal, can be used for full access.

It was mentioned that coordination between the SRA results and City of Chicago development should take place. This was expressed through the discussion of a vacant parcel of land on the northwest corner of Peterson Avenue and the CNW line (near Ravenswood Avenue). Access decisions should be made so that the policies can be in place before it is developed.

The desire to restore parking on Ridge Avenue was expressed. It is felt that the road had more pleasant local character before the through movements were given four lanes.

In the Ridge Avenue, Hollywood Avenue and Bryn Mawr Avenue area there are numerous retirement buildings. There are particular difficulties with auto and pedestrian access to these facilities.

A desire was expressed to construct a tunnel under Ridge Avenue from Hollywood Avenue to Peterson Avenue. This tunnel would add capacity and reduce the impact on local residents and businesses.

In the Bryn Mawr Avenue area, local residents are attempting to get the Bryn Mawr Avenue access to Lake Shore Drive permanently closed.

It was suggested that landscaped medians be used as a visual buffer wherever possible throughout the corridor.

Safety will be an issue throughout the corridor. In the Ridge Avenue, Hollywood Avenue and Bryn Mawr Avenue area there are frequent conflicts with pedestrians and bicyclists. In the same area there appear to be high accident rates.

From east of Hollywood Avenue to Peterson Avenue there are several rail underpasses. These will be studied on a capacity basis.

Q & A

Q *Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?*

A *The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering how to incorporate these programs into the traffic considerations in this study.*

Q *Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?*

A *The SRA study itself does not qualify as an EIS (Environmental Impact Statement) because it does not define specific improvements or define a specific project. The emphasis and direction of an SRA study is as a planning tool. Once a specific project has been well defined in the study (Phase 1) portion of a project's implementation, an EIS may be required to meet Federal funding requirements.*
The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/ land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive (9 miles)
- Illinois Route 47 from McHenry County/ Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)
- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)

The CRSS of Illinois study and four other similar studies are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation GreenLight. Those objectives are:

- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors.
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concept Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column. Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the panel coordinator listed on page 4. Likewise, if you have a term/ question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
Martin Becklenberg
Chicago Department of Transportation
Bureau of Administration
Room 600
320 N. Clark Street
Chicago, IL 60610
Phone: (312) 744-4536
Fax: (312)744-2444

Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

US Route 14 SRA Study Schedule

Task	Spring 1992	Summer 1992	Autumn 1992	Winter 1992/93	Spring 1993	Summer 1993
First Panel Meeting	▲					
Second Panel Meeting			▲			
Draft Final Report					▲	
Third Panel Meeting					▲	
Public Hearing						▲
Final Report						▲

Chicago Area Transportation Study
Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 2
October/November 1992

US Route 14

US Route 14 Initial Concept Thoughts

The US 14 SRA route runs between Illinois Route 43 (Waukegan Road) on the west to Lake Shore Drive on the east. It traverses over Caldwell, Peterson, Ridge, Hollywood and Bryn Mawr Avenues to its connection with Lake Shore Drive and is approximately 9.3 miles long. The desired design characteristics for this route are: 45 mph design speed, "C/D" level of service (see "Terms to Know" page 2), a minimum 120 ft. right of way, and three through lanes in each direction. Most of this corridor has a 100 ft. right of way. This corridor is divided into five segments. This article will examine each corridor and will present important issues being considered in the concepting process as described in "SRA Concept Development Process"on page

Segment 1 starts on Caldwell Avenue at Waukegan Road (Illinois Route 43) and extends southeasterly 1.3 miles to Touhy Avenue. The roadway is located adjacent to Forest Preserve, residential and commercial properties. A pedestrian bridge, linking Forest Preserve lands, crosses diagonally over the Caldwell/Oakton intersection. A retirement complex is located at the beginning of this segment where Caldwell Avenue and Waukegan Road intersect. Two churches are located adjacent to this segment at its south end. Waukegan Road is also an SRA route that is currently being studied. Coordination between the two routes is an issue to be considered in both studies.

Segment 2 extends 2.9 miles along Caldwell Avenue from Touhy Avenue to I-94 (Edens Expressway). Forest Preserves and extensive residential development border this segment. There are complex diagonal intersections and a Metra station and tracks crossing at Devon, Central, and Leheigh Avenues. Bunker Hill and Clayton F. Smith Woods, located adjacent to this segment, contain large wetland areas. Access to the Metra Station will be considered.

Segment 3 begins at I-94 and extends easterly along Peterson Avenue approximately 2.1 miles to Jersey Avenue. There is residential and commercial development along this segment. Peterson Park, Hollywood Park, Good Council High School, Montay College, and Felician College are adjacent to this segment. There are also two CNW Railroad overpasses crossing Peterson Avenue. The intersections of angular streets with Peterson Avenue create several complex and localized access problems. Access is also an issue near the adjacent fire department and to the North Park Village Nature Center.

Segment 4 continues for 2.0 miles along Peterson Avenue from Jersey Avenue to Ridge Avenue. The Rosehill Cemetery is located on both sides of this segment. Mather Park and commercial development are also adjacent to Peterson Avenue. The route crosses over the North Shore Channel of the Chicago River and the CNW Railroad crosses over Peterson Avenue at the east end of this segment. The structure which crosses the North Shore Channel of the Chicago River may need modifications to accommodate the recommended roadway section. Heavy traffic volumes conflict with the periodic on-street parking and commercial loading activities along this segment. Pedestrian and bicycle access is an issue near Mather Park.

Segment 5 extends southeasterly along Ridge, Hollywood and Bryn Mawr Avenues from Peterson Avenue to Lake Shore Drive. It is approximately 1.0 mile in length. The existing right of way on the Ridge Avenue portion of this segment is 66 ft. Hollywood and Bryn Mawr Avenues have an 80 ft. existing right of way. This segment is flanked by high density residential uses from Ridge Avenue to Lake Shore Drive. Several of the high-rise apartments in the project area are retirement facilities. There are commercial uses at the west end of this segment at the Broadway intersection and along Bryn Mawr Avenue. Senn Park and Senn High School are also adjacent to this segment and the CTA viaduct

continued

In this issue...

SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 2010 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant revisions to the concept. After this input is addressed, the recommendations will be fine tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including <u>your</u> participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A (best) to F (worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

Initial Concept (cont.)

and transit station cross over Hollywood and Bryn Mawr just east of Broadway. There is a designated bicycle path connection from the lakefront to the urban neighborhoods north of Hollywood. The heavy pedestrian movements between the lakefront and urban neighborhoods create severe conflicts across this heavily traveled corridor.

Land Use Conserns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses. Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

2. Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

3. Frequent Driveways and Access Points Along SRA - High volumes of through traffic on SRA routes make difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation systems; reduction in the need for travel through better land use planning; staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

Q & A

Q *What is the timing for SRA route decisions?*

A *The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3 routes, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.*

Q *How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?*

A *IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.*

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
Martin Becklenberg
Chicago Department of Transportation
Bureau of Administration
Room 600
320 N. Clark Street
Chicago, Illinois 60610
Phone: (312) 744-4536
Fax: (312)744-2444

Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

US Route 14 SRA Study Schedule

Task	July 92	Aug. 92	Sep. 92	Oct. 92	Nov. 92	Dec. 92	Jan. 93	Feb. 93
Initial Concept	▲							
Charette		▲						
IDOT Review			▲					
Revise Alternatives					△			
Panel No. 2								△

▲ Completed △ Target dates

Chicago Area Transportation Study
Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SRA SPOTLIGHT

Project update for panel members and interested citizens

Issue 3
December 1992/January 1993

US Route 14

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

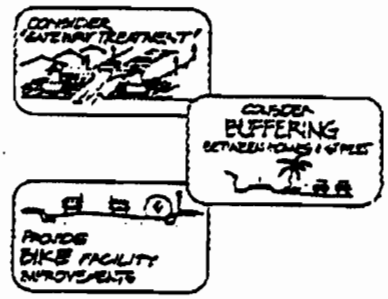
SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by sincerely obtaining and incorporating input. Consensus building promotes trust between all involved agencies.

CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This technique, developed by CRSS, is known as Programming", and assists the public to understand how their comments fit into a logical planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Uncovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.

2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.

3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting.

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

In this issue...

Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is "to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to focus federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The exact roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeastern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built,but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over $12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a $13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates $10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a conceptor come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is concepted. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving or maintaining the system may affect the concept.

continued

Q & A

Q. How will an SRA study move forward to become a real improvement?

A. The Illinois Department of Transportation is Responsible for maintaining and in some cases expanding the State's roadway system, including State facilities in the Chicagoland six-county area.

State and Federal statutory requirements mandate the Department to analyze and quantify the benefits and costs associated with each project. Generally, only two options are analyzed, the option to invest funds in rehabilitation or new construction and the no investment position. The Department must prove that the benefits exceed costs before a project is deemed eligible.

Illinois' FY 1993-1997 Proposed Highway Improvement Program totals $5.375 billion. Funding for this program includes almost $3.4 billion of federal funds, $1.8 billion of state funds, and $200 million of local funds. The priority for development of the FY 1993-1997 highway program revenue package is the delivery of projects associated with the FY 1990-1994 highway program revenue package. This proposed program builds upon the Department's pledge to accomplish the revenue package goals and adds projects associated with the new federal transportation legislation.

Significant new federal funding is made available by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA)

This landmark legislation provides substantial increases in federal aid, restructuring of the traditional federal highway program, and flexibility in standards and project applications.

As SRA route studies are completed in 1993 and 1994, theDepartment will use therecommendations for the routes as part of their capital program planning. The improvements will have to undergo the same evaluation as other projects competing for theavailable funding. As the projects are considered feasible, they could move into the program.

The next phase will be a detailed location study (Phase I) and then design and eventually, construction.

Civil (continued)

Geometrics. Some of the corridors contain very low speed curves and a new alignment may be needed to bring the road up to SRA design standards. The reality of achieving that corridor can affect the concept.

Right-of-Way. This is the most important issue that we study. Most of the concepts need more right-of-way and the reality of getting it affects the concept. Right-of-way takes where the building must be removed will have a negative impact on the concept. Most of the corridors will have areas where the concept will be less than SRA design standard due to right-of-way requirements.

After reviewing the corridor for these issues, the civil engineer presents his findings in a team charette attended by the other disciplines. While his recommendations are not necessarily the driving force on a corridor, his viewpoint is likely to be shared by local officials. Therefore, many of his recommendations may find their way into the final report.

So why have a civil engineer review the corridor? Because eventually his recommendations will help control the ultimate cost of the project so that it is cost effective. So instead of wasting time, the civil engineer saves money for you, the taxpayer, on these routes.

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to us. We'll see that you get an answer or response.

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Name

Please send to:

Kerry Wigginton, Newsletter Editor
CRSS of Illinois, Inc.
8700 West Bryn Mawr
Chicago, Illinois 60631
Phone (312) 693-1030
Fax (312) 693-3863

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
John Tomczyk
Chicago Department of Transportation
Planning and Programming
Room 600B
320 N. Clark Street
Chicago, Illinois 60610
Phone: (312) 744-4536
Fax: (312)744-2444

Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

US Route 14 SRA Study Schedule

Task	Dec. 92	Jan. 93	Feb. 93	Mar. 93	Apr. 92
Revise Concept	△	△			
IDOT Review			△	△	
Panel No. 2					△

▲ Completed △ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 4
March, 1996

US Route 14

US ROUTE 14 READY FOR PANEL NO. 2

Recommendations for improvement to U.S. Route 14, Peterson and Caldwell Avenues, from Waukegan Road to Ridge Avenue have been prepared for public review and discussion. Because of the completely built up nature of the communities through which US Route 14 goes in this area it has been particularly difficult to reconcile what can be done with the standards set for SRA routes. These adjustments have now been made and while it has not been possible to fully meet SRA standards at all locations, a series of recommendations for substantial improvement to Peterson and Caldwell Avenues have been developed for public comment.

Proposed Roadway Improvements

The proposed roadway improvements in this corridor are in two distinct categories: those sections in communities with suburban characteristics and those in the urban communities of the City of Chicago.

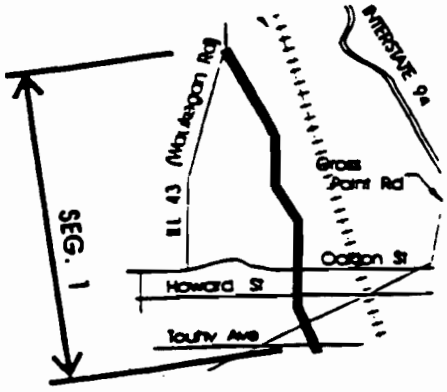
The suburban sections along Caldwell include the Villages of Morton Grove and Niles as well as those neighborhoods west of I-94 in Chicago. Currently, the roadway cross section in these segments consists of four through lanes, no median, and intermittent curbs, gutters, and parkways. While the desirable route characteristics for a suburban SRA route call for a minimum 120 foot right-of-way and three through lanes in each direction, the fully developed nature of this corridor would make the acquisition of additional right-of-way prohibitively expensive. Therefore, it is recommended that US Route 14 be maintained in the suburban segments in its present right-of-way but reconstructed with two twelve foot lanes in each direction and a fourteen foot flush median.

The segments in the City of Chicago now conform to the desirable characteristics of an urban SRA route with at least two through lanes in each direction within a 100 foot-of-way. A ten foot parking lane in commercial areas in recommended and the existing landscaped median between Keating Avenue and Kostner Avenue should be retained. East of Lincoln Avenue, the ten foot parking lanes should be made continuous to Ridge Avenue so as to provide an additional through lane during peak rush hours by restricting parking.

U.S. Route 14 in this corridor has been divided into four segments for purposes of analysis and discussion. The recommendations for each segment are summarized as follows:

Segment 1: Illinois Route 43 to Touhy Avenue

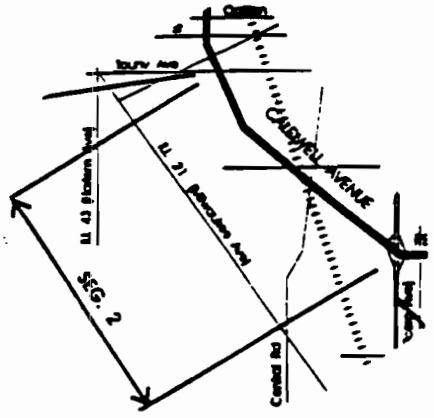
- Reconstruct existing 100 foot right-of-way with two 12 foot lanes in each direction and 14 foot flush median.
- Provide dedicated left and right turn lanes at Oakton Street and Howard Street, and coordinate left and right turn movements at Grosse Point Road and Touhy Avenue with double left turn bays at Touhy.
- Prohibit on street parking and permit left turns only at designated intersections.



- Provide bus shelters, a bus transfer station at Touhy Avenue and bus signal preemption at all signalized intersections.

Segment 2: Touhy Avenue to Interstate 94

- Reconstruct the existing 83-100 foot right-of-way with two 12 foot lanes in each direction and a 14 foot flush median.
- Prohibit on street parking and permit left turns only at designated intersections.
- Provide bus shelters and bus signal preemption.

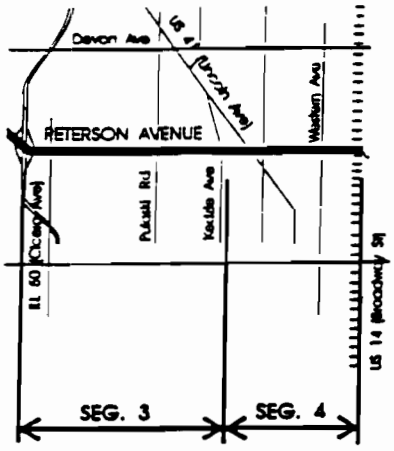


Segment 3: Interstate 94 to Jersey /Kedzie Avenue

- Reconstruct the existing 100 foot right-of-way with two 12 foot lanes in each direction.
- Maintain the existing landscaped median between Keating and Kostner Avenues and prohibit parking.
- Provide a 10 foot parking lane in commercial areas and 14 foot flush

median throughout.

