

# FINAL REPORT

## **S**TRATEGIC **R**EGIONAL **A**RTERIAL

**IL 83/127th/130th Street**  
U.S 45 to Torrence Avenue

December 16, 1998

By:



For:



Operation  
Greenlight

## ***FOREWORD***

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Illinois Route 83/127th Street/130th Street is a Strategic Regional Arterial from U.S. Route 45 in Cook County to Torrence Avenue in Cook County. This Strategic Regional Arterial (SRA) report for Illinois Route 83/127th Street/130th Street has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Boyer Engineering Ltd.

As an SRA route, Illinois Route 83/127th Street/130th Street is intended to function as part of a regional arterial system. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process including citizen comments.

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# **EXECUTIVE SUMMARY**

**IL ROUTE 83/127TH ST/130TH ST**

## EXECUTIVE SUMMARY

The Illinois Route 83/127th Street/130th Street SRA has been divided into five segments. Recommendations are made for each route section, and a summary of the major recommendations is presented below.

### **Segment I: U.S. Route 45 to IL Route 43 (Harlem Ave.)**

- Develop two 12 foot lanes in either direction, a 4 foot painted median, 10 foot shoulders with open ditch drainage from U.S. Route 45 to 86th Street.
- Develop two 12 foot lanes in either direction, a 14 foot flush median, concrete curb and gutter from 86th Street to Illinois Route 43 (Harlem Avenue).
- Expand the intersection of Kean Avenue to provide a left turn lane westbound.
- Expand the intersection of 86th Avenue to provide a left turn lane westbound.
- Expand the intersection of Highwood Drive to provide a left turn lane westbound.
- Expand the intersection of 119th Street to provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north leg will consist of a separate left turn lane and shared through/ right turn lane. The south leg will consist of a shared left/ through/ right turn lane.
- Expand the intersection of IL Route 7 (Southwest Highway) to provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of separate left turn lanes, a through lane and a shared through/ right turn lane. The southeast leg will consist of a shared left/ through/ right turn lane.
- Expand the intersection of 76th Avenue to provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of a shared left/ through/ right turn lane.
- Expand the intersection of Harlem Avenue (IL Route 43) to provide dual left turn lanes, two through lanes and a separate right turn lane on the east, west, and south legs of the intersection.
- Modify structure (SN-2) over the Mill Creek.
- Reconstruct structure (SN-3) carrying the N&W R.R. over IL Route 83 near IL Route 7.

### **Segment II: IL Route 43 (Harlem Ave.) to 127th Street**

- Develop two 12 foot lanes in either direction, a 14 foot flush median, concrete curb and gutter from Illinois Route 43 (Harlem Avenue) to 127th Street.
- Expand the intersection of Ridgeland Avenue to provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of separate left turn lanes, a through lane and a shared through/ right turn lane.
- Expand the intersection of Austin Avenue to provide a left turn lane westbound.
- Add a signal at the proposed intersection of Central Avenue.

- Expand the intersection of 127th Street and IL Route 83 as the SRA route turns to follow 127th Street east. At this intersection provide dual left turn lanes, a through lane and a through/ right turn lane on the north leg. The east leg consists of a separate left turn lane, two through lanes, and a separate right turn lane. The west leg consists of a separate left turn lane, a through lane and a shared through/ right turn lane. The south leg consists of a separate left turn lane, a through lane and a shared through/ right turn lane.
- Modify the drainage structure carrying the tributary to the Cal Sag Channel under the intersection of IL Route 83 and 127th Street.

### **Segment III: IL Route 83 to Kedzie Avenue**

- Develop two 12 foot lanes in either direction, a 4 foot to 16 foot median, concrete curb and gutter from Illinois Route 83 to Kedzie Avenue.
- The intersection of Cicero Avenue and 127th Street is a major intersection of two SRA routes and there is an ongoing study of geometrics at Cicero Avenue/ 127th Street and the Tri-State Tollway.
- Expand the intersection of Kostner Avenue to provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane.
- Expand the intersection of Crawford/ Pulaski Avenue to provide separate left turn lanes, two through lanes and separate right turn lane on the east-west legs. The north-south legs consist of separate left turn lanes, a through lane and a shared through/ right turn lane.
- Expand the intersection of Wireton Road to provide a separate left turn lane and two through lanes on the east leg. The west leg consists of two through lanes and a separate right turn lane. The south leg consists of a separate left turn lane and a separate right turn lane.
- Expand the intersection of Kedzie Avenue to provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs consist of a separate left turn lane, a through lane and a shared through/ right turn lane.

### **Segment IV: Kedzie Avenue to 130th Street**

- Develop two 12 foot lanes in either direction, concrete curb and gutter from Kedzie Avenue to 130th Street. Median changes between 12 to 15.5 foot will be required at four locations along this Segment.
- Expand the intersection of Sacramento Avenue to provide a separate left turn lane, a through lane and a shared through/ right turn lane on the west leg. The east leg consists of a separate left turn lane, two through lanes and a separate right turn lane. The north-south legs consist of a shared left/ through/ right turn lane.
- Provide an 18 foot barrier median between Sacramento Avenue and Highland Avenue to control vehicle access between the two at grade railroads.
- Expand the intersection of Maple Avenue to provide a separate left turn lane, a through lane and a shared through/ right turn lane on the east-west leg. On the north-south leg retain the existing shared left/ through/ right turn lane.

- Expand the intersection of Western Avenue to provide a separate left turn lane, two through lanes and a separate right turn lane on the west leg. Provide dual left turn lanes, two through lanes, and a free flow right turn lane on the east leg. On the north leg provide a separate left turn lane, two through lanes, and a separate right turn lane.
- At the intersection of Vincennes Road retain the existing lane configurations. At the intersection of Wood Street retain the shared left/ through and through/ right turn lanes on the east-west legs. On the north-south legs retain the existing shared left/ through/ right turn lane.
- Expand the intersection of Bishop Street to provide separate left turn lanes, a through lane, and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane.
- Expand the intersection of Throop Street to provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane.
- Expand the intersection of Halsted Street to provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a separate left turn lane, a through lane and a shared through/ right turn lane. In the east leg of the intersection of Halsted Street taper back down to four 12 foot lanes.
- At the intersection of Wallace Street/ Vermont Street retain the through lane and a shared through/ right lane configuration on the east leg. On the west leg retain the shared left/ through and through lane. On the south leg retain the separate left turn lane, and the shared through/ right turn lane. On the north leg retain the shared left/ right turn lane. On the southwest leg retain the existing left/ right turn lane.
- Expand the intersection of State Street to provide a separate left turn lane and two through lanes on the west leg. On the east leg provide a separate right turn lane and two through lanes. On the north leg provide a separate left turn lane and a separate right turn lane.
- Realign 100 feet before the intersection of Michigan Avenue. A realignment of the "Z" curve from 127th Street to Indiana Avenue to 130th Street is proposed. The realignment uses three 415 foot radius horizontal curves and part of the existing Indiana Avenue alignment. This realignment will require a new structure to carry the I.C.G. Railroad over 130th Street. The existing structure has a substandard vertical clearance of 13.25' and the existing 20 foot horizontal clearance in both directions does not provide for four lane operation due to the sharp curve just west of the structure.
- Expand the intersection of Michigan Avenue to provide a separate left turn lane and two through lanes on the west leg. On the east leg provide a separate right turn lane and two through lanes. On the north leg provide a separate left turn lane and a separate right turn lane. The existing 127th Street would be closed just east of Edbrooke.
- To accommodate the grade-separation and realignment of 127th Street/ Indiana Avenue/ 130th Street it will be necessary to construct two railroad structures.
- The railroad structure required to grade-separate the I.C. R.R. will consist of a railroad structure and 3:1 side slopes, which runs from Winchester Avenue to Wood Street.
- Reconstruct the railroad structure at Indiana Avenue and 130th Street.

## **Segment V: Indiana Avenue to Torrence Avenue**

- Develop two 12 foot lanes in either direction, a 12 foot to 15.5 foot median, concrete curb and gutter within the existing 83 feet to 150 feet of right-of-way from Indiana Avenue to Torrence Avenue.
- Expand the intersection of Indiana Avenue to provide a separate left turn lane and two through lanes on the east leg. The west leg consists of a through lanes and a shared through/right turn lane. The south leg consists of a separate left turn lane and a separate right turn lane.
- Grade separate the C.&W.I. Railroad; it will be necessary to provide an underpass structure.
- To grade separate the Corridor at Torrence Avenue a two lane bypass is recommended.

# **INTRODUCTION**

**IL ROUTE 83/127TH ST/130TH ST**

# INTRODUCTION

## The SRA System

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

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

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

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

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

This report is concerned with Illinois Route 83/ 127th Street/ 130th Street, which has been designated an SRA corridor from U.S. Route 45, in Cook County, to Torrence Avenue, in Cook County.

## **SRA Design Concept**

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts were used as a guide in developing the conceptual improvement plan for the Torrence Avenue corridor that is outlined in this report.

## **Organization of the Report**

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

- **Environmental Conditions and Land Use**

- This section presents Environmental and Land Use conditions which determine the nature of the corridor. The chapter includes a description of wetland, historical, and hazardous waste sites located within the corridor. Land use, zoning, future developments, and access considerations are also listed.

- **Existing Roadway Conditions**

- This section presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.

- **Corridor Planning Overview**

- This section presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. The future land use and community concerns are reviewed.

- **Recommended Improvements**

- These sections present the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirements, access management, and public transit. Cost projections for right-of-way and construction are also presented.

- **Public Involvement**

This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections. Individual Community Interviews, Panel Advisory Meetings, Newsletters, and the Public Hearing. These four opportunities for participation

allowed the general public or their elected officials to voice opinions concerning the SRA study.

## **THE CORRIDOR STUDY AREA**

The IL 83/ 127th Street/ 130th Street SRA corridor extends from U.S. Route 45 on the west to Torrence Avenue on the east. The corridor is entirely contained in Cook County and is approximately 15.9 miles in length. The characteristics of the corridor vary widely from open spaces/ forest preserves to residential, commercial and heavy industrial.

From U.S. Route 45 to IL. Route 43 (Harlem Avenue), IL. Route 83 is a two lane roadway with roadside ditches and open drainage. Land use in this segment is primarily forest preserve/open space west of 86th Street, while east of 86th Street it tends more toward residential and light commercial. Right-of way in this segment is typically 100 feet.

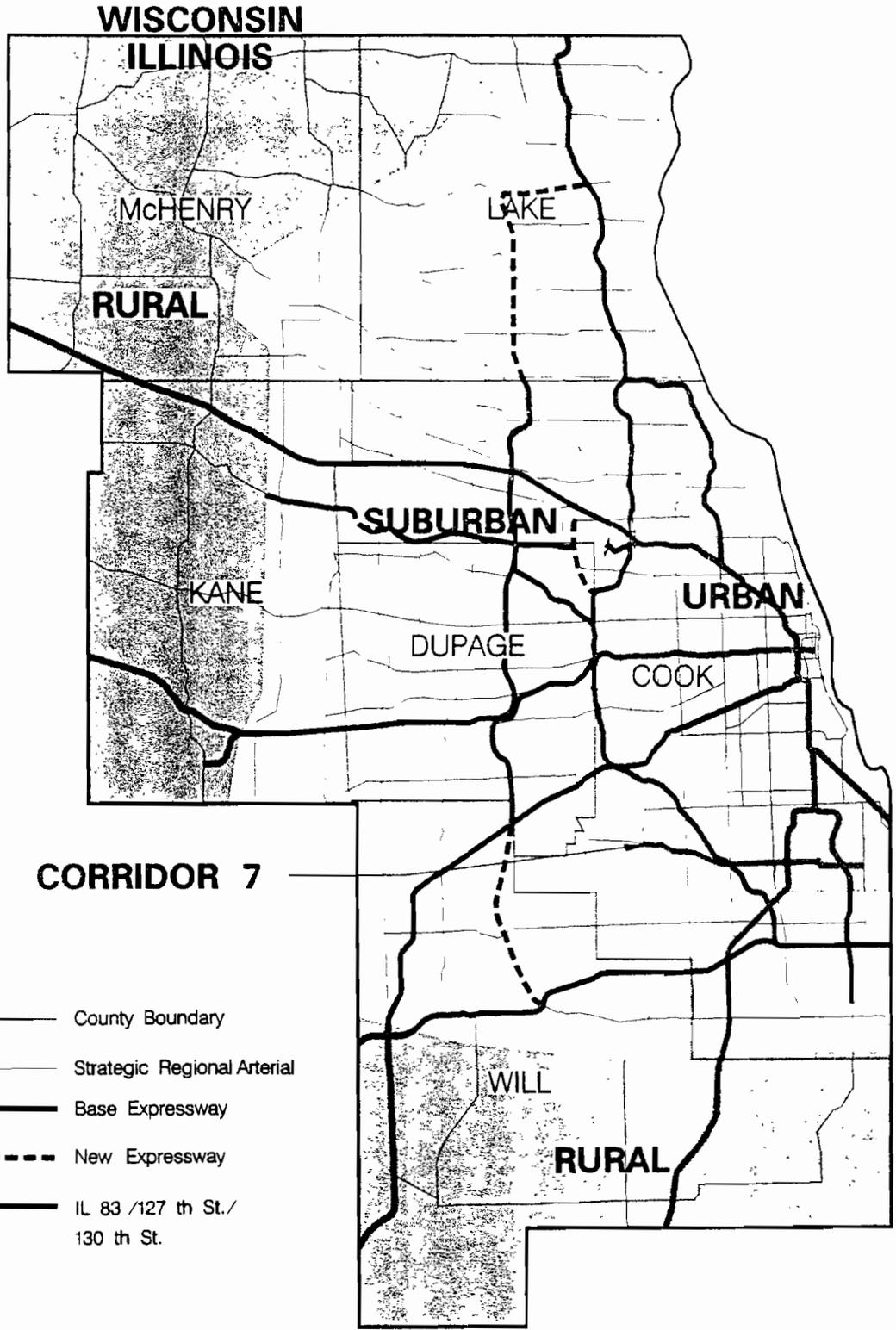
The segment from IL. Route 43 (Harlem Avenue) to 127th Street is also a two lane roadway with roadside ditches and open drainage. This area is suburban in character with a mix of commercial, residential and open space adjacent to the north side of IL. Route 83. Right-of-way in this segment varies in width as it approaches 127th Street, but is typically 100 feet.

At the intersection of IL. Route 83 and 127th Street, the SRA route proceeds easterly along 127th Street. This segment then continues east to Kedzie Avenue. The area is predominantly industrial and commercial with scattered areas of residential. The roadway consists of four lanes with curb and gutter and enclosed drainage. The median varies from 12 feet to 16 feet. The right-of-way is highly variable and ranges from 66 feet to 270 feet.

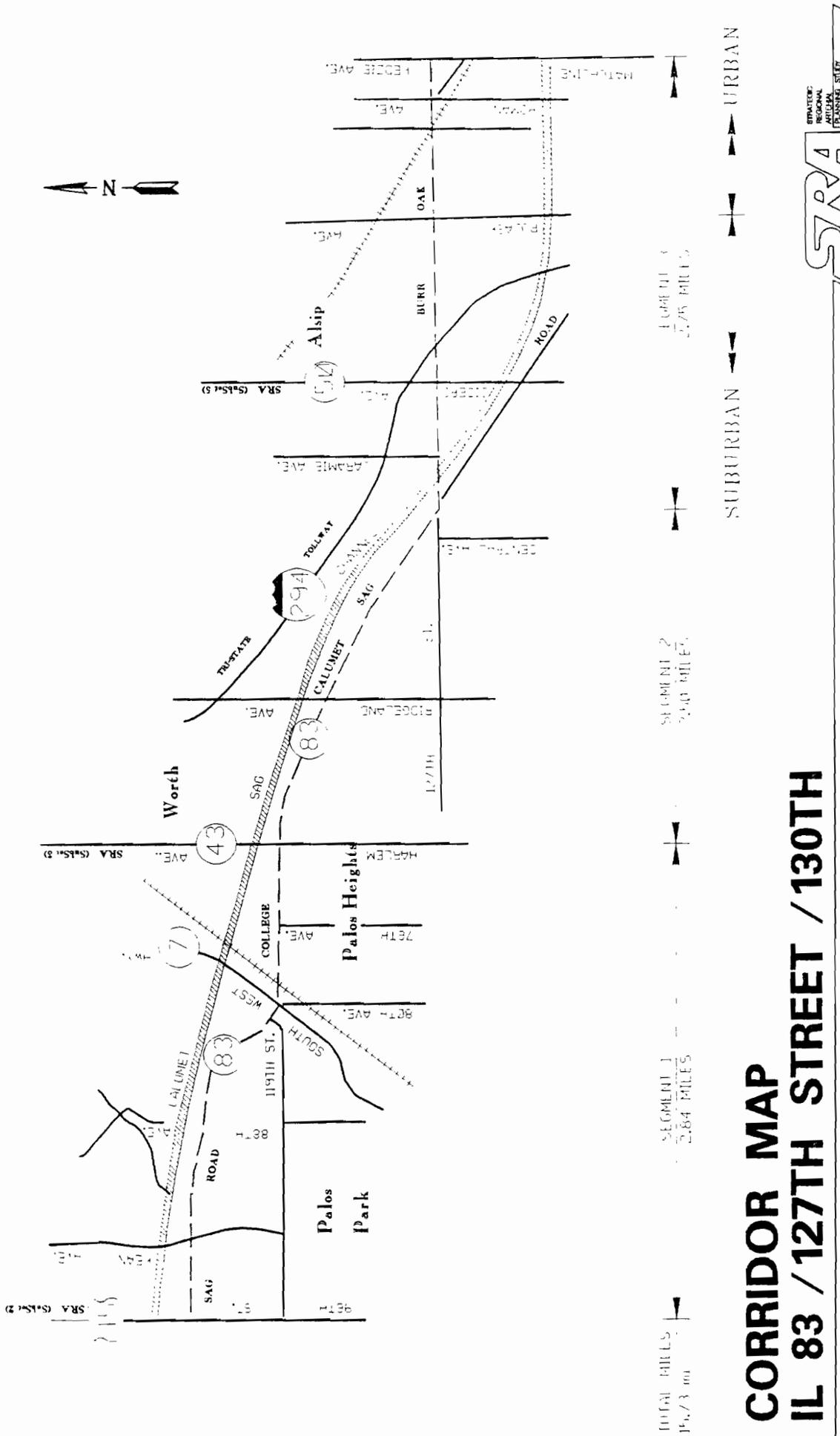
From Kedzie Avenue to Indiana Avenue, 127th Street is a four lane undivided roadway with curb and gutter and enclosed drainage. Sidewalks are present at various locations. Indiana Avenue, from 127th Street to 130th Street, is a two lane roadway with 20 foot wide lanes not striped. Due to the sharp turns which need to be made at 127th and 130th Streets the 20 foot lanes are seldom used for more than one lane of traffic in each direction. The land use in this area ranges from commercial to high density single family residential. The right-of-way is variable from 66 feet to 140 feet with a 66 foot width being most common.

The segment along 130th Street from Indiana Avenue to Torrence Avenue is variable in its typical section. From Indiana Avenue to I-94 Calumet Expressway the roadway consists of four lanes, a 15.5 foot median, curb and gutter and an enclosed drainage system. From I-94 to the Calumet River there are four lanes with no median. The roadway has curb and gutter and enclosed drainage. The remainder of the segment to Torrence Avenue consists of four lanes, a 12 foot turn lane, curb and gutter and enclosed drainage. Between Indiana Avenue and I-94 the land use is industrial and residential, while east of I-94 the land use is heavy industrial. The right-of-way is variable from 83 feet to 150 feet.

The Location Map (Fig. I-1) and Corridor Map (Fig. I-2, I-3) are shown on the following pages.

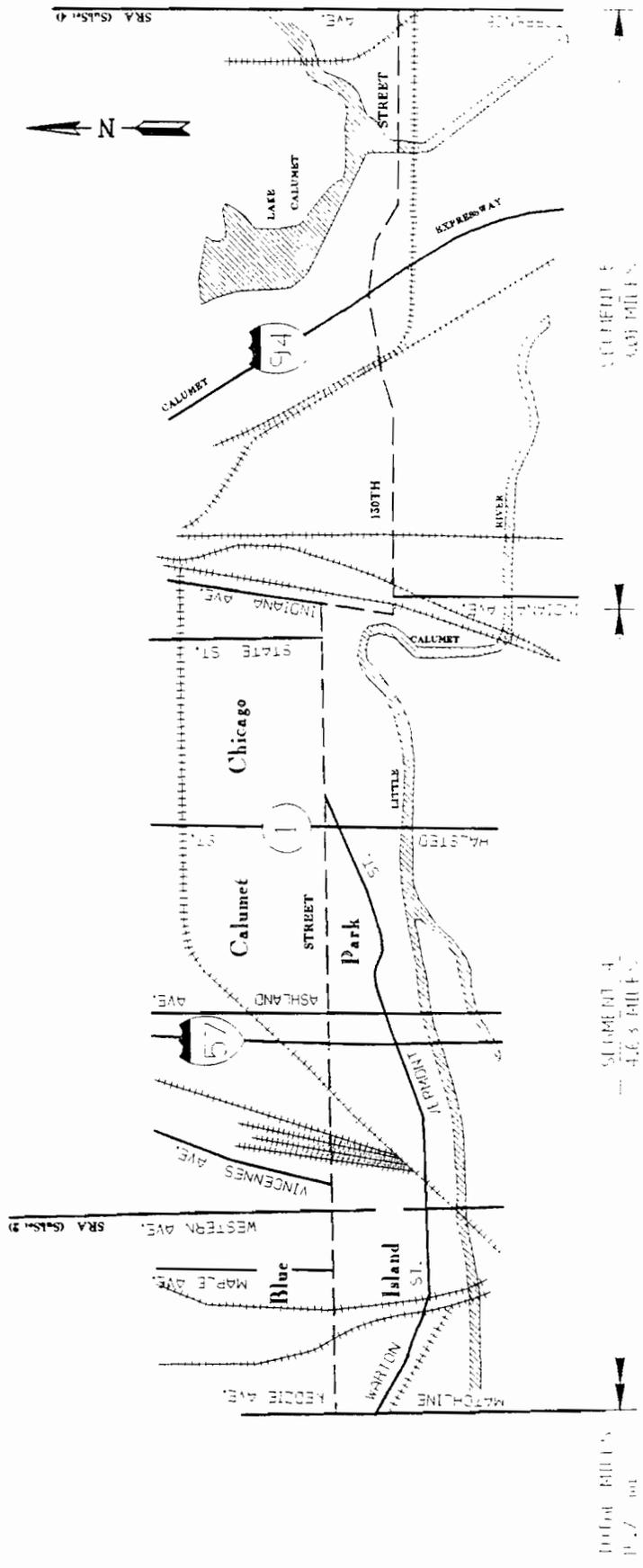


**LOCATION MAP – ILLINOIS ROUTE 83/  
127 th St/130 th Street**



# CORRIDOR MAP IL 83 / 127TH STREET / 130TH





# CORRIDOR MAP IL 83 / 127TH STREET / 130TH

# **ENVIRONMENTAL CONDITIONS AND LAND USE**

**IL ROUTE 83/127TH ST/130TH ST**

# ENVIRONMENTAL CONDITIONS AND LAND USE

## **Introduction**

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

## **Segment 1- U.S. Route 45 to IL Route 43 (Harlem Ave.)**

*Exhibits A7-01 through A7-04*

Segment 1 begins at the interchange of U.S. Route 45 and IL Route 83. It passes through Palos Park and Palos Heights, ending at IL Route 43 (Harlem Avenue). Both U.S. Route 45 and IL Route 43 are SRA routes.

## ***Environmental Conditions***

Environmental concerns along this segment include McClaughry Spring Woods Forest Preserve, Paddock Woods Forest Preserve, Palos Park Woods Forest Preserve, Memorial Park, Americana of Palos Heights Healthcare Center, I & M Natural Heritage Corridor, Lake Katherine Nature Preserve, a municipal complex, and several wetlands. There is one small wetland which may have fen characteristics located just west of 86th Avenue on the south side of IL Route 83. A municipal complex located at the southwest corner of 76th Avenue and College Drive (IL Route 83) contains village offices and the police department. The I & M Natural Heritage Corridor and Lake Katherine Nature Preserve are located north of IL Route 83 on Parliament Drive. The nature preserve contains a large pond, the E.G. Simpson Club House, and a residential subdivision which is being constructed around the pond. There are several locations within the segment that have been identified as possible LUST sites.

## ***Land Use***

The land use along Illinois Route 83 from U.S. Route 45 to 86th Avenue is predominantly forest preserve. From 86th Avenue to Illinois Route 43 the area consists of single family residential on the south side and sanitary district property on the north side.

## **Segment 2 - IL Route 43 (Harlem Ave.) to 127th Street**

*Exhibits A7-04 through A7-06*

Segment 2 begins at the intersection of IL Route 43 (Harlem Avenue). It passes through Palos Heights and Alsip ending at 127th Street. IL Route 43 (Harlem Avenue) is also an intersecting SRA Route.

### ***Environmental Conditions***

Environmental concerns in this section include Austin View Park, Chicago Christian High School, Trinity College, Cedar Creek, a designated floodplain, and a parcel of Federal Property. Chicago Christian High School is located on the Southeast corner of Oak Park Avenue and IL Route 83. Trinity College is located directly east of the high school. A baseball field and track is located between the schools and maybe classified as Section 4(f) park land. Cedar Creek is located just west of Ridgeland Avenue. The creek has many baffles and is badly eroded. The roadway crosses a designated floodplain, which is not readily apparent in the field, east of IL Route 43 (Harlem Avenue). A large tract of Federal Property on the south side of IL Route 83 is fenced off and appears to be an old army barracks abandoned by the Department of Defense. There are four potential LUST sites which have been identified along IL Route 83.

### ***Land Use***

From Illinois Route 43 to 127th Street the area consists of single family and multi-family residential with light commercial.

## **Segment 3 - IL Route 83 to Kedzie Avenue**

*Exhibits A7-07 through A7-09*

Segment 3 begins at the intersection of 127th Street and IL Route 83 and continues along 127th Street to Kedzie Avenue. This segment passes through Crestwood and Alsip. The segment is intersected by IL Route 50 (Cicero Avenue), an SRA Route.

### ***Environmental Conditions***

Environmental concerns include two parks, two cemeteries, a bike path, five identified potential LUST sites and a hazardous waste site. The southeast corner of 127th Street and Cicero Avenue was designated as a wetland area on the National Wetland Maps. However, a new subdivision is now located in this spot and no wetland can be found. Burr Oak Cemetery is located at the northeast corner of 127th Street and the I-294 Tri-State Tollway. Apollo Park and the Alsip Park District are located just east of the Burr Oak Cemetery. A bike path leads north from 127th Street to Apollo Park. The First Evangelical Lutheran Cemetery is located on the south side of

127th Street west of Crawford Avenue (Pulaski Street). There is a CERCLIS site immediately east of the B&O Chicago Terminal/ Indiana Harbor Belt Railroad tracks on the north side of 127th Street.

### ***Land Use***

Land use in this segment is mostly industrial and commercial with scattered areas of single and multi-family residential on the south side.

### **Segment 4 - Kedzie Avenue to 130th Street**

*Exhibits A7-09 through A7-14*

Segment 4 begins at Kedzie Avenue and runs easterly to Indiana Avenue then southerly along Indiana Avenue to 130th Street. It passes through Blue Island, Calumet Park and the City of Chicago. The segment intersects one other SRA, Western Avenue.

### ***Environmental Conditions***

Environmental concerns include, three parks, two schools, four churches, a library, a cemetery, a funeral home, a nursing home, an aeration station, an electrical substation and 15 identified potential LUST sites . In addition there is an identified historic residence located at 2620 127th Street. A Blue Island Historical Plaque which reads, "The Wad Erret House" and is dated 1890 is present. A few other homes in the area also have the appearance of old historical homes. Babes Farm House II restaurant located just west of the Wad Erret House has a Blue Island Historical Plaque but has not been identified as a historical residence. Parkway trees are located along this segment. Cedar Park Cemetery is located on the northwest corner of Halsted and 127th Street. The right-of-way near the cemetery is narrow and there are graves located approximately 15 feet from the back of curb. A CERCLIS site is located a few blocks north of the corridor at 123rd Street and California Avenue.

### ***Land Use***

Land use in this segment is a mix of high density single family residential and commercial.

### **Segment 5 - Indiana Avenue to Torrence Avenue**

*Exhibits A7-15 through A7-18*

Segment 5 begins at Indiana Avenue and continues east to Torrence Avenue. This segment is located in the City of Chicago. Torrence Avenue is also designated an SRA.

### ***Environmental Conditions***

Environmental concerns include two identified potential LUST sites, sludge pits, a park, a school, a housing project, a landfill and many wetlands. Along 130th Street, sludge pits are located on the north side of the roadway. These sludge pits are identified as wetland areas by the National Wetland Inventory Map. Aeration pits are scattered throughout the large sludge pits. The Calumet Water Reclamation Plant is located within this property. Eberhart Park is located at the southwest corner of Eberhart and 130th Street. Two blocks east of the park is the CHA project Altgeld Gardens. Altgeld Gardens is a vast complex of low rise government subsidized housing. The FORD Assembly Plant has been identified as a CERCLIS site in this segment.

### ***Land Use***

Land use in this segment is a mix of industrial and high density residential between Indiana Avenue and I-94, while east of I-94 the land use is heavy industrial.