- Permit left turns only at designated intersections.
- Interconnect signals and provide bus signal preemption.
- Remove the unused CNW railroad bridge east of Kostner Avenue.
- Eliminate the substandard clearance at the CNW railroad bridge at Rogers Avenue.



Segment 4: Jersey/Kedzie Avenue to Ridge Avenue

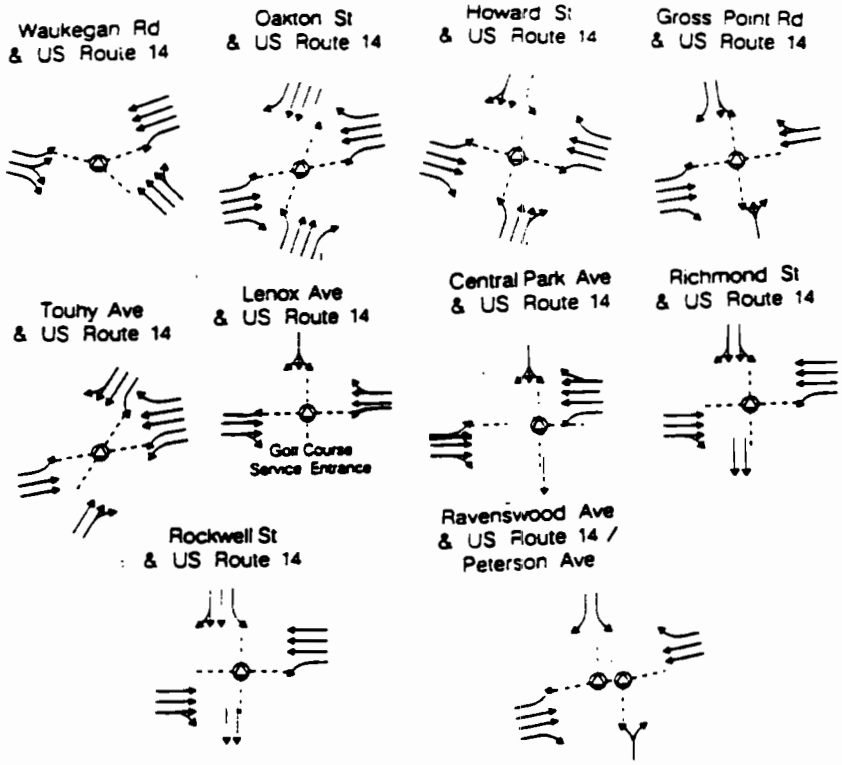
- Maintain the existing 100 foot right-of-way by acquiring additional vacant land west of Ravenwood Avenue.
- Reconstruct with two 12 foot lanes and each direction, a 10 foot parking lane in each direction with a 14 foot flush median.
- Provide three lanes for through traffic during peak rush hours from Lincoln Avenue to Ridge Avenue by restricting parking and using the 10 foot parking lanes as a through lane.
- Interconnect all traffic signals and provide for bus preemption.
- Permit left turns only at designated intersections.
- Replace the CNW railroad bridge at Ravenswood Avenue with a clear span sufficient to permit a dedicated left turn lane from east bound Peterson Avenue.

Intersection Improvements

Five of the intersections in the corridor are recommended for improvement with the acquisition of additional right-of-way in order to provide turning lanes. These are Oakton Street, Howard Street, Gross Point Road and Touhy Avenue on Caldwell Avenue and Ravenswood Avenue on Peterson. Turning movements at Gross Point Road and Touhy Avenue will be coordinated and the signals at these intersections interconnected.

In addition it has been recommended that the intersections on Peterson Avenue at Central Park Avenue, Rockwell Street and Richmond Street be reconfigured so as to contain the same number of lanes in each direction as presently exists at Kimball Avenue.

These intersection improvements are shown diagrammatically as follows:



BACKGROUND

US Route 14 is a SRA route from Illinois Route 43 on the west to the intersection of Peterson and Ridge Avenues in Chicago, a total distance of 8.4 miles. It is located in Cook County and passes through Morton Grove, Niles and the City of Chicago.

Route Area Designation and Design Characteristics

US Route 14 is classified as a suburban SRA route from the western end to I-94 and as an urban SRA route from I-94 to Ridge Avenue. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D," representing stable flow with some restricted ability to maneuver. From I-94 to Ridge Avenue US 14 is an urban SRA route the design speed of which is 35 miles per hour and the desirable minimum level of service is "D" with lower than average speeds and moderate intersection delay during peak rush periods.

The corridor is divided into segments for a detailed discussion of the existing conditions (i.e., right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). This also eased the assimilation of all relevant factors involved in the development of improvement recommendations. The segments have been determined by several factors such as consistent roadway and area characteristics (i.e., right-of-way width, travel demand, land use patterns, etc.) The US Route 14 corridor is divided into four segments:

1. Illinois Route 43 to Touhy Avenue
2. Touhy Avenue to the Interstate 94 (Edens Expressway)
3. Interstate 94 to Jersey/Kedzie Avenue
4. Jersey/Kedzie Avenue to Ridge Avenue

Q & A

Q. What are the planning requirements in "ISTEA"?

A. *The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs), in this case, CATS, to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment" at several junctures in the transportation planning process. In addition, Governors are directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.*

Q. What is a TIP?

A. *The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit operators, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.*

The first two segments of US 14 pass through the villages of Morton Grove and Niles before entering the City of Chicago just before the Edens Expressway. These segments are largely suburban in nature and efforts have been made to achieve suburban route standards as closely as feasible. Segments three and four are in the more densely developed north and northwest communities in Chicago. While generally meeting urban route standards traffic volumes east of Lincoln Avenue during rush hours are such that it would be desirable to increase the number of through lanes.

PUBLIC INVOLVEMENT

The public involvement process is a key part of the SRA studies. During the study period there is ongoing two-way communication between the study team and the public - which includes governmental units, other involved agencies, businesses, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and potential solutions in the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement includes data collection, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for US Route 14 was composed of communities and governmental units along the corridor in Cook County.

- Village of Morton Grove
- Village of Niles
- City of Chicago

Advisory Panel Meeting No. 1, on June 11, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. Preliminary concepts for development of the corridor were reviewed and comments on how the concepts responded to the issues and problems were received.

Panel Meeting No. 2 is an informational meeting which blends the individual discussions of open houses with the group interaction of public meetings. It includes an informal discussion, a formal presentation, a group question and answer period, and if questions still remain, additional informal discussion. IDOT encourages participants to put their comments in writing, if possible, and include their name and address. However, study team representatives present at the Panel Meeting will properly note all non-written comments. These are then recorded in the Meeting Minutes and entered on the project file.

Panel Meetings provide an opportunity to assemble a group of key individuals and interested public. The meeting will allow panel members, citizens, and the study team to

- confirm the existing issues or problems along the arterial corridor,
- understand some of the factors involved in planning arterial improvements,
- review work to date and understand future tasks to complete,
- listen to additional ideas for the future vision of the arterial corridor,
- discuss the conceptual improvement alternatives under consideration,
- reach consensus on conceptual improvement ideas.

Panel Meeting No. 3, will review the Draft Report that documents the study and recommendations for the US Route 14 corridor. On the basis of the discussion, comments and recommendations received at the third Panel meeting, the Draft Report will be revised for presentation at a Public Hearing where all interested partners will have the opportunity to be heard. And it is only then on the basis of material and information received at the Public Hearing will the SRA Report for U.S. Route 14 be published in final form reflecting a firm public consensus that can be reliably used as a tool in guiding development, both public and private, for the foreseeable future.

Panel Meeting No. 2

Time:	April 11, 1996
Date:	10:00 A.M.
Location	Chicago Department of Transportation 30 North LaSalle Street, Room 500 Chicago, Illinois

We're here to help...

Please contact us with your comments, concerns, or questions

Keith Privett
Panel Coordinator
Chicago Department of Transportation
Planning and Programming
Room 500
30 North LaSalle Street

Chicago, Illinois 60602
Phone: (312) 744-1981
Fax: (312) 744-4399

Produced by
Meridian Engineers & Planners Inc.
for the
Illinois Department of Transportation

US Route 14 SRA Study Schedule

Task	Jan	Feb	March	April	May	June	July
Revise Concept	▲						
IDOT Review		▲					
Panel No. 2				△			
Draft Final Report					△		
Third Panel Meeting					△		
Public Hearing						△	
Final Report							△

Completed ▲ Target dates △

Illinois Department of Transportation
Mr. Rich Starr
SRA Project Manager
201 West Center Court
Schaumberg, Illinois 60196

Addressee

Exhibit 5.5

Public Hearing

Memorandum

TO: Illinois Department of Transportation
Attention: Rich Starr

FROM: David Larson
EJM Engineering, P.C.

DATE: October 22, 1996

RE: **U.S. 14 SRA PUBLIC HEARING**

The public hearing on the draft report for the subject SRA was held on October 9, 1996 at the Edgebrook School, 6525 North Hiawatha Avenue, Chicago, Illinois from 2:00 pm to 7:00 pm.

Seventeen people registered as attending the hearing, one person requested additional information and two people gave verbal comments to the court reporter.

Emily C. Balfe, Attorney at Law, representing Bethany Terrace Nursing Home located at Waukegan and Caldwell requested a copy of the intersection diagram for that intersection.

Charles S. Sheck, Director of Community Development for the Village of Morton Grove registered two concerns with the court reporter. The first was that the improved intersection configuration at Waukegan and Caldwell might adversely impact the proposed enlargement of the parking area for the Bethany Terrace Nursing Home. Secondly he recommended that the storage lane for the left turn southbound at Oakton be lengthened considerably. During peak hour the back-up extends out into the through lane.

Stan Fornal of S-B Power Tool Company, 4300 West Peterson stated that he would prefer not to have a parking lane in this light industrial area and instead maintain the existing parkway and trees.

Attached is a copy of the transcript made by the court reporter at the hearing and a copy of the register of attendees.

David Larson

Attachments
cc: Douglas Knuth
Meridian Engineers & Planners

c:\wp61\projects\dnl\starr.mem

PLEASE PRINT

PUBLIC HEARING REGISTER

Project: U.S. ROUTE 14 FROM IL ROUTE 43 TO RIDGE AVE. IN CHICAGO

Location: Edgebrook School **Date:** 10/9/96 **Time:** 2-7 PM

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

PLEASE PRINT

	Name	Address	Representing
1	Emily Ralfe	1603 Ottington Evanston Zip 60201	Self ___ Other
2	Samuel C. Smith	4300 W. Peterson Chicago Zip 60646	Self ___ Other S-B Power Tool Co.
3	STAN FORNIAL	4300 W. PETERSON CHICAGO Zip 60618	Self ___ Other S-B POWER TOOL CO.
4	Lisa Peterson	Nadig Newspapers Chgo Zip 60603	Self ___ Other
5	KEN KEENAN	130 S. PROSPECT PARK RIDGE Zip 60068	Self ___ Other PIONEER PRESS
6	DAVID DUNLAP	6747 S. St. Lawrence Zip 60637	Self ✓ Other
7	M.M. Muhammad	1349 N. Mayfield Zip 60651	Self ✓ Other
8	R. Herick	6010 W. Mason Zip 60646	Self ___ Other ✓
9	GINA WOODS Peterson Pulaski Bus. Assn Council	5740 N. TRIPP Zip 60646	Self ___ Other X
10	BARBARA WOSARSK. 3RD WARD ALDERMAN	4404 W LAWRENCE Zip 60630	Self ___ Other ✓
11		Zip	Self ___ Other
12		Zip	Self ___ Other

PUBLIC HEARING REGISTER

Project: U.S. ROUTE 14 FROM IL ROUTE 43 TO RIDGE AVE. IN CHICAGO

Location: Edgebrook School **Date:** 10/9/96 **Time:** 2-7 PM

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

PLEASE PRINT

	Name	Address	Representing
1	Joe Lyons	5441 W. Giddings Chgo Zip 60630	Self ✓ 15th District Other State Rep
2	Robert Karmgard	4923 W. Grace 6H60 Zip 60641	Self — 15th DIST. Other STATE REP.
3	Claude Schenk	6101 Capulina Morton Grove Zip 60053	Self — Other Village of Morton Grove
4	JIM VERHUNCE	8542 GEORGIANA #1 MORTON GROVE Zip 60053	Self — TRAFFIC SAFETY Other VILLAGE OF MORTON GROVE
5	Keith Privett	30 N. La Salle Chicago Zip 60602	Self — CITY OF Other CHICAGO DOT
6	SUZANNE JACKSON	1310 HINMAN AVE, APT. 2R EVANSTON Zip 60201	Self — Other MERIDIAN ENGINEERS
7	ROSEMARY BEAUMONT	6504 N. HIAWATHA CHGO Zip 60646	Self ✓ Other
8		Zip	Self — Other
9		Zip	Self — Other
10		Zip	Self — Other
11		Zip	Self — Other
12		Zip	Self — Other

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
U.S. 14 FROM ILLINOIS)
ROUTE 43 (WAUKEGAN ROAD))
TO RIDGE AVENUE IN CHICAGO)

CHICAGO, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at Edgebrook School, 6525 North Hiawatha Avenue, Chicago, Illinois, on Wednesday, the 9th day of October, A. D. 1996, between the hours of 2:00 and 7:00 P. M.

CHARLES S. SCHECK, A.I.C.P: My name is Charles Scheck, S-c-h-e-c-k. I am Director of Community Development for the Village of Morton Grove.

I have two comments related to this SRA Study. The first relates to the intersection improvement at Illinois Route 43 and U.S. Route 14, Waukegan Road and Caldwell.

I am somewhat concerned about the amount of right-of-way that would be taken to improve the right-turn lane off of northbound Waukegan onto southbound Caldwell.

At this point in time, there is a parking lot being developed by Bethany Terrace Nursing Home to support that facility. And it looks as though the right-of-way would eat significantly into that parking lot area and may, in fact, impact the new parking that is being developed as we speak.

Now, the second comment relates to the intersection of U.S. Route 14 and Oakton Street. I have noticed that the existing left-turn bay, serving southbound Route 14 traffic, turning east onto Oakton Street, must be lengthened significantly.

During the peak hours there is such a

backup that the left turning traffic extends out into the through lane, the center through lane, on Caldwell.

And, even in the off-peak hours, such as around noontime, I personally use it at that point in time to get over to our public works facility and I have found that normally I am sticking into the through lane of traffic, of southbound traffic, on Caldwell.

So I would suggest that the designers carefully study the extend or the length of the left-turn bay on Caldwell that provides left turning onto eastbound Oakton Street.

That is it. Thank you.

- - - - -

STAN FORNAL: Stan Fornal, S-B Power Tool Company. The address is 4300 West Peterson Avenue.

We would like to see the curb remain where it is at, with the sidewalk and the parkway intact.

We have some beautiful trees there, landscaping; and we would like to keep it. And I

am sure that our neighbors next door, The Forum, feels the same way about it.

Our main concern is just to keep our property the same, with the parkway and the sidewalk intact.

Thank you.

* * * * *

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

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

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 9th day of October, A. D. 1996, at the Edgebrook School, 6525 North Hiawatha Avenue, Chicago, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 10th day of October, A. D. 1996.

Joan M. Kenny
Notary Public

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

PETERSON/PULASKI
BUSINESS AND INDUSTRIAL COUNCIL

October 11,1996

Richard F. Starr, P.E.
Technical Studies
and Highway Systems Engineer
Illinois Deparment of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: Improvement of Peterson Avenue (Cicero to Pulaski)

Dear Mr. Starr:

This is to confirm our discussion at the Hearing regarding the plans for the improvement of Peterson Avenue.

We strongly recommend corner curb adjustments at:

The southwest corner of Rogers
The southwest corner of Pulaski

Both intersections handle a great deal of truck traffic and the radius of these turns is not adequate, (New World Van Lines is two blocks south on on Rogers, an Industrial Park is two blocks south on Pulaski).

We would like to retain the viaducts that are presently located between Kostner and Pulaski and utilize them in the Rails to Trails program.

Do not change the curb location of Peterson in this area. Peterson is more than wide enough to handle the traffic and there is no need for additional parking.

We would like to see planters in the flush median you have planned. These do not have to be widened. Area businesses and residents are extremely pleased with the aesthetics of Peterson from Kostner to Pulaski.

Sincerely,

Gina Woods

Gina Woods
Executive Director

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

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

The suburban segments include portions of the City of Chicago and the Villages of Morton Grove and Niles. The roadway section in these segments consists of four through lanes, no median, and variable width parkways. Due to the residental character of development along the route, widening of right-of-way and addition of through lanes is not appropriate. Therefore, it is recommended that US Route 14 be maintained in these suburban segments in its present right-of-way but reconstructed with two 12 foot lanes in each direction and a 14 foot flush median.

The segments in the City of Chicago east of Cicero Avenue now conform to the desirable characteristics of an urban SRA route with at least two through lanes in each direction within a 100 foot right-of-way. It is recommended that the through lane width be standardized throughout at 11 feet with a 9 foot parking lane in commercial areas and a 14 foot flush median except between Keating Avenue and Kostner Avenue where the existing landscaped median should be retained. East of Lincoln Avenue, the 9 foot parking lanes should be made continuous to Ridge Avenue to provide an additional through lane during peak hours by restricting parking.

3.2 Proposed Transit Improvements

The corridor is well served by both bus and commuter rail. Recommended transit improvements focus on provision of bus shelters, paved boarding areas and the installation of signal pre-emption capability. No commuter rail improvements are recommended.

Exhibit US14–01a
US Route 14 (Caldwell Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale in Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

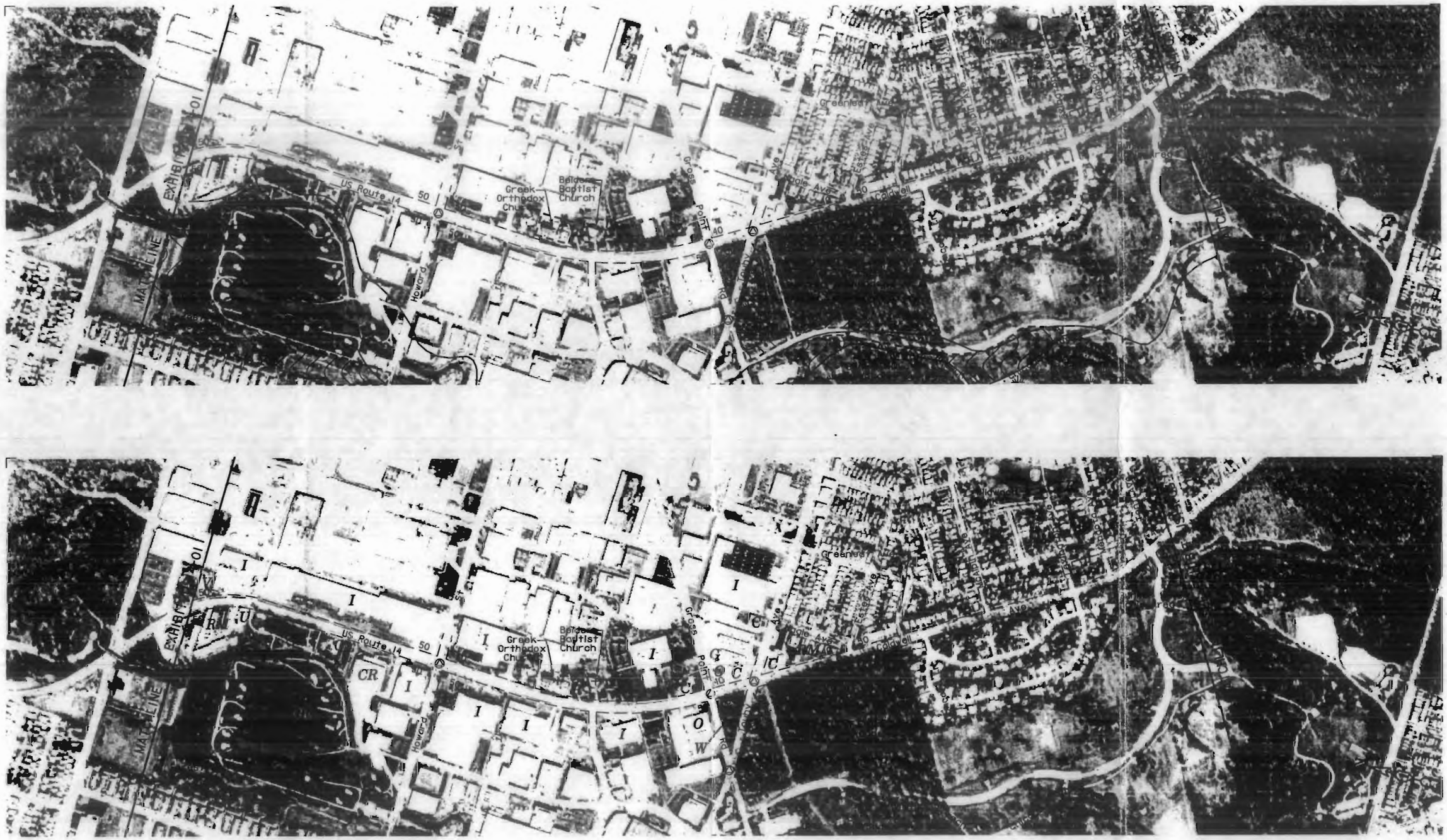


Exhibit US14-02a
US Route 14 (Caldwell Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

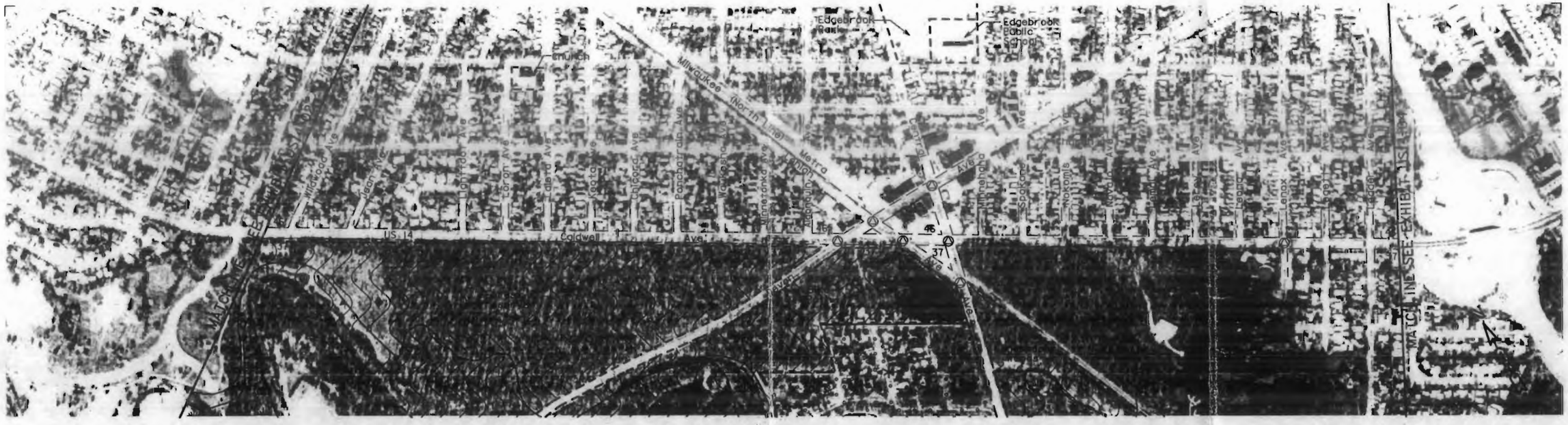


Exhibit US14–03a
US Route 14 (Caldwell Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

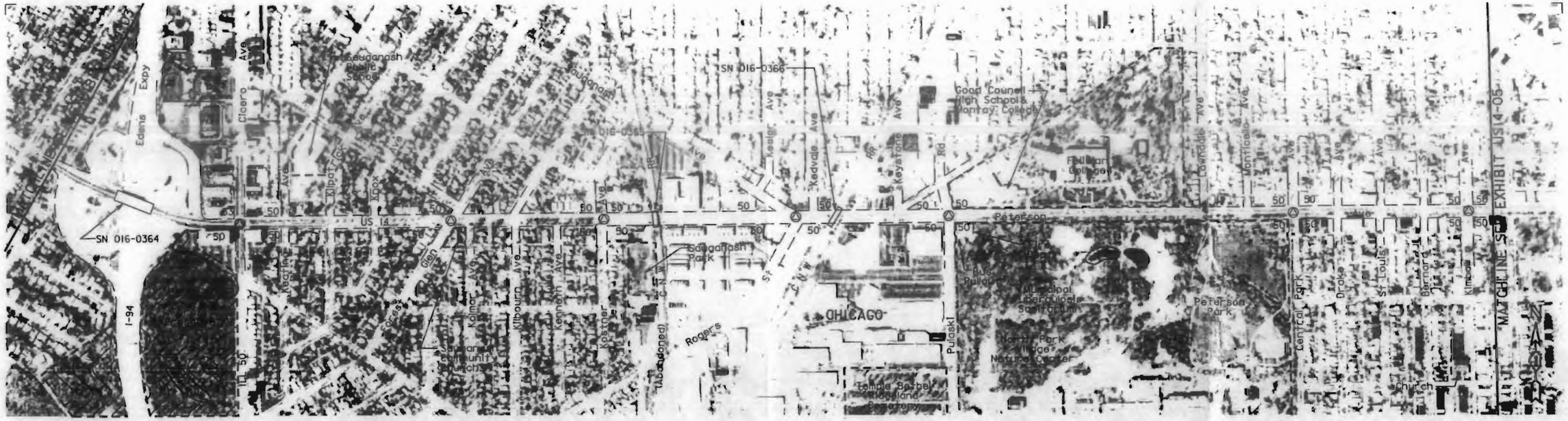


Exhibit US14–04a
US Route 14 (Peterson Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

Exhibit US14–05a

US Route 14 (Peterson Avenue)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Exhibit US14–06a

US Route 14 (Peterson Avenue / Ridge Avenue / Hollywood Avenue)

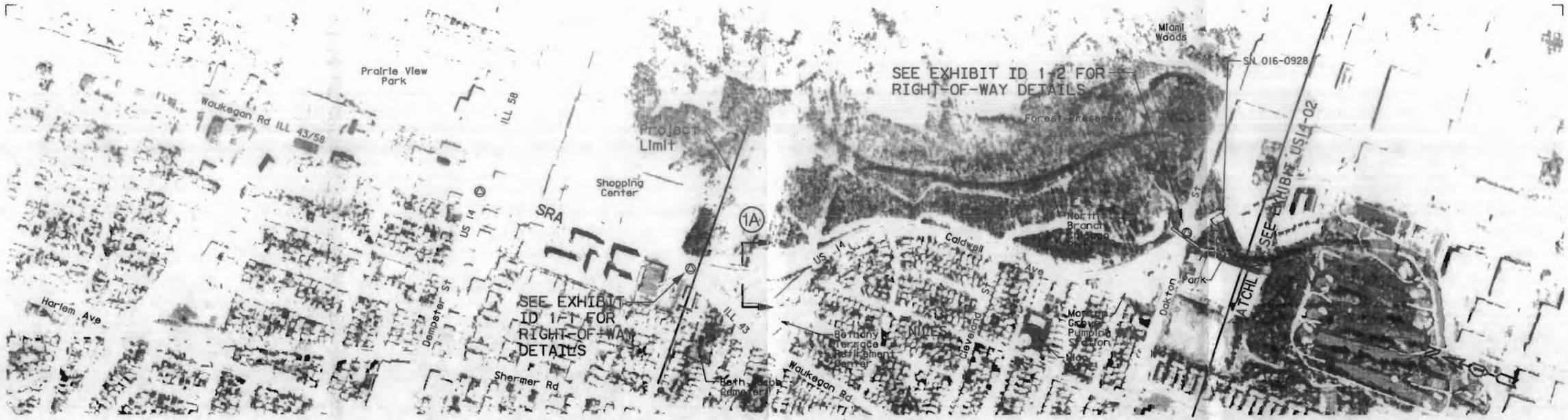
EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

Scale In Feet
0 200 400 800 1200

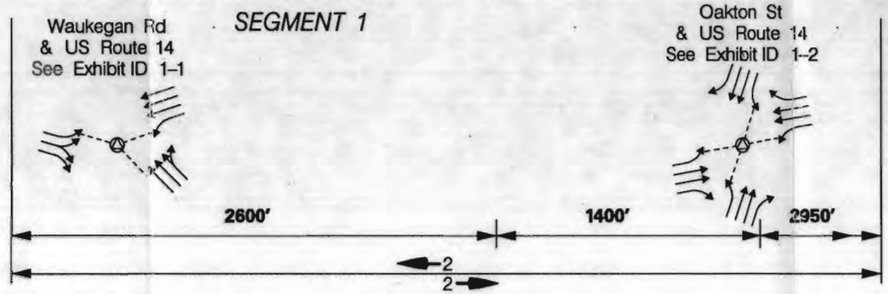
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.