**Table I-1  
LUST and UST Sites  
IL 83/127th St./130th St.**

<b>Name</b>	<b>Location</b>	<b>Exhibit No.</b>	<b>Incident No. IEPA Number</b>
Palos Kar Wash	11730 Southwest Highway	L1	931368
Amoco Station	SE corner Southwest Highway/IL. Rte. 83	L2 A7-03	881742
Joe Rizza Buick	NE corner 127th St. /Harlem Avenue	L3 A7-04	902196
Trinity College	1 block east of Chicago Christian H.S.	L4 A7-05	902218
Clark Station	12100 S. Ridgeland SW corner Ridgeland /IL. Rte. 83	L5 A7-05	930983
Shell Station	SE corner	U6 A7-05	
Martin Oil Station	4553 127th Street	L7 A7-08	881503
Mobil Oil	NW corner Crawford/127th St.	L8 A7-08	870021
Old Gas Station	SE corner Crawford /127th St.	U9 A7-08	
Union Carbide & Chemicals Plastic Company	12840 Crawford	L10	903135
Ozinga Brothers	3837 W.127th St.	L11 A7-08	900136
Chevy O'Connor	NW corner Kedzie /127th St.	U12 A7-09	

Murph's Gas Station	Across from Eisenhower H.S. (NW corner Sacramento)	L14 A7-09	932606
Amoco Station	12701 127th St.	U15 A7-11	
Gas City	NW corner Wood /127th St.	U16 A7-11	
Earl Schieb Auto	SW corner Page /127th Street	U17 A7-11	
Shell Station	NE corner Marshfield/127th St.	U18 A7-11	
Amoco Station	NW corner Ashland /127th St.	U19 A7-11	
Mobil Station	NE corner Ashland /127th St.	L20 A7-11	912197
Clark Oil	1301 127th St.	L21 A7-12	902861
Greenside Auto & Truck Repair	1127 127th St.	U22 A7-12	
Old Gas Station	SW corner Halsted /127th St.	U23 A7-12	
Old Gas Station	SE corner Halsted /127th St.	U24 A7-12	
Old Gas Station	NW corner Yale /127th St.	U25 A7-13	
Old Gas Station	NW corner Wentworth/127th St.	U26 A7-13	
Old Gas Station	NE corner Wentworth/127th St.	U27 A7-13	
Auto Repair Shop	NW corner Michigan/127th St.	U28 A7-13	
Old Gas Station	SW corner Torrence /130th St.	U29 A7-18	

Ford Motor Company	NW corner Torrence /130th St.	L30 A7-18	
<b>CERCLIS Sites IL 83/127th St./130th St.</b>			
Manufacturing Brass & Aluminum Foundry Corp.	3450 W. 127th St.	C13 A7-09	
Ford Motor Company	NW corner Torrence /130th St.	C31 A7-18	

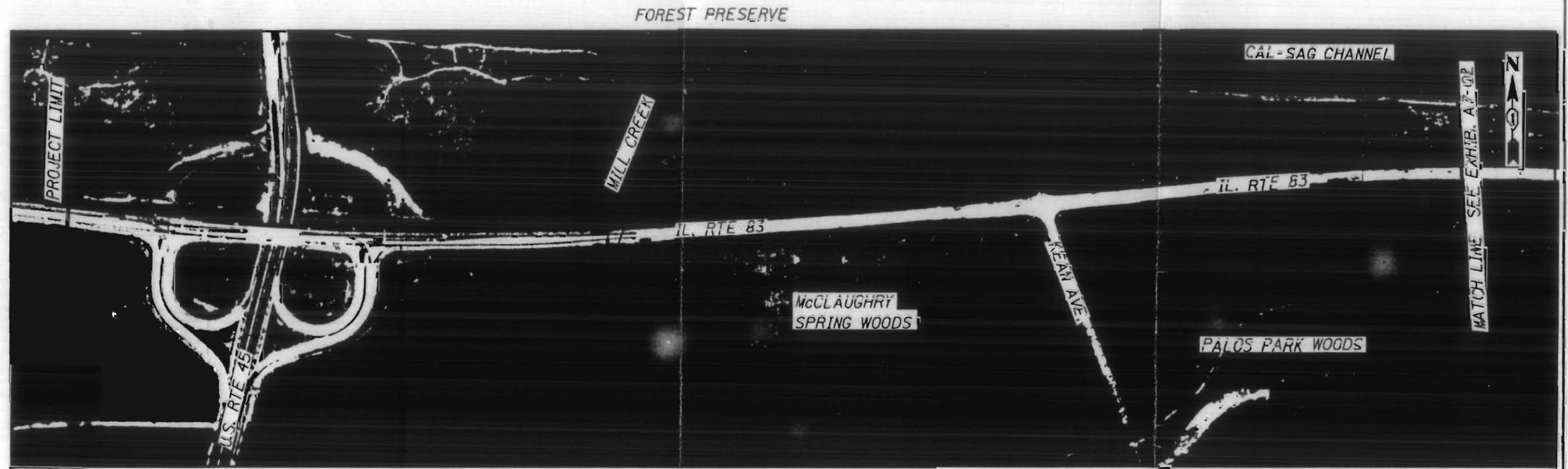
**Table I-2  
Significant Buildings and Sites  
IL 83/127th St./130th St.**

Name	Location	Exhibit
<i>Churches</i>		
St. Isadores Catholic Church	SW corner Wood/127th St.	A7-11
Unknown	1 block south of 127th Street, on Halsted	A7-12
Christ Everlasting Church	Between Wentworth & State St., on North side	A7-13
St. Peters Church	Between Wentworth & State St., on North side	A7-13
<i>Schools</i>		
Chicago Christian High School	SE corner Oak Park/127th Street	A7-05
Trinity College	1 block east of Chicago Christian H.S.	A7-05
Eisenhower High School	SE corner Kedzie/127th Street	A7-09
Fridtjot Nanson Public School	SE corner Lowe/127th Street	A7-12
Ira F. Aldridge School	West edge of Altgeld Gardens	A7-15
<i>Parks</i>		
Memorial Park	SW corner 76th/127th Street	A7-03
Austin View Park	SE corner Austin/127th Street	A7-06
Alsip Park District	2 blocks north of 127th Street, on Kostner	A7-08
Apollo Park	2 blocks north of 127th Street, on Kostner	A7-08
Commissioners Park	1 block north of 127th Street, on Kedzie	A7-09
Memorial Park	SW corner Highland/127th Street	A7-10
Unknown	SW corner RR/127th Street	A7-11
Unknown	SE corner RR/127th Street	A7-11
Eberhart Park	SE corner Eberhart/130th Street	A7-15
<i>Other</i>		
Americana of Palos Heights Healthcare Center	NE quadrant of Norfolk & Western RR & College Drive	A7-03
I & M Natural Heritage Corridor Lake Katherine Nature Preserve	1 block north of IL Route 83 on Parliament Drive	A7-04

Well House or reservoir	2 blocks east of Central Ave. N. Side	A7-06
Historical Home (Plaque)	2620 127th St.	A7-10
Burr Oak Christian Center	12654 127th St., NW Corner Maple/127th	A7-10
Vanderburg Funeral Home	SW Quadrant Western/127th St.	A7-10
Nursing Home	SW Quadrant Wester/127th St.	A7-10
Calumet Park Public Library	NW corner Laflin/127th Street	A7-11

**Table I-3**  
**Sources of Environmental and Land Use Data**  
**IL 83/127th St./130th St.**

Item	Data Source
Park Land and Other Open Space	<p>Illinois Nature Preserves 1987-1988 Report and 1992 Update, Illinois Nature Preserves Commission</p> <p>Cook County Forest Preserve Maps</p> <p>Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois</p> <p>Visual Survey 7/94</p> <p>Field Reconnaissance 7/94</p>
Wetlands	<p>National Wetlands Inventory Map: United States Department of the Interior, U.S. Fish and Wildlife Service</p> <p>Field Reconnaissance 7/94</p>
Floodplains	<p>FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development</p>
Hazardous Materials	<p>Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files</p>
Historic Sites	<p>The National Register of Historic Places 1990; U.S. Department of the Interior</p> <p>Cultural and Historical Inventory, Cook County 1993</p> <p>Field Reconnaissance 7/94</p>



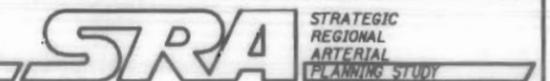
*DESCRIPTION OF ENVIRONMENTAL CONDITIONS:*

*DESCRIPTION OF LAND USE CONDITIONS:*

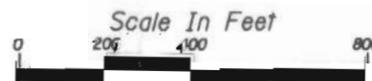
- COOK COUNTY PRESERVE :**
- \* McCLAUGHRY SPRING WOODS  
0.66 MILES , FRONTAGE
  - \* PALOS PARK WOODS  
0.49 MILES , FRONTAGE

LEGEND			
	= WETLAND		= L.U.S.F. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.F. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**



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**EXHIBIT A7-01**



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

COOK COUNTY PRESERVE :  
 \* PALOS PARK WOODS  
 0.49 MILES , FRONTAGE  
 \* PADDOCK WOODS  
 0.02 MILES , FRONTAGE

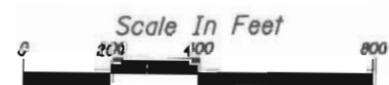
**LEGEND**

	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**



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





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

= AMOCO STATION  
INCIDENCE NO. 881742

DESCRIPTION OF LAND USE CONDITIONS:

= AMERICANA OF PALOS HEIGHTS  
HEALTHCARE CENTER

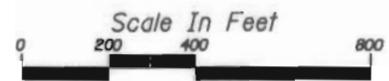
= MEMORIAL PARK

LEGEND			
	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

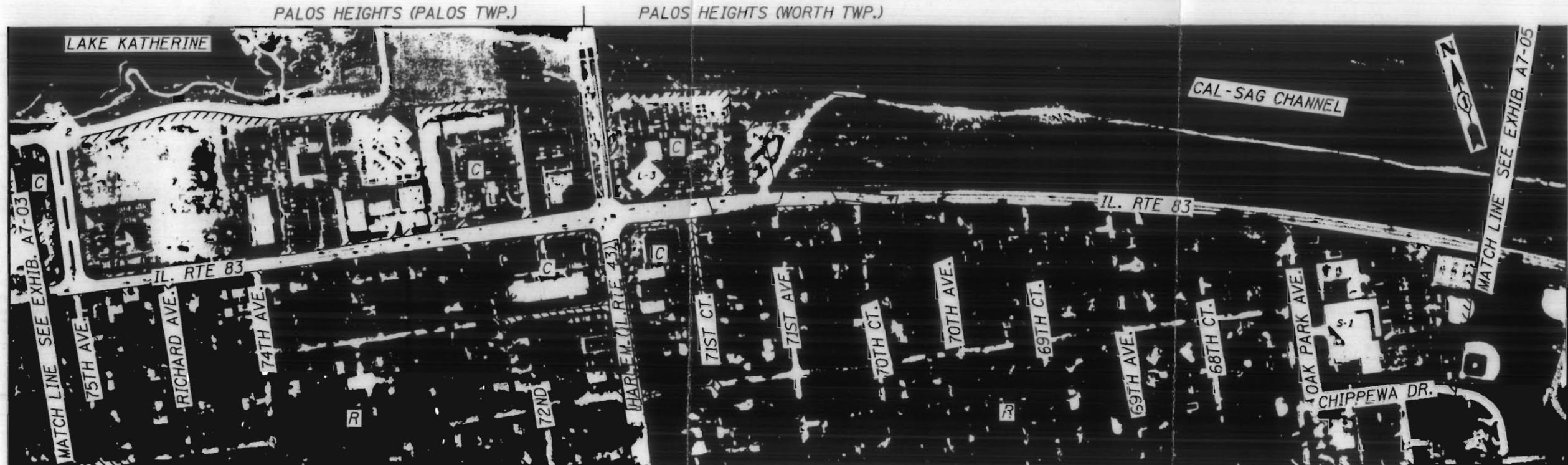
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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A7-03



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

= JOE RIZZA BUICK  
INCIDENCE NO. 902196

**DESCRIPTION OF LAND USE CONDITIONS:**

= I & M NATURAL HERITAGE CORRIDOR  
LAKE KATHERINE NATURE PRESERVE

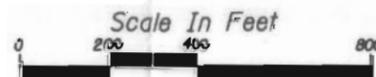
= CHICAGO CHRISTIAN HIGH SCHOOL

LEGEND			
	WETLAND		L.U.S.T. SITE
	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**

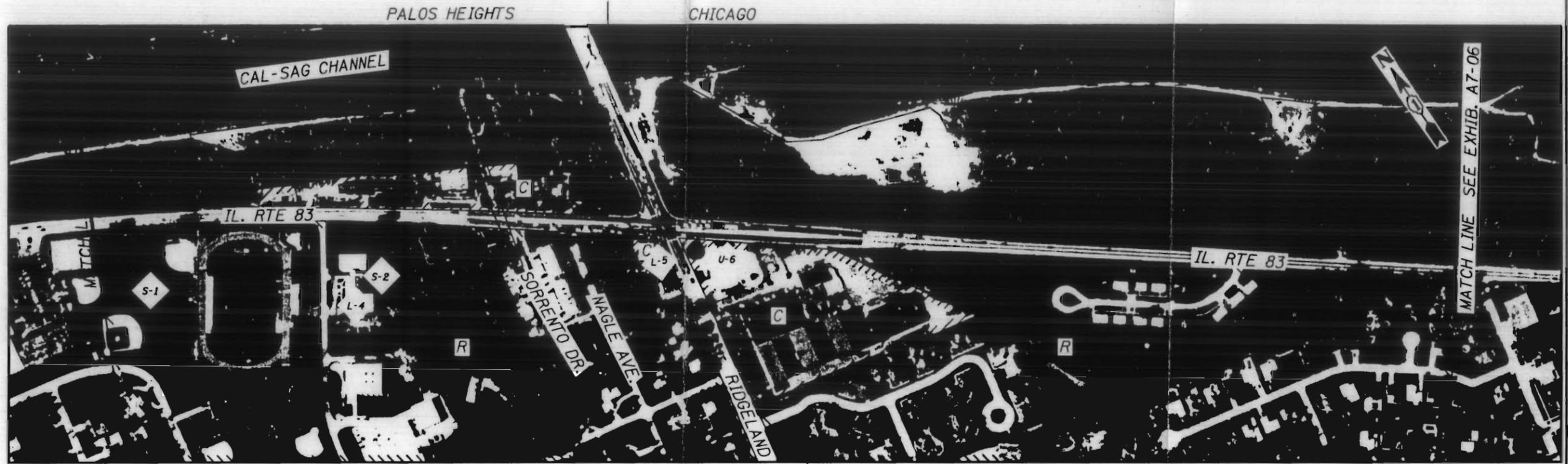
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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT AT-04



*DESCRIPTION OF ENVIRONMENTAL CONDITIONS:*

- = TRINITY COLLEGE  
INCIDENCE NO. 902218
- = CLARK STATION  
INCIDENCE NO. 930983
- = SHELL STATION

*DESCRIPTION OF LAND USE CONDITIONS:*

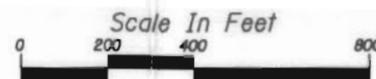
- = CHICAGO CHRISTIAN HIGH SCHOOL
- = TRINITY COLLEGE

LEGEND			
	WETLAND		L.U.S.T. SITE
	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

**EXHIBIT A7-05**



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

 = AUSTIN VIEW PARK

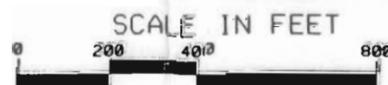
 = WELL HOUSE OR RESERVOIR

LEGEND			
	= WETLAND WITH SYMBOLOGY		= L-U.S.T. OR U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= HISTORIC SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= PUBLIC FACILITY
	= CEMETERY		= SIGNIFICANT BUILDINGS & SITES
	= RELIGIOUS INSTITUTION		

IL 83/127TH ST/130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE

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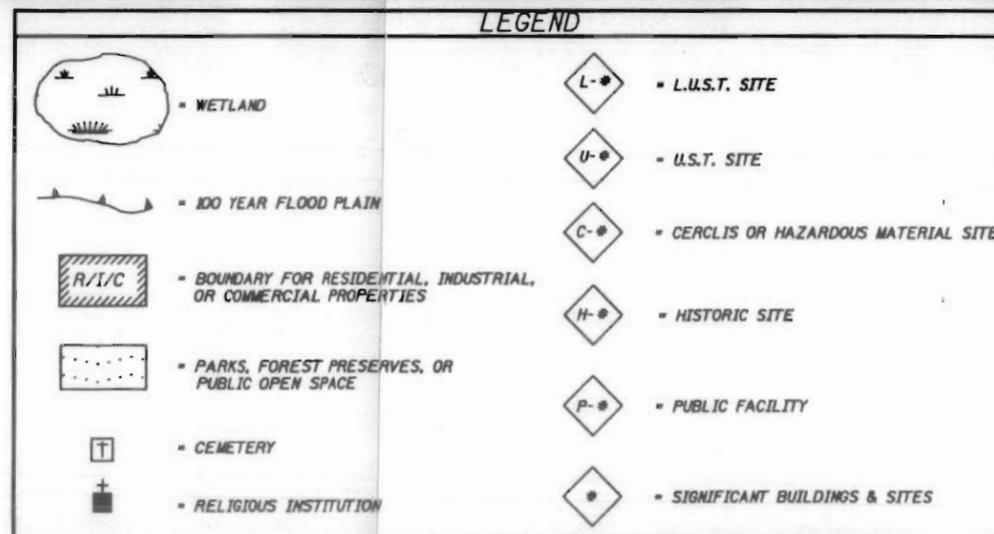
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A7-06



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:



IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS



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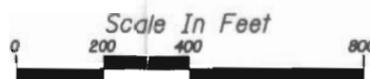
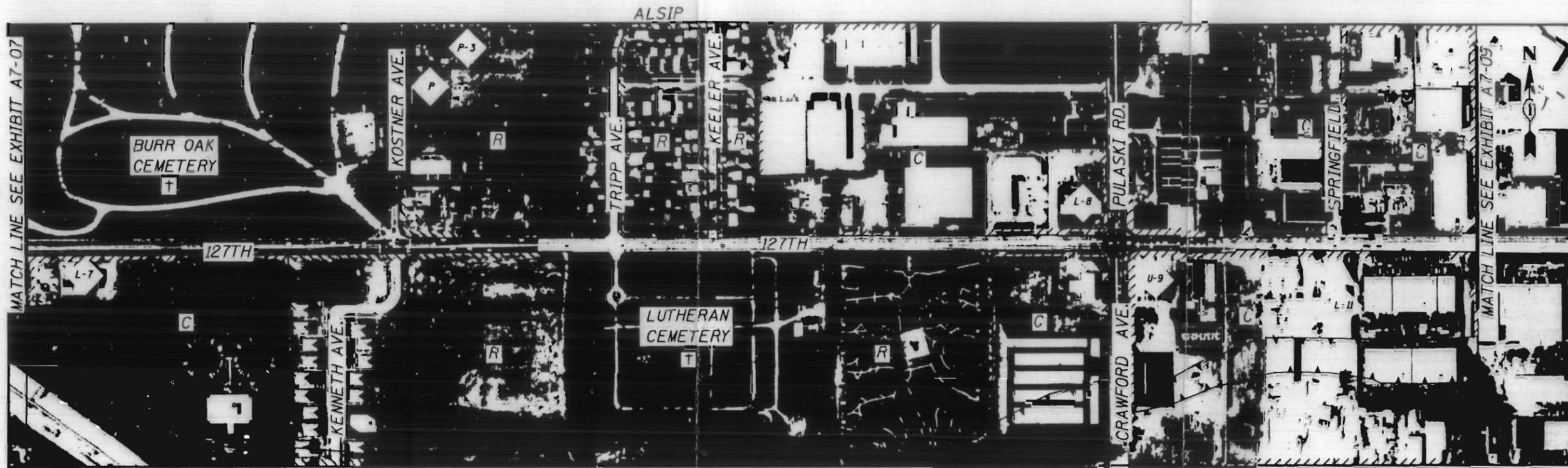


EXHIBIT A7-07



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = MARTIN OIL STATION  
INCIDENCE NO. 881503
-  = MOBIL OIL  
INCIDENCE NO. 870021  
INCIDENCE NO. 901017
-  = OLD GAS STATION
-  = OZINGA BROTHERS  
INCIDENCE NO. 900136

**DESCRIPTION OF LAND USE CONDITIONS:**

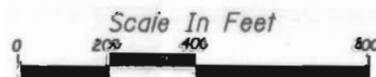
-  = ALSIP PARK DISTRICT
-  = APOLLO PARK

LEGEND			
	WETLAND		L.U.S.T. SITE
	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**

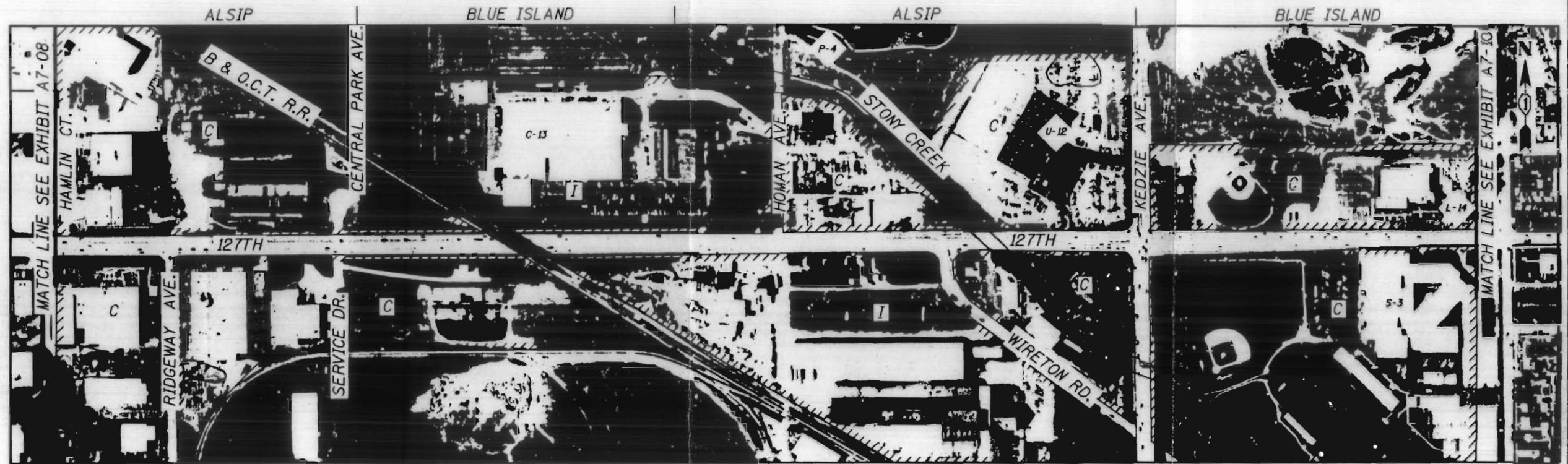
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the

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**EXHIBIT A7-08**



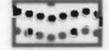
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = CHEVY O'CONNOR
-  = MURPH'S GAS STATION

DESCRIPTION OF LAND USE CONDITIONS:

-  = MANUFACTURING BRASS & ALUMINUM FOUNDRY CORP
-  = COMMISSIONERS PARK
-  = EISENHOWER HIGH SCHOOL

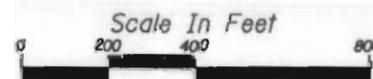
**LEGEND**

	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

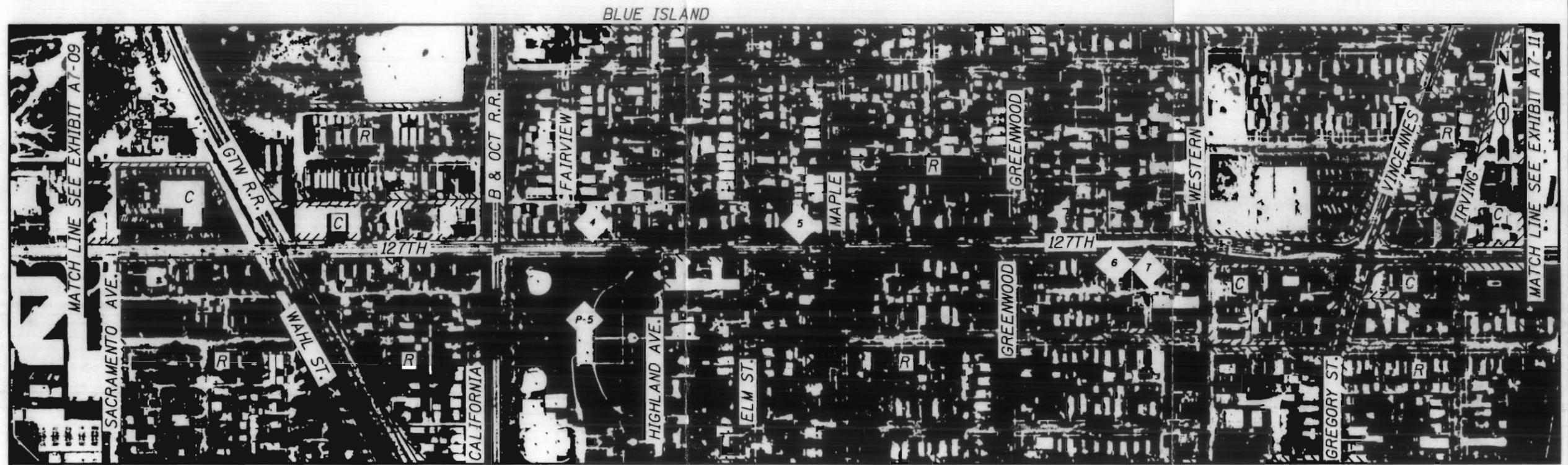
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 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A7-09



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

- 4 = HISTORICAL HOME (PLAQUE)
- 5 = BURR OAK CHRISTIAN CENTER
- 6 = VANDERBURG FUNERAL CENTER
- 7 = NURSING HOME
- P-5 = MEMORIAL PARK

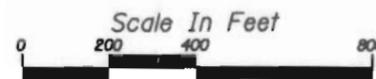
**LEGEND**

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	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

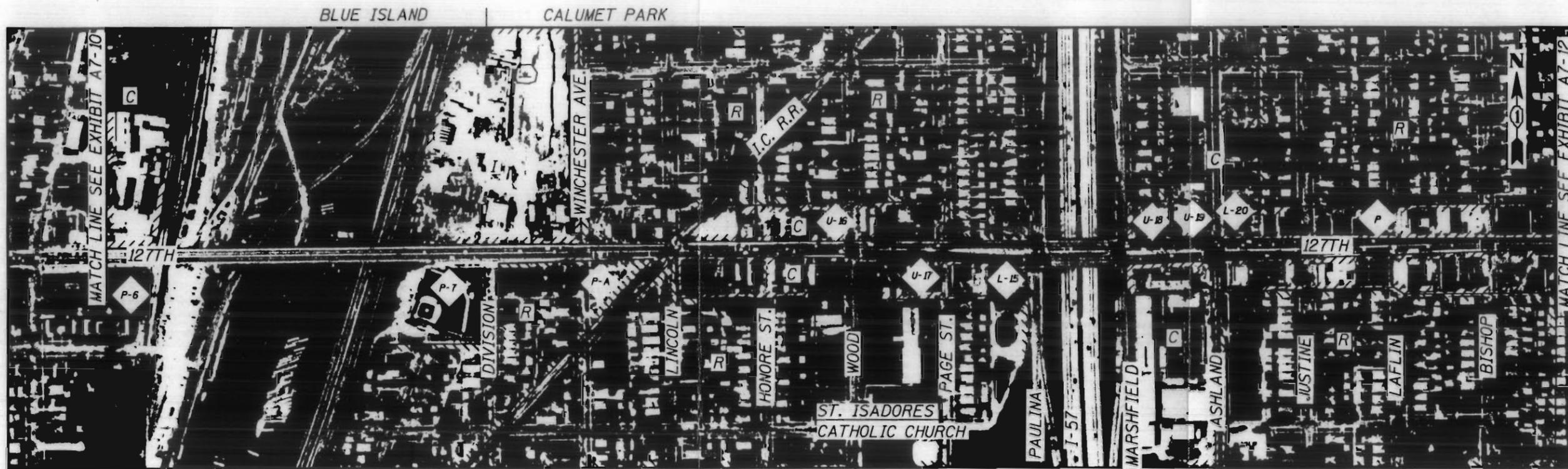
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A7-10



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- = AMOCO STATION
- = GAS CITY
- = EARL SCHIEB AUTO
- = SHELL STATION
- = AMOCO STATION
- = MOBIL STATION  
INCIDENCE NO. 912197

DESCRIPTION OF LAND USE CONDITIONS:

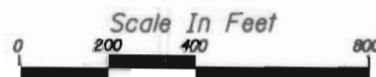
- = PARK
- = PARK
- = CALUMET PARK PUBLIC LIBRARY
- = BURR OAK METRA STATION