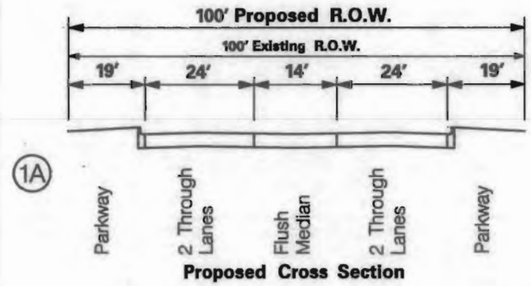
INTERSECTION DIAGRAM



SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS



NOTES

-PROHIBIT ON STREET PARKING
-PROVIDE BUS SHELTERS WITH PAVED BOARDING AREAS
-RECONFIGURE INTERSECTION AT WAUKEGAN RD
-PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit US14-01b
US Route 14 (Waukegan Road /Caldwell Avenue)

PROPOSED IMPROVEMENTS

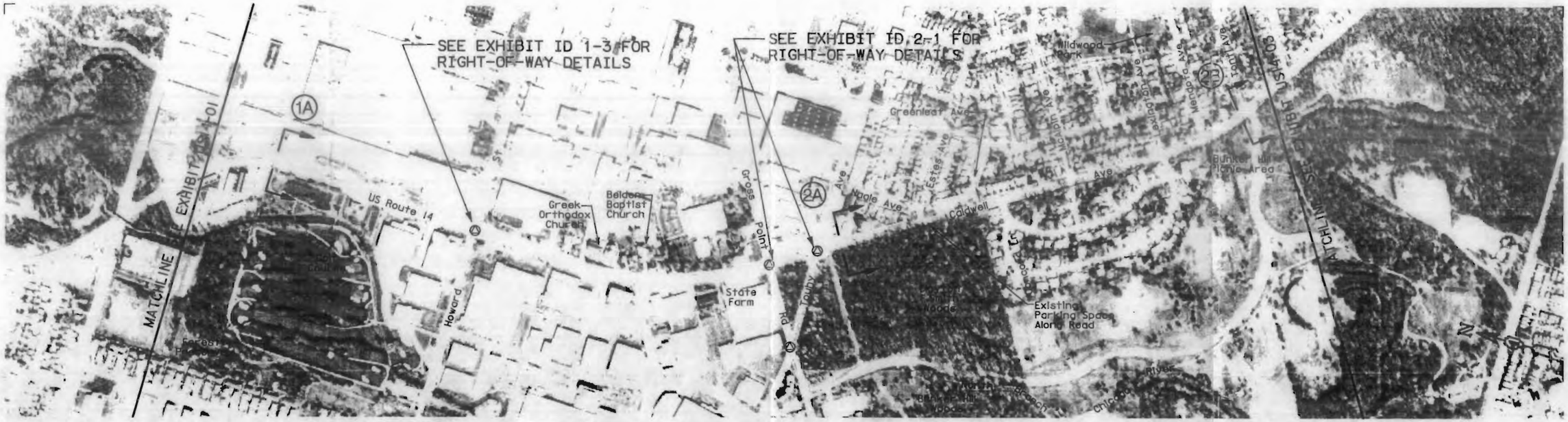
Legend

SN Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

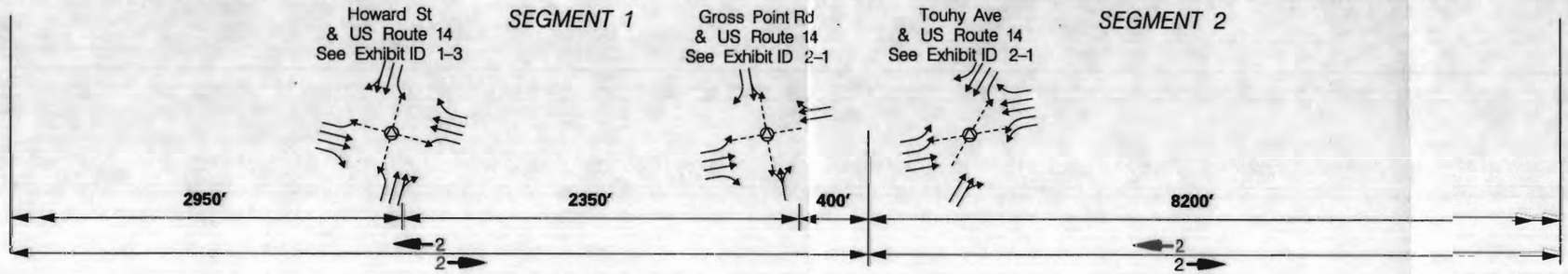
Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96



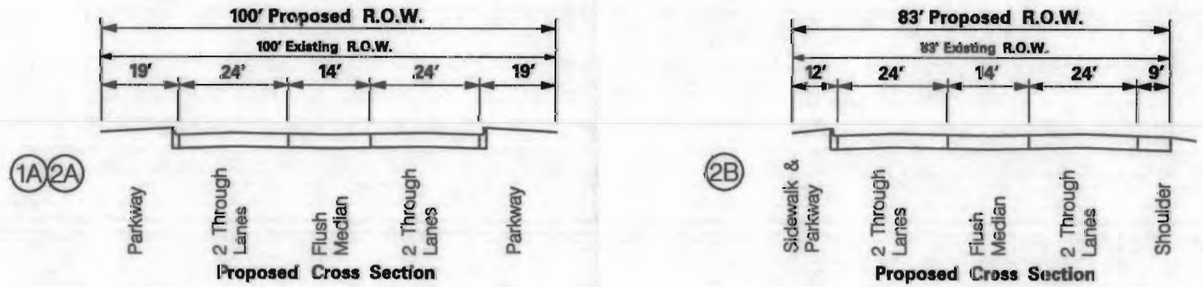
INTERSECTION DIAGRAM



SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS



NOTES

-PROHIBIT ON STREET PARKING
-PROVIDE BUS SHELTERS WITH PAVED BOARDING AREAS

-PROVIDE BUS TRANSFER STATION AT TOUHY AVE
-INTERCONNECT TOUHY AVE AND GROSS POINT RD SIGNALS AND PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit US14-02b
US Route 14 (Caldwell Avenue)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Median Break
+20 Additional Right-Of-Way
Cul-De-Sac
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

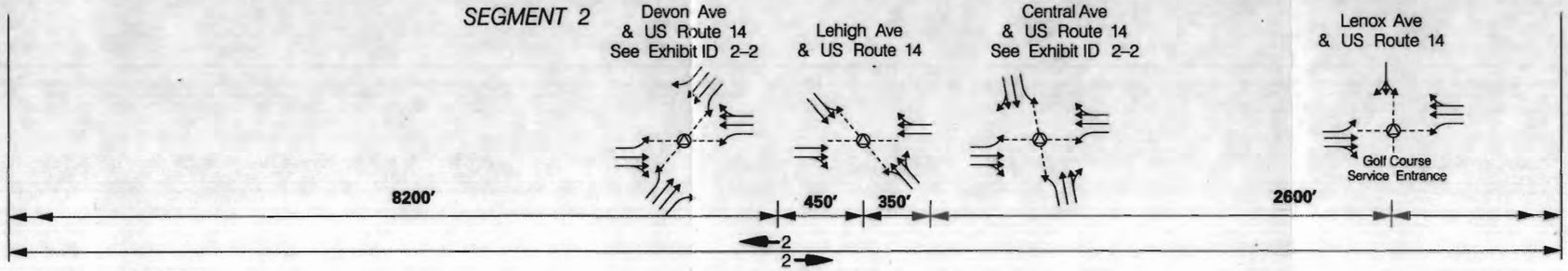
Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96

SEGMENT 2

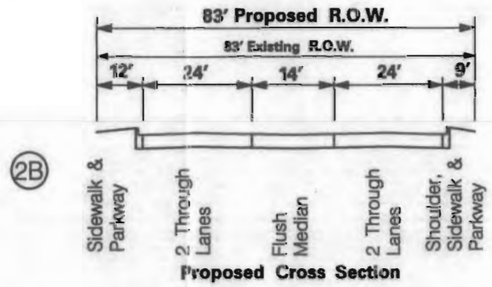
INTERSECTION DIAGRAM



SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROHIBIT ON STREET PARKING
-PROVIDE BUS SHELTERS WITH PAVED BOARDING AREAS
-PROVIDE SIGNAL PRE-EMPTION FOR BUSES

Exhibit US14-03b
US Route 14 (Caldwell Avenue /Peterson Avenue)

PROPOSED IMPROVEMENTS

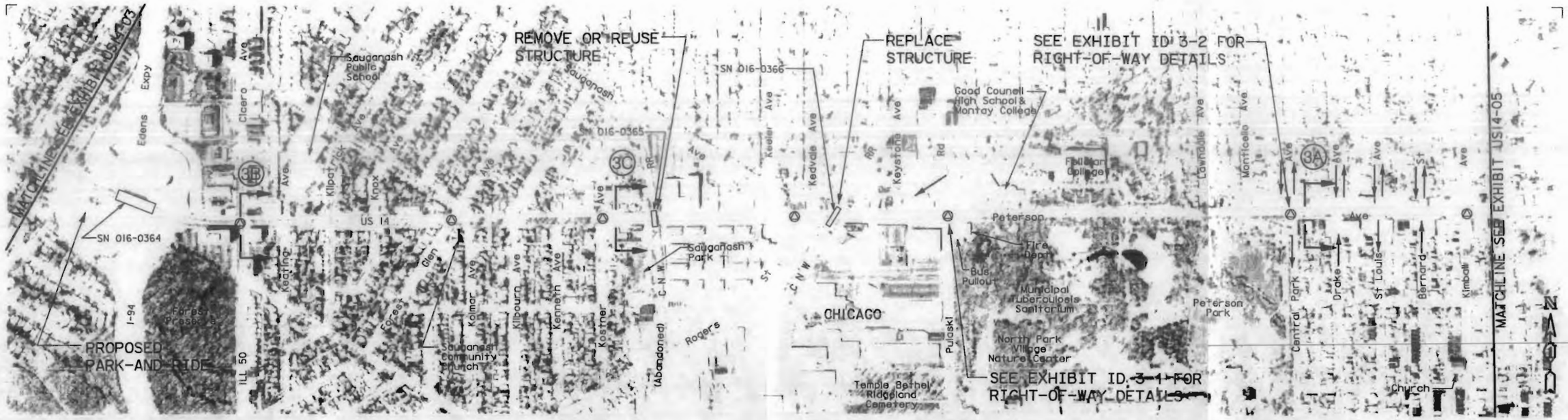
Legend

SN Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96



SEGMENT 3

INTERSECTION DIAGRAM

	Cicero Ave /ILL Route 50 & US Route 14	Forest Glen Ave & US Route 14	Kostner Ave & US Route 14	Sauganash Ave / Rogers St & US Route 14	Pulaski Rd & US Route 14 See Exhibit ID 3-1	Central Park Ave & US Route 14 See Exhibit ID 3-2	Kimball Ave & US Route 14
SIGNAL SPACING	2450′	1600′	1200′	1500′	1150′	2650′	1300′ / 800′
LANE CONFIGURATION	2 / 2						

CROSS SECTIONS

3A — 100′ Proposed R.O.W. / 100′ Existing R.O.W.: 12′ Sidewalk, 9′ Parking, 22′ (2 Through Lanes), 14′ Flush Median, 22′ (2 Through Lanes), 9′ Parking, 12′ Sidewalk

Proposed Cross Section

3B — 100′ Proposed R.O.W. / 100′ Existing R.O.W.: 21′ Sidewalk & Parkway, 22′ (2 Through Lanes), 14′ Landscaped Raised Median, 22′ (2 Through Lanes), 21′ Sidewalk & Parkway

Proposed Cross Section

3C — 100′ Proposed R.O.W. / 100′ Existing R.O.W.: 21′ Sidewalk & Parkway, 22′ (2 Through Lanes), 14′ Flush Median, 22′ (2 Through Lanes), 21′ Sidewalk & Parkway

Proposed Cross Section

NOTES

-PROVIDE 9' PARKING LANE WITH 14' FLUSH MEDIAN IN COMMERCIAL AREAS
-RETAIN EXISTING LANDSCAPED MEDIAN FROM KEATING AVE TO KOSTNER AVE
-RECONFIGURE INTERSECTION AT CENTRAL PARK AVE
-REDESIGN INTERSECTION AT ROGERS ST TO FACILITATE TRUCK TURNS
-REMOVE CNW BRIDGE (SN 016-0365) AND LEVEL STREET TO MATCH ADJOINING CROSS SECTIONS OR REPLACE/ REUSE FOR BIKE OR TRANSIT CORRIDOR
-INTERCONNECT SIGNALIZED INTERSECTIONS AND PROVIDE BUS SIGNAL PRE-EMPTION
-REPLACE STRUCTURE AT CNW RR BRIDGE SN 016-0366

Exhibit US14-04b
US Route 14 (Peterson Avenue)

PROPOSED IMPROVEMENTS

Legend

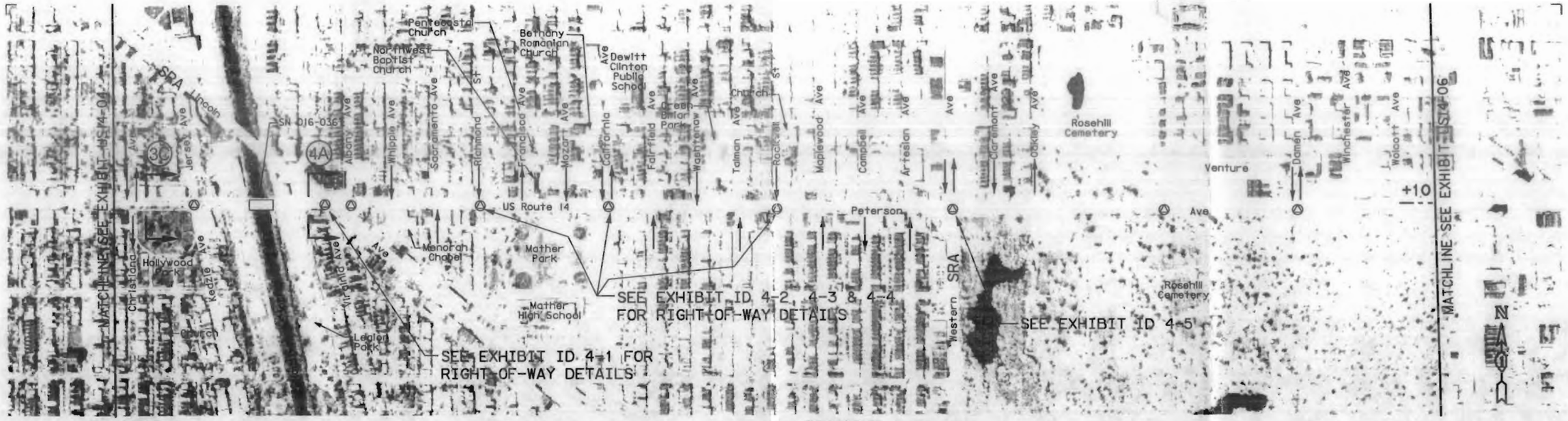
SN — Structure Number
Existing Structure
Median Break
⊂ — Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet: 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

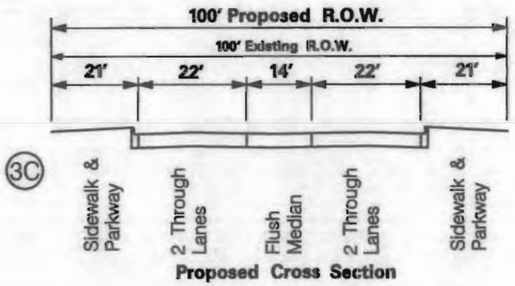
Drwn DLW Date 11/96 Chkd SAW Date 11/96



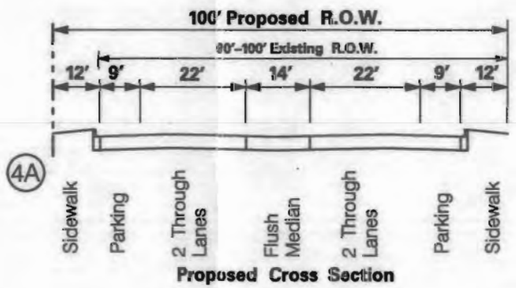
SEGMENT 3 *SEGMENT 4*

	Kedzie Ave / Jersey Ave & US Route 14	Lincoln Ave & US Route 14 See Exhibit ID 4-1	Albany Ave & US Route 14	Richmond St & US Route 14 See Exhibit 4-2	California Ave & US Route 14 See Exhibit ID 4-3	Rockwell St & US Route 14 See Exhibit 4-4	Western Ave & US Route 14 See Exhibit ID 4-5	Commercial Entrance & US Route 14	Damen Ave & US Route 14
INTERSECTION DIAGRAM									
SIGNAL SPACING	800′	1000′	200′	1000′	1000′	1300′	1350′	1650′	1050′	1200′
LANE CONFIGURATION	2 / 2						2 / 2			

CROSS SECTIONS



Proposed Cross Section



Proposed Cross Section

NOTES

-ELIMINATE ON STREET PARKING IN PEAK DIRECTION DURING PEAK HOURS FROM LINCOLN AVE TO RIDGE RD

-INTERCONNECT SIGNALIZED INTERSECTIONS
-PROVIDE BUS SIGNAL PRE-EMPTION

Exhibit US14-05b
US Route 14 (Peterson Avenue)

PROPOSED IMPROVMENTS

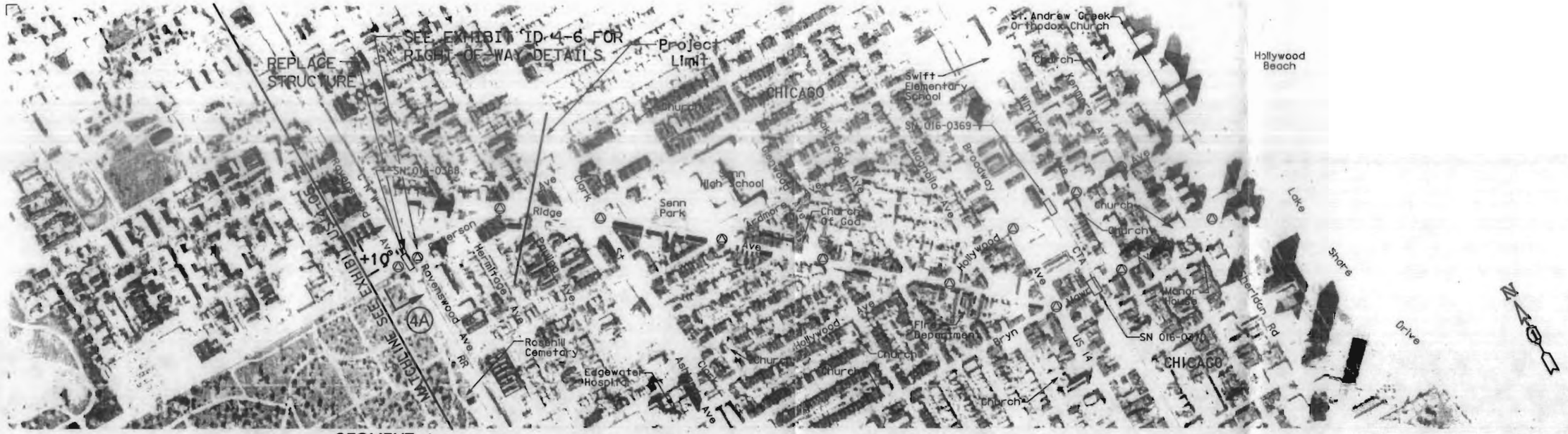
Legend

SN — Structure Number
Existing Structure
Median Break
+20 — Additional Right-Of-Way
Cul-De-Sac
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96



Ravenswood Ave & US Route 14 / Peterson Ave See Exhibit ID 4-6

Peterson Ave & US Route 14 / Ridge Ave

SEGMENT 4

INTERSECTION DIAGRAM

SIGNAL SPACING

1200' 750'

LANE CONFIGURATION

2
2

CROSS SECTIONS

100' Proposed R.O.W.