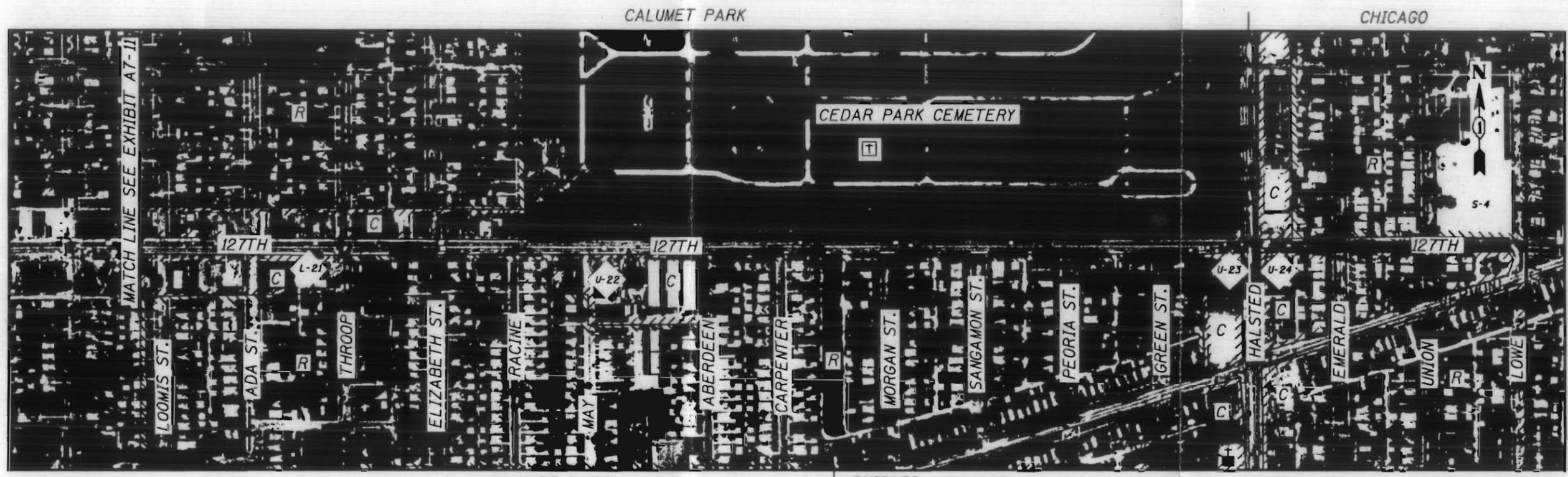
BLUE ISLAND | CALUMET PARK

LEGEND		
	= WETLAND	= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN	= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES	= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE	= HISTORIC SITE
	= CEMETERY	= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION	= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

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





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = CLARK OIL  
INCIDENCE NO. 902861
-  = GREENSIDE AUTO & TRUCK REPAIR
-  = OLD GAS STATION
-  = OLD GAS STATION

DESCRIPTION OF LAND USE CONDITIONS:

-  = FRIDTJOT NANSON PUBLIC SCHOOL

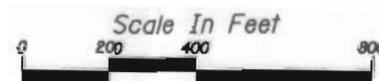
**LEGEND**

	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

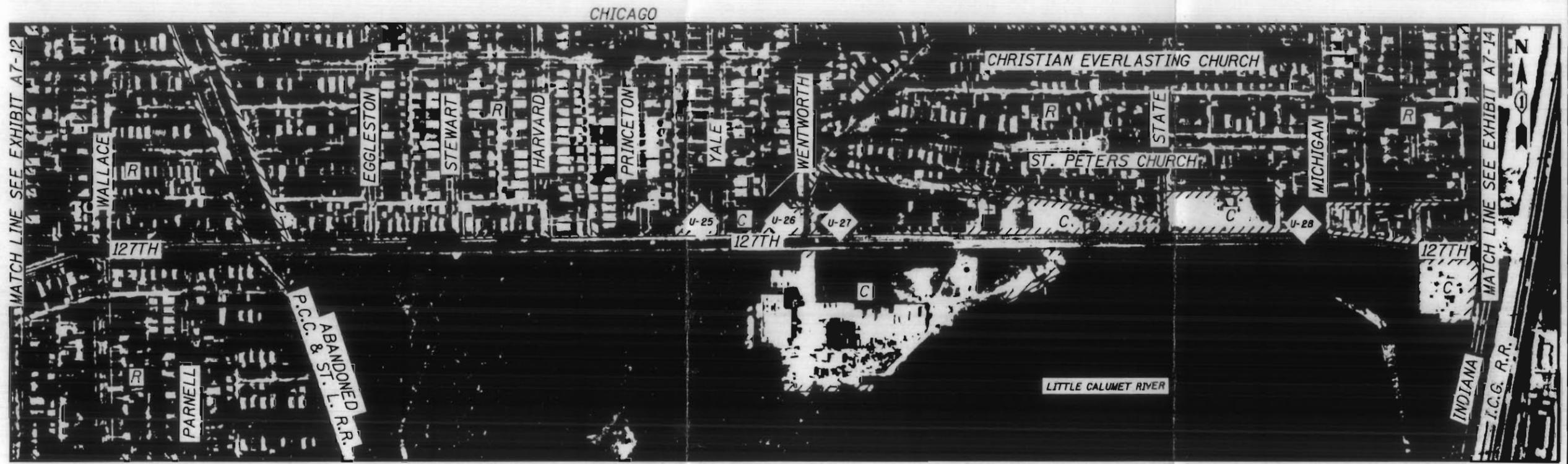
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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A7-12



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

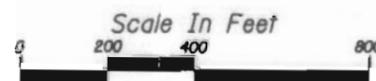
-  = OLD GAS STATION
-  = OLD GAS STATION
-  = OLD GAS STATION
-  = AUTO REPAIR SHOP

DESCRIPTION OF LAND USE CONDITIONS:

LEGEND			
	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

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





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

LEGEND			
	WETLAND		L-U.S.T. SITE
	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS



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Illinois Department of Transportation

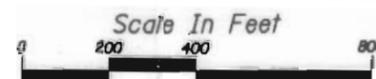
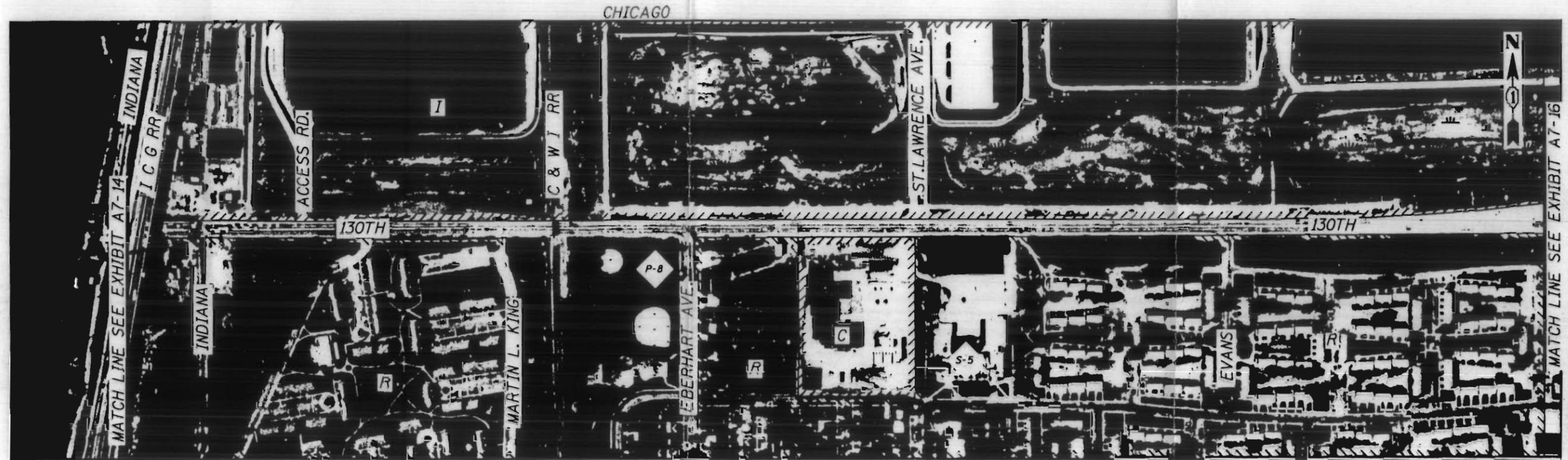


EXHIBIT A7-14

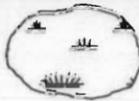
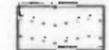


DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

-  = EBERHART PARK
-  = IRA F. ALDRIDGE SCHOOL.

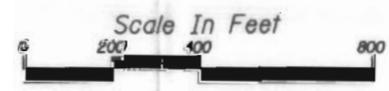
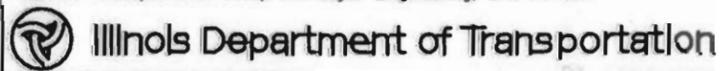
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	= WETLAND		= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS



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





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

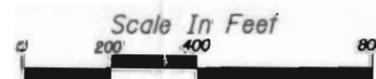
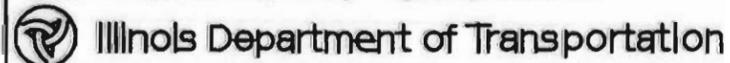
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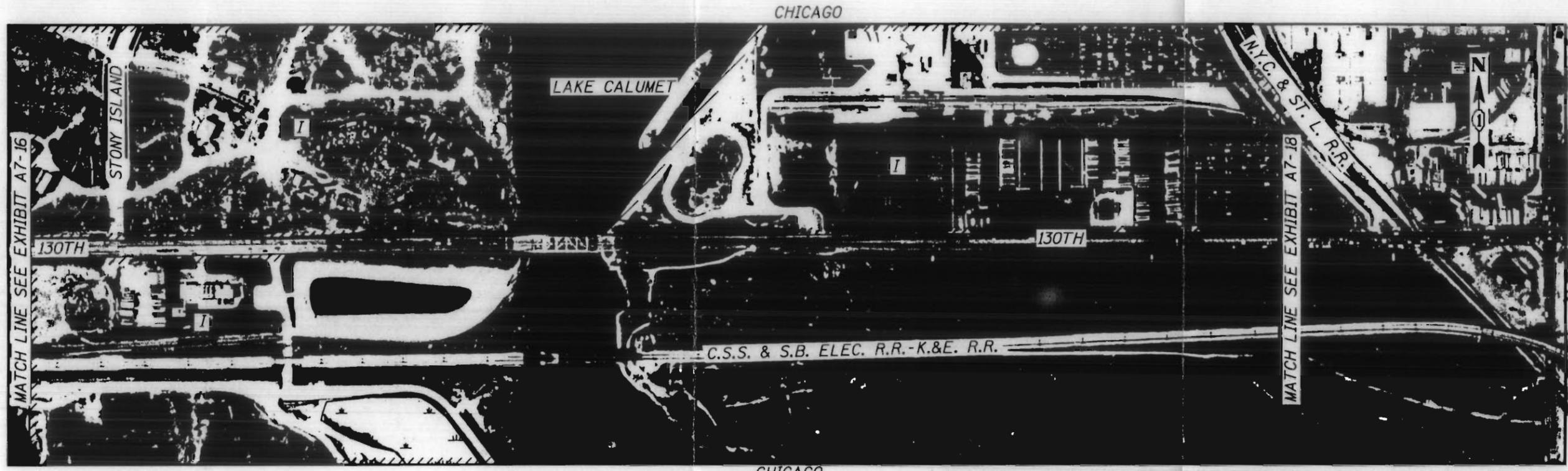
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	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS



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





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

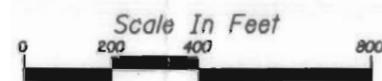
DESCRIPTION OF LAND USE CONDITIONS:

LEGEND			
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	100 YEAR FLOOD PLAIN		U.S.T. SITE
	BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		CERCLIS OR HAZARDOUS MATERIAL SITE
	PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		HISTORIC SITE
	CEMETERY		PUBLIC FACILITY
	RELIGIOUS INSTITUTION		SIGNIFICANT BUILDINGS & SITES

IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS

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Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

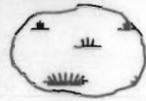
EXHIBIT A7-17



*DESCRIPTION OF ENVIRONMENTAL CONDITIONS:*

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-  = FORD MOTOR CO.
-  = FORD MOTOR CO.

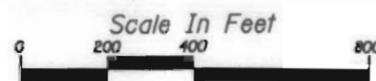
*DESCRIPTION OF LAND USE CONDITIONS:*

LEGEND			
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	= 100 YEAR FLOOD PLAIN		= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		= HISTORIC SITE
	= CEMETERY		= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		= SIGNIFICANT BUILDINGS & SITES

**IL 83/127TH ST./130TH STREET - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

**EXHIBIT A7-18**

# **EXISTING ROADWAY CONDITIONS**

**IL ROUTE 83/127TH ST/130TH ST**

# EXISTING ROADWAY CONDITIONS

## **Introduction**

As part of the planning process, the SRA project study includes a detailed evaluation of the existing roadway conditions. Physical characteristics of the route are discussed including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined. Finally, public transit issues including bus and rail service operating along and intersecting the corridor are evaluated.

## **Segment 1- U.S. Route 45 to IL Route 43 (Harlem Ave.)**

*Exhibits B7-01 through B7-04*

Segment 1 begins at the interchange of U.S. Route 45 and IL Route 83. It passes through Palos Park and Palos Heights, ending at IL Route 43 (Harlem Avenue). Both U.S. Route 45 and IL Route 43 are SRA routes.

## ***Physical Characteristics***

IL Route 83 (Cal Sag Road) in this segment is a two lane roadway with shoulders and roadside open drainage. There is no median in this segment. However there are left turn lanes at several of the intersections. The existing right-of-way is typically 100 feet, but it does narrow to 83 feet between IL Route 7 and the N&W Railroad.

There are three structures in this segment of IL Route 83. These are SN-1 over U.S. Route 45, SN-2 over Mill Creek near U.S. Route 45 and SN-3 carrying the N&W R.R. over IL Route 83. The roadway section through the N&W R.R. consists of two 11 foot lanes. This structure also has substandard clearance of 14'-1".

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

The existing average daily traffic on IL Route 83/ 127th Street/ 130th Street in this segment ranges from 11,200 to 18,700 vehicles per day. The speed limit is 50 miles per hour from U.S. Route 45 to 83rd Street, 45 miles per hour from 83rd Street to IL Route 7, and 40 miles per hour from IL Route 7 to IL Route 43. There are no identified high accident locations in the segment. There are six signalized intersections in the segment at an average spacing of 0.7 miles. There is no on-street parking along this segment.

## ***Public Transportation***

There is no public transportation service throughout this segment.

## **Segment 2 - IL Route 43 (Harlem Ave.) to 127th Street**

*Exhibits B7-04 through B7-06*

Segment 2 begins at the intersection of IL Route 43 (Harlem Avenue). It passes through Palos Heights and Alsip ending at 127th Street. IL Route 43 (Harlem Avenue) is also an intersecting SRA Route.

### ***Physical Characteristics***

Segment 2 is a two lane roadway with shoulders and roadside open drainage. There is no median in this segment. However there are turn lanes at several of the intersections. The existing right-of-way throughout this segment varies 90 feet to 195 feet, but typically is 100 feet.

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

The existing average daily traffic on IL Route 83/ 127th Street/ 130th Street in this segment ranges from 15,400 to 18,700 vehicles per day. The speed limit is 40 miles per hour. There are no identified high accident locations in the section. There are three signalized intersections in the section at an average spacing of 1.25 miles. There is no on-street parking along this segment.

### ***Public Transportation***

PACE Bus Routes 386 and 383 service this segment of IL Route 83/ 127th Street/ 130th street. Bus stop locations are shown on Exhibits B7-04 through B7-06.

## **Segment 3 - IL Route 83 to Kedzie Avenue**

*Exhibits B7-07 through B7-09*

Segment 3 begins at the intersection of 127th Street and IL Route 83 and continues along 127th Street to Kedzie Avenue. This segment passes through Crestwood and Alsip. The segment is intersected by IL Route 50 (Cicero Avenue), an SRA Route.

### ***Physical Characteristics***

Within this segment the roadway west of Crawford/ Pulaski consists of four lanes separated by a 12 foot median with turn lanes. Curb and gutter and an enclosed system provide drainage. East of Crawford/ Pulaski the roadway is also four lanes but in this area the lanes are separated by a 16 foot median. Drainage is accomplished by use of curb and gutter and an enclosed system. The existing right-of-way varies from 66 feet to 165 feet. However the right-of-way around the B&O.C.T. Railroad increases greatly between 220 feet to 270 feet.

There are five structures in this segment of 127th Street. These are SN-4 over the tributary of the Cal Sag Channel, SN-5 (016-0570) over the Cal Sag Channel, SN-6 over the I-294 off ramp, SN-7 over I-294, and SN-8 (016-2511) carrying the B&O C.T. R.R. over 127th Street.

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

The existing average daily traffic on IL 83/ 127th Street/ 130th Street in this segment varies from 26,800 to 27,800 vehicles per day. The speed limit west of Cicero Avenue is 45 miles per hour while east of Cicero Avenue the speed limit is 40 miles per hour. There are six signalized intersections in the segment at an average spacing of 0.55 miles. The intersection of 127th Street, Cicero Avenue and the Tri-State Tollway has been identified as the highest accident location in the State of Illinois by the IDOT High Accident Location Identification System. There is no on-street parking along this segment.

### ***Public Transportation***

PACE Bus Routes 386 and 877 service this segment of 127th Street. Bus stop locations are shown on Exhibits B7-06 through B7-09.

## **Segment 4 - Kedzie Avenue to 130th Street**

*Exhibits B7-09 through B7-14*

Segment 4 begins at Kedzie Avenue and runs easterly to Indiana Avenue then southerly along Indiana Avenue to 130th Street. It passes through Blue Island, Calumet Park and the City of Chicago. The segment intersects one other SRA, Western Avenue.

### ***Physical Characteristics***

From Kedzie Avenue to Irving Avenue this segment consists of four lanes with no median. There is curb and gutter, enclosed drainage and sidewalks. There are two at-grade railroad crossings east and west of California Avenue which have 24 freight trains per day on each track. From Irving Avenue to Winchester Avenue the roadway is located on an embankment and bridge over the railroad yard. The face of curb to face of curb width is 44 feet. At Winchester Avenue the roadway returns to four lanes with no median. Curb and gutter, enclosed drainage and sidewalks are again present up to Indiana Avenue. An at-grade railroad crossing is encountered east of Winchester Avenue. The METRA Burr Oak Station is located at this crossing and there are 21 passenger trains per day. There is an abandoned railroad east of Wallace Street. Indiana Avenue from 127th Street to 130th Street is a 40 foot roadway which is being used as a two lane road with shoulders and no median. Drainage is toward the Little Calumet River. The right-of-way in this segment is very restrictive. The existing right-of-way varies from 66 feet to 106 feet throughout this segment.

There are two structures in this segment of 127th Street. These are SN-9 (180A-0101.1-150) 127th Street viaduct over the railroad yard and SN-10 over I-57.

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

The existing average daily traffic on IL Route 83/ 127th Street/ 130th Street in this section varies from 20,400 to 46,600 vehicles per day. The speed limit is 30 miles per hour. There are 16 signalized intersections in the segment at an average spacing of 0.31 miles. A new stop sign has been installed at 127th Street and Indiana Avenue. There are no identified high accident locations. On-street parking is prohibited along this segment.

### ***Public Transportation***

Pace Bus Routes 386, 359, 352 and CTA Bus Route 49A-349 service this segment of 127th Street. The Burr Oak METRA train station is located at Lincoln and 127th. Bus stop locations and the METRA train station are shown on Exhibits B7-09 through B7-14.

## **Segment 5 - Indiana Avenue to Torrence Avenue**

*Exhibits B7-15 through B7-18*

Segment 5 begins at Indiana Avenue and continues east to Torrence Avenue. This segment is located in the City of Chicago. Torrence Avenue is also designated an SRA.

### ***Physical Characteristics***

Within this segment the roadway consists of four lanes with a median width varying from 0 to 15.5 feet. There is curb and gutter and some sidewalk in the vicinity of the Ford Plant. The roadway passes under the Illinois Central Gulf Railroad, crosses the Chicago & Eastern Illinois Railroad at-grade, passes over the CSX Railroad and the Calumet Expressway, and crosses the Calumet River. As the roadway approaches Torrence Avenue heavy congestion is encountered due to the at-grade crossing of the CSX Railroad near the intersection of 130th Street and Torrence Avenue. The existing right-of-way varies 83 feet to 150 feet in this segment.

There are five structures in this segment of 130th Street. These are SN-11 which carries the I.C.G. R.R. over 130th Street, SN-12 (016-2434) which carries 130th Street over Cottage Grove and the C.S.S. & S.B. electric and the K.&E. R.R.'s, SN-13 which carries 130th Street over I-94, SN-14 which carries 130th Street over the Calumet River and SN-15 which is used as a pedestrian overpass between the Ford Motor Plant and the employee parking lot. The structure at the I.C.G. R.R. has two separate 20 foot openings for the east and westbound traffic. The structure also has a substandard clearance of 13.25'.

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

The existing average daily traffic on IL Route 83/ 127th Street/ 130th Street in this section varies from 32,000 to 43,500 vehicles per day. The speed limit is 35 miles per hour. There are five signalized intersections in the segment at an average spacing of 0.75 miles. There are no identified high accident locations no on-street parking along this segment.

### ***Public Transportation***

PACE Bus Routes 353, 355, 358 service this segment of 130th Street. Bus stop locations are shown on Exhibits B7-15 through B7-18.

**Table II-1  
Structure Inventory  
Illinois Route 83/127th Street/130th Street**

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1		U.S. Route 45	N/A	N/A	42'-10"	30'	No Modification Required
SN-2		Mill Creek	N/A	N/A	N/A	N/A	No Modification Required
SN-3		N/A	N & W R.R.	14'-1"	31'	N/A	Reconstruction Required
SN-4		Cal Sag Tributary	N/A	N/A	N/A	N/A	Modification Required
SN-5	016-0570	Cal Sag Channel	N/A	>16'-3"	24'/24'	609'	No Modification Required
SN-6		I-294 Off Ramp	N/A	N/A	N/A	N/A	I.D.O.T. Phase I Study
SN-7		I-294	N/A	N/A	N/A	N/A	I.D.O.T. Phase I Study
SN-8	016-2511	B & O C R.R.	N/A	14.52'	40'/40'	N/A	No Modification Required
SN-9	180A-0101.1-150	127th Street Viaduct	N/A	N/A	44'	N/A	No Modification Required
SN-10		I-57	N/A	N/A	90'	N/A	No Modification Required
SN-11		N/A	I C G R.R.	13.25'	20'/20'	N/A	New Structure Required
SN-12	016-2434	CSS & SB Electric R.R. & K & E. R.R.	N/A	N/A	59'	N/A	No Modification Required
SN-13		I-94	N/A	N/A	93'	N/A	No Modification Required
SN-14		Calumet River	N/A	>16'-3"	70'	N/A	No Modification Required
SN-15			Ford Pedestrian Overpass	15'-10"	106.9'	106'	No Modification Required

**Table II-2  
Accident Rates at Intersections  
Illinois Route 83/127th Street/130th Street**

Cross Street	N-S ADT	E-W ADT	Number of Accidents			Rate
			1990	1991	1992	
IL Rte 7	18900	14700	17	14	18	1.332
Harlem	18800	17200	15	22	25	1.573
Ridgeland	16700	15500	16	25	14	1.560
Cicero	36600	28500	115	93	101	4.335
Pulaski	18700	27300	35	25	29	1.767
Kedzie	13300	24200	11	10	13	0.828
Western	15600	24100	16	22	16	1.242
Ashland	9400	23300	28	26	20	2.067
Halsted	15400	22300	80	66	113	6.274
State	14300	32300	10	21	16	0.921
Indiana	11800	34200	53	35	39	2.521
Ellis	1600	33000	31	36	40	2.824
Torrence	15500	32000	61	72	85	4.190

**Table II-3**  
**Accident Rates on Segments**  
**Illinois Route 83/127th Street/130th Street**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
<b>U.S. Route 45</b>	<b>IL Rte 7</b>	1.408	11200	16	20	13	2.838
<b>IL Rte 7</b>	<b>Harlem Ave.</b>	0.984	18700	20	16	29	3.226
<b>Harlem Ave.</b>	<b>Ridgeland</b>	1.011	15600	58	53	59	9.845
<b>Ridgeland</b>	<b>Cicero</b>	2.245	29200	35	41	23	1.379
<b>Cicero</b>	<b>Pulaski</b>	1.002	27800	74	56	39	5.541
<b>Pulaski</b>	<b>Kedzie</b>	1.008	26800	30	13	8	1.724
<b>Kedzie</b>	<b>Western</b>	1.015	21600	85	71	42	8.248
<b>Western</b>	<b>Ashland</b>	0.995	26600	147	148	62	12.319
<b>Ashland</b>	<b>Halsted</b>	1.074	24200	63	54	49	5.833
<b>Halsted</b>	<b>State</b>	0.988	27000	90	48	60	6.779
<b>State</b>	<b>Indiana</b>	0.605	30800	32	36	73	6.911
<b>Indiana</b>	<b>Ellis</b>	1.013	32400	110	96	114	8.905
<b>Ellis</b>	<b>Torrence</b>	2.000	32000	87	90	122	4.267

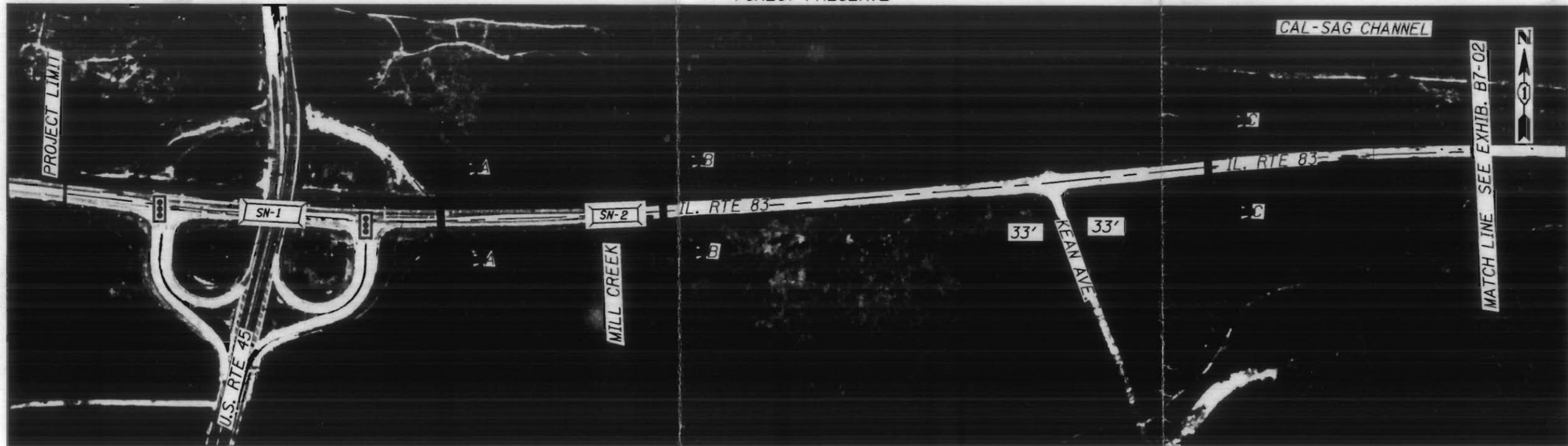
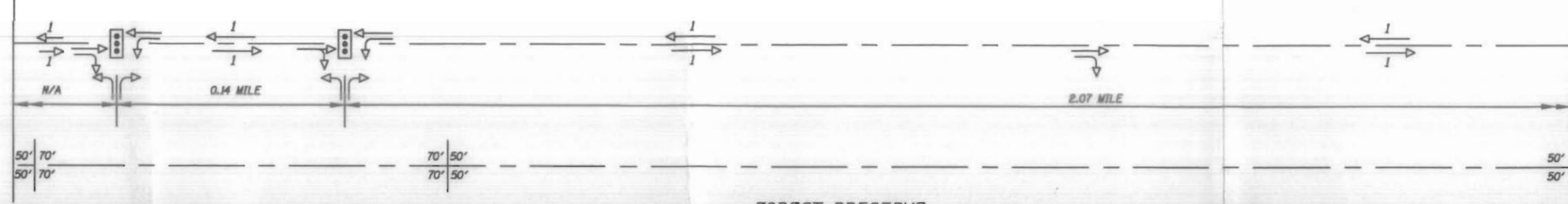
**Table II-4**  
**Sources of Data for Traffic and Transportation Characteristics**  
**Illinois Route 83/127th Street/130th Street**

<b>Item</b>	<b>Data Source</b>
Traffic Volumes <ul style="list-style-type: none"> <li>• Average Daily Traffic</li> <li>• Intersection Turning Movement Counts</li> </ul>	<ul style="list-style-type: none"> <li>- USDOT Office of Planning and Programming, 1989 Traffic Map, Cook County</li> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Accidents	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Transit <ul style="list-style-type: none"> <li>• Routes</li> </ul>	<ul style="list-style-type: none"> <li>- Metra</li> <li>- Pace</li> <li>- CTA</li> </ul>
Traffic Control <ul style="list-style-type: none"> <li>• Signalized Intersection Locations</li> <li>• Other Traffic Control</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
Cross Section <ul style="list-style-type: none"> <li>• Lane Widths and Arrangements</li> <li>• Shoulder Widths</li>   <li>• Type of Section</li> </ul>	<ul style="list-style-type: none"> <li>- As-Built Plans</li> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> <li>- Field Reconnaissance</li> </ul>
Right-of-Way	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> <li>- As-Built Plans, Sidwell Maps</li> </ul>
Curb/Roadside Use <ul style="list-style-type: none"> <li>• Parking</li> <li>• Bus and Loading Zones</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
Structures	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Other Features	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> <li>- Field Reconnaissance</li> </ul>

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

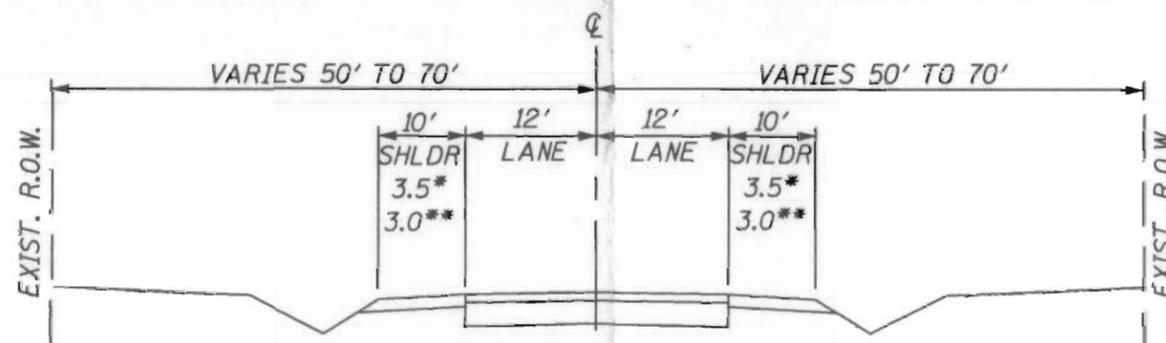


FOREST PRESERVE

FOREST PRESERVE

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Structure Number  
SN-2 = Structure Number



EXISTING TYPICAL SECTION A - A, B - B, C - C  
US RTE 45 TO MATCHLINE B7-02  
(\*) EXISTING TYPICAL SECTION B-B  
(\*\*) EXISTING TYPICAL SECTION C-C

LEGEND	
---	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
[Signal Symbol]	EXISTING TRAFFIC SIGNAL
[SN-#]	EXISTING STRUCTURE NUMBER
[Lane Symbol]	EXISTING TRAFFIC LANE CONFIGURATION
[PT-#]	EXISTING PUBLIC TRANSIT LOCATION
[S]	EXISTING STOP SIGN

ILL ROUTE 83 / 127TH ST. / 130TH ST. - EXISTING CONDITIONS

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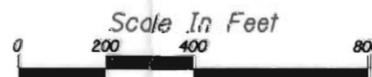
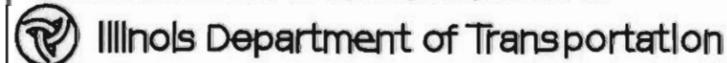
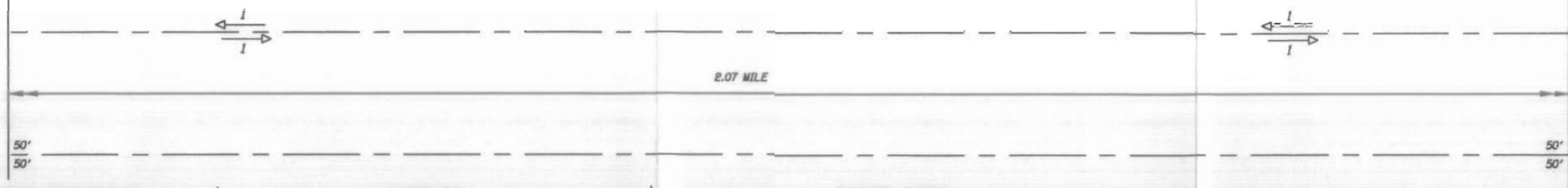


EXHIBIT B7-01

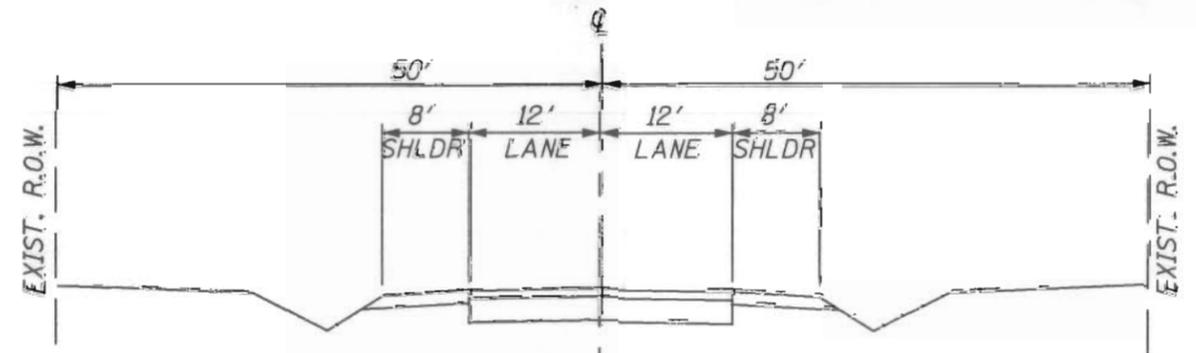
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

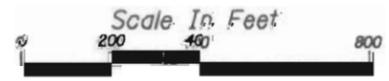
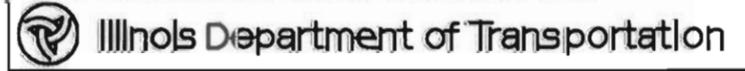


EXISTING TYPICAL SECTION A - A  
MATCHLINE B7-01 TO MATCHLINE B7-03

LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

### ILL ROUTE 83 / 127TH ST. / 130TH ST. - EXISTING CONDITIONS

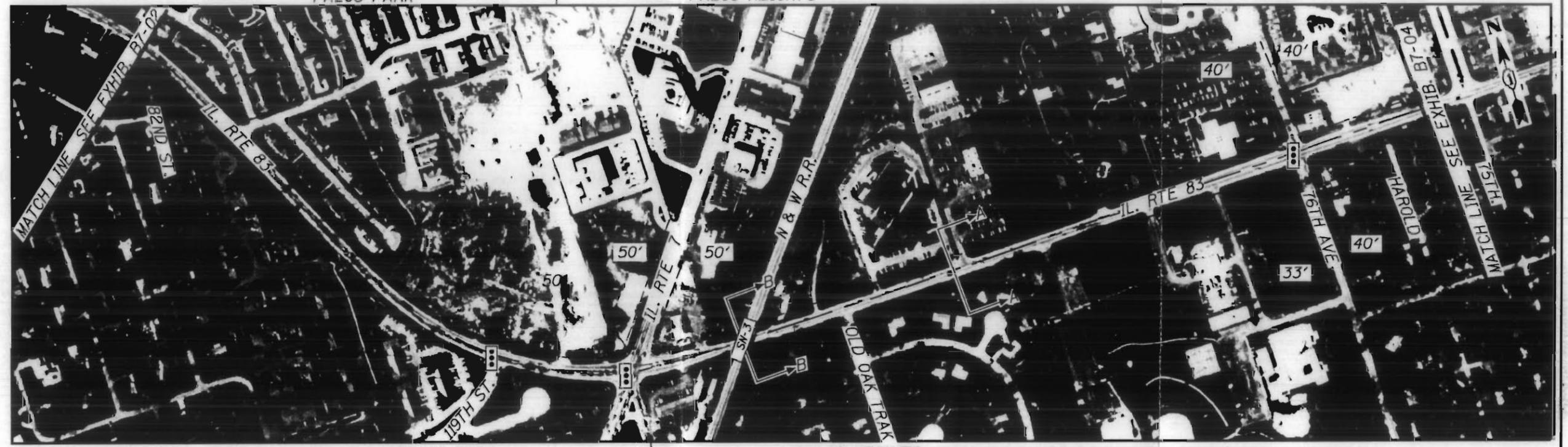
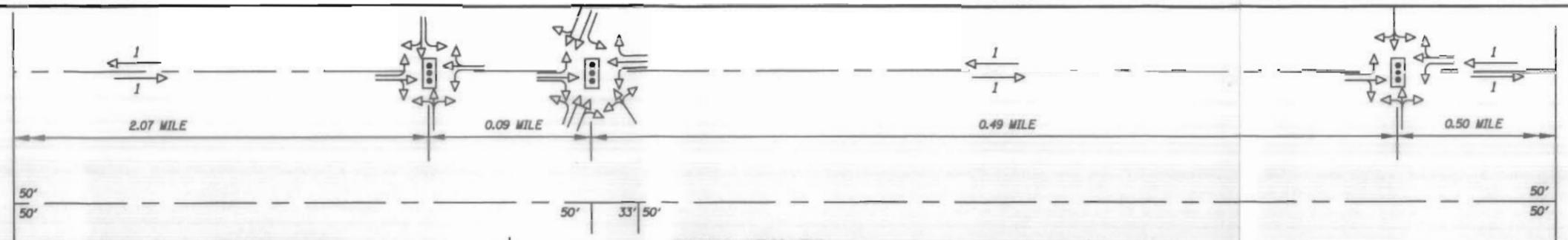
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



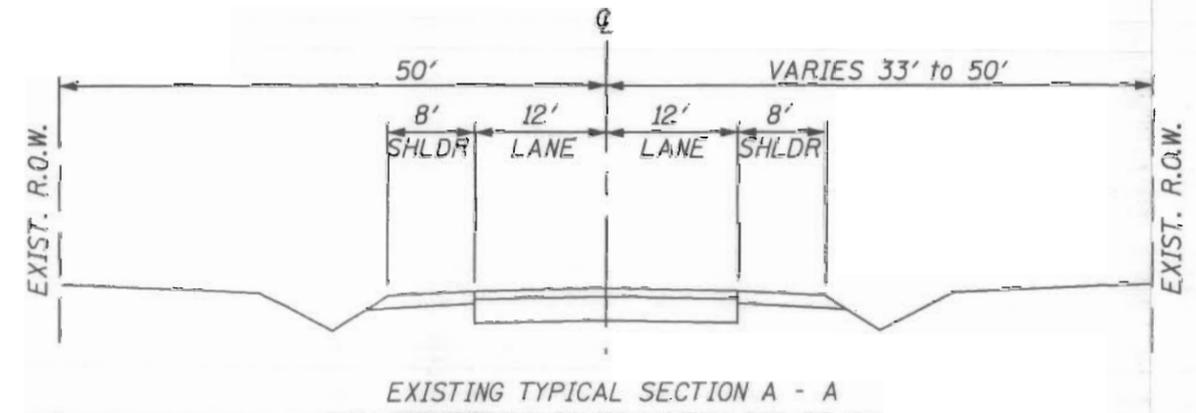
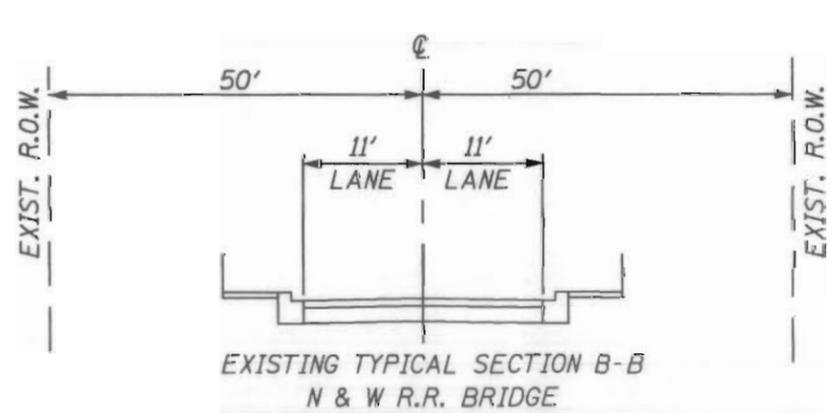
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS: SN-3 = N&W R.R. Substandard Clearance of 14'-1"

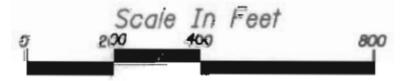


LEGEND	
	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS



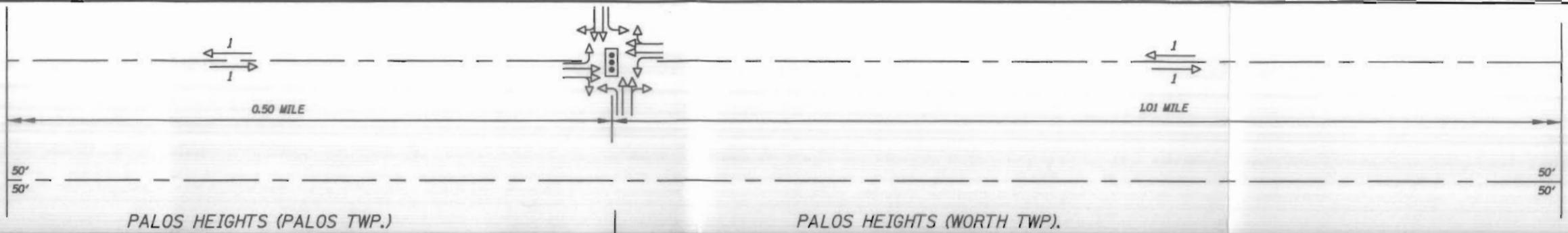
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

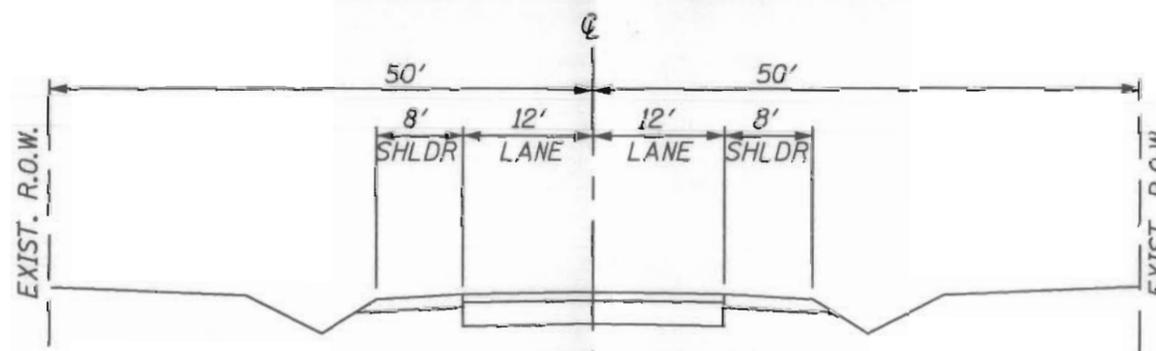
EXISTING R.O.W.



PALOS HEIGHTS

66' R.O.W. THROUGHOUT 71ST CT. TO 68TH CT. (33' LT, 33' RT)

DESCRIPTION OF EXISTING CONDITIONS:



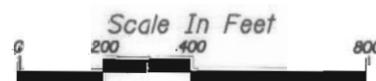
EXISTING TYPICAL SECTION A - A MATCHLINE B7-03 TO MATCHLINE B7-05

LEGEND	
	- EXISTING RIGHT OF WAY
	- EXISTING RIGHT OF WAY DISTANCE
	- EXISTING TRAFFIC SIGNAL
	- EXISTING STRUCTURE NUMBER
	- EXISTING TRAFFIC LANE CONFIGURATION
	- EXISTING PUBLIC TRANSIT LOCATION
	- EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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

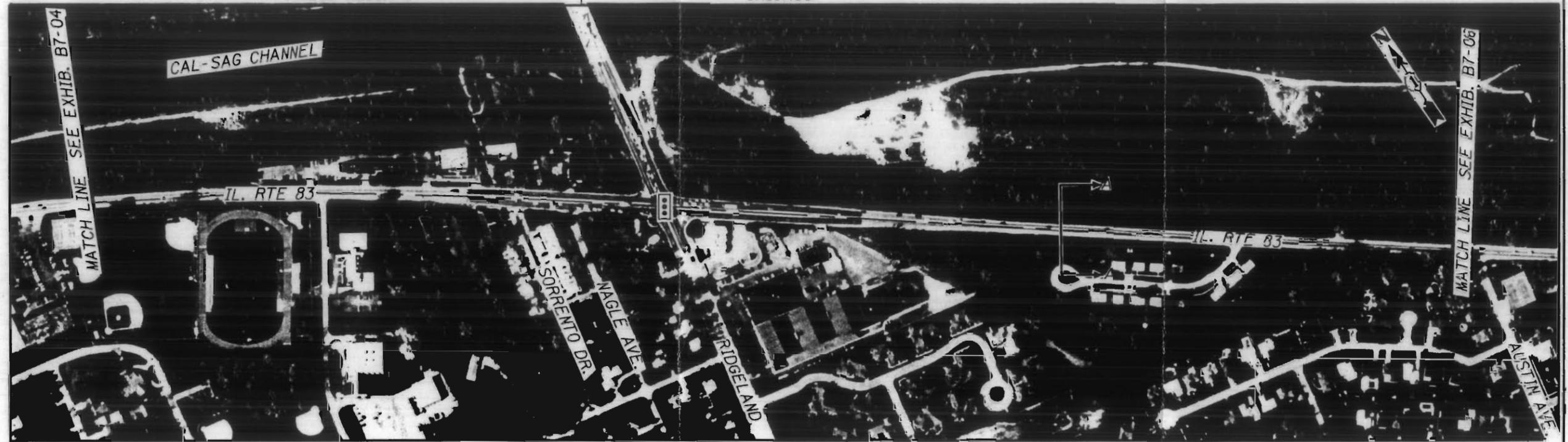
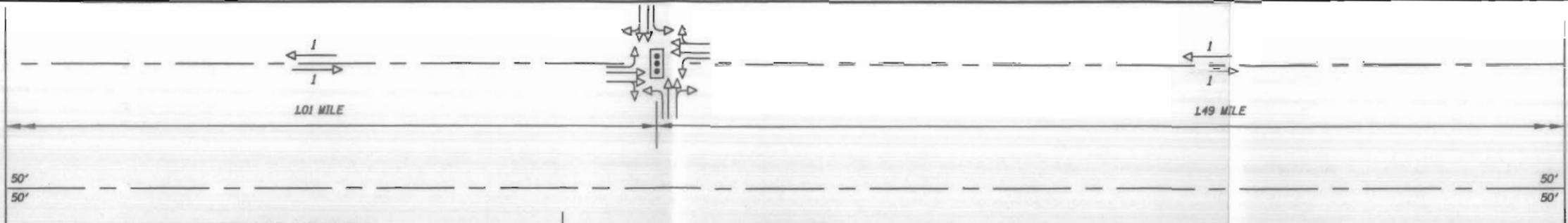
Illinois Department of Transportation



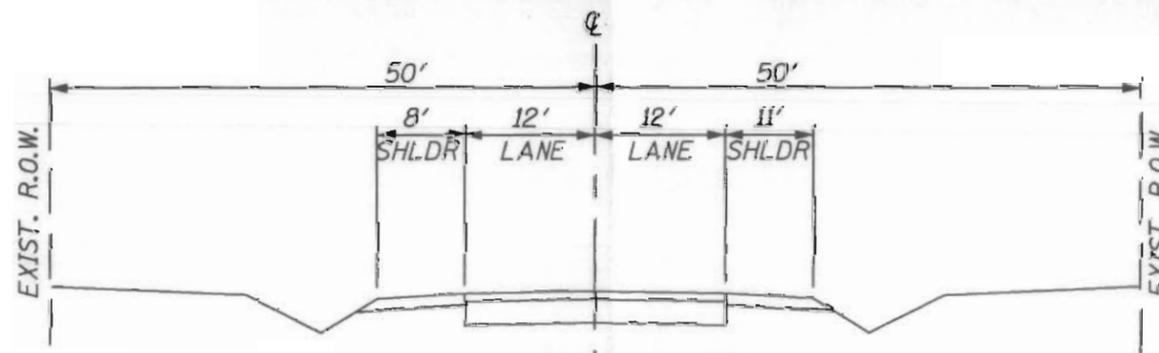
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION A - A  
MATCHLINE B7-04 TO MATCHLINE B7-06

LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

### ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS



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Illinois Department of Transportation

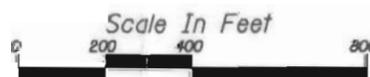
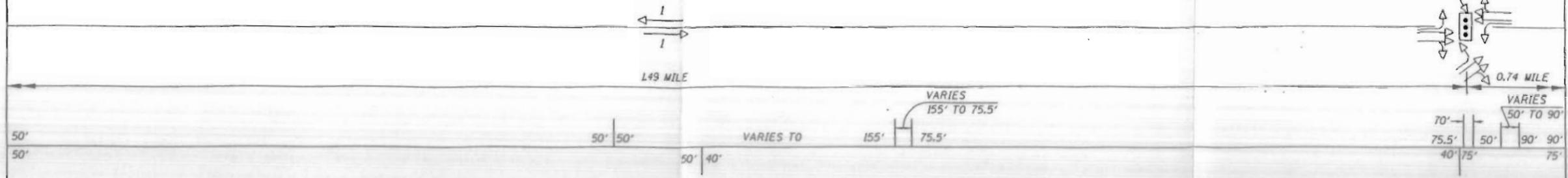


EXHIBIT B7-05

EXISTING LANE CONFIGURATION

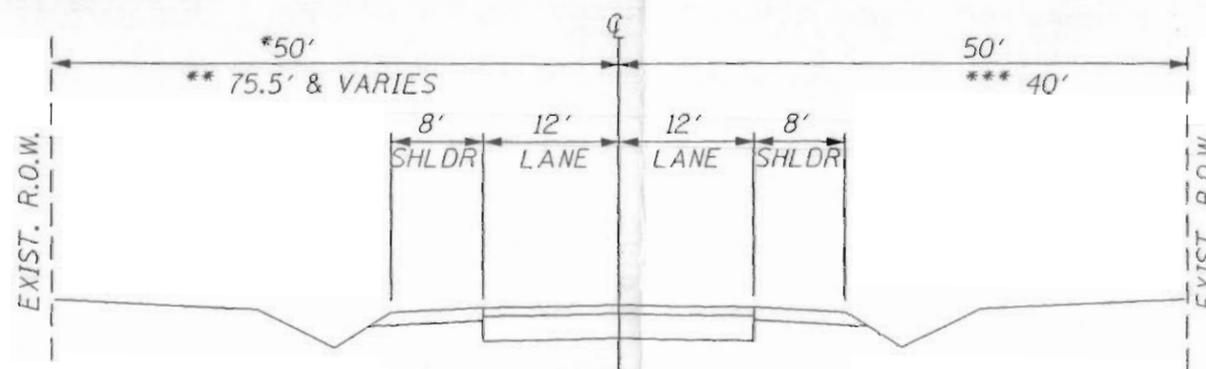
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

- SN-4 = Structure Number
- PT-1 = PACE 386 Bus Route
- PT-2 = PACE 383 Bus Route



EXISTING TYPICAL SECTION A - A (\*) VARIES 50' TO 140' (MASSASOIT AVE. TO CENTRAL AVE.)  
 (\*\*) 75.5' CENTRAL AVE. TO 127th  
 (\*\*\*) 40' MAJOR AVE. TO 127th

ILL ROUTE 83/127TH ST/130TH ST. - EXISTING CONDITIONS

LEGEND	
---	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
⬮	EXISTING TRAFFIC SIGNAL
SN-#	EXISTING STRUCTURE NUMBER
← # →	EXISTING TRAFFIC LANE CONFIGURATION
PT-#	EXISTING PUBLIC TRANSIT LOCATION
⊙	EXISTING STOP SIGN

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

Illinois Department of Transportation

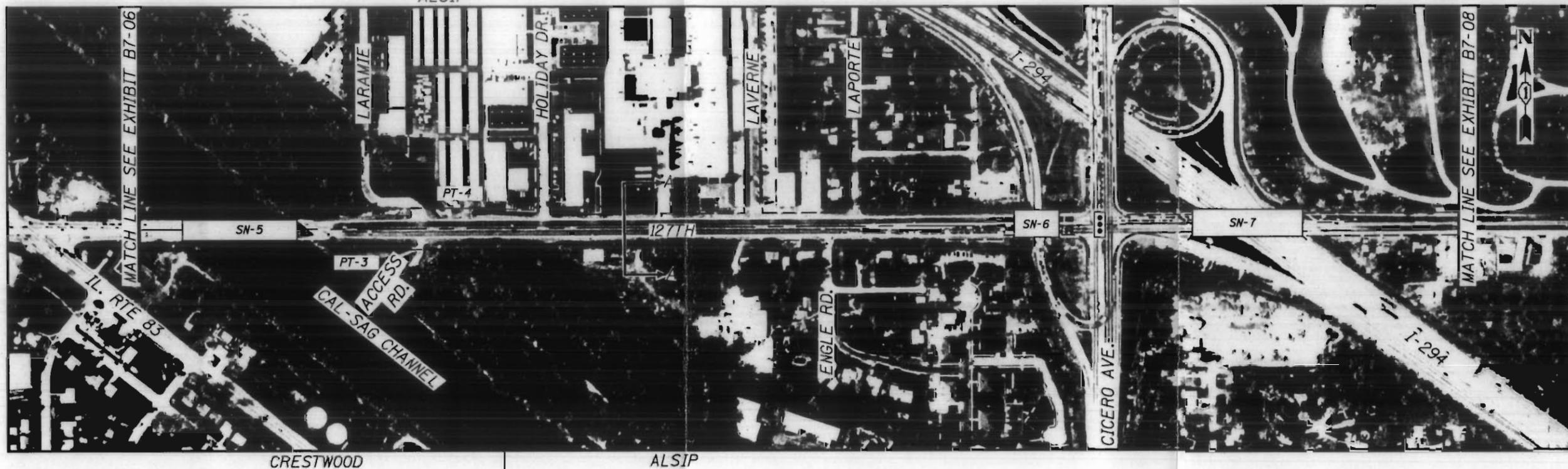
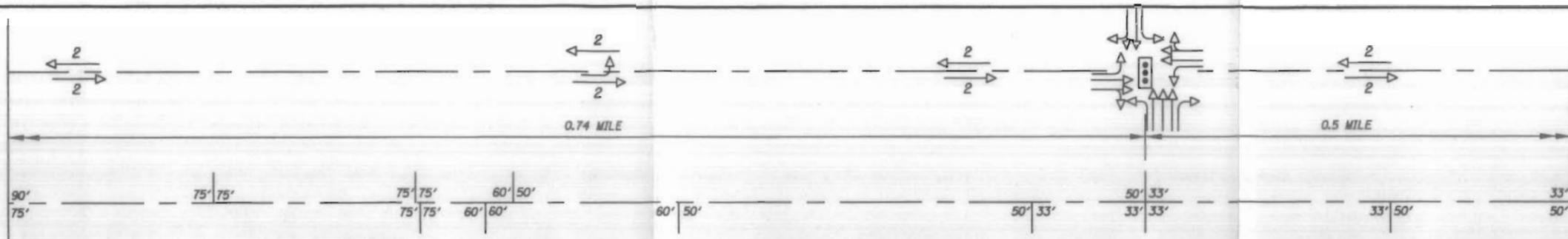


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

SN-5 = Structure Number 016-0570

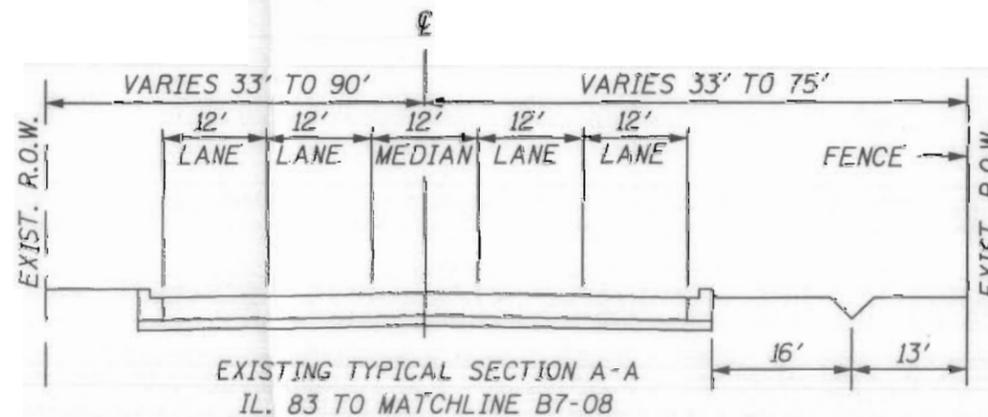
PT-3 = PACE 386 Bus Route

PT-4 = PACE 386 Bus Route

SN-6 = Structure Number

SN-7 = Structure Number

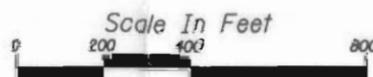
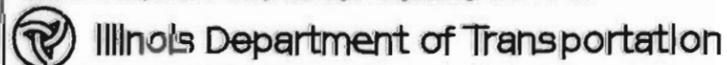
\* The Intersection of 127 th Street Cicero Avenue and the Tri-State Tollway is a High Accident Location

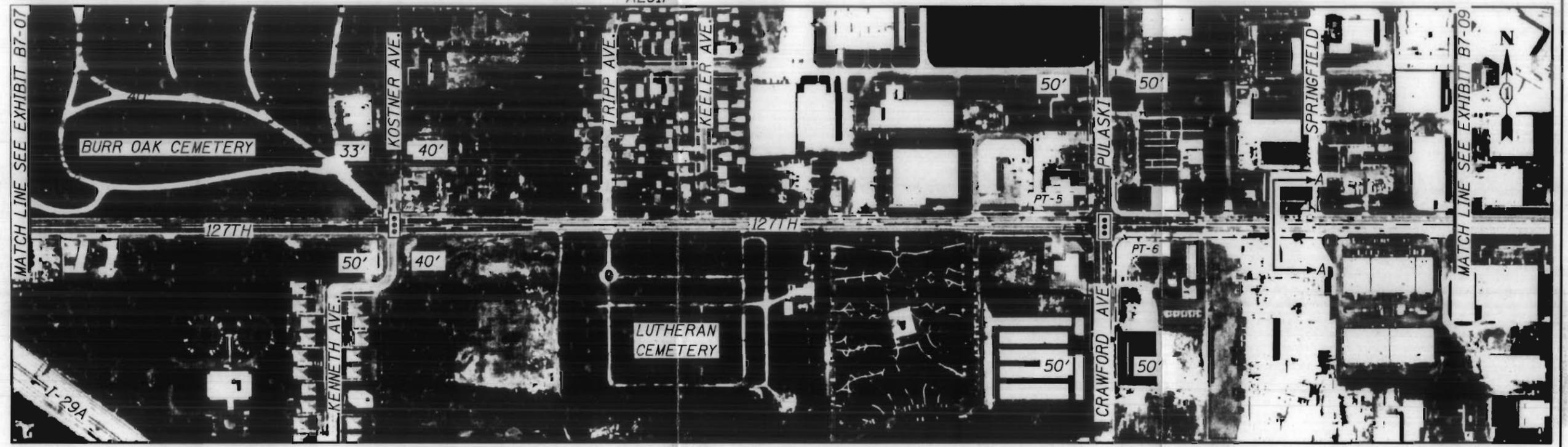
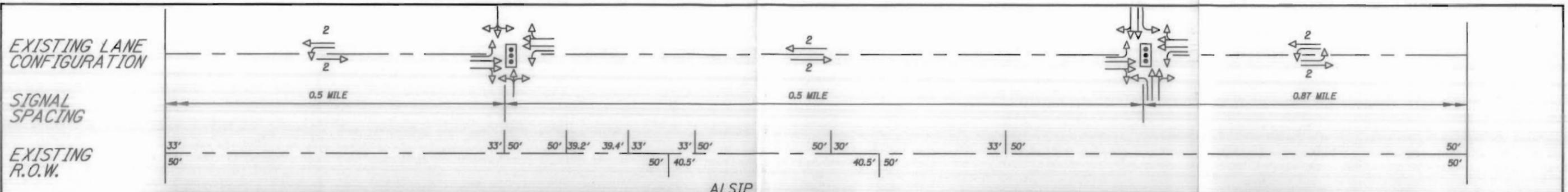