90'-100' Existing R.O.W.

12' 9' 22' 14' 22' 9' 12'

4A

Sidewalk | Parking | 2 Through Lanes | Flush Median | 2 Through Lanes | Parking | Sidewalk

Proposed Cross Section

NOTES

-ELIMINATE ON STREET PARKING IN PEAK DIRECTION DURING PEAK HOURS FROM LINCOLN AVE TO RIDGE RD
-POSSIBLE FUTURE METRA STATION WITH PARK-AND-RIDE LOT AT RAVENSWOOD NORTH OF PETERSON
-INTERCONNECT SIGNALIZED INTERSECTIONS AND PROVIDE BUS SIGNAL PRE-EMPTION
-REPLACE STRUCTURE AT CNW RR CROSSING BRIDGE SN 016-0368

Exhibit US14-06b

US Route 14 (Peterson Avenue /Ridge Avenue /Hollywood Avenue)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

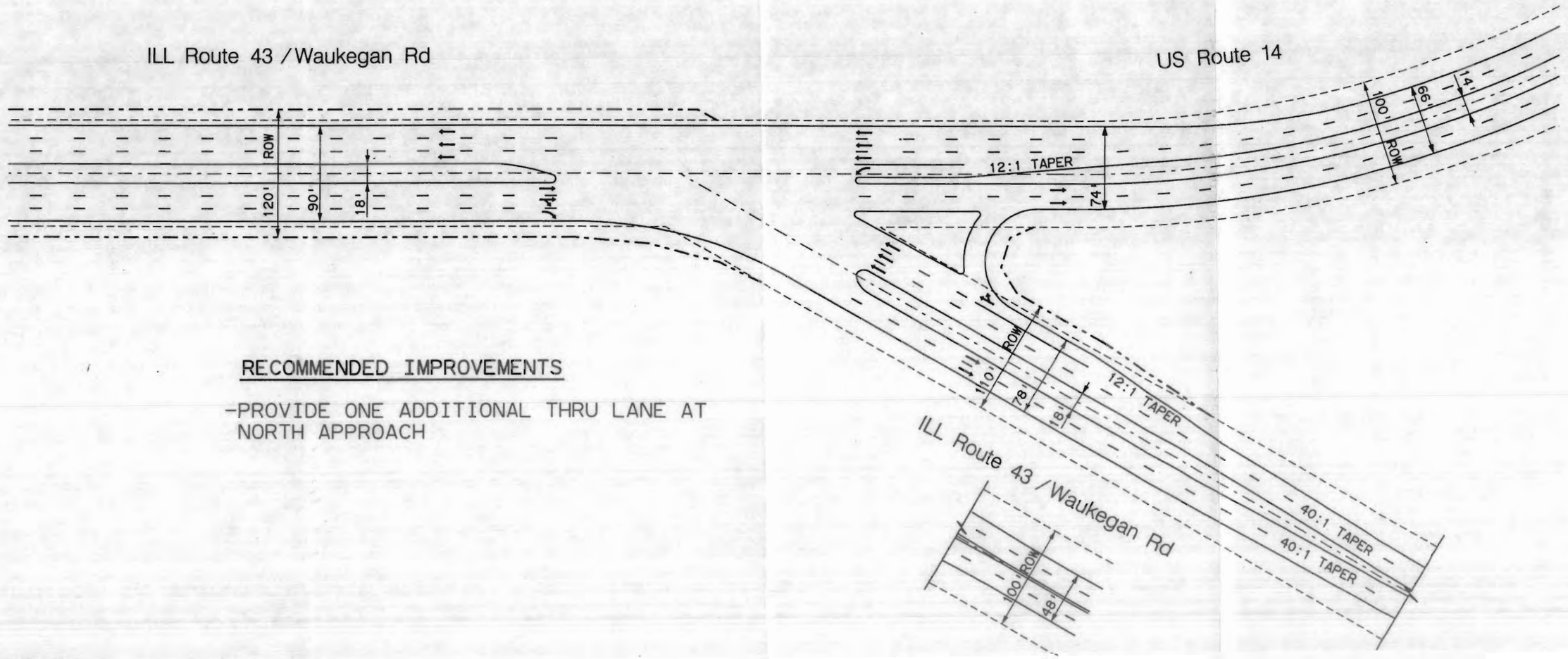
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT NORTH APPROACH

Exhibit ID 1-1
US Route 14 at ILL Route 43 / Waukegan Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

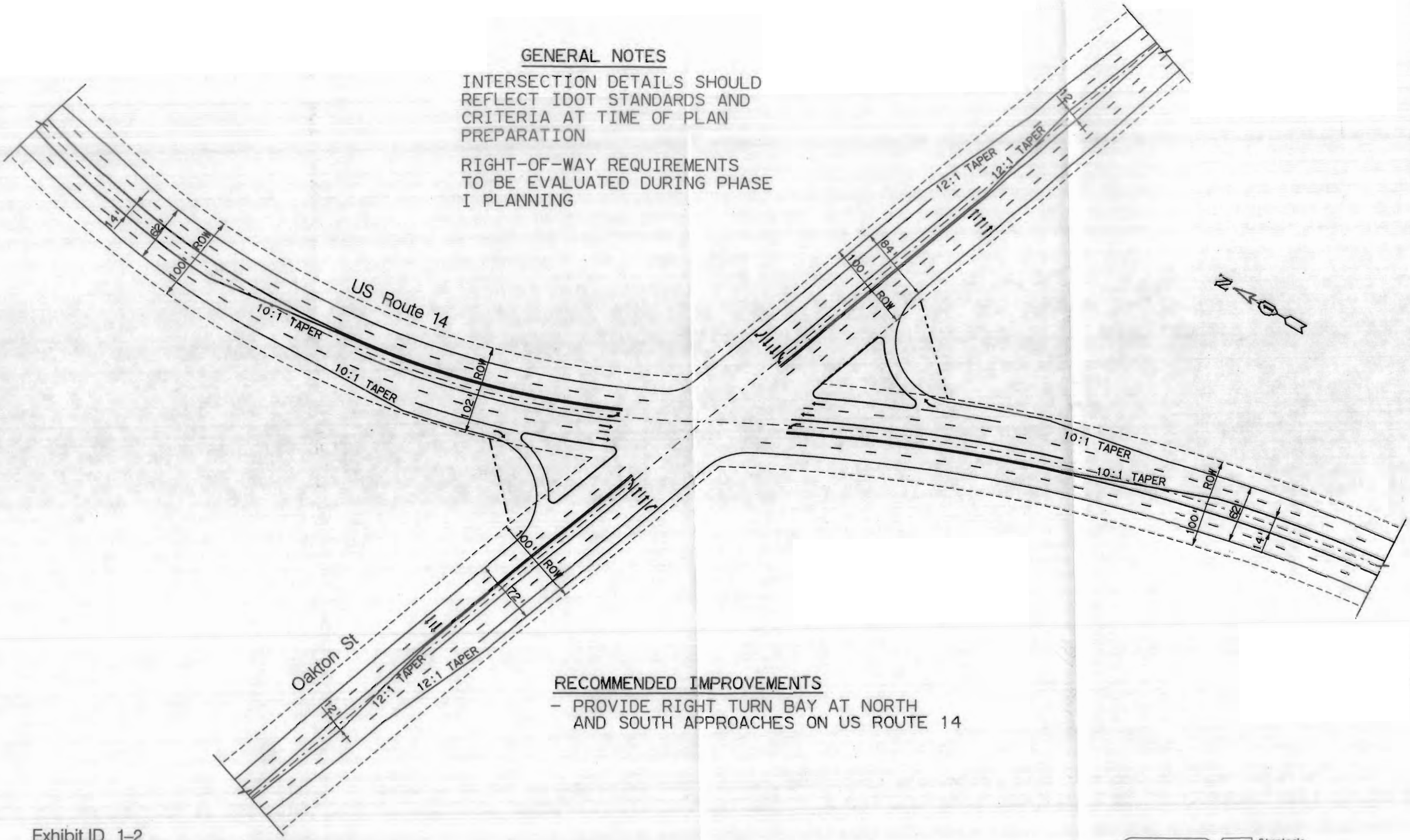
Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 3/96 Chkd SAW Date 3/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT NORTH AND SOUTH APPROACHES ON US ROUTE 14

Exhibit ID 1–2
US Route 14 (Caldwell Ave) at Oakton St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

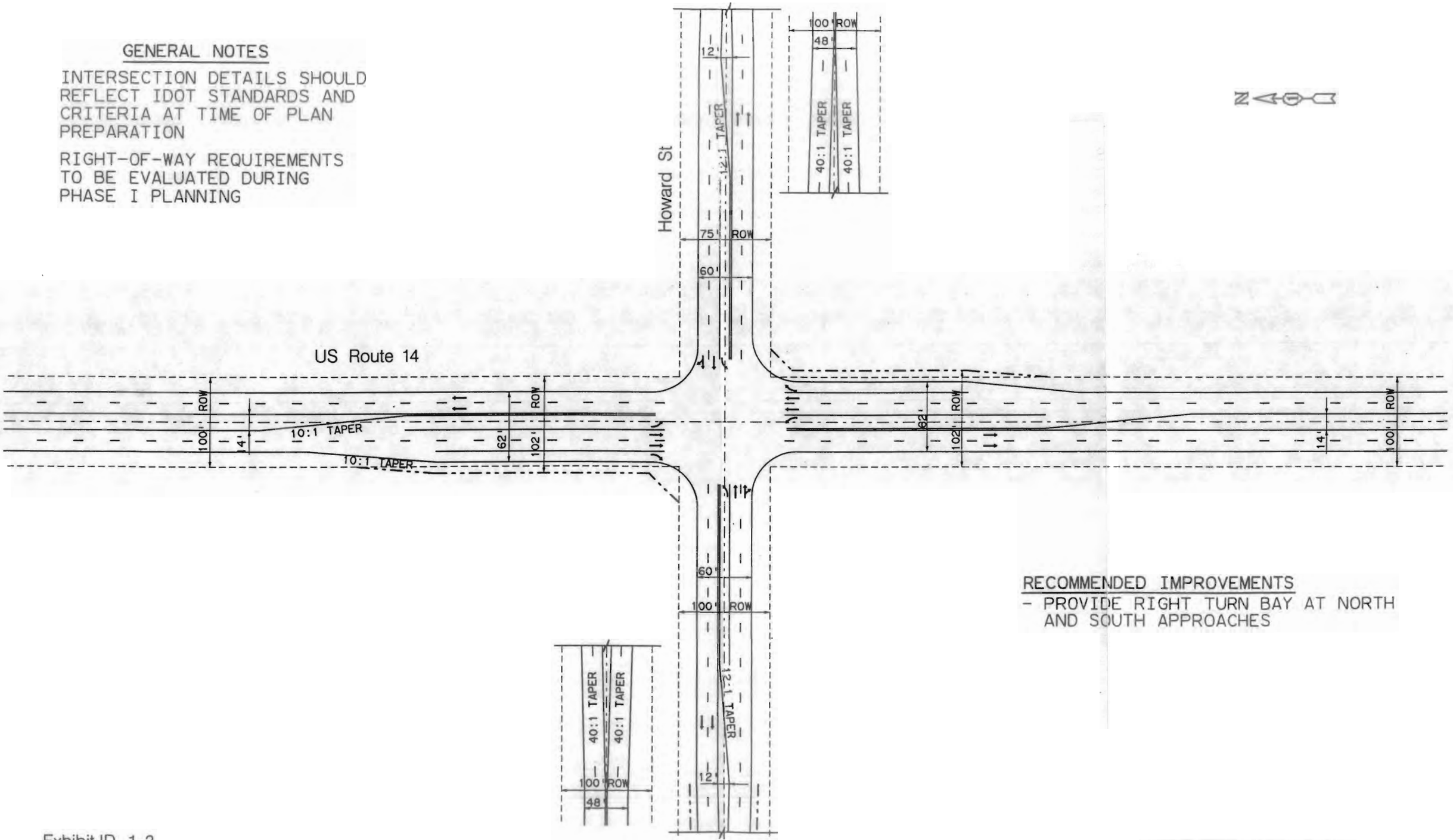
Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JDB Date 8/96 Chkd DCK Date 8/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 1-3
US Route 14 at Howard St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
— - — - Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