LEGEND	
	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

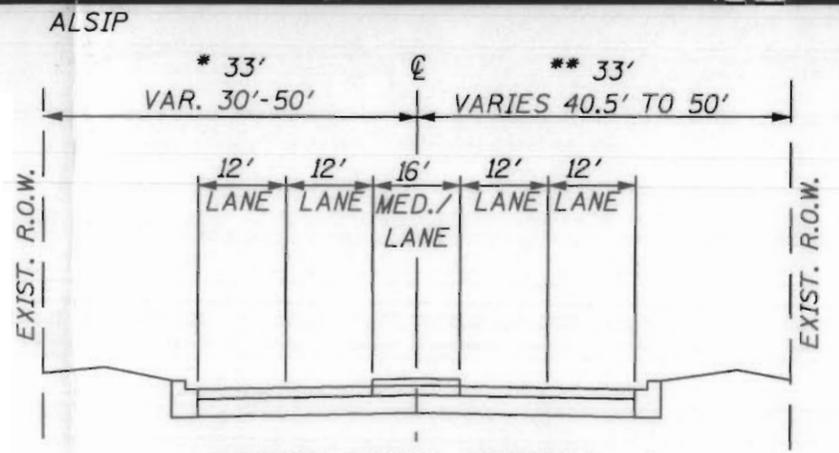
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the





**DESCRIPTION OF EXISTING CONDITIONS:**

- PT-5 = PACE 877 Bus Route
- PT-6 = PACE 877 Bus Route

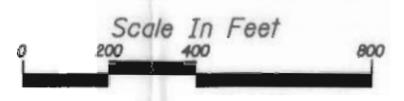
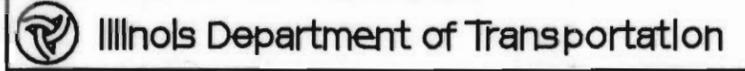


EXISTING TYPICAL SECTION A - A  
CRAWFORD AVE. TO MATCHLINE B7-09  
(\* REDUCED R.O.W. AT CEMETERY  
(\*\*) REDUCED R.O.W. AT CEMETERY

LEGEND	
	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

**ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS**

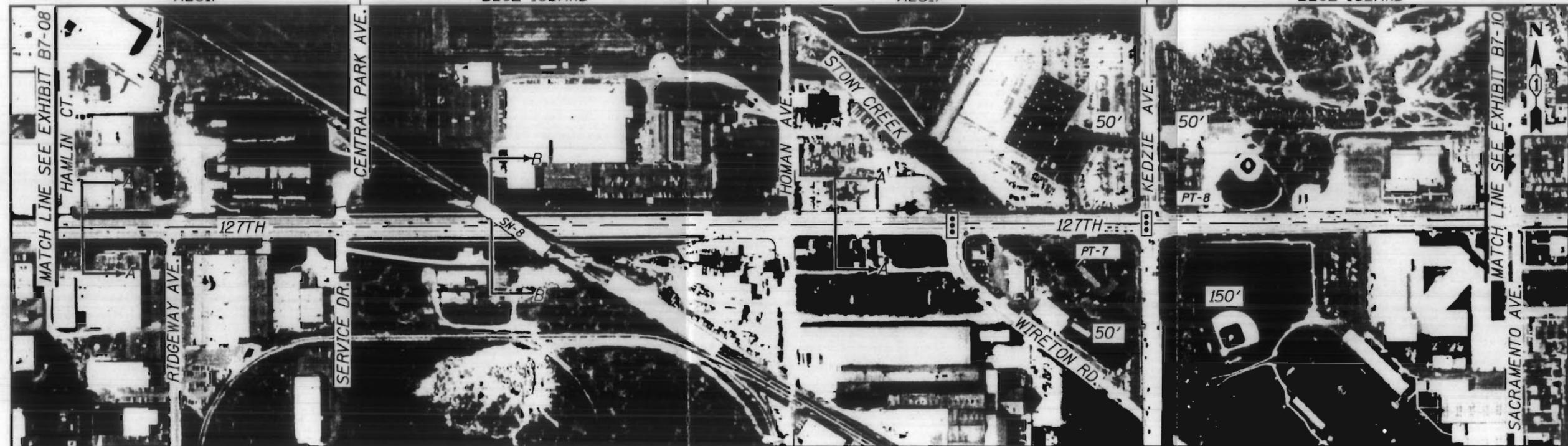
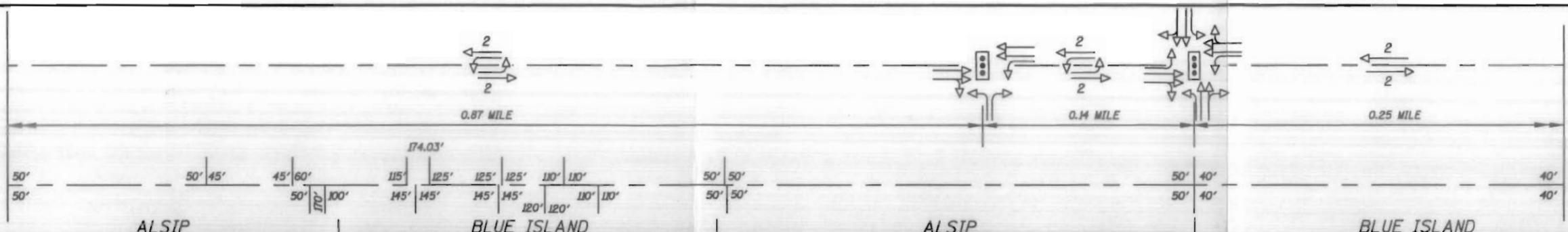
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



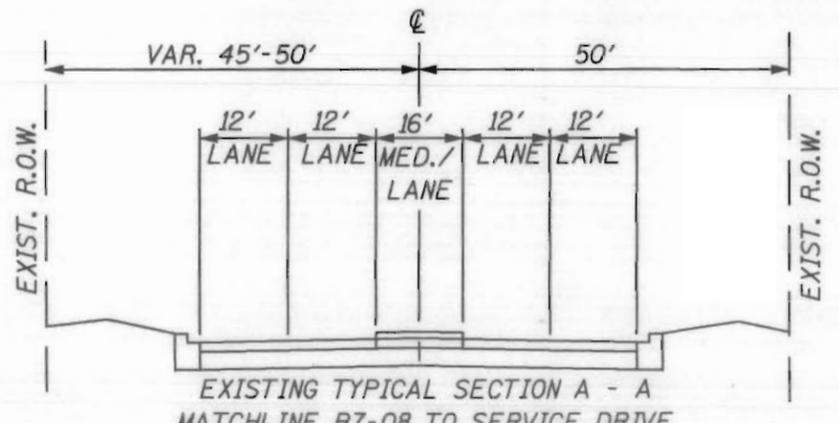
EXISTING LANE CONFIGURATION

SIGNAL SPACING

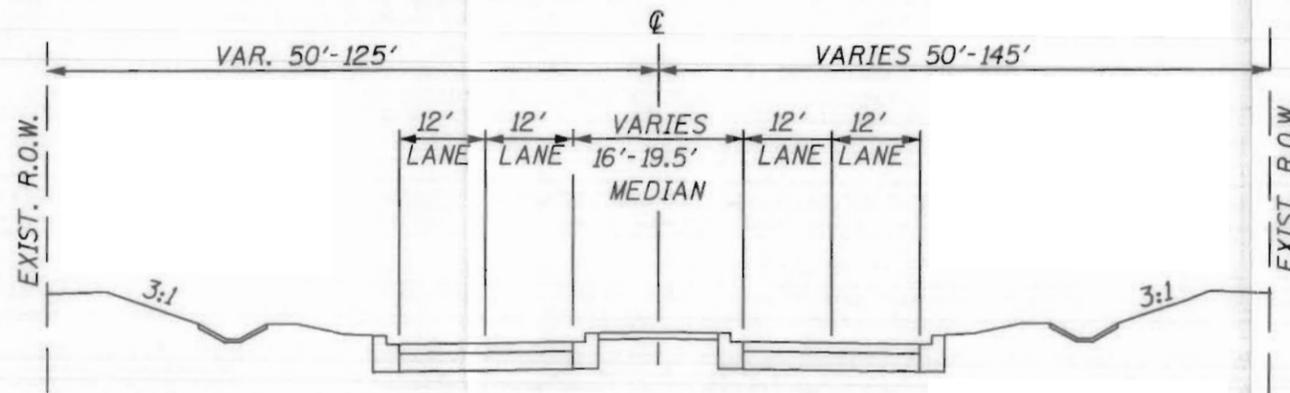
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS  
 SN-8 = Structure number 016-2511    PT-7 = PACE 386 Bus Route  
 PT-8 = PACE 386 Bus Route



EXISTING TYPICAL SECTION A - A  
 MATCHLINE B7-08 TO SERVICE DRIVE  
 AND HOMAN AVE. TO KEDZIE AVE.



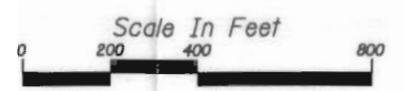
EXISTING TYPICAL SECTION B - B  
 800 FT. R.R. UNDERPASS

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

LEGEND	
	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN



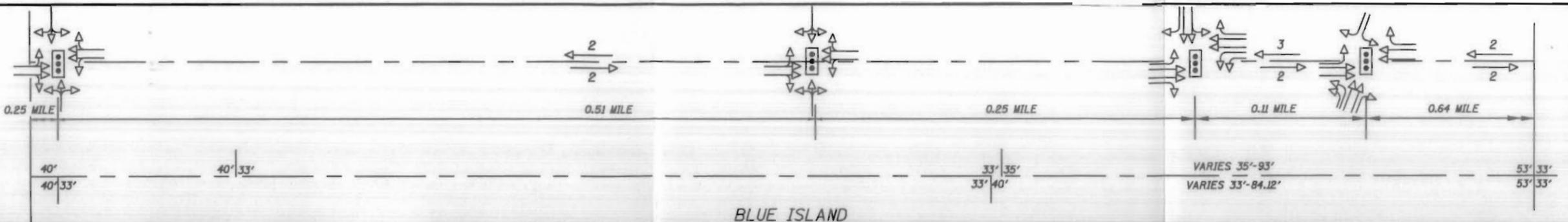
Prepared by DAMES & MOORE/MCE In association with METRO Transportation Group and Boyer Engineering, Ltd. for the



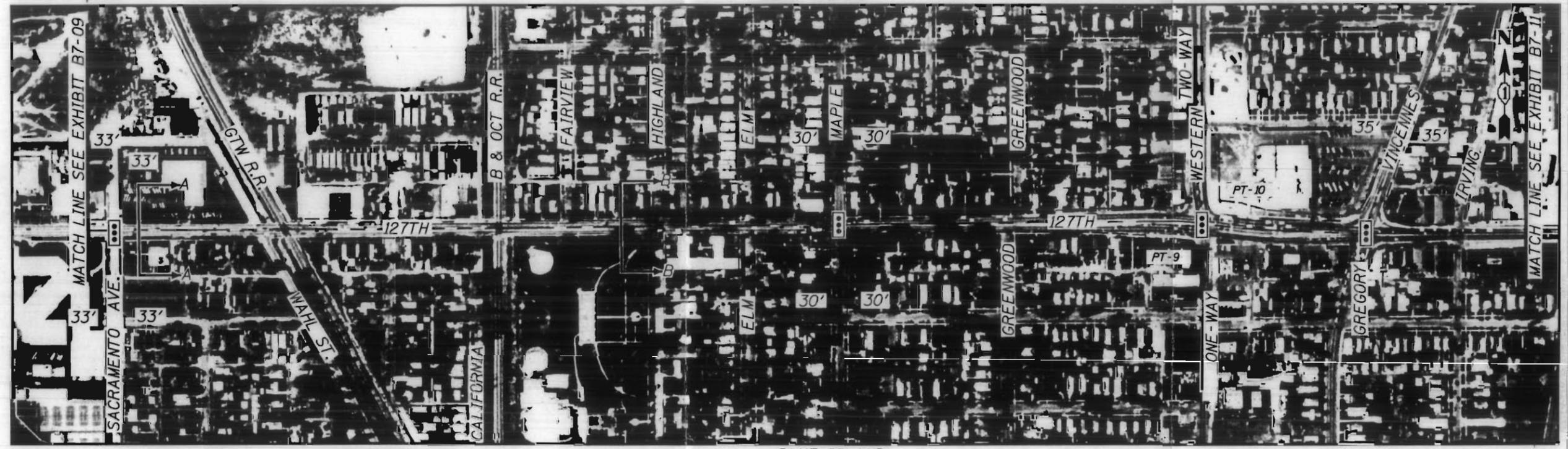
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

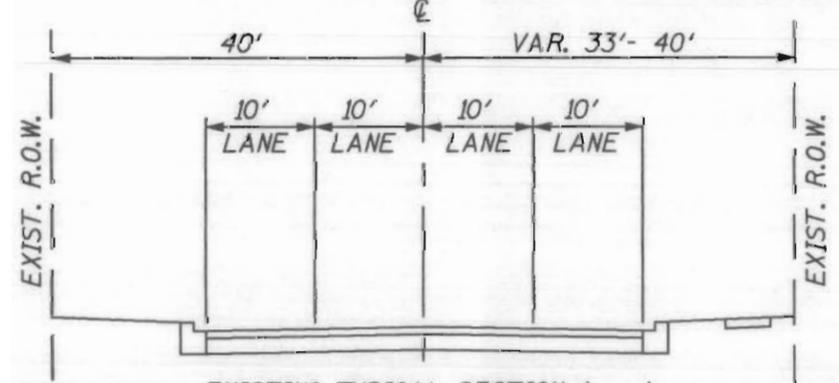


BLUE ISLAND

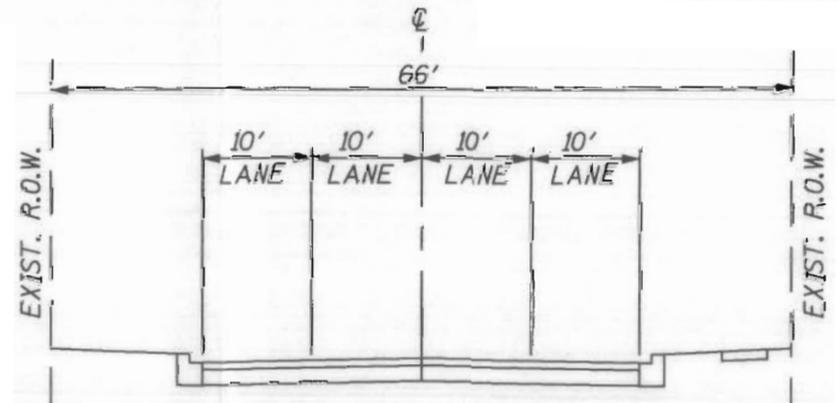


BLUE ISLAND

DESCRIPTION OF EXISTING CONDITIONS:  
 S-9 = CTA 49A-349 Bus Route  
 PT-10 = CTA 49A-349 Bus Route



EXISTING TYPICAL SECTION A - A  
 KEDZIE AVE. TO WAHL STREET



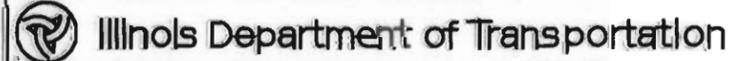
EXISTING TYPICAL SECTION B-B  
 WAHL STREET TO GREENWOOD AVE.

LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS



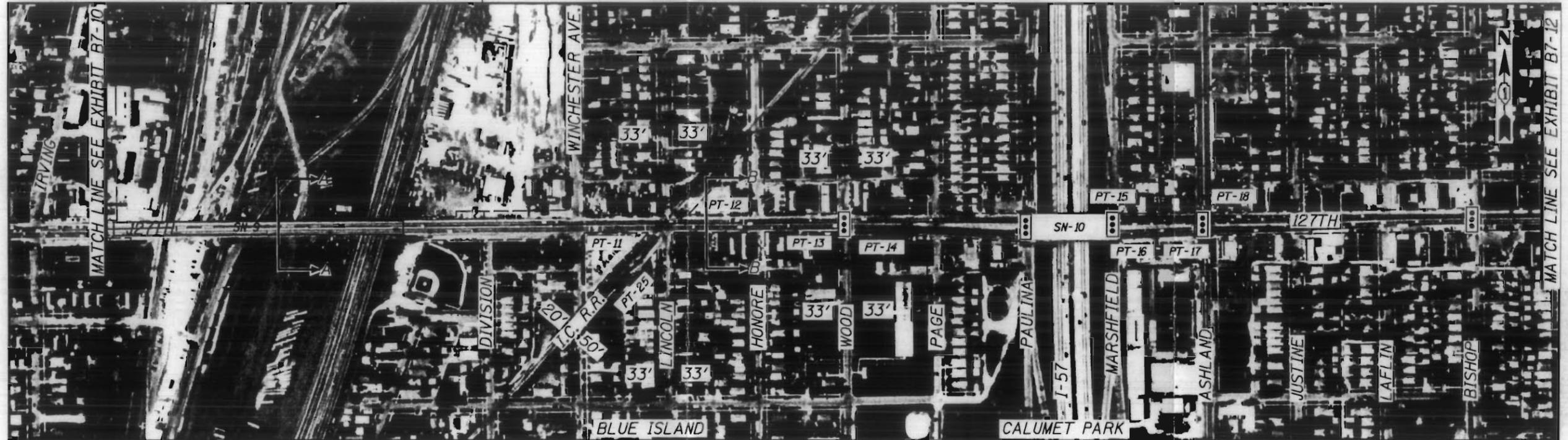
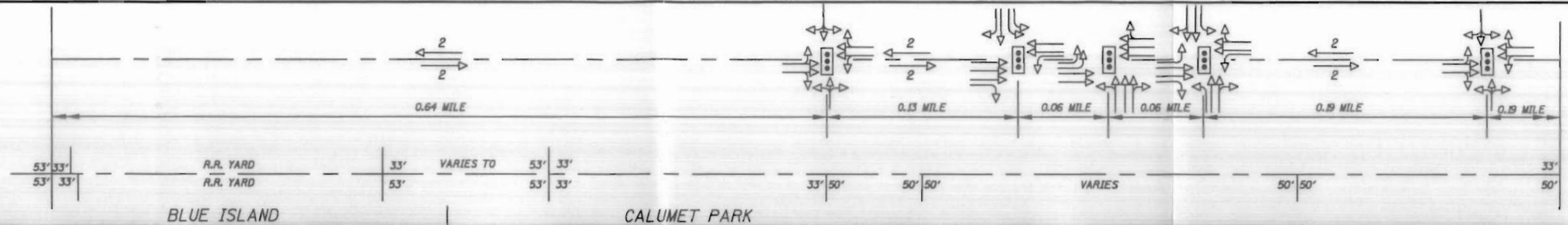
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



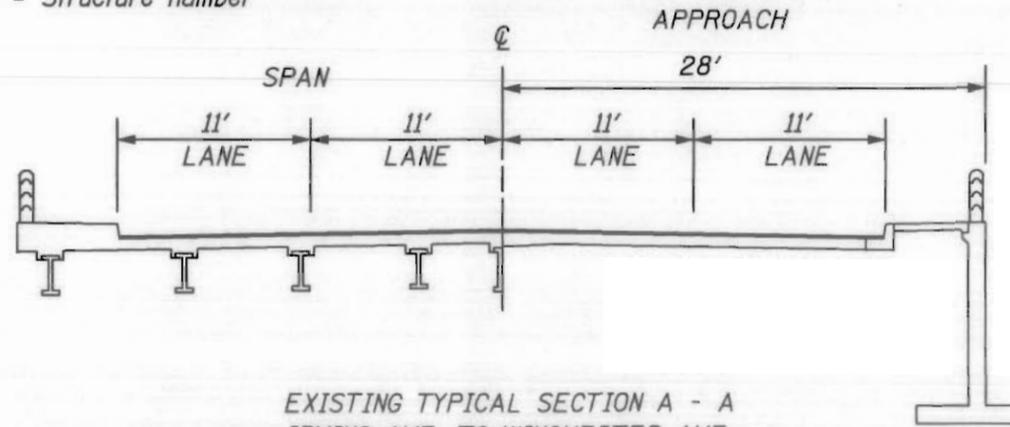
DESCRIPTION OF EXISTING CONDITIONS

SN-9 = Structure number 180a-0101.1-150  
SN-10 = Structure number

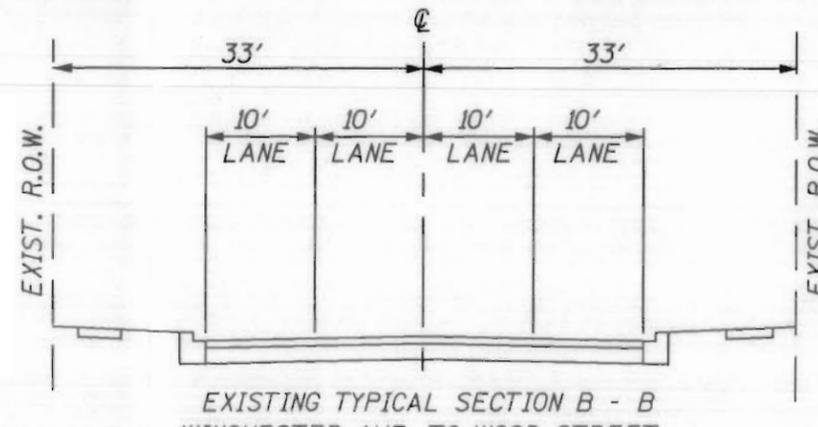
PT-11 = Bus Route  
PT-12 = Bus Route  
PT-13 = PACE 359 Bus Route

PT-14 = PACE 359 Bus Route  
PT-15 = Bus Route  
PT-16 = Bus Route

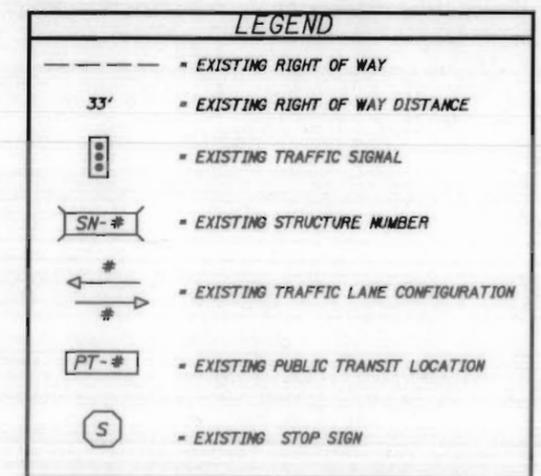
PT-17 = Bus Route  
PT-18 = Bus Route  
PT-25 = Burr Oak Metra Station



EXISTING TYPICAL SECTION A - A  
IRVING AVE. TO WINCHESTER AVE.

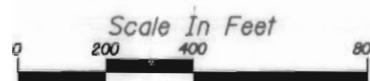
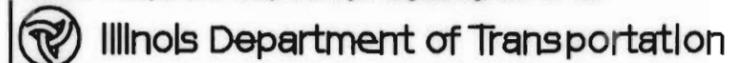


EXISTING TYPICAL SECTION B - B  
WINCHESTER AVE. TO WOOD STREET



ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

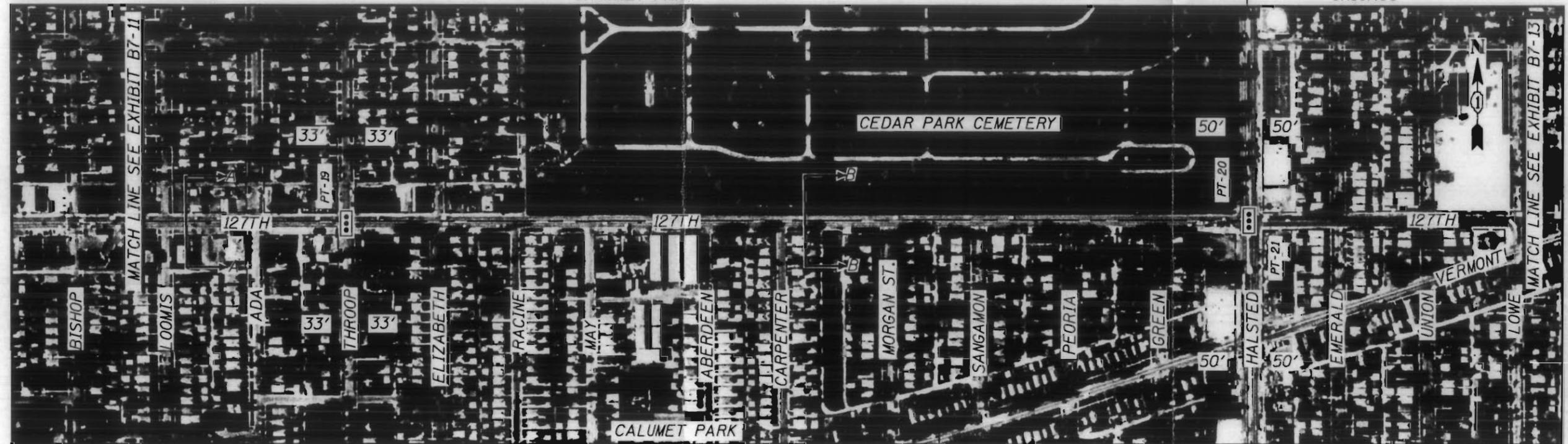
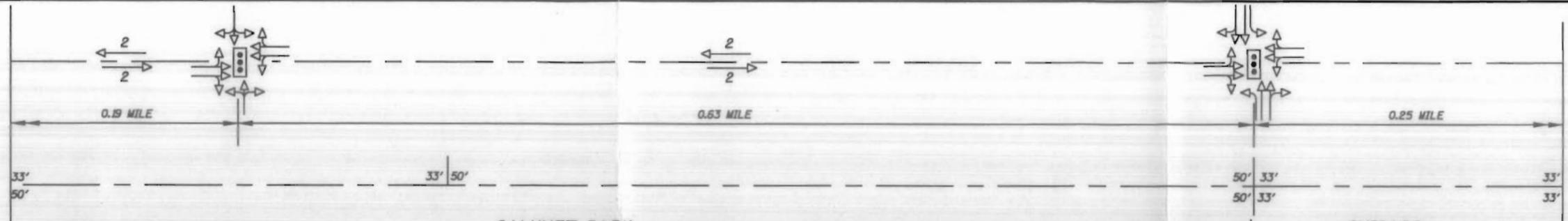
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



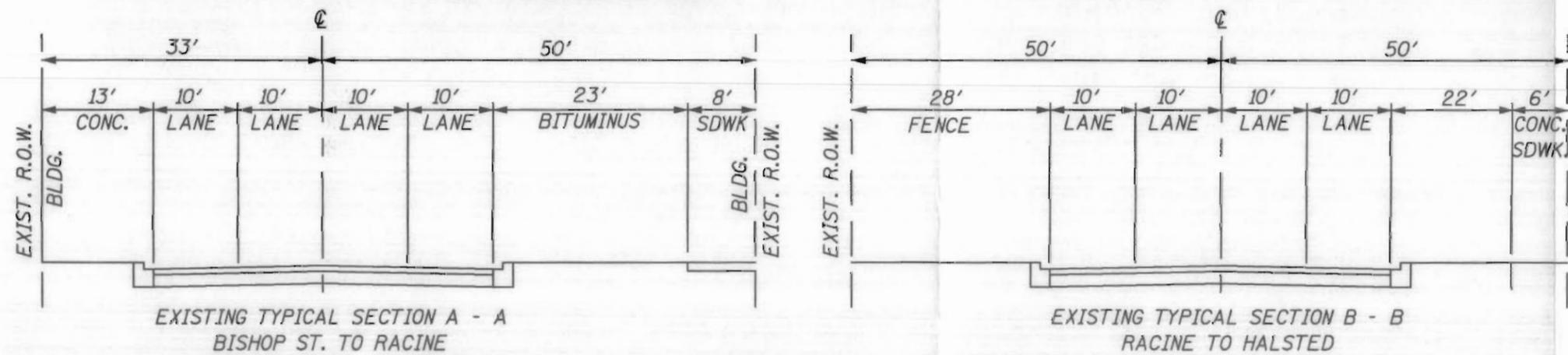
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



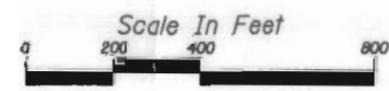
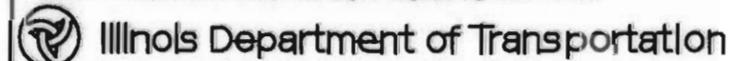
DESCRIPTION OF EXISTING CONDITIONS: PT-19 = PACE 359 Bus Route  
 PT-20 = PACE 352 Bus Route  
 PT-21 = PACE 352 Bus Route