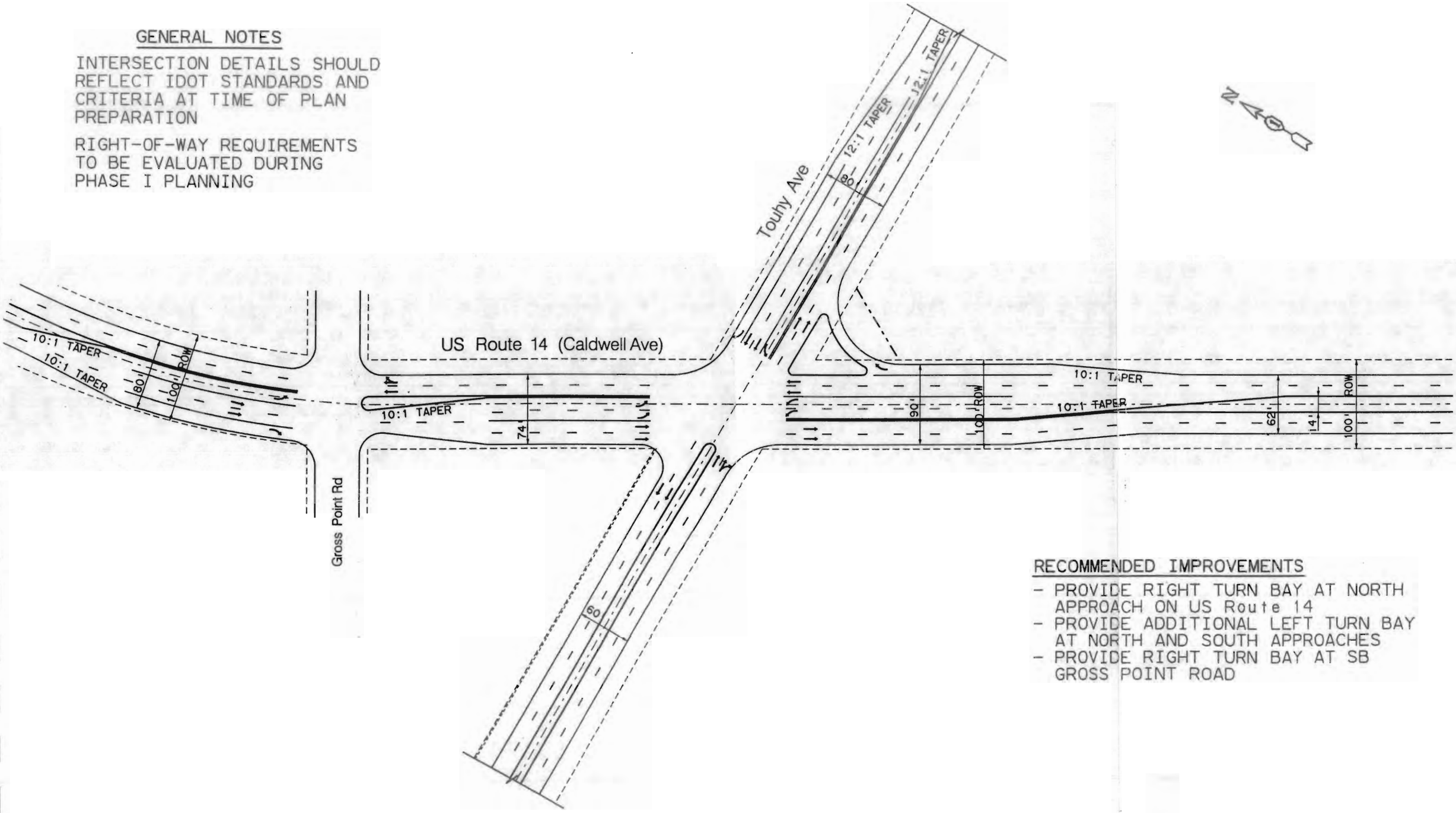
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 2/96 Chkd SAW Date 2/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE RIGHT TURN BAY AT NORTH APPROACH ON US Route 14
- PROVIDE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
- PROVIDE RIGHT TURN BAY AT SB GROSS POINT ROAD

Exhibit ID 2-1
US Route 14 (Caldwell Ave) at Touhy Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
- - - - Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 2/96 Chkd SAW Date 2/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

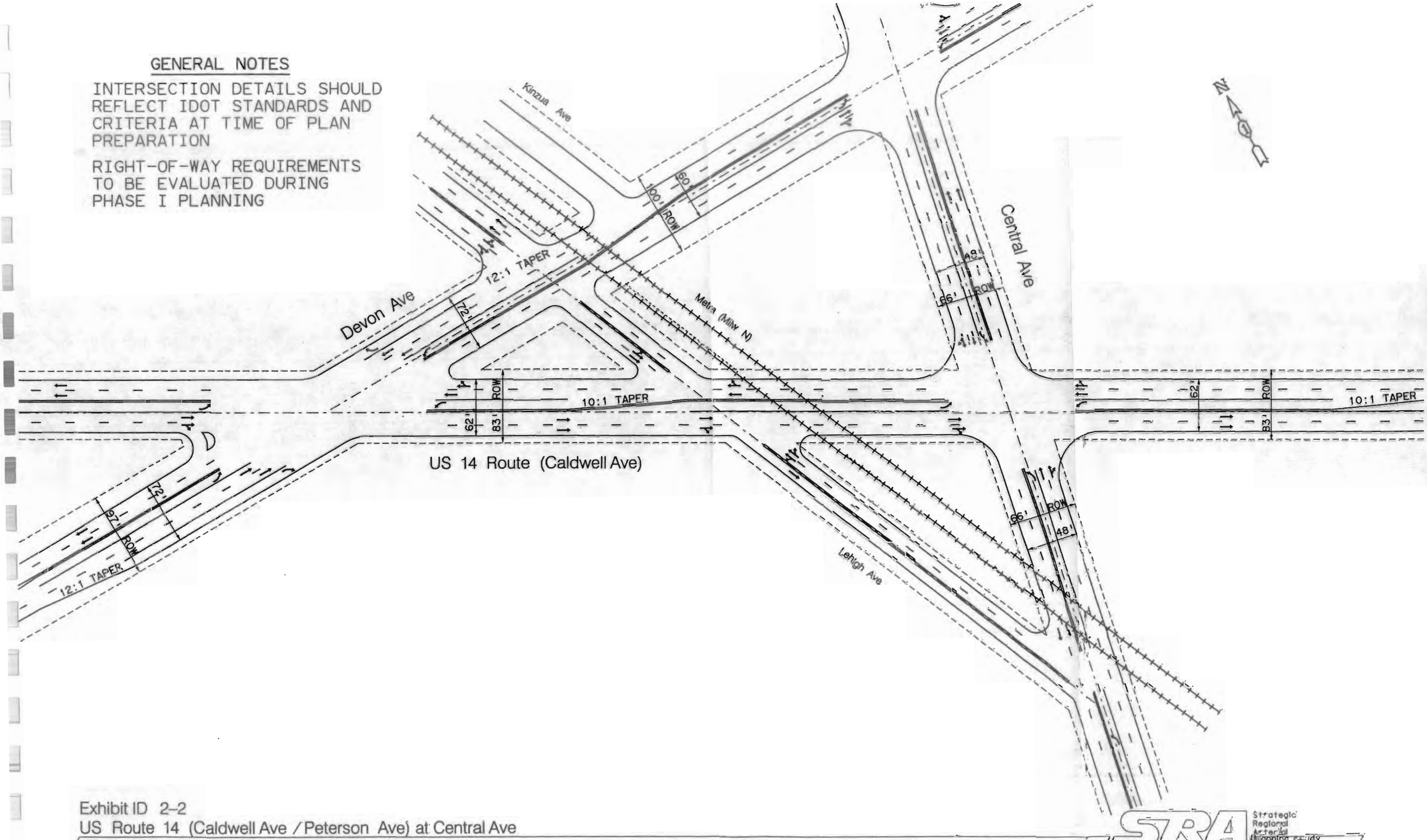


Exhibit ID 2-2

US Route 14 (Caldwell Ave / Peterson Ave) at Central Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

STRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

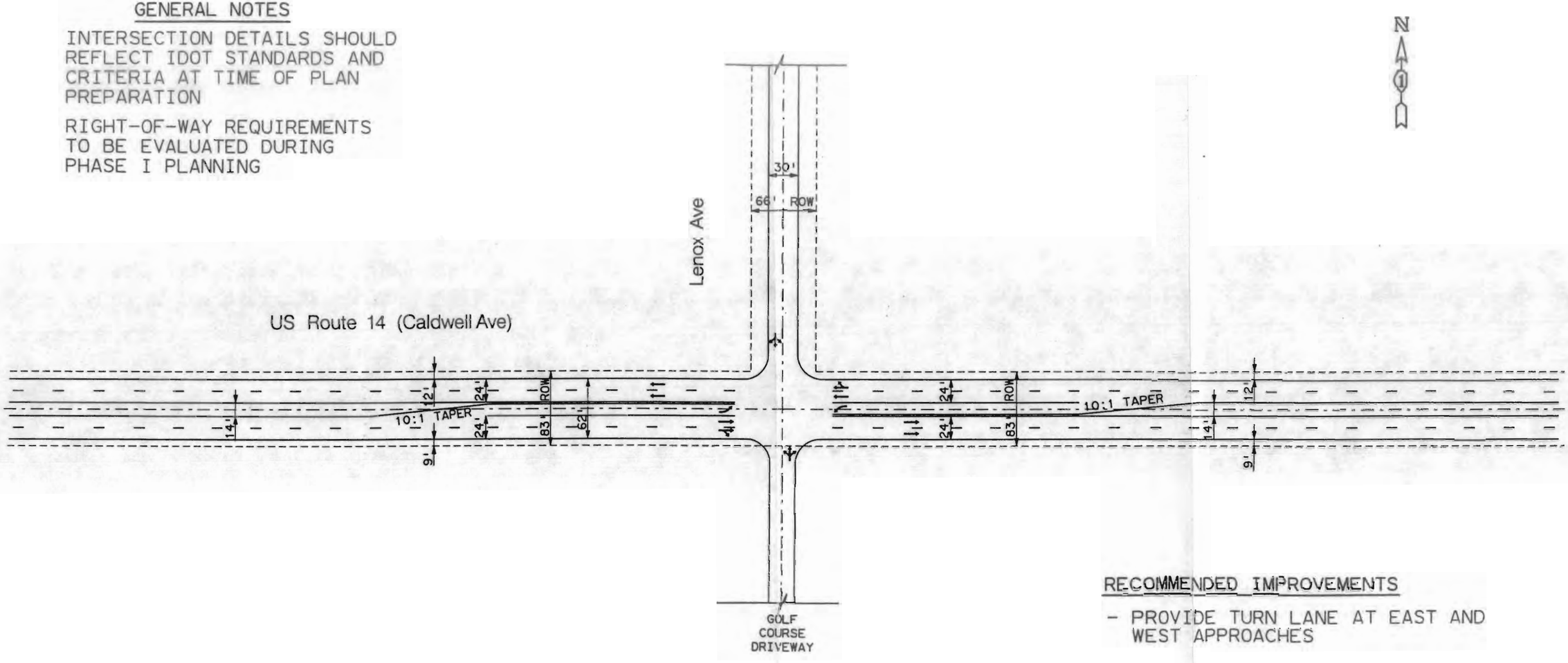
MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn DLW Date 06/96 Chkd SAW Date 06/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE TURN LANE AT EAST AND WEST APPROACHES

Exhibit ID 2-3
US Route 14 (Caldwell) at Lenox Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---·--- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 2/96 Chkd SAW Date 2/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

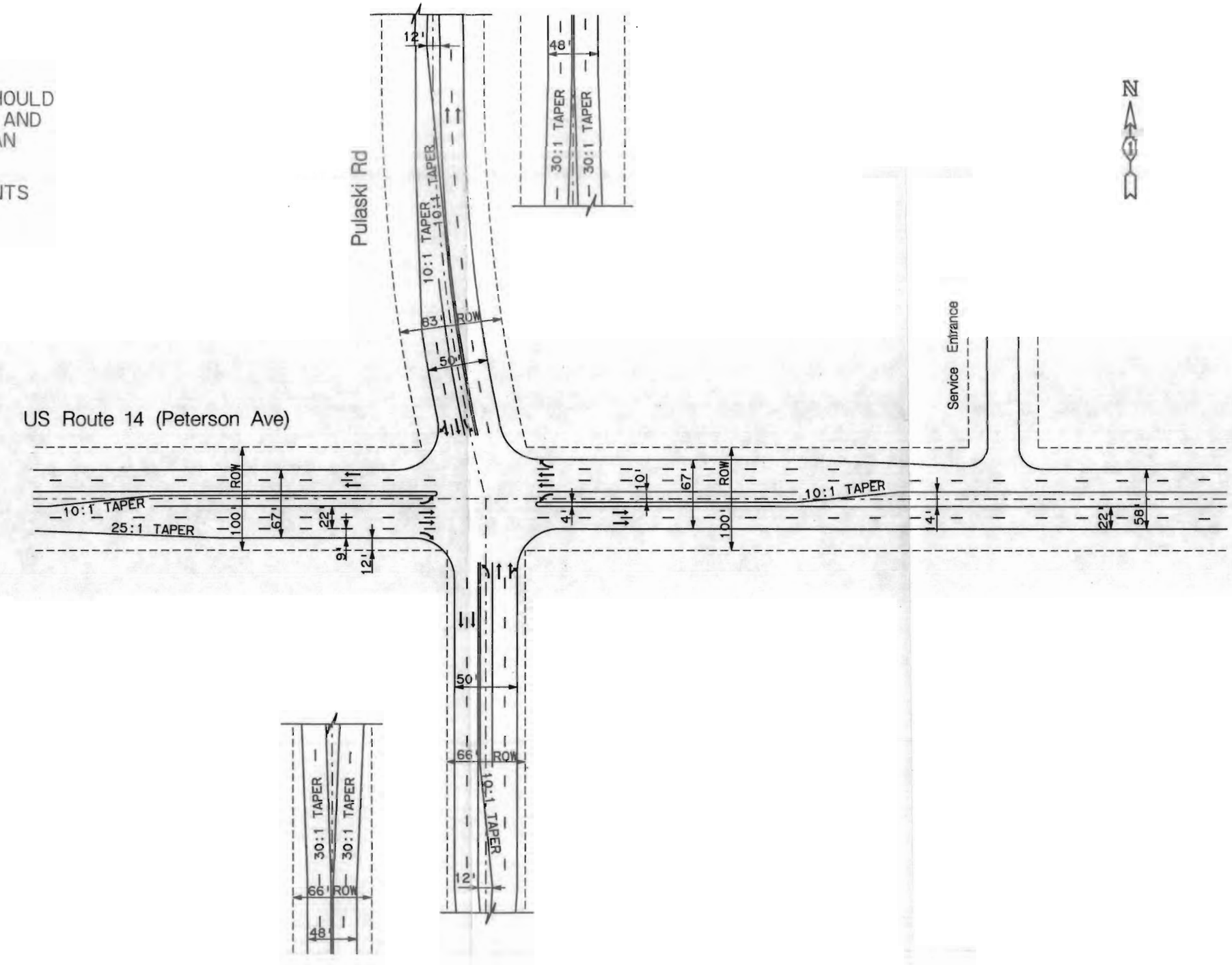


Exhibit ID 3-1
US Route 14 (Peterson Ave) at Pulaski Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Parking Lane
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