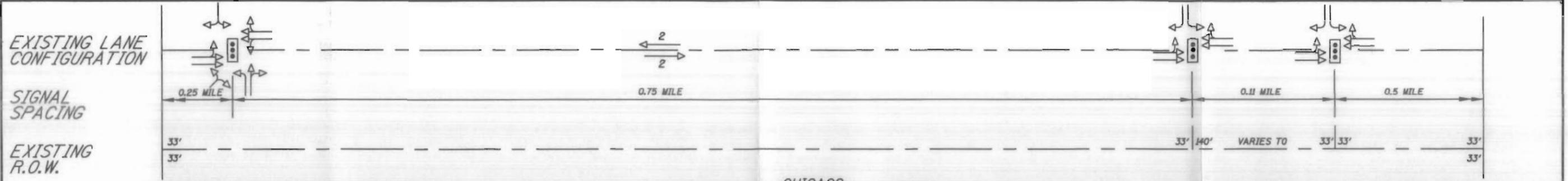


LEGEND	
---	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
⋮	EXISTING TRAFFIC SIGNAL
SN-#	EXISTING STRUCTURE NUMBER
← # →	EXISTING TRAFFIC LANE CONFIGURATION
PT-#	EXISTING PUBLIC TRANSIT LOCATION
S	EXISTING STOP SIGN

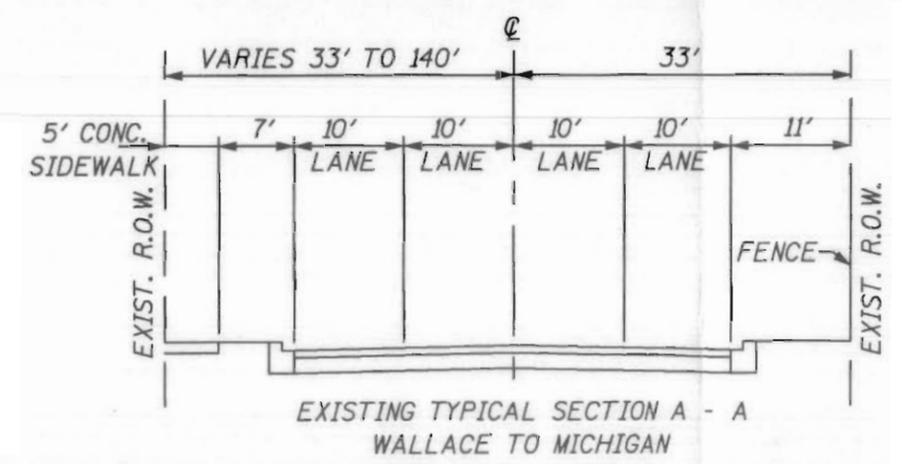
ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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





**DESCRIPTION OF EXISTING CONDITIONS:**

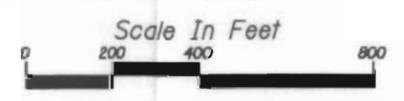


**LEGEND**

- - - - - EXISTING RIGHT OF WAY
- 33' EXISTING RIGHT OF WAY DISTANCE
- EXISTING TRAFFIC SIGNAL
- SN-# EXISTING STRUCTURE NUMBER
- \* EXISTING TRAFFIC LANE CONFIGURATION
- PT-# EXISTING PUBLIC TRANSIT LOCATION
- S EXISTING STOP SIGN

**ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS**

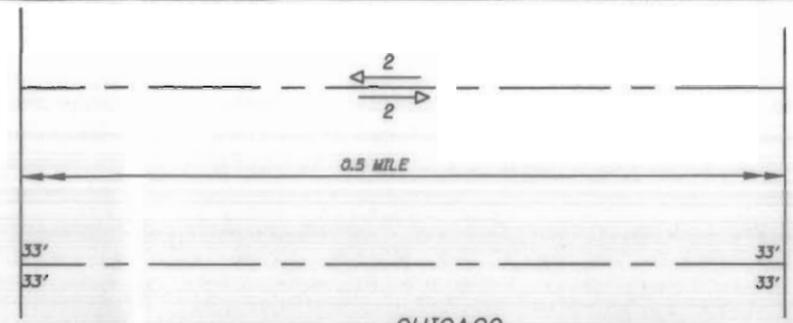
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



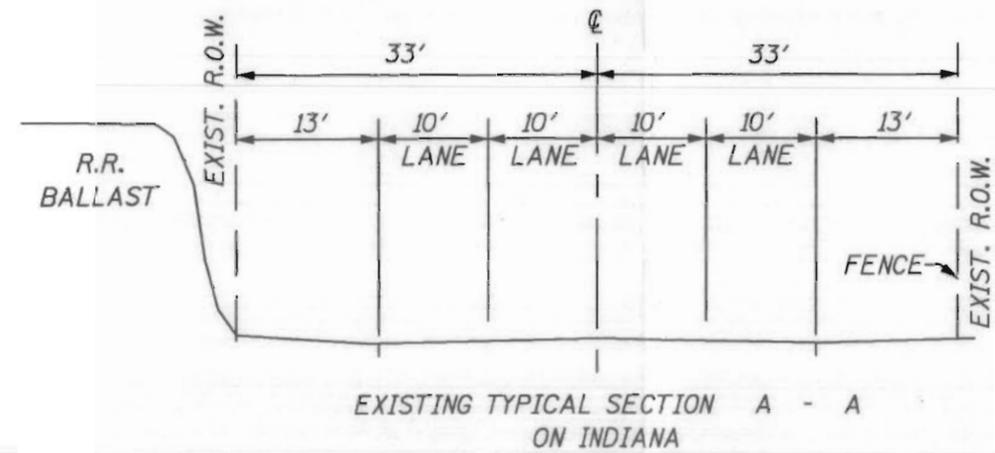
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

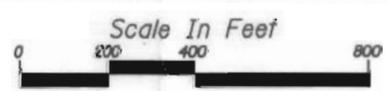


LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

### ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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

Illinois Department of Transportation

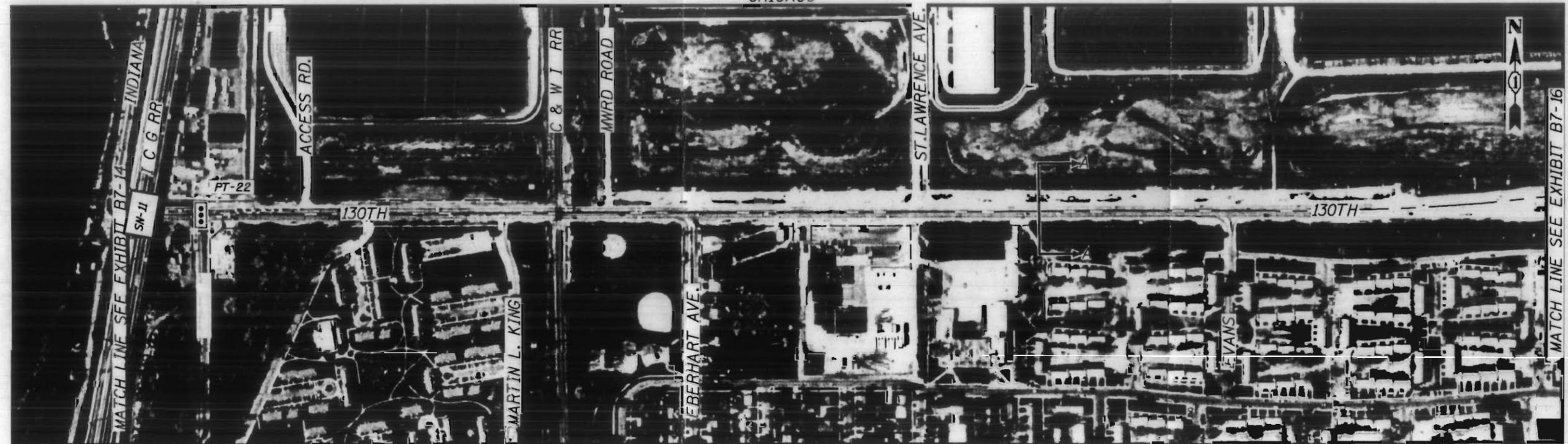
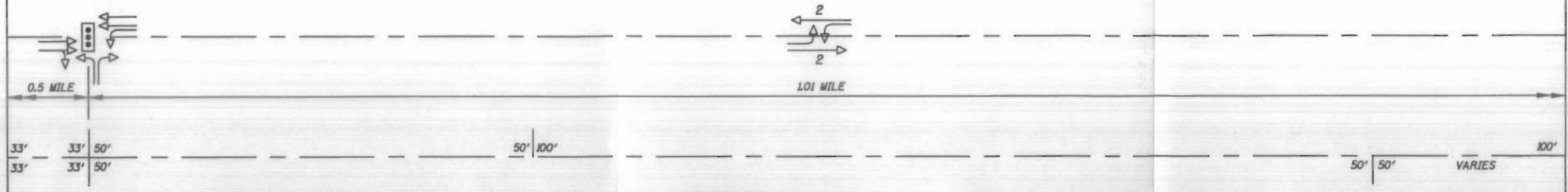


**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

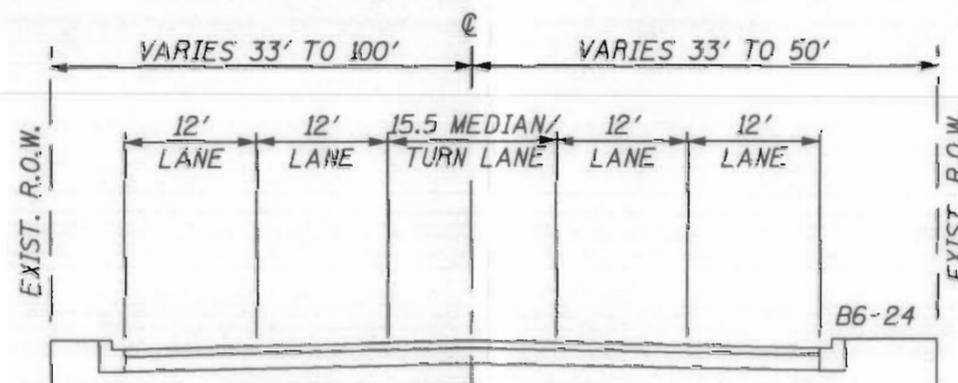


DESCRIPTION OF EXISTING CONDITIONS:

SN-II = Structure Number

\* Substandard Clearance of 13'-3"

PT-22 = PAGE 353 Bus Route

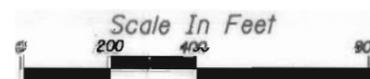
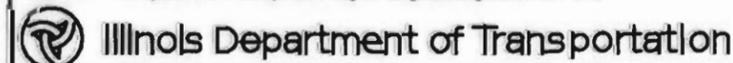


EXISTING TYPICAL SECTION A - A  
MATCHLINE B7-14 TO MATCHLINE B7-16

LEGEND	
	EXISTING RIGHT OF WAY
33'	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

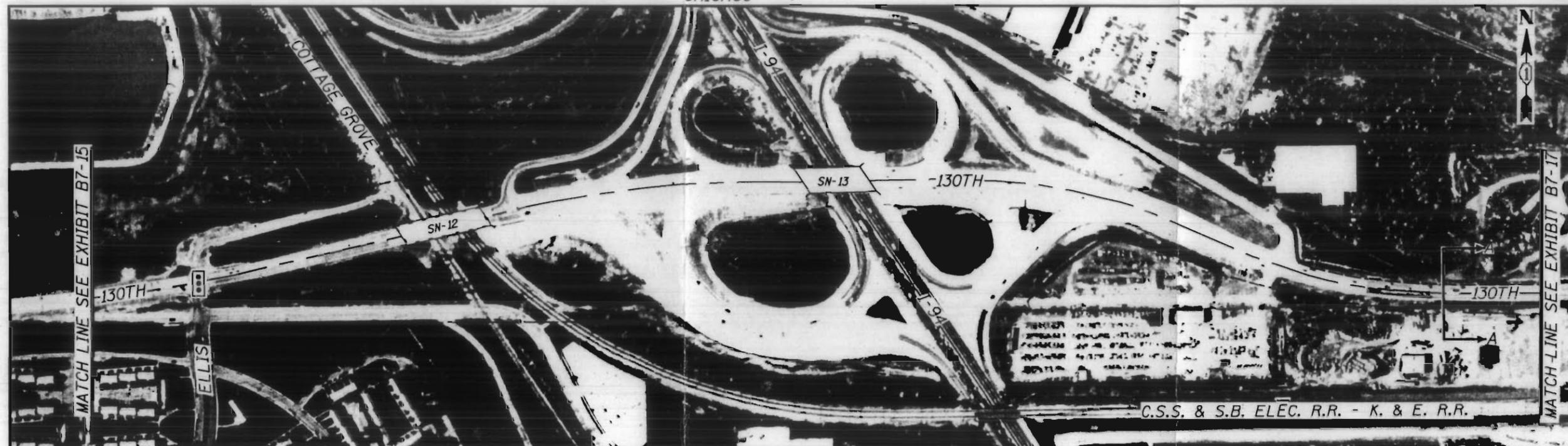
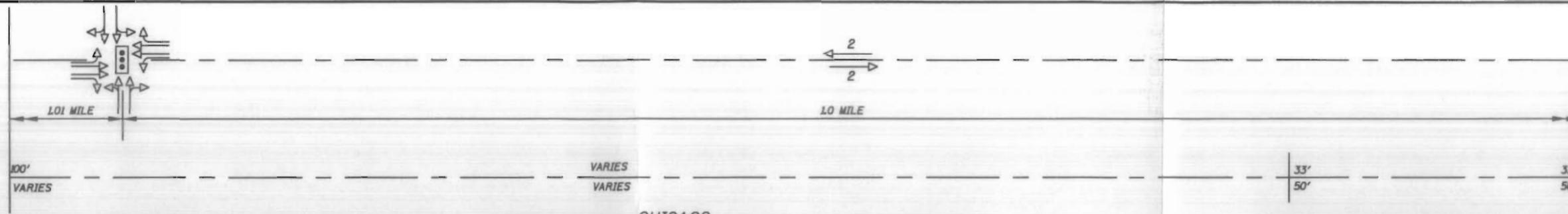
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

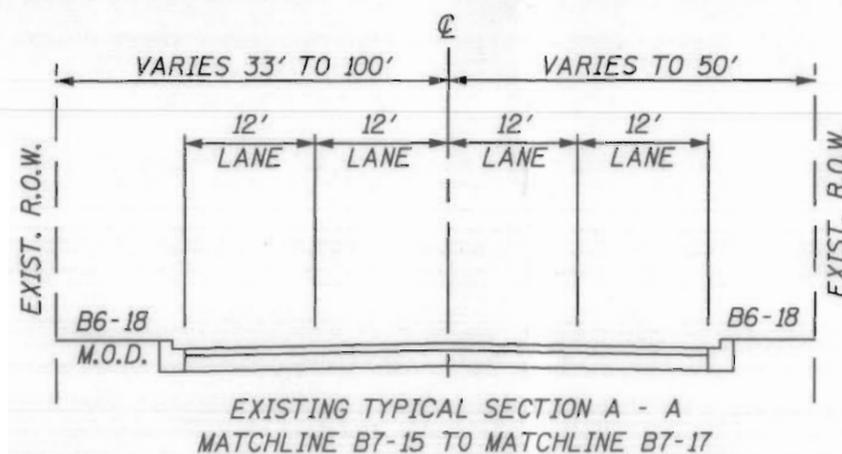
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

SN-12 = Structure Number 016-2434

SN-13 = Structure Number

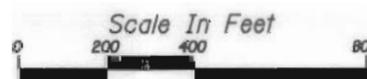


LEGEND	
	- EXISTING RIGHT OF WAY
33'	- EXISTING RIGHT OF WAY DISTANCE
	- EXISTING TRAFFIC SIGNAL
	- EXISTING STRUCTURE NUMBER
	- EXISTING TRAFFIC LANE CONFIGURATION
	- EXISTING PUBLIC TRANSIT LOCATION
	- EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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

Illinois Department of Transportation

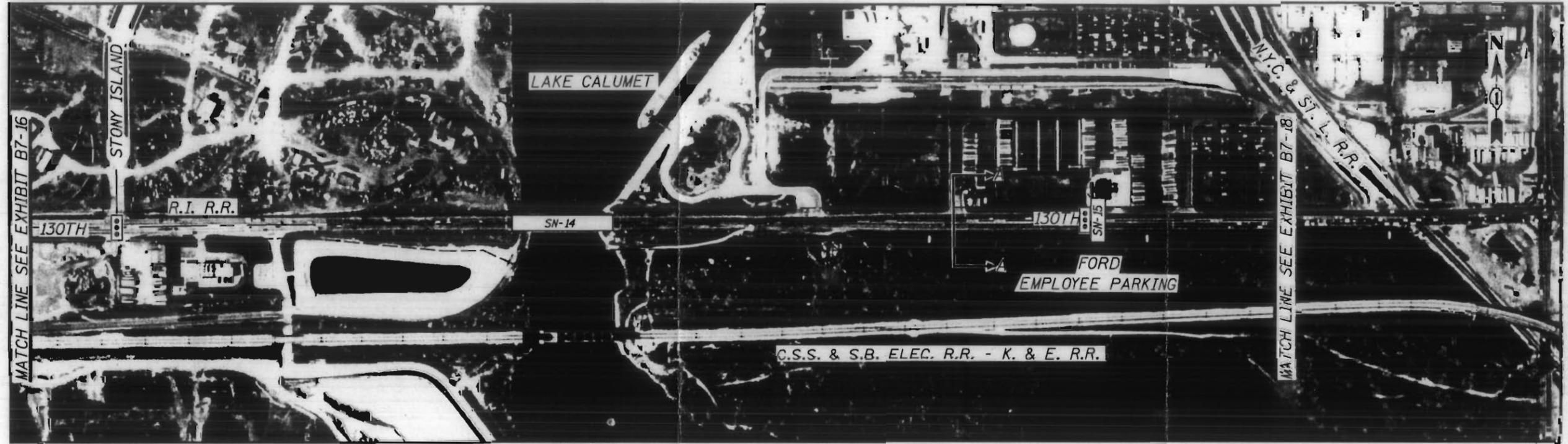
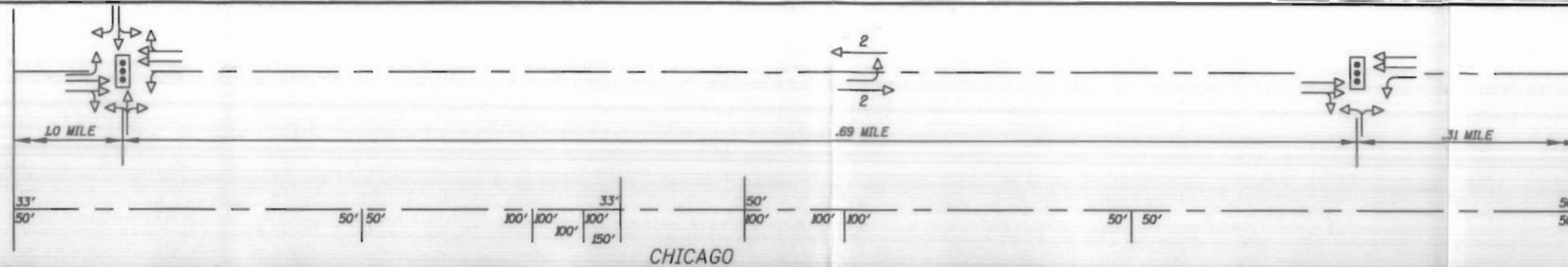


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING LANE CONFIGURATION

SIGNAL SPACING

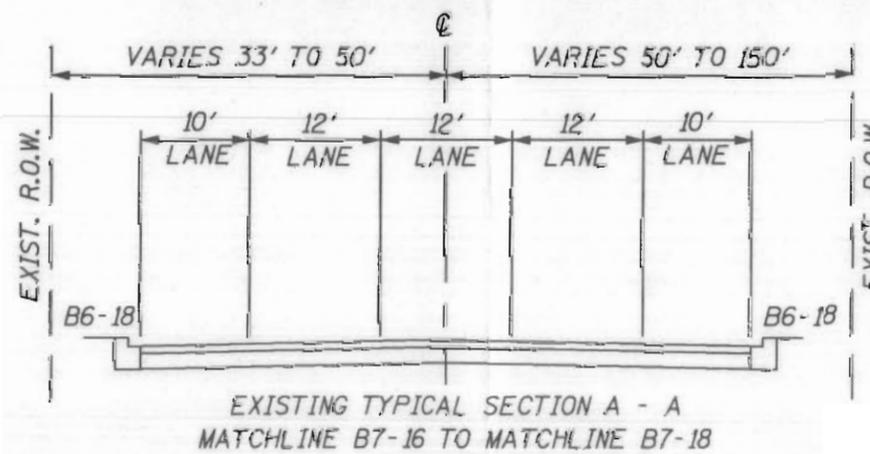
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

SN-14 = Structure Number

SN-15 = Structure Number

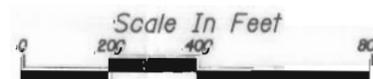


LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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

Illinois Department of Transportation



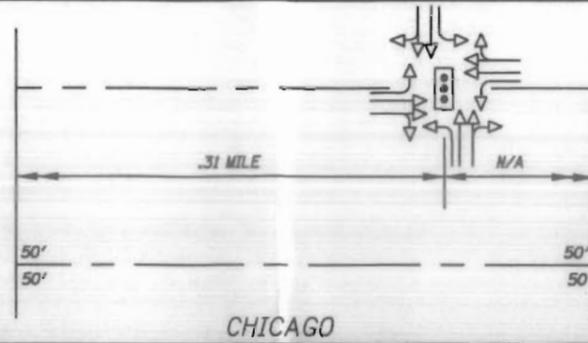
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B7-17

EXISTING LANE CONFIGURATION

SIGNAL SPACING

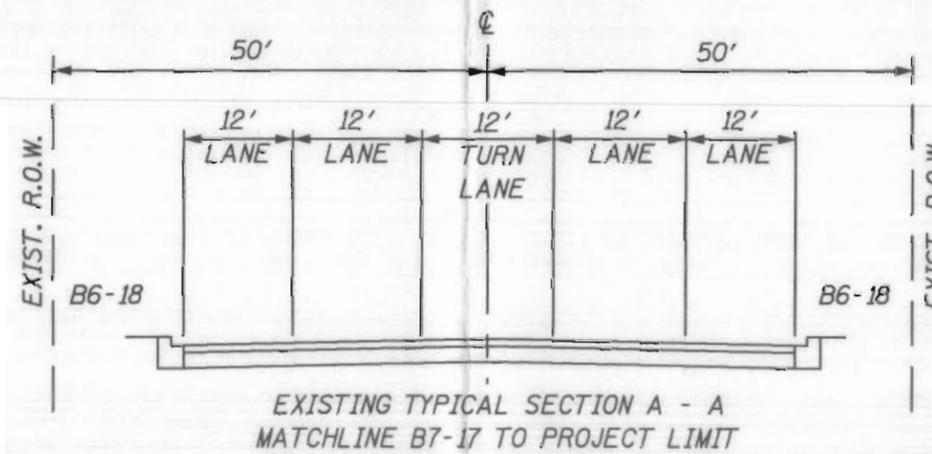
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

PT-23 = PACE 355 Bus Stop

PT-24 = PACE 358 Bus Stop



LEGEND	
	- EXISTING RIGHT OF WAY
33'	- EXISTING RIGHT OF WAY DISTANCE
	- EXISTING TRAFFIC SIGNAL
	- EXISTING STRUCTURE NUMBER
	- EXISTING TRAFFIC LANE CONFIGURATION
	- EXISTING PUBLIC TRANSIT LOCATION
	- EXISTING STOP SIGN

ILL ROUTE 83/127TH ST./130TH ST. - EXISTING CONDITIONS

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

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B7-18

# **CORRIDOR PLANNING FRAMEWORK**

**IL ROUTE 83/127TH ST/130TH ST**

## CORRIDOR PLANNING FRAMEWORK

Long-range planning for the Illinois Route 83/ 127th Street/ 130th Street SRA corridor takes into account many factors. These factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance between all of these design considerations to best address the transportation needs of the region.

This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 83/ 127th Street/ 130th Street corridor. A summary of the planning framework issues follows:

- Functional Classification
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Illinois Route 83/ 127th Street/ 130th Street
- Other planned transportation improvements within, crossing, or near the Illinois Route 83/ 127th Street/ 130th Street corridor
- Long-range land use plans for the communities along Illinois Route 83/ 127th Street/ 130th Street
- Existing safety and traffic operational problems along Illinois Route 83/ 127th Street/ 130th Street
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 83/ 127th Street/ 130th Street was developed after compiling the information mentioned above and includes the following recommendations:

- The number of continuous through lanes in each direction along Illinois Route 83/ 127th Street/ 130th Street
- Locations of signalized intersections
- Locations and specifications of special intersections
- A general discussion of access management

- The need for and locations of special or unique highway solutions

## **Functional Classification**

The Illinois Route 83/ 127th Street/ 130th Street corridor is classified as both suburban and urban routes; suburban from U.S. Route 45 to Crawford Avenue (Pulaski Road) and urban from Crawford Avenue (Pulaski Road) to Torrence Avenue. According to the Design Concept Report: the desirable suburban cross section is two continuous lanes in each direction, separated by a raised median for access control (See Figure III-1), and the desirable urban cross section is two continuous lanes in each direction, separated by a painted median to a double yellow line (See Figure III-2).

## **Route Design Considerations**

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required right-of-way, and median requirements.

According to the Design Concept Report a suburban SRA requires 120 to 150 feet of right-of-way and an urban SRA requires 83 to 86 feet of right-of-way. The Illinois Route 83/ 127th Street/ 130th Street corridor has a minimum of 100 feet of right-of-way throughout the suburban section so the desirable suburban SRA cross section is not possible. The Illinois Route 83/ 127th Street/ 130th Street corridor has a minimum of 66 feet, typically 100 feet, of right-of-way throughout the urban section so the desirable urban SRA cross section is not possible. This right-of-way width through the suburban section provides for two through lanes in either direction separated by a median 18 feet wide. The right-of-way width through the urban section provides for two through lanes in either direction separated by a 0 feet to 16 feet median. Full listings of desirable suburban and urban SRA characteristics appear in Tables III-1 and III-3. The Suburban and Urban SRA Roadway Design Criteria appear in Tables III-2 and III-4.

Modifications to the desirable suburban and urban cross sections have been developed for this corridor and are presented in the Recommended Improvement section of this report.

## **The 2010 Transportation Network**

There is an interchange at the beginning of the corridor with U.S. Route 45. The north-south Tollway, Interstate 294, has an interchange in the middle of the corridor. Interstate 57 has an interchange on 127th Street in the middle of the corridor. Interstate 94 has an interchange toward the eastern end of the corridor. The main purpose of the Illinois Route 83/ 127th Street/ 130th Street SRA corridor, in conjunction with the other SRA routes in the area, is to supplement and provide access to the three interstates.

The Illinois Route 83/ 127th Street/ 130th Street SRA corridor is intersected by five SRA routes. At the western terminus of the Illinois Route 83/ 127th Street/ 130th Street corridor it is crossed by the U.S. Route 45 corridor from Subset 2. At the intersection of Harlem Avenue (Illinois

Route 43), Illinois Route 83/ 127th Street/ 130th Street is crossed by the Harlem Avenue corridor from Subset 3. At the intersection of Cicero Avenue (Illinois Route 50), Illinois Route 83/ 127th Street/ 130th Street is crossed by the Cicero Avenue corridor from Subset 5. At the intersection of Western Avenue, Illinois Route 83/ 127th Street/ 130th Street is crossed by the Western Avenue corridor from Subset 2. At the eastern terminus of the Illinois Route 83/ 127th Street/ 130th Street corridor it is crossed by the Torrence Avenue corridor from Subset 4.

There are two parallel SRA routes in the vicinity of Illinois Route 83/ 127th Street/ 130th Street. To the north is the 95th Street SRA route and to the south is the 159th Street (U.S. Route 6) SRA route. There are five major north-south routes in the area to accommodate the regional traffic flow.

## **2010 Traffic Models**

CATS provided Boyer Engineering Ltd. with raw travel demand model output for the years 1990 and 2010. The model runs for this study assumed full buildout of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CAT'S 2010 Transportation System Development (TSD) Plan Update in all other respects. The data was modified by Boyer Engineering Ltd., in consultation with CATS, to produce the 2010 forecasts shown in this report.

The existing (1990) ADT and the projected (2010) ADT can be found in Table III-5.

## **Other Corridor Planning Activities**

### ***Roadway Improvements***

Planning information was obtained from IDOT, CATS, Cook County, and the surrounding communities.

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

Villages and cities along Illinois Route 83/ 127th Street/ 130th Street provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives.

### ***Transit Improvements***

The Illinois Route 83/ 127th Street/ 130th Street corridor has limited existing transit, mostly concentrated at the western and eastern ends. Railroad commuter rail link crossing the central portion of the corridor. Transit in this corridor is exclusively Pace and CTA routes. The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for planning impacts.

## **Future Land Use and Development**

### ***Future Conditions***

Current land use trends along the Illinois Route 83/ 127th Street/ 130th Street corridor are expected to remain similar in the future. Based on; the mature commercial region and the forest preserve land at the western end, the mature commercial/residential in the middle portion, and the mature industrial regions in the eastern end, only sporadic growth is foreseeable.

## **Planning Framework and Recommendations**

The planning framework was used to determine the best possible alternates for the Illinois Route 83/ 127th Street/ 130th Street corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria lead to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross section and geometrics, operations, access management, public transit, and short term alternates.

### ***Cross Section and Geometrics***

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

### ***Operations***

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

### ***Access Management***

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

### ***Public Transit***

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

### ***Short Term Alternates***

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

**Table III-1**  
**2010 Desirable Route Characteristics**  
**Suburban Strategic Regional Arterial**

Right-of-Way Width	120'-150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 48', raised
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
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads, right-in/right-out only
Curb Cut Access	Consolidate access Points at 500' Spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal preemption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route. New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for a grade-separation at all railroads
Loading	Off-street loading

**Table III-2  
Suburban SRA Roadway Design Criteria**

<b>Horizontal Alignment</b>	
Minimum Design Speed	45 mph
Minimum Stopping Sight Distance	325'
Minimum Radius Horizontal Curve	740'
Maximum Degree of Curvature	7° 45'
Maximum Superelevation	4%
Minimum Length of Superelevation	
- Six Lane Section	234'
- Four Lane With Small Probability of Six Lanes	192'
Horizontal Clearance	2'
<b>Vertical Alignment</b>	
Maximum Grades	6%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

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

**Table III-3**  
**2010 Desirable Route Characteristics**  
**Urban Strategic Regional Arterial**

Right-of Way Width	107'-110'*
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	2 in each direction; 12' width desirable 11' width minimum
Bicycle Accommodation	13' outside lane desirable
Median Width	14' desirable, 11' minimum
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1 - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking**
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours***; Local bus service with sign, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronization network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading

\*83' - 86' where bus/HOV lanes are not provided  
\*\*where criteria and conditions of Section 4.3 are met  
\*\*\*where criteria and conditions of Section 4.4 are met

**Table III-4  
Urban SRA Roadway Design Criteria**

<b>Horizontal Alignment</b>	
Minimum Design Speed	35 mph
Minimum Stopping Sight Distance	225'
Minimum Radius Horizontal Curve	415' w/normal crown 345' w/S.E. = 4%
Maximum Degree of Curvature	14° 30'
Maximum Superelevation	4%
Minimum Length of Superelevation	
- Transition for 4 Lanes w/12'-14' Flush Median	231'
- Transition for 4 Lanes w/12'-14' Flush Median and HOV lanes	309'
Horizontal Clearance	2'
<b>Vertical Alignment</b>	
Maximum Grades	7%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

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

**Table III-5  
Existing and Projected Average Daily Traffic  
IL Route 83/ 127th Street/ 130th Street**

LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
<b>Illinois Route 83</b>		
U.S. Route 45 to Illinois Route 7	11200	12000
Illinois Route 7 to Harlem Avenue	18700	28000
Harlem Avenue to Ridgeland	15600	27000
Ridgeland to Central	15400	30000
Central to 127th Street	18700	35000
<b>127th Street</b>		
Illinois Route 83 to Cicero Avenue	29200	37000
Cicero Avenue to Pulaski	27800	33000
Pulaski to Kedzie	26800	32000
Kedzie to Western	21600	32000
Western to Vincennes	39500	37000
Vincennes to I-57 West Ramps	22600	37000
I-57 West Ramps to I-57 East Ramps	34800	37000
I-57 East Ramps to Ashland	46600	31000
Ashland to Halsted	24200	31000
Halsted to Vermont	20400	35000
Vermont to State Street	30800	35000
<b>Indiana Avenue</b>		
State Street to Indiana Avenue	37500	44000
<b>130th Street</b>		
Indiana Avenue to Ellis Avenue	32400	35000
Ellis Avenue to I-94	33600	35000
I-94 to Stony Island	43500	39000
Stony Island to Torrence Avenue	32000	32000

# **RECOMMENDED IMPROVEMENTS**

**IL ROUTE 83/127TH ST/130TH ST**

## **RECOMMENDED IMPROVEMENTS**

### **Segment 1 - U.S. Route 45 to IL Route 43 (Harlem Avenue)**

*Exhibits C7-01 through C7-04*

Segment 1 begins at the interchange of U.S. Route 45 and IL Route 83. It passes through Palos Park and Palos Heights, ending at IL Route 43 (Harlem Avenue). Both U.S. Route 45 and IL Route 43 are SRA routes.

### **ALTERNATE 1**

#### ***Cross Section and Geometrics***

The recommended cross section from U.S. Route 45 to 86th Street consists of four 12 foot lanes, a 4 foot wide painted median, and 10 foot shoulders with open ditch drainage. From 86th Street to IL Route 43 (Harlem Avenue) the recommended cross section consists of four 12 foot lanes and a 14 foot wide flush median to allow access to the residences on the south side. The four lane proposed SRA section is transitioned into the existing two lane section at U.S. Route 45.

Intersection improvements will be necessary at major intersections to accommodate projected traffic demand. At the intersection of U.S. Route 45 west ramps no improvements necessary. At the intersection of U.S. Route 45 east ramps no improvements necessary. At the intersection of Kean Avenue provide a left turn lane westbound. At the intersection of 86th Avenue provide an exclusive left turn lane westbound. At the intersection of Highwood Drive provide an exclusive left turn lane westbound.

At the intersection of 119th Street provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north leg will consist of a separate left turn lane and shared through/ right turn lane. The south leg will consist of a shared left/ through/ right turn lane.

At the intersection of IL Route 7 (Southwest Highway) provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of separate left turn lanes, a through lane and a shared through/ right turn lane. The southeast leg will consist of a shared left/ through/ right turn lane.

At the intersection of 76th Avenue provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of a shared left/ through/ right turn lane.

At the non signalized intersection of 75th Street provide exclusive left turn lanes on the east-west legs of the intersection. Future studies may indicate a need for signalization.

The intersection of IL Route 83 and Harlem Avenue (IL Route 43) is a major intersection of two SRA Routes. At the intersection of Harlem Avenue (IL Route 43) provide dual left turn lanes and two through lanes on all four legs of the intersection. Provide separate right turn lanes on the east, west, and south legs of the intersection. Provide a shared right turn lane on the north leg of the intersection as this movement is duplicated by the diagonal southwest highway cut off. This will require an additional 12 foot of right-of-way for the right turn lanes. This additional right-of-way will be taken from a car dealership in the northeast quadrant, Radio Shack in the southeast quadrant, and a restaurant parking lot in the southwest quadrant.

To accommodate the proposed roadway cross section, it will be necessary to modify the existing structure over Mill Creek. To accommodate the proposed roadway cross section it will be necessary to reconstruct the structure carrying the N&W R.R. over IL Route 83 near IL Route 7. The existing substandard vertical clearance and approach alignment at this railroad structure will also require modification to meet SRA standards.

The recommended right-of-way is typically 100 feet in this segment. The existing right-of-way is sufficient with the exception of two areas. In the area of IL Route 7 (Southwest Highway), the amount of right-of-way to be acquired is 17 feet. Right-of-way will also be required at the intersection of Harlem Avenue and IL Route 83 for intersection improvements.

### ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 12,000 vpd to 20,000 vpd. The recommended speed limit is 50 miles per hour to 86th, 45 miles per hour to IL Route 7, and 40 miles per hour to Harlem Avenue.

A capacity analysis was performed for this segment of Illinois Route 83/ 127th Street/ 130th Street by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "B" can be achieved for both eastbound and westbound traffic.

There are no high accident locations in this segment.

### ***Access Management***

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. From 86th Avenue to IL Route 43 (Harlem Avenue) the proposed flush median will allow full access to existing residences and businesses. No parking is recommended on this segment of IL Route 83/ 127th Street/ 130th Street.

## ***Public Transit***

There is no public transportation service throughout this segment.

## ***Short Term Alternates***

Short term improvements for this segment of Illinois Route 83/ 127th Street/ 130th Street include the modifications to IL Route 7 intersection and the N&W R.R. Structure. Constructing the left turn lanes at 86th Street, Highwood Drive, and 75th Street before the rest of the four lane corridor section will also increase traffic flow on the existing two lane section of roadway.

## **Concerns related to ALTERNATE 1**

- With wetlands along IL Route 83, special measures will be required to protect them.
- Widening needs to be kept to four lanes through many of the communities.
- Additional right-of-way will be required to improve the roadway section through the N&W R.R.
- The proposed flush median from 86th Avenue to Harlem Avenue does not provide access control.

## **ALTERNATE 2**

Alternate 1 is recommended as a way to minimize residential and Forest Preserve impacts while providing the minimum four lanes and left and right turn lanes to facilitate traffic flow. Providing four lanes with an 18 foot flush median and curb and gutter on the outside lanes from U.S. 45 to 86th Street was dropped due to the 50 mph speed limit between U.S. 45 and 86th Street and the resulting impacts to the Forest Preserve. A 14 foot flush median and four 12 foot lanes could be provided with an enclosed drainage system and by lowering the speed limit to 45 mph. If greater control of access is desired, an 18 foot barrier median could be used from 86th Street to IL Route 43, but with greater resulting impacts.

## **ALTERNATE 3**

An option to provide four 12 foot lanes and to maintain open ditch flow along IL Route 83 was dropped. To provide for an 18 foot median, four 12 foot lanes, 10 foot shoulders, 3 foot deep ditches with 4:1 foreslopes and backslopes with a minimum 2 foot bottom would require a minimum of 138 feet of right-of-way. This additional 38 feet of right-of-way taken would impact both the Forest Preserve and the existing residences and businesses along the corridor.

## **Segment 2 - IL Route 43 (Harlem Ave.) to 127th Street**

*Exhibits C7-04 through C7-06*

Segment 2 begins at the intersection of IL Route 43 (Harlem Avenue). It passes through Palos Heights and Alsip ending at 127th Street. IL Route 43 (Harlem Avenue) is also an intersecting SRA Route.

### **ALTERNATE 1**

#### ***Cross Section and Geometrics***

The recommended cross section in Segment 2 is similar to the cross section of Segment 1. It will consist of four 12 foot lanes and a 14 foot wide flush median which will allow access to the residences and businesses in this segment.

Intersection improvements will be necessary at major intersections to accommodate projected traffic demand. At the intersection of Ridgeland Avenue provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs will consist of separate left turn lanes, a through lane and a shared through/ right turn lane. At the intersection of Austin Avenue provide a left turn lane westbound.

At the intersection of Central Avenue, Cook County has a study to extend Central Avenue to the north, across the Cal-Sag Channel. A signal should then be installed at this location and provisions made for separate left turn lanes with two through lanes on all legs. Further studies would warrant whether separate or shared right turn lanes would be warranted at this intersection.

At the intersection of 127th Street and IL Route 83 the SRA route turns to follow 127th Street east. At this intersection provide dual left turn lanes, a through lane and a through/ right turn lane on the north leg. The east leg consists of a separate left turn lane, two through lanes, and a separate right turn lane. The west leg consists of a separate left turn lane, a through lane and a shared through/ right turn lane. The south leg consists of a separate left turn lane, a through lane and a shared through/ right turn lane. To accommodate the proposed intersection geometrics it will be necessary to modify the drainage structure carrying the tributary to the Cal Sag Channel under the intersection of IL Route 83 and 127th Street. To minimize the impact to the commercial gas station in the northwest quadrant the additional lanes required to provide dual left turns should be acquired from the northeast side of IL Route 83, where there is 75.5 feet of right-of-way, by tapering the lanes.

The existing right-of-way in the section is 100 feet. Minimal right-of-way will be necessary in this segment if the lanes are shifted to the northeast side of IL Route 83 for the intersection improvements at IL Route 83 and 127th Street..

## ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 27,000 vpd to 35,000 vpd. The recommended speed limit is 40 miles per hour.

A capacity analysis was performed for this segment of Illinois Route 83/ 127th Street/ 130th Street by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "C" can be achieved for both eastbound and westbound traffic.

There are no high accident locations in this segment.

## ***Access Management***

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. The proposed flush median will provide access to residences and businesses in this segment while still allowing the separation of traffic for turning movements. Additional access control is recommended through the use of Cul-de-Sacs at the following streets; 71st Court and at Nagle Avenue between Harlem Avenue and Ridgeland Avenue. Additional access control is recommended through the use of right-in/right-outs at the following streets; 70th Court, 69th Court, and 68th Court between Harlem Avenue and Ridgeland Avenue and at Massasoit and Parkside between Ridgeland Avenue and 127th Street. Cul-de-Sacs and right-in/right-out movements are recommended to consolidate the traffic where grid pattern streets exist. No parking is recommended on this segment of IL Route 83/ 127th Street/ 130th Street.

## ***Public Transit***

PACE bus routes 386 and 383 service this segment. Priority signal preemption is recommended, and bus turnouts should be constructed where right-of-way is available.

## ***Short Term Alternates***

Short term improvements for this segment of Illinois Route 83/ 127th Street/ 130th Street include development of a left turn lane at Austin Avenue.

## **Concerns related to ALTERNATE 1**

- With wetlands along IL Route 83, special measures will be required to protect them.
- Additional right-of-way will be required at 127th Street.
- The proposed flush median does not provide access control.
- Potential LUST sites are located along IL Route 83.

## **ALTERNATE 2**

Alternate 1 is recommended as a way of providing the minimum four lanes and a left turn lane to facilitate traffic flow, while maintaining access to area residences and businesses. If greater control of access is desired, the proposed 14 foot flush median can be changed to an 18 foot barrier median type throughout the segment, but with greater resulting impacts.

### **Segment 3 - IL Route 83 to Kedzie Avenue**

*Exhibit C7-07 through C7-09*

Segment 3 begins at the intersection of 127th Street and IL Route 83 and continues along 127th Street to Kedzie Avenue. This segment passes through Crestwood and Alsip. The segment is intersected by IL Route 50 (Cicero Avenue), an SRA Route, which is under a Phase I Study at I.D.O.T. An SRA omission is shown for this area at IL Route 50.

## **ALTERNATE 1**

### ***Cross Section and Geometrics***

For Segment 3, it is recommended to maintain the existing roadway cross section. Beginning at IL Route 83 the cross section consists of four 12 foot lanes and a 12 foot painted median to Crawford/ Pulaski. To add the 12 foot painted median between Matchline C7-07 and Crawford/ Pulaski Road, it will be required to hold the north edge of the roadway. From Crawford/ Pulaski to Kedzie Avenue the cross section consists of four 12 foot lanes and a 16 foot median. Structure number 016-05700 will not require modification to carry the proposed roadway cross section over the Cal Sag Channel by reducing the proposed 12 foot median to a 4 foot concrete type 3 or 4 existing median across the structure.

The intersection of Cicero Avenue and 127th Street is a major intersection of two SRA routes and there is an ongoing study of geometrics at Cicero Avenue/ 127th Street and the Tri-State Tollway.

At the intersection of Kostner Avenue provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane. Five feet of right-of-way will need to be purchased near the southeast quadrant of Kenneth/ Kostner Avenue to provide a separate right turn lane.

At the intersection of Crawford/Pulaski Avenue provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs consist of separate left turn lanes, a through lane and a shared through/ right turn lane.

At the intersection of Wireton Road provide a separate left turn lane and two through lanes on the east leg. The west leg consists of two through lanes and a separate right turn lane. The south leg consists of a separate left turn lane and a separate right turn lane.

At the intersection of Kedzie Avenue provide separate left turn lanes, two through lanes and a separate right turn lane on the east-west legs. The north-south legs consist of a separate left turn lane, a through lane and a shared through/ right turn lane.

The existing right-of-way in this segment varies from 66 feet to 270 feet and shall be maintained. Three feet of right-of-way will need to be purchased near the northeast quadrant of Keeler Avenue where the existing right-of-way narrows to 30 feet on the north side of 127th Street. Five feet of right-of-way will need to be purchased in the southwest quadrant of Kenneth Avenue to provide a separate right turn lane. Five feet of right-of-way will also need to be purchased in the northeast quadrant of Kedzie Avenue to provide a separate right turn lane.

### ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 32,000 vpd to 37,000 vpd. The recommended speed limit is 45 miles per hour west of Cicero Avenue and 40 miles per hour east of Cicero Avenue.

A capacity analysis was performed for this segment of Illinois Route 83/ 127th Street/ 130th Street by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "C" can be achieved for both eastbound and westbound traffic.

There are two high accident locations in this segment; at Cicero Avenue and Crawford/ Pulaski Avenue.

### ***Access Management***

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. The areas of existing painted and mountable medians will continue to provide access to residences and businesses in this segment while still allowing the separation of traffic for turning movements. No parking is recommended on this segment of IL Route 83/ 127th Street/ 130th Street.

### ***Public Transit***

PACE bus routes 386 and 877 provide service to this segment. Priority signal preemption is recommended, and bus turnouts should be constructed where right-of-way is available.

### ***Short Term Alternates***

Short term improvements for this segment of Illinois Route 83/ 127th Street/ 130th Street include intersection improvements which are consistent with the recommended SRA intersection improvements found in this report for: Kostner Avenue, Crawford/Pulaski Avenue, Wireton Road, and Kedzie Avenue.

#### **Concerns related to ALTERNATE 1**

- The intersection of Cicero Avenue, 127th Street and the Tri-State Tollway is a high accident location.
- The intersection of Crawford / Pulaski and 127th Street is a high accident location.
- Additional right-of-way will be required.
- Potential LUST sites are located along 127th Street.
- The existing 12 foot painted median does not provide access control.
- To add the 12 foot painted median it will be necessary to hold the north edge of the roadway.
- With wetlands along 127th Street, special measures will be required to protect them.
- The close proximity to each other of two cemeteries restricts right-of-way.

#### **ALTERNATE 2**

Alternate 1 is recommended as a way to lessen the construction cost by maintaining the existing roadway geometrics. If a greater median width is desired to separate traffic flow, the proposed 12 foot painted median can be changed to a raised 14 foot type. This would necessitate holding the north edge of pavement and widening all to the south due to the 33 foot right-of-way at the Burr Oak Cemetery and two other locations on the north side. This would still require right-of-way to be purchased at Kostner Avenue, Keeler Avenue, and at the northeast quadrant of Kedzie Avenue.

#### **Segment 4 - Kedzie Avenue to 130th Street**

*Exhibit C7-09 through C7-14*

Segment 4 begins at Kedzie Avenue and runs easterly to Indiana Avenue and then southerly along Indiana Avenue to 130th Street. It passes through Blue Island, Calumet Park and the City of Chicago. The segment intersects one other SRA, Western Avenue.

## ALTERNATE 1

### *Cross Section and Geometrics*

The recommended cross section from Kedzie Avenue to 130th Street consists of four 12 foot lanes. Median width changes would be required at four places along segment 4. From Kedzie Avenue to Sacramento Avenue no median is proposed. The median would widen to 18 feet near the two railroads between Sacramento Avenue and Highland Avenue. From Highland Avenue to Division no median is proposed except to retain the existing median through Western and Vincennes. The median would widen to 14 feet to accommodate the center pier at the grade-separation of the I.C. R.R. between Division Street and Wood Street. The existing median near I-57 between Wood and Ashland would be retained. From Ashland Avenue to Halsted Street the proposed median would widen to the 12 foot width achieved through the existing widening at the intersection of Ashland Avenue and 127th Street to provide for a continuous left turn lane for the numerous side streets in this area west of Halsted Street. This widening for the 12 foot median is accomplished by widening the roadway to the south where there is 50 feet of right-of-way. The roadway is tapered back to four 12 foot lanes after Halsted Street. From Halsted Street to 130th Street no median is proposed. The median would widen to 15.5 feet to accommodate the center pier at the I.C.G. R.R. at 130th Street and to match the existing median width on 130th Street to the east.

Intersection improvements will be necessary at major intersections to accommodate projected traffic demand. At the intersection of Sacramento Avenue provide a separate left turn lane, a through lane and a shared through/ right turn lane on the west leg. The east leg consists of a separate left turn lane, two through lanes and a separate right turn lane. The north-south legs consist of a shared left/ through/ right turn lane.

At Maple Avenue provide a separate left turn lane, a through lane and a shared through/ right turn lane on the east-west leg. On the north-south leg retain the existing shared left/ through/ right turn lane. This will require 5 feet of right-of-way to be purchased on both sides of 127th Street at this intersection.

At the intersection of Western Avenue provide a separate left turn lane, two through lanes and a separate right turn lane on the west leg. Provide dual left turn lanes, two through lanes, and a free flow right turn lane on the east leg. On the north leg provide a separate left turn lane, two through lanes, and a separate right turn lane.

At the intersection of Vincennes Road retain the existing lane configurations.

At the intersection of Wood Street retain the shared left/ through and through/ right turn lanes on the east-west legs. On the north-south legs retain the existing shared left/ through/ right turn lane. There is a Catholic Church in the southwest quadrant at the right-of-way line which prevents the widening of this intersection.

At the intersection of Paulina Street retain the existing lane configurations. At the intersection of Marshfield Avenue retain the existing lane configurations. At the intersection of Ashland Avenue retain the existing lane configurations.

At the intersection of Bishop Street provide separate left turn lanes, a through lane, and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane.

At the intersection of Throop Street provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a shared left/ through/ right turn lane.

At the intersection of Halsted Street provide separate left turn lanes, a through lane and a shared through/ right turn lane on the east-west legs. The north-south legs consist of a separate left turn lane, a through lane and a shared through/ right turn lane. In the east leg of the intersection of Halsted Street taper back down to four 12 foot lanes. This will require 17 feet of right-of-way on the southeast quadrant, to taper the 5 lane section down to 4 lanes.

At the intersection of Wallace Street/ Vermont Street retain the through lane and shared through/ right lane configuration on the east leg. On the west leg retain the shared left/ through and through lane. On the south leg retain the separate left turn lane, and the shared through/ right turn lane. On the north leg retain the shared left/ right turn lane. On the southwest leg retain the existing shared left/ right turn lane.

At the intersection of State Street provide a separate left turn lane and two through lanes on the west leg. On the east leg provide a separate right turn lane and two through lanes. On the north leg provide a separate left turn lane and a separate right turn lane. This will require 17 feet of right-of-way on the north side and 3 feet of right-of-way on the south side of 127th Street.

One hundred feet before the intersection of Michigan Avenue a realignment of the "Z" curve from 127th Street to Indiana Avenue to 130th Street is proposed. The realignment uses three 415 foot radius horizontal curves and part of the existing Indiana Avenue alignment. This realignment will require a new structure to carry the I.C.G. Railroad over 130th Street. The existing structure has a substandard vertical clearance of 13.25' and the existing 20 foot horizontal clearance in both directions does not provide for four lane operation due to the sharp curve just west of the structure. Existing 127th Street would be closed just east of Edbrooke. The north portion of Indiana Avenue would also be realigned to connect between Michigan Avenue and Indiana Avenue to provide access to the Metra KYD Yard, and the Com-Ed power station. This realignment of 127th Street will require 100 feet of right-of-way to be purchased between the Calumet River and the Com-Ed power station.

At the intersection of Michigan Avenue provide a separate left turn lane and two through lanes on the west leg. On the east leg provide a separate right turn lane and two through lanes. On

the north leg provide a separate left turn lane and a separate right turn lane. This will require right-of-way to be purchased on both the north and south side of 127th Street.

It is not recommended to grade separate 127th Street at the two railroad crossings between Sacramento and Highland Avenue. Grade separation in this area would prevent emergency vehicle access to the many homes in this area. A further study could be performed in this area to further expand the grade separation idea presented in Alternative 2 if emergency vehicle access can be added for the area. The recommended alternative for this area proposes to use an 18' barrier median to restrict the turning movements across the through traffic lanes which cause congestion in the area. A left turn lane would be provided at Mozart from the westbound direction. The barrier median would also restrict the vehicles in this area from running around the railroad gates. The proposed cross section will consist of four 12 foot lanes, an 18 foot barrier median, and B6-24 curb and gutter. This requires 41 feet of right-of-way. The 12 foot turn lane at Sacramento would be transitioned into the 18 foot barrier median on the west side. The 18 foot barrier median would be transition back to no median just west of Highland Avenue. The side streets between Sacramento and Highland would be restricted to right-in / right-out movements with the exception of Mozart where a left turn lane and a break in the median would be provided. The barrier median would provide better traffic flow for the vehicles which have been stopped for a crossing train by restricting where a turning vehicle would remain stopped trying to cross the opposite through lanes of traffic. To provide additional access to the houses and businesses north of 127th Street in this area where the proposed 18' barrier median will be constructed, it is recommended that California Avenue be extended north to 123rd Street. This extension will provide better access to these houses.

To accommodate the grade-separation and realignment of IL 83/ 127th Street/ 130th Street in this segment it will be necessary to construct two railroad structures.

The railroad structure required to grade-separate the I.C. R.R. will consist of a railroad structure and 3:1 side slopes which runs from Winchester Avenue to Wood Street. The proposed cross section through the retaining wall area includes four 12 foot lanes, a 14 foot median for the center pier, sidewalks and B6-24 curb and gutter. This will require 115 feet of right-of-way each side of the centerline. Since the proposed profile would be approaching the existing profile less right-of-way would be required near the St. Isadores Catholic Church and the Gas City gas station. Additional METRA parking to replace the lost parking could be provided when property is taken for the 3:1 side slopes.

The railroad structure at Indiana Avenue and 130th Street is substandard in both vertical clearance of 13.25 feet and horizontal clearance of 20 feet in each direction of travel. The proposed cross section through the structure will consist of four 12 foot lanes, a 15.5 foot median and 7.5 feet for curb and gutter and sidewalk. This will require 40 feet of right-of-way each side of the centerline. Part of the storage area for the wholesale lumber yard north of the intersection of Indiana Avenue and 130th Street will be affected.

Right-of-way will be required in four areas for intersection improvements, one area to control

vehicle access through an area with two at grade railroad crossings, two areas for railroad grade-separation, and in one area for roadway realignment.

### ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 31,000 vpd to 44,000 vpd. The recommended speed limit is 30 miles per hour.

A capacity analysis was performed for this segment of Illinois Route 83/ 127th Street/ 130th Street by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "C" can be achieved for both eastbound and westbound traffic.

There are no high accident locations in this segment.

### ***Access Management***

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. The 12 foot median from Ashland Avenue to Halsted Street will provide access to residences and businesses in this section and remove any left turning vehicles from the through traffic movements. An 18 foot barrier median between Sacramento and Highland along with a left turn lane at Mozart is proposed to control vehicle movements at the two at grade railroad crossings. A right-in/ right-out is proposed for Babes Farm House II Restaurant, a potential historic home, along with the extension of California Avenue north to 123rd Street to provide access for the homes and businesses north of 127th Street in the area where the proposed 18 foot barrier median is proposed. Three streets would also be restricted to right-in / right-out movements. Fairview and Elm Streets would be returned to two way traffic operation. At the I.C. R.R. grade-separation three streets would be closed. Lincoln and Honore Streets would be returned to two way traffic operation. Removal of all illegal on-street parking from Laflin to Aberdeen Streets is recommended. At the intersection of State Street, closure of Centerdon Street is recommended. No parking is recommended on this segment of IL Route 83/ 127th Street/ 130th Street.

### ***Public Transit***

PACE bus routes 386, 359, 352 and 353 and CTA bus route 49A-349 service this segment of 127th Street. The Burr Oak METRA station is located at Lincoln and 127th Street. Priority signal preemption is recommended, and bus turnouts should be constructed where right-of-way is available.

## ***Short Term Alternates***

Short term improvements for this segment of Illinois Route 83/ 127th Street/130th Street include intersection improvements which are consistent with the recommended SRA intersection improvements found in this report as well as the addition of the 12 foot median between Ashland Avenue and Halsted Street to eliminate the left turn movement from the through traffic movement.

### **Concerns related to ALTERNATE 1**

- Grade separations of the railroads will have the following impacts:

#### **I.C. R.R.:**

Twelve buildings would be taken, three streets would be closed to access to 127th Street; (Winchester (one-way north on the south side), Lincoln (one-way south), and Honore (one-way north), and the loss of parking at the METRA parking lot. One railroad structure would be required and a pump station may be required after further study of the drainage capabilities of the area.

#### **I.C.G. R.R.:**

Right-of way would be required from the lumber yard and behind the Com-Ed power sub-station, one railroad structure would be required, and the METRA access to the KYD yard would be realigned.

- Some land will be required at Memorial Park.
- Right-of-way may be required in front of a possible historic home in Blue Island
- Right-of-way will be required in four areas for intersection improvements.
- With wetlands along 127th Street, special measures will be required to protect them.
- Two new structures for railroads would be required.
- The proposed 12 foot median does not provide access control.

### **ALTERNATE 2**

To accommodate the grade-separation at the G.T.W. & B.&O.C.T. R.R. it would be necessary to construct two railroad structures and two retaining walls which run from Sacramento Avenue to Highland Avenue. The proposed cross section through the retaining wall area includes four 12 foot lanes, a double yellow median, a 7 foot area before the face of the retaining wall, sidewalks, B6-24 curb and gutter, and 10 feet for the retaining wall and the heel of the retaining wall. This would require 45 feet of right-of-way each side of the centerline. Eight buildings would be taken, four streets would be closed to access to 127th Street; (Wahl, California (extended north), Fairview (one-way north), and Mozart), and the loss of front access to 27 homes and businesses would result. A pump station may also be required after further study of the drainage capabilities of the area. The proposed entrance to Babes Farmhouse II Restaurant (a possible historical home) would become right-in/ right-out and be located to the west along

the G.T.W. R.R. tracks. To provide access to the houses and businesses north of 127th Street in this area of grade-separation, it would be recommended that California Avenue be extended north to 123rd Street. This extension along with the right-in/ right-out at the G.T.W. R.R. tracks would be the only access to these houses.