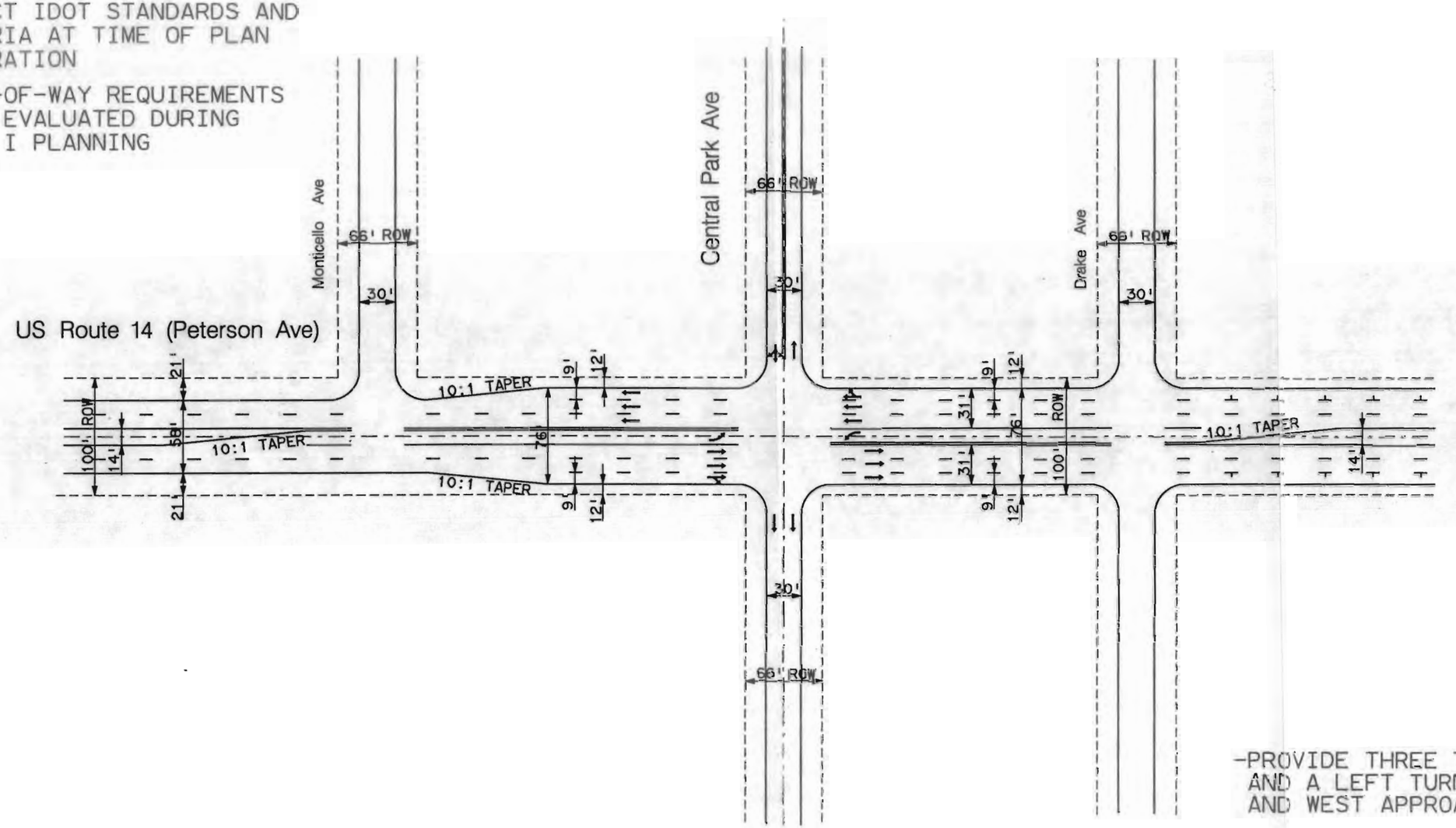
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 11/96 Chkd SAW Date 11/96

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



-PROVIDE THREE THROUGH LANES AND A LEFT TURN BAY AT EAST AND WEST APPROACHES

Exhibit ID 3-2
US Route 14 (Peterson Ave) at Central Park Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
- Parking Lane
- Existing Right-Of-Way
- Proposed Right-Of-Way
- ROW = Right-Of-Way

Scale In Feet: 0, 50, 100, 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn BHO Date 06/96 Chkd SAW Date 06/96

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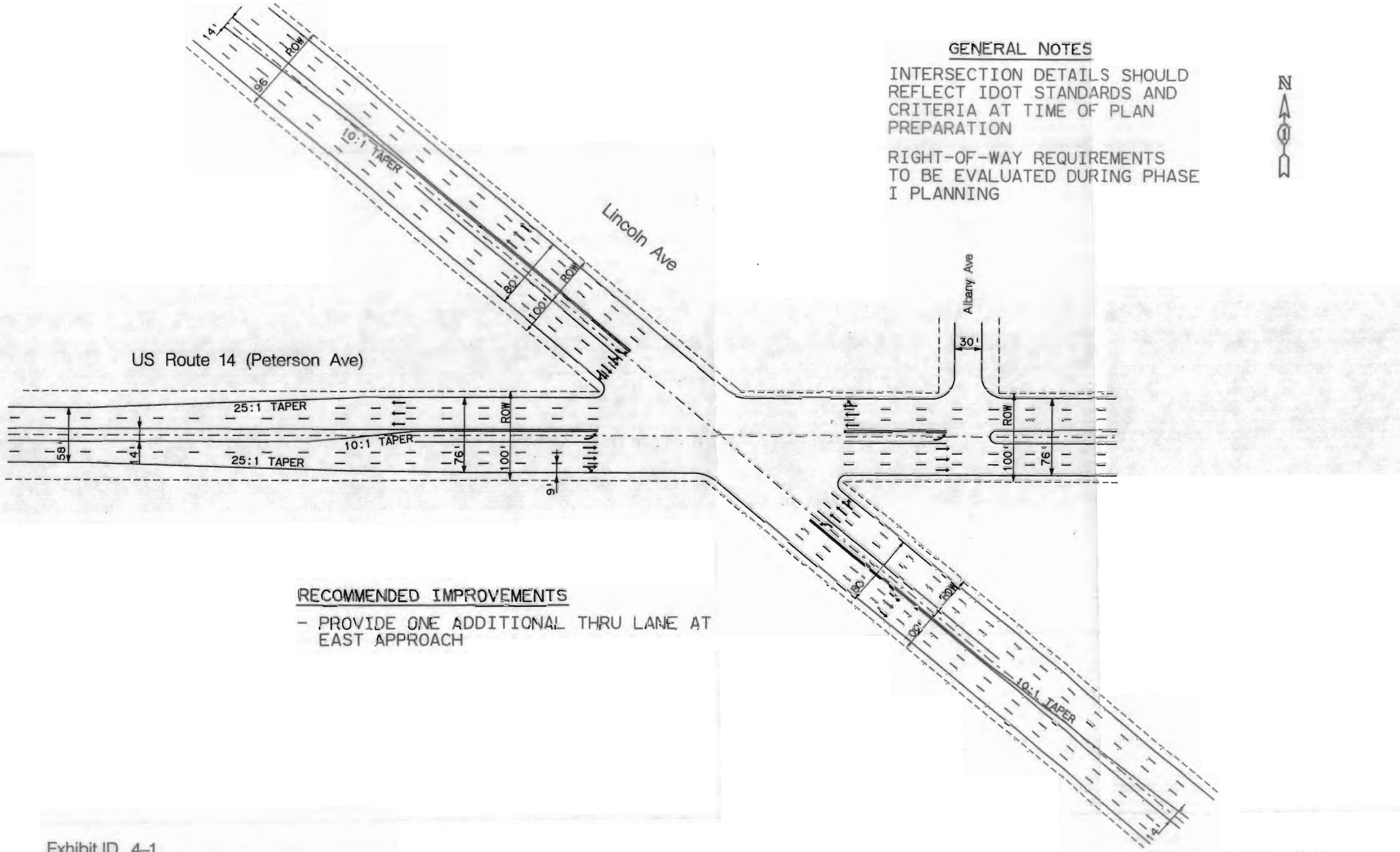
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

N



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT EAST APPROACH

Exhibit ID 4-1
US Route 14 (Peterson Ave) at Lincoln Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
.---.- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JDB Date 06/96 Chkd DCK Date 06/96

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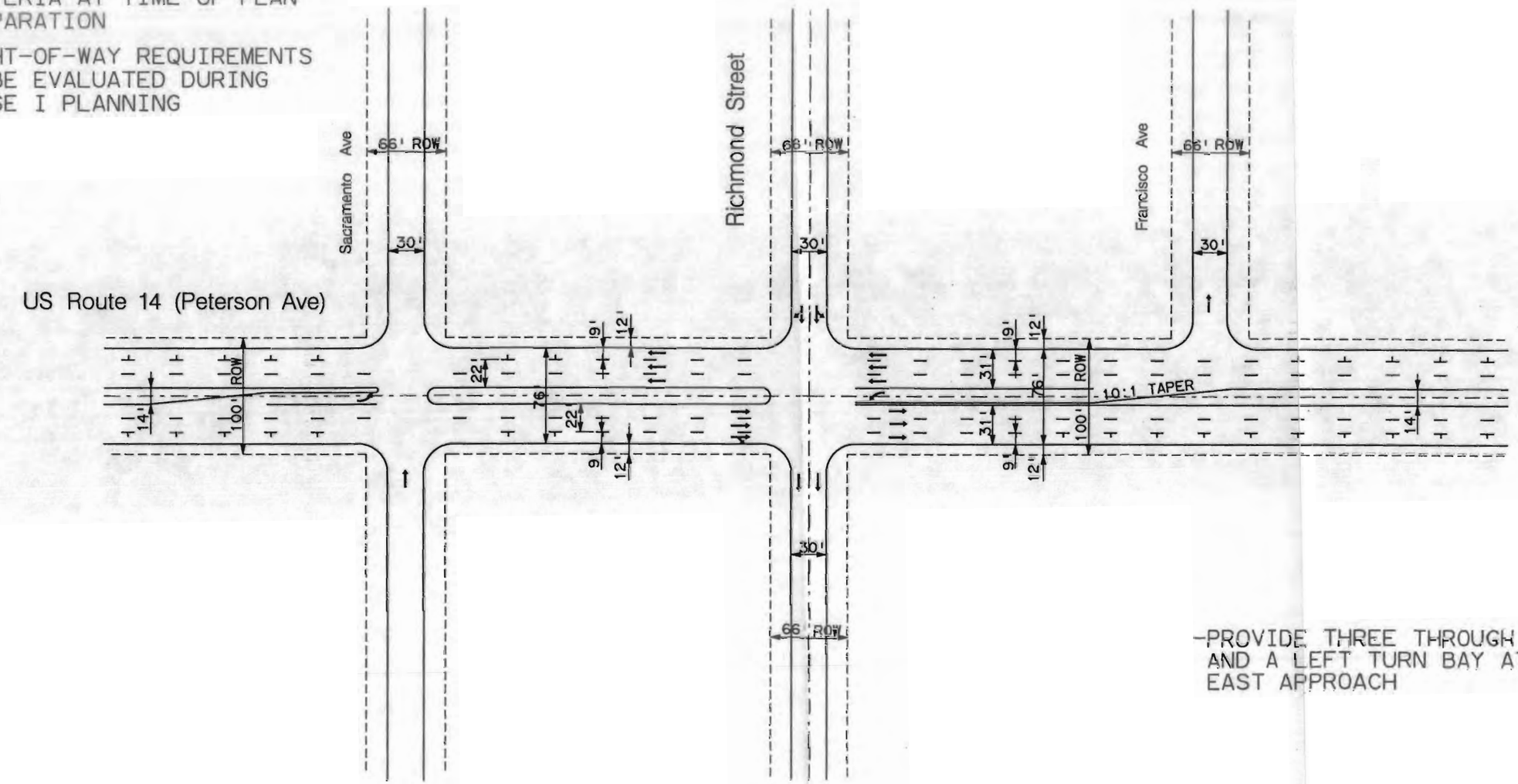
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

N



-PROVIDE THREE THROUGH LANES AND A LEFT TURN BAY AT THE EAST APPROACH

Exhibit ID 4-2
US Route 14 (Peterson Ave) at Richmond Street

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: Parking Lane; Existing Right-Of-Way; Proposed Right-Of-Way; ROW = Right-Of-Way

Scale in Feet: 0, 50, 100, 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn BHO Date 06/96 Chkd SAW Date 06/96

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RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

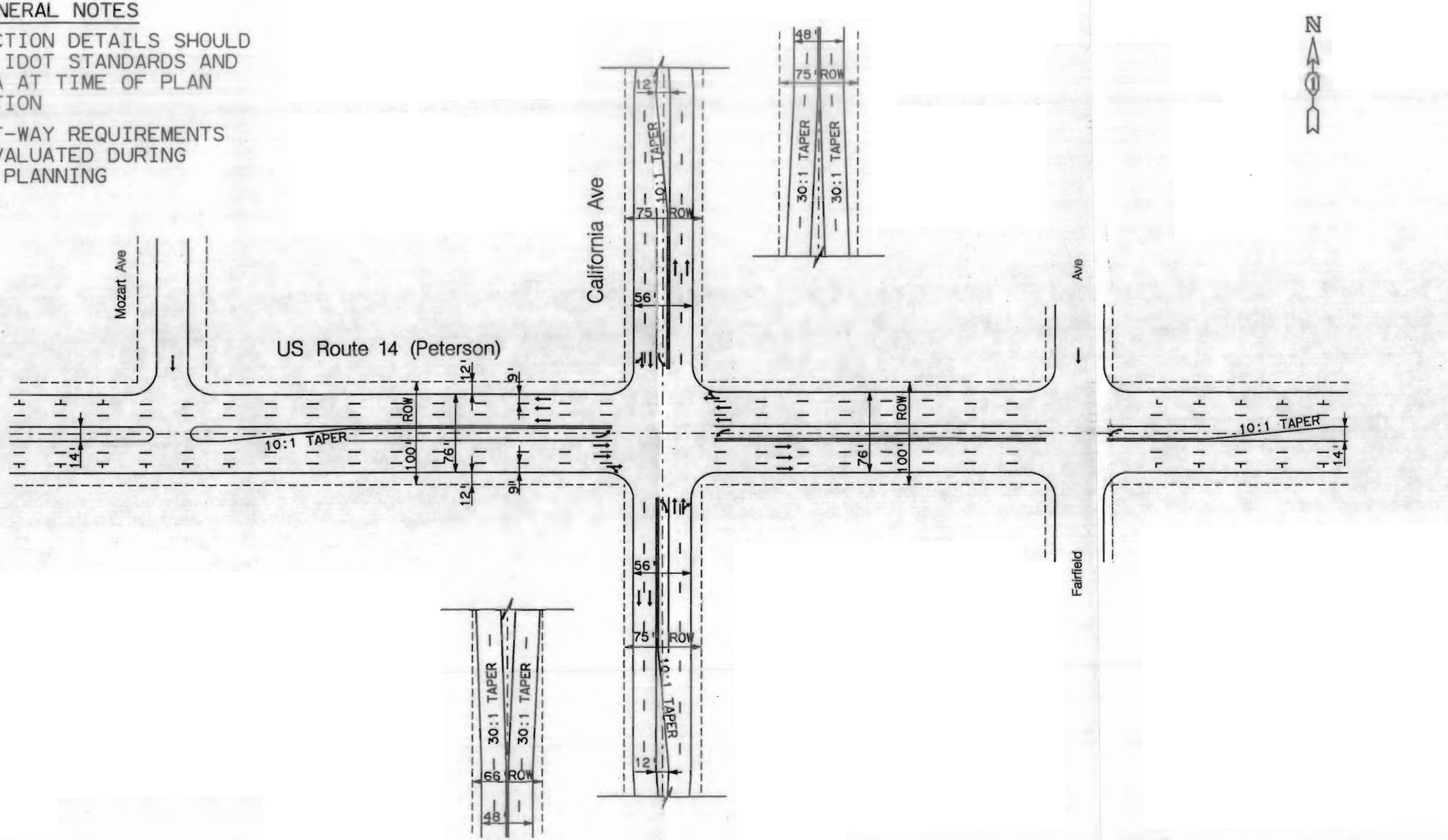

Exhibit ID 4–3

US Route 14 (Peterson Ave) at California Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: Parking Lane; Existing Right-Of-Way; Proposed Right-Of-Way; ROW = Right-Of-Way