### **ALTERNATE 3**

A separate left turn lane could be provided at Wood Street by purchasing an additional 2.5 feet of right-of-way on each side of 127th Street. Further study would be required to see if this would impact the St. Isadores Catholic Church in the southwest quadrant and the tavern in the northeast quadrant where right-of-way seems to be the tightest. Some alternatives also studied for the grade-separation of the at-grade railroad crossings are:

#### **G.T.W. & B.&O.C.T. Railroad:**

- An underpass with 3:1 side slopes and 14 foot median. This would require 230 feet of right-of-way. This would result in 32 buildings being taken, two bridges having to be constructed, possible pumping station, loss of front access to one business, and the following streets would be closed at 127th Street; Wahl, California (extended north), Fairview (one-way north), and Mozart.
- An underpass with retaining walls and 14 foot median. This would require 100 feet of right-of-way. This would result in 15 buildings being taken, two bridges having to be constructed, possible pumping station, loss of front access to 17 homes and businesses, and the following streets would be closed at 127th Street; Wahl, California(extended north), Fairview (one-way north), and Mozart.
- An overpass with a bridge over both railroads. This would require 66 feet to 80 feet of right-of-way. This results in the following impacts; one building would be taken, one long roadway structure would be required, loss of front access to 31 homes and businesses and the following streets would be closed at 127th Street; Wahl, California (extended north), Fairview (one-way north), and Mozart.

#### **I.C. Railroad:**

- An underpass with retaining walls and a 14 foot median. This would require 100 feet of right-of-way. This would result in the following impacts; 12 buildings would be taken, loss of parking at the METRA parking lot, one bridge would be required, possible pumping station, and the following streets would be closed at 127th Street; Winchester (one-way north on the south side), Lincoln (one-way south), Honore (one-way north).
- An underpass with retaining walls, no median and no center pier. This would require 90 feet of right-of-way. This would result in the following impacts; 12 buildings would be taken, loss of parking at the METRA parking lot , one bridge would be required with a larger beam section, possible pumping station, and the following streets would be closed at 127th Street; Winchester (one-way north on the south side), Lincoln (one-way south), Honore (one-way north).

#### Z Curve (127th/Indiana Ave/130th):

- A second alternate for the "Z" curve would be to realign 127th Street to the south with a straight southeast direction to 130th Street. At 100 feet before the intersection of Michigan use a 415 foot radius curve to the south to pass behind the power sub-station. The realignment would then run southeast through the I.C.G. R.R. and the wholesale lumber yard and use another 415 foot radius curve to bring the alignment back onto 130th street. Indiana Avenue, south of 130th Street, would be realigned to meet the new alignment. This would result in the loss of a lumber yard, one railroad bridge would be required, and realignment of METRA access to the KYD yard.
- A third alternate for the "Z" curve would be to extend 127th Street straight east of the intersection of 127th Street and Indiana Avenue. This extension would pass through the I.C.G. R.R. and then turn south between the lumber yard and the MWRD sludge pits along the existing access road and wholesale lumber yard rail access. This extension would run south to the intersection of 130th Street. Indiana Avenue south of 130th Street would be realigned to meet at a new "T" intersection. This would require a new railroad structure, a new at-grade railroad crossing for the lumber yard rail access, a new access road for the MWRD, and right-of-way would have to be taken from both the lumber yard and MWRD sludge pit area. This alternative would require a new signalized intersection and the SRA route would still have a "Z" curve type of operation.

#### **ALTERNATE 4**

Alternate 1 is the recommended way to grade-separate the I.C. Railroad. To lessen the impact to the residences, businesses, and Metra Parking the railroad could be left at-grade with greater impact to the function of the SRA corridor. If the I.C. Railroad were to be left at-grade further study could determine the possibilities of moving the METRA station either north or south along the railroad tracks. This would at least eliminate the need for the passenger trains to stop and block 127th Street. The at-grade crossing would still impact the SRA route operation when the numerous school buses and commercial trucks have to stop and check for a train. Alternate 1 is also the recommended way to realign the "Z" curve at 127th Street/ Indiana Avenue/ 130th Street. Part of Alternate 3 would also be to leave the existing "Z" curve and substandard railroad bridge at a great impact to the function of the SRA corridor.

#### **Segment 5 - Indiana Avenue to Torrence Avenue**

*Exhibit C7-15 through C7-18*

Segment 5 begins at Indiana Avenue and continues east to Torrence Avenue. This segment is located in the City of Chicago. Torrence Avenue is also designated an SRA.

## **ALTERNATE 1**

### ***Cross Section and Geometrics***

The recommended cross section from Indiana Avenue to Ellis Avenue would be to retain the existing four 12 foot lanes and 15.5 foot median. From Ellis Avenue to Torrence Avenue the recommended cross section is four 12 foot lanes and a 12 foot median.

Intersection improvements will be necessary to accommodate projected traffic demand. At the realigned intersection of Indiana Avenue provide a separate left turn lane and two through lanes on the east leg. The west leg consists of a through lane and a shared through/right turn lane. The south leg consists of a separate left turn lane and a separate right turn lane.

At the intersection of Ellis Avenue retain the existing lane configurations. At the intersection of Stony Island retain the existing lane configurations. At the Ford Employee parking lot entrance retain the existing lane configurations.

One of the busiest intersections for this corridor is the intersection of 130th Street and Torrence Avenue. This intersection marks the eastern terminus for the IL Route 83/127th Street/130th Street Corridor. It is also a major east-west trucking route for this area. The problem with this intersection is the at-grade railroad crossings which cause severe traffic congestion on both Torrence Avenue and 130th Street. To alleviate this problem, a grade-separated bypass for 130th Street and for Torrence Avenue is recommended. By constructing this bypass over the N.Y.C. & St. L. Railroad and Torrence Avenue, the traffic on 130th Street can quickly bypass these congestion causing problems. At the realigned intersection of 130th Street, where the two SRA's intersect, all of the legs have the same configurations; exclusive left and right turn lanes and two through lanes.

To construct this bypass, two new signalized intersections will be required. One signalized intersection is on 130th Street west of Torrence Avenue. It consists of two through lanes and an exclusive right turn lane on the west leg. The east leg has two through lanes and an exclusive left turn lane. The south leg has one shared/ left and right turn lane. The second intersection is at the end of the bypass at Brainard Avenue. The north leg consists of one shared left and right turn lane. The west leg consists of a shared left and through lane. The south leg consists of a shared through/ right turn lane.

The bypass for 130th Street starts approximately 1300 feet west of the existing intersection with Torrence Avenue. The roadway is turned southeast by a 415 foot radius curve and parallels the elevated K & E Railroad. The roadway climbs at +5.7% grade to provide the proper clearance above the N.Y.C. & St. L. Railroad. At this point the roadway descends at -5.7% grade. In order to tie into the realigned Brainard Avenue a 1000 foot radius curve is used. A tee intersection with the section of Brainard Avenue to the north that connects to 130th Street east of Torrence Avenue is recommended.

To grade-separate Torrence Avenue under the N.Y.C. & St. L. Railroad the roadway at approximately 1000 feet south of the existing intersection with 130th Street will shift east using two 415 foot radius reverse curves. The roadway follows this alignment at a grade of -5.7% in order to achieve the proper clearance under the railroad structure. After the clearance is achieved the roadway climbs at a grade of +5.7% until it meets the existing ground at approximately the realigned intersection of 130th Street and Torrence Avenue. The roadway follows this alignment until it is shifted west to its existing alignment using two 415 foot radius reverse curves just south of 126th Street.

For the grade-separation of Torrence Avenue at 130th Street, 60 feet of additional right-of-way from the abandoned railway will be required to shift the center line 60 feet east. The existing west right-of-way line will be retained. The 130th Street by-pass will require up to 200 feet of additional right-of-way. Some of the additional right-of-way between 130th Street and the by-pass can be used to replace the lost Ford employee parking.

To grade-separate the C.&W.I. Railroad it will be necessary to provide an underpass structure. This will be accomplished with less impact to Eberhart Park, Chicago Housing Authority Altgeld Gardens, and Eberhart Avenue by using retaining walls. The proposed cross section through the retaining wall area includes four 12 foot lanes and a 15.5 foot median to match the existing cross section. No additional right-of-way will be required.

Additional right-of-way will be required to improve the 130th Street and Torrence Avenue intersection and to grade-separate the N.Y.C. & St. L. Railroad and K.&E. Railroad crossings.

### ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 32,000 vpd to 39,000 vpd. The recommended speed limit is 35 miles per hour.

A capacity analysis was performed for this segment of Illinois Route 83/ 127th Street/ 130th Street by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "B" can be achieved for both eastbound and westbound traffic.

There are no high accident locations in this segment.

### ***Access Management***

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. The 12 foot to 15.5 foot median from Indiana Avenue to Torrence Avenue will provide access to residences and businesses in this section and remove any left turning vehicles from the through traffic movements. No parking is recommended on this segment of IL Route 83/ 127th Street/ 130th Street.

## ***Public Transit***

PACE bus routes 353, 355 and 358 provide service to this segment of 130th Street. Priority signal preemption is recommended, and bus turnouts should be constructed where right-of-way is available.

## ***Short Term Alternates***

There are no short term alternates for this segment of Illinois Route 83/ 127th Street/ 130th Street.

## **Concerns Related to Alternate 1**

- With wetlands along 130th Street, special measures will be required to protect them.
- Additional right-of-way will be required.
- Grade-separation of the C.&W.I. Railroad will require a new structure.
- The proposed 12 foot median does not provide access control.
- The bypass alternate requires three new structures.
- Loss of approximately 500 feet of the FORD employee parking area.
- Two additional signalized intersections are required.
- This improvement will be possible after the deep tunnel project is completed in this area.
- The bypass impacts two businesses and a semi-trailer parking lot.
- A study currently is being conducted for structure B, by the Railroad, which may require a decision for this intersection improvement.

## **ALTERNATE 2**

Several options were considered for this segment. Alternate 1 is recommended as a way to minimize impacts to residences and businesses which provides the minimum desired cross section.

A second alternate for the grade-separation of the C.&W.I. Railroad at-grade railroad crossing would include an underpass with 3:1 side slopes. This would require 230 feet of right-of-way. The underpass would result in the following impacts; park area taken, housing authority area taken, Eberhart Avenue access affected, and one railroad bridge would be required.

A second alternate for the intersection of 130th Street and Torrence Avenue would be to realign 130th Street and Torrence Avenue by grade-separating under the two at-grade railroad crossings. The existing intersection will shift approximately 265 feet south. 130th Street will realign south of its current alignment using a 415 foot radius curve requiring no superelevation. The new alignment of 130th Street will meet realigned Brainard Avenue using a 415 foot radius curve. Torrence Avenue is shifted 60 feet east using two 415 foot radius reverse curves both north and south of the existing intersection. The existing signals at 130th Street and Torrence Avenue, and

Brainard Avenue and 130th Street will be removed. 130th Street will be closed to Torrence Avenue. The west side of Torrence Avenue at 130th Street will remain as a right-in/ right-out to accommodate FORD's semi-truck yard. Three new structures will have to be constructed. Two underpass structures for the N.Y.C. & St. L. Railroad and one for the elevated K & E Railroad. To accomplish the required clearance, 4% grades can be used.

This alternate has the following impacts:

- Two businesses impacted.
- Semi-trailer parking area.
- Loss of approximately 500 feet of the FORD employee parking area.
- Closure of 130th Street at Torrence Avenue.
- Closure of Brainard Avenue at 130th Street.
- Cost of three structures.
- This improvement will be possible after the deep tunnel project is completed in this area.

### **ALTERNATE 3**

A third alternate for the grade-separation of the C.&W.I. Railroad at-grade railroad crossing would include an overpass with a roadway bridge over the railroad. This would require no additional right-of-way. The overpass would result in the following impacts; Eberhart Avenue access affected and one roadway bridge would be required.

A third alternate for the intersection would be to realign 130th Street by grade-separating under Torrence Avenue and the N.Y.C. & St. L. Railroad. Torrence Avenue will remain on its existing alignment. 130th Street will shift 265 feet south of the existing intersection using a 415 foot radius curve. 130th Street follows this new alignment and meets Brainard Avenue using a 415 foot radius curve. Grade-separating 130th Street from Torrence Avenue allows 130th Street traffic to free-flow in the through movements. Slip ramps provide access to 130th Street from Torrence Avenue and from Torrence Avenue to 130th Street. Four new structures will have to be constructed. They include two underpass structures for the N.Y.C. & St. L. Railroads and one for Torrence Avenue. Also, the existing elevated K & E Railroad tracks will have to be reconstructed or modified to accommodate two slip ramps. To accomplish the required clearance 4% grades can be used.

This alternate has the following impacts:

- Two businesses impacted.
- Semi-trailer parking area.
- Loss of approximately 500 feet of the FORD employee parking area.
- Loss of turning movements on 130th Street to Torrence Avenue and from Torrence Avenue onto 130th Street/ Brainard Avenue.
  - 1 - Eastbound 130th Street/ Brainard Avenue has no left turn to go northbound on Torrence Avenue.
  - 2 - Southbound Torrence Avenue has no direct access to southeast bound 130th Street/

Brainard Avenue.

- Cost of four structures.
- This improvement will be possible after the deep tunnel project is completed in this area.
- Leaves 1 SRA with an at-grade railroad crossing.
- Slip Ramp B would require an at-grade crossing.

#### **ALTERNATE 4**

A fourth alternate for the intersection would be to realign Torrence Avenue by grade-separating under 130th Street and the N.Y.C. & St. L. Railroad. 130th Street will remain on its existing alignment. Torrence Avenue will shift 60 feet east using 415 foot radius reverse curves to provide the extra right-of-way needed for the slip ramps and then shift back to its existing alignment before 126th Street. Three new structures will have to be constructed. They include two underpass structures for the N.Y.C. & St. L. Railroads, one for 130th Street, and one for the elevated K & E Railroad track. To accomplish the required clearance 4% grades can be used.

This alternate has the following impacts:

- Semi-trailer parking area.
- Cost of three structures.
- This improvement will be possible after the deep tunnel project is completed in this area.
- Leaves 1 SRA with an at-grade railroad crossing.

#### **ALTERNATE 5**

A fifth alternate which was dropped was to grade-separate both 130th Street over the N.Y.C. & St. L. Railroad and Torrence Avenue over the elevated K & E Railroad. This was dropped due to the required height of the structures for proper vertical clearance over the railroads.

#### **ALTERNATE 6**

A sixth alternate would be to leave both SRA routes with existing at-grade railroad crossings which would greatly impact both SRA's.

**Table IV-1**  
**Estimated R.O.W. Requirements for Illinois Route 83/127th Street/130th Street**

<b>Segment</b>	<b>Intersecting Street and Features</b>	<b>Estimated Additional R.O.W. Required (acres)</b>	<b>Cost Estimate (1995 Dollars)</b>
I	Illinois Route 7 (Southwest Highway)	0.06	\$25,500
I	Harlem Avenue (Illinois Route 43)	0.35	\$153,600
<b>Segment I Total</b>		<b>0.41</b>	<b>\$179,100</b>
II	127th Street	0.09	\$40,000
<b>Segment II Total</b>		<b>0.09</b>	<b>\$40,000</b>
III	Cicero Avenue (Illinois Route 50)	N/A	N/A
III	Keeler Avenue	0.01	\$500
<b>Segment III Total</b>		<b>0.01</b>	<b>\$500</b>
IV	Kedzie Avenue	0.03	\$18,750
IV	G.T.W. RR and B. & O.C.T. RR	1.03	\$312,530
IV	Park	0.09	\$16,000
IV	Maple	0.19	\$32,800
IV	I.C. RR	2.91	\$1,679,150
IV	Halsted Street	0.05	\$30,600
IV	Centerdon	0.10	\$66,300
IV	Michigan/Indiana Z-curve	2.69	\$1,573,000
<b>Segment IV Total</b>		<b>7.09</b>	<b>\$3,729,130</b>
V	Torrence Avenue	5.00	\$1,293,100
<b>Segment V Total</b>		<b>5.00</b>	<b>\$1,293,100</b>
<b>Grand Total</b>		<b>12.60</b>	<b>\$5,241,830</b>

**Table IV-2**  
**Estimate of Construction Cost**  
**Illinois Route 83/127th Street/130th Street**

<b>Recommended Improvement</b>	<b>Estimated Cost (1995 Dollars)</b>
<b>Segment I</b>	
Roadway	\$10,870,000
Intersection/Interchange Improvement	\$1,400,000
Structure Modification/Replacement	\$1,500,000
Right-of-Way	\$179,100
Transit Improvement	\$0
<b>Total Estimated Cost for Recommended Improvements - Segment I</b>	<b>\$13,949,100</b>
<b>Segment II</b>	
Roadway	\$8,680,000
Intersection/Interchange Improvement	\$500,000
Structure Modification/Replacement	\$750,000
Right-of-Way	\$40,000
Transit Improvement	\$0
<b>Total Estimated Cost for Recommended Improvements - Segment II</b>	<b>\$9,970,000</b>
<b>Segment III</b>	
Roadway	\$0
Intersection/Interchange Improvement	\$600,000
Structure Modification/Replacement	\$0
Right-of-Way	\$500
Transit Improvement	\$0
<b>Total Estimated Cost for Recommended Improvements - Segment III</b>	<b>\$600,500</b>

<b>Segment IV</b>	
Roadway	\$13,010,000
Intersection/Interchange Improvement	\$2,100,000
Structure Modification/Replacement	\$2,500,000
Right-of-Way	\$3,729,130
Transit Improvement	\$0
<b>Total Estimated Cost for Recommended Improvements - Segment IV</b>	<b>\$21,339,130</b>
<b>Segment V</b>	
Roadway	\$8,400,000
Intersection/Interchange Improvement	\$1,300,000
Structure Modification/Replacement	\$5,160,000
Right-of-Way	\$1,293,100
Transit Improvement	\$0
<b>Total Estimated Cost for Recommended Improvements - Segment V</b>	<b>\$16,153,100.00</b>
<b>Estimated Cost for All Recommended Improvements Illinois Route 83/127th Street/130th Street</b>	<b>\$62,011,830</b>

**Table IV-3  
Intersection Level of Service (2010)  
Illinois Route 83/127th Street/130th Street**

	N	S	E	W	INT
Illinois Route 7	B	S-B/SW-B	B	B	B
Harlem Avenue	C	C	C	B	C
Ridgeland	C	C	C	B	C
127th Street	C	C	C	C	C
Cicero Avenue (Illinois Rte 50)	F	C	F	F	F
Crawford (Pulaski Road)	C	C	B	B	C
Wireton Road	N/A	C	A	B	B
Kedzie	C	C	B	B	B
Western Avenue	B	N/A	C	C	B
Vincennes	C	C	C	B	C
Wood Street	C	C	C	C	C
Paulina	C	N/A	B	B	B
Marshfield	N/A	C	B	B	B
Ashland	D	D	B	B	C
Throop Street	B	B	B	B	B
Halsted Street	C	C	C	C	C
Vermont Street	D	C	D	D	D
State Street	B	N/A	B	A	B
Michigan Street	C	N/A	B	A	B
Indiana Avenue	N/A	C	B	B	B
Ellis Avenue	C	B	C	C	C
Torrence Avenue	C	C	C	C	C

**Table IV-4  
Arterial Level of Service (2010)  
Illinois Route 83/127th Street/130th Street**

		EB	WB
<b>Segment I</b>	<b>U.S. Route 45 to Illinois Route 43 (Harlem Avenue)</b>	<b>B</b>	<b>B</b>
<b>Segment II</b>	<b>Illinois Route 43 (Harlem Avenue) to 127th Street</b>	<b>C</b>	<b>C</b>
<b>Segment III</b>	<b>127th Street (Illinois Route 83) to Kedzie Avenue</b>	<b>C</b>	<b>C</b>
<b>Segment IV</b>	<b>Kedzie Avenue to 130th Street (Indiana Avenue)</b>	<b>C</b>	<b>C</b>
<b>Segment V</b>	<b>130th Street (Indiana Avenue) to Torrence Avenue</b>	<b>B</b>	<b>C</b>
<b>Illinois Route 83/127th Street/130th Street</b>	<b>Overall</b>	<b>C</b>	<b>C</b>

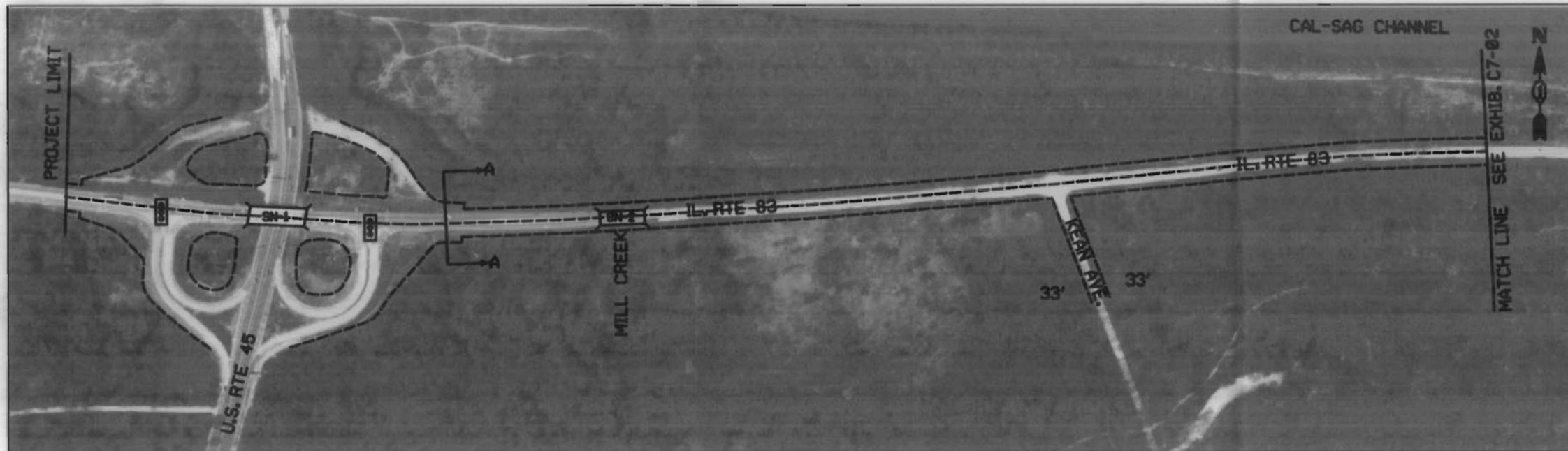
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W.



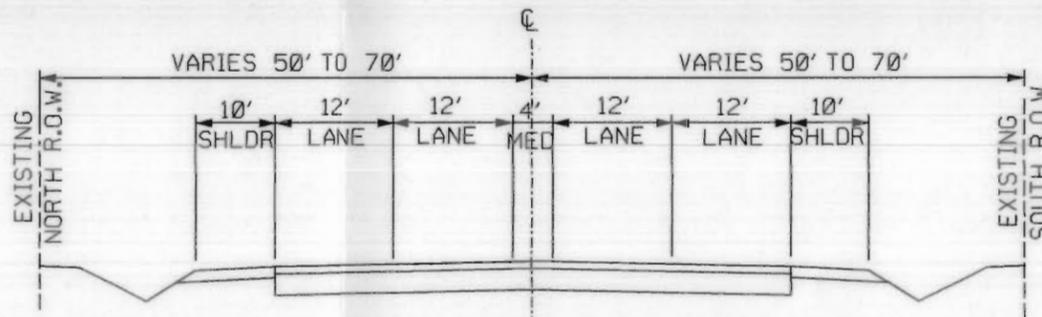
FOREST PRESERVE



FOREST PRESERVE

**DESCRIPTION OF PROPOSED CONDITIONS:**

- Construct 4 - 12' lanes with 4' flush median.
- SN-2 = Drainage structure over mill creek modification of this structure will be necessary to accommodate the proposed roadway cross section.
- Provide a left turn lane at Kean Avenue. Evaluate need for a right turn lane.
- Transition from 2 lane roadway to 4 lane roadway at US Rte 45.



PROPOSED TYPICAL SECTION A-A  
U.S. RTE. 45 TO MATCHLINE C7-02

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

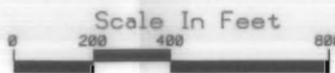
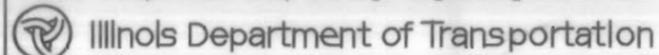


EXHIBIT C7-01

PROPOSED LANE CONFIGURATION

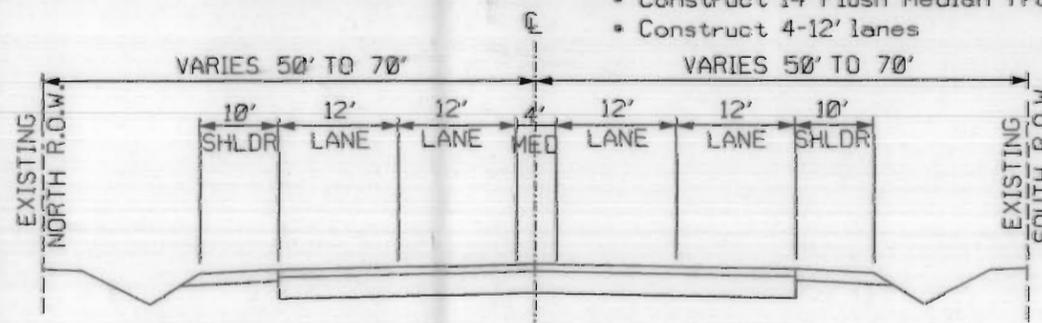
SIGNAL SPACING

PROPOSED R.O.W.

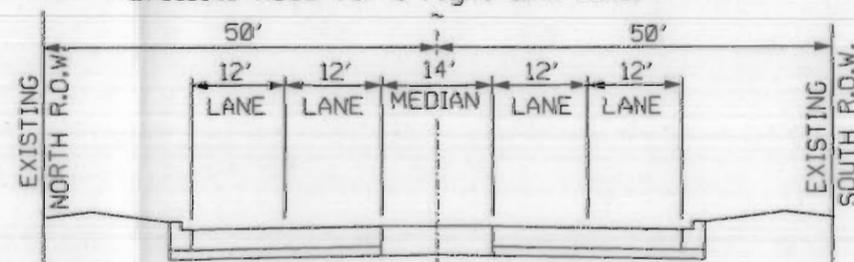


DESCRIPTION OF PROPOSED CONDITIONS:

- Transition from 10' shoulders to curb and gutter east of 86th street, PALOS PARK after speed limit change to 45 MPH.
- Construct 14' Flush Median from 86th Street
- Construct 4-12' lanes
- Provide full access at 86th Street and Highwood Drive, with a left turn lane.
- Evaluate need for a right turn lane.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-01 TO 86TH STREET



PROPOSED TYPICAL SECTION B-B  
86 TH STREET TO MATCHLINE C7-03

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

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

Illinois Department of Transportation

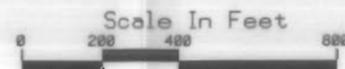
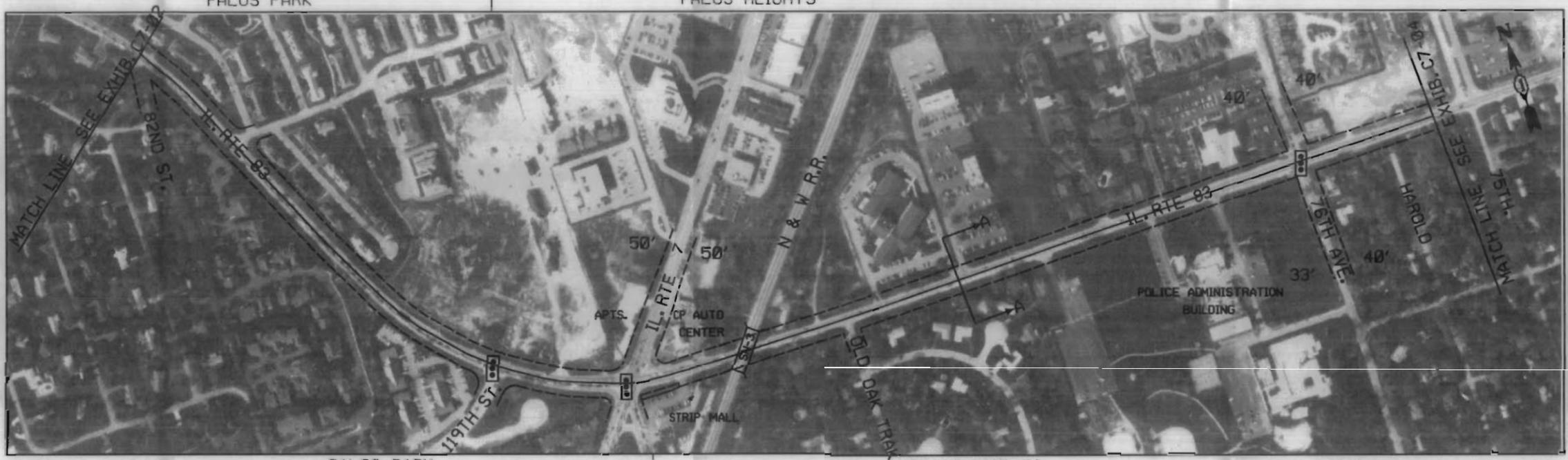
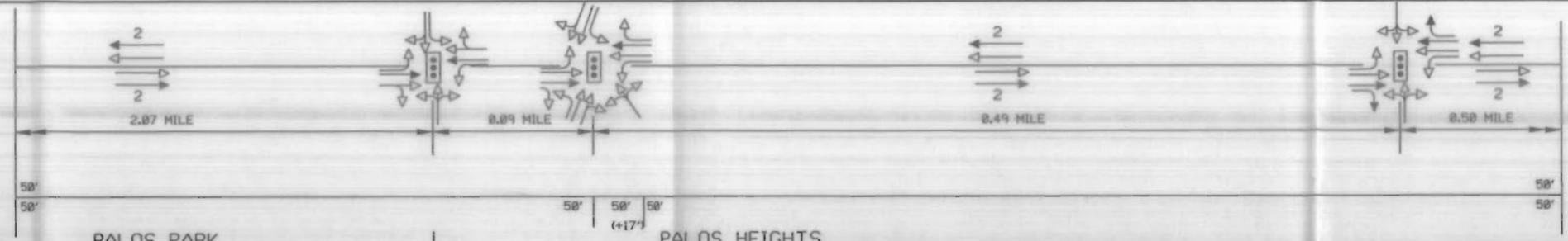


EXHIBIT