Scale In Feet: 0, 50, 100, 200

Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

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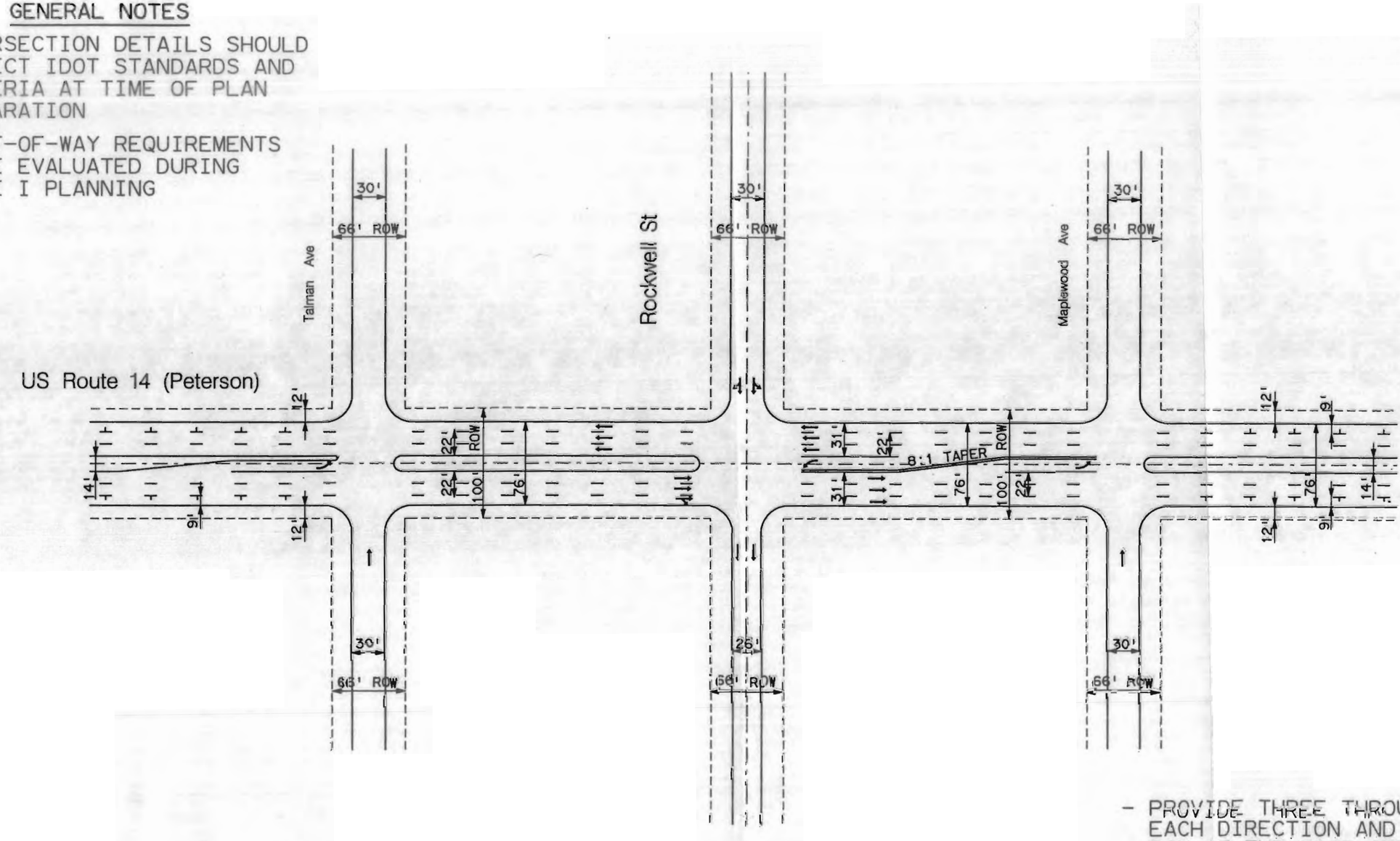

- PROVIDE THREE THROUGH LANES IN EACH DIRECTION AND A LEFT TURN BAY AT THE EAST APPROACH

Exhibit ID 4–4
US Route 14 (Peterson Ave) at Rockwell St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: Parking Lane; Existing Right-Of-Way; Proposed Right-Of-Way; ROW = Right-Of-Way

Scale In Feet: 0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn DLW Date 06/96 Chkd SAW Date 06/96

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INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

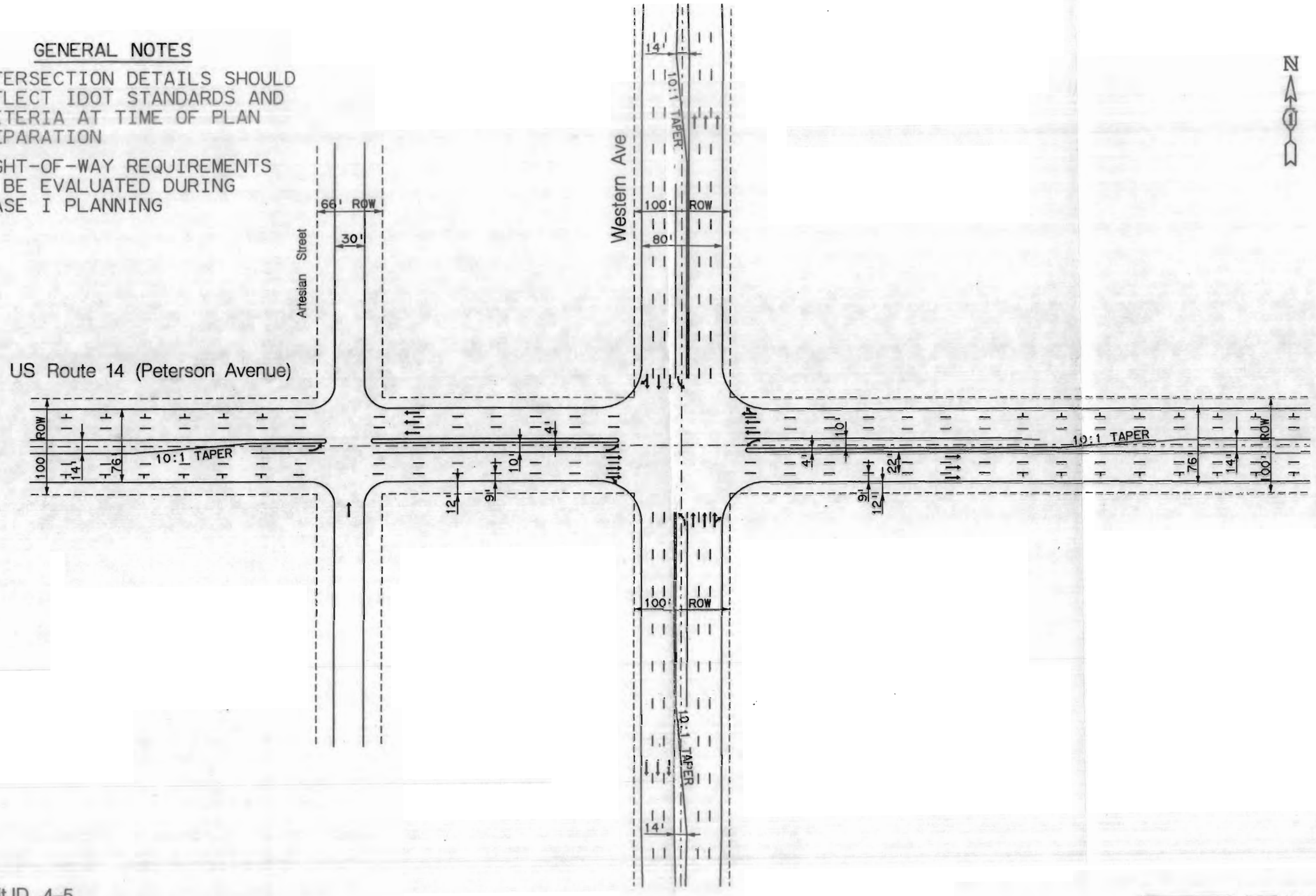

Exhibit ID 4-5
US Route 14 (Peterson Ave) at Western Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: Parking Lane; Existing Right-Of-Way; Proposed Right-Of-Way; ROW = Right-Of-Way

Scale In Feet: 0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JDB Date 06/96 Chkd DCK Date 06/96

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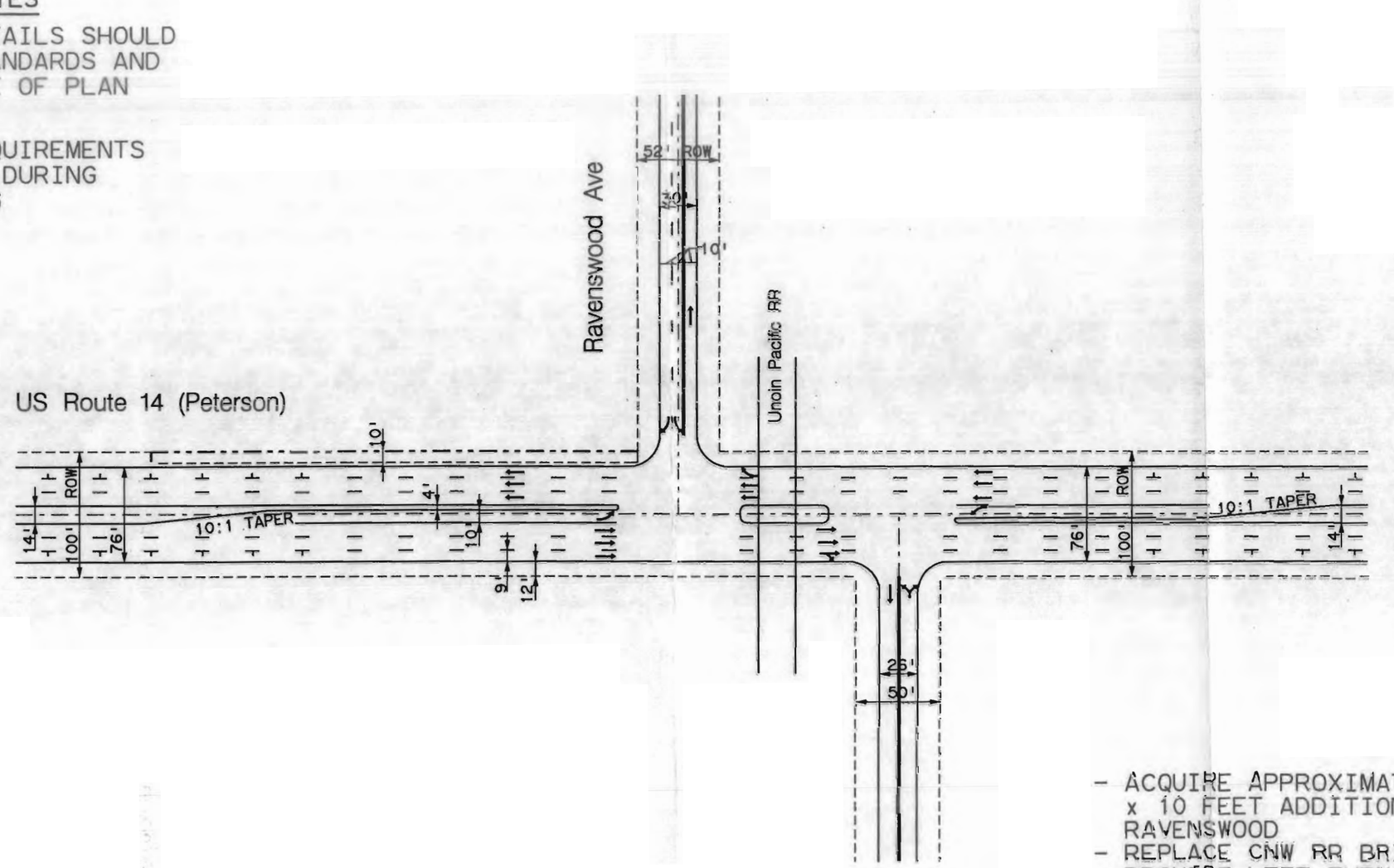
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



- ACQUIRE APPROXIMATELY 400 FEET x 10 FEET ADDITIONAL ROW WEST OF RAVENSWOOD
- REPLACE CNW RR BRIDGE
- PROVIDE LEFT TURN BAY WEST OF THE APPROACH

Exhibit ID 4-6
US Route 14 (Peterson Ave) at Ravenswood Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
- Parking Lane
- Existing Right-Of-Way
- Proposed Right-Of-Way
- ROW = Right-Of-Way

Scale In Feet: 0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn DLW Date 06/96 Chkd SAW Date 06/96

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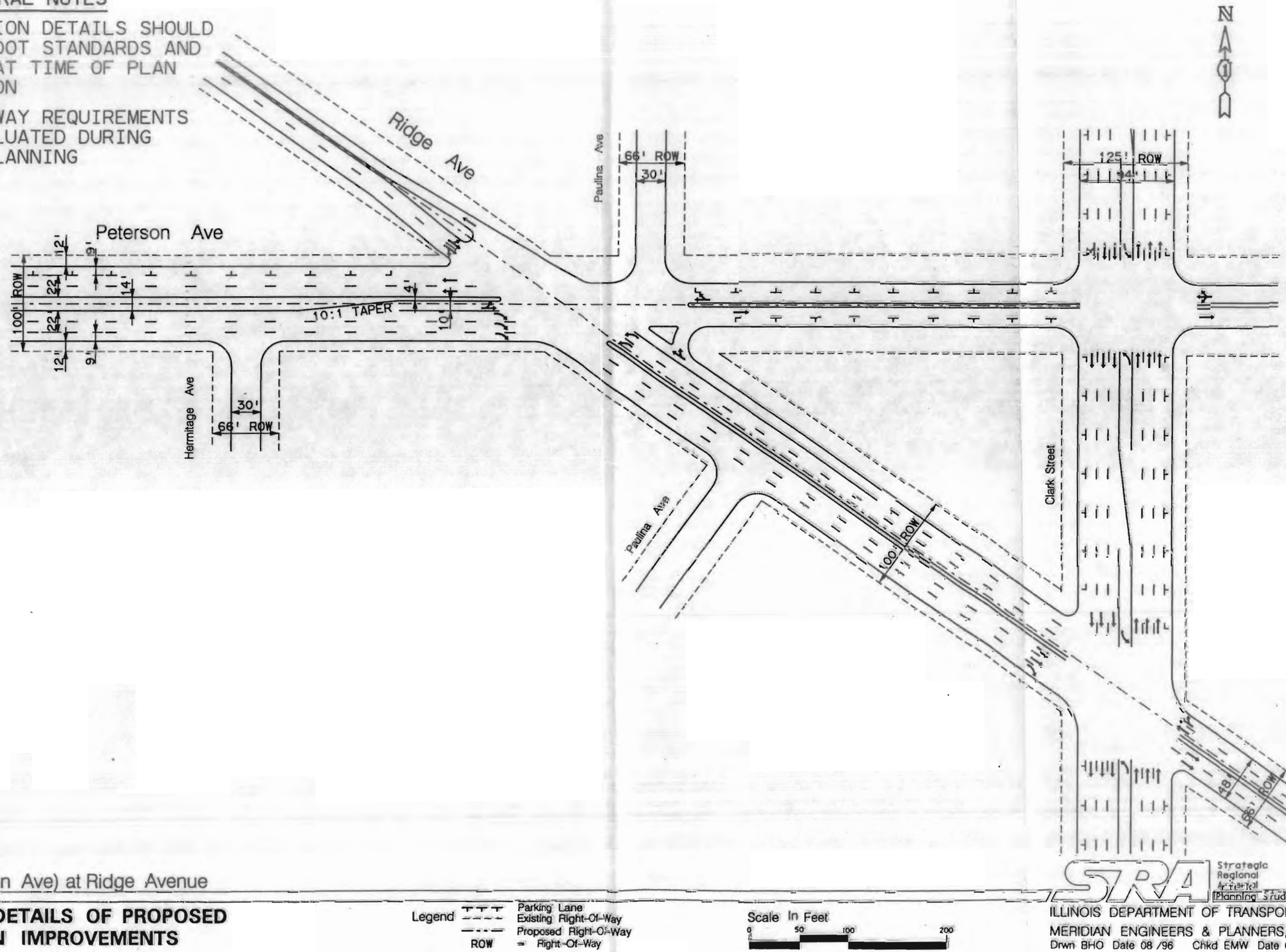

Exhibit ID 4-7
US 14 (Peterson Ave) at Ridge Avenue

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
- Parking Lane
- Existing Right-Of-Way
- Proposed Right-Of-Way
- ROW = Right-Of-Way

Scale In Feet: 0, 50, 100, 200

Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn BHO Date 08/96 Chkd EMW Date 08/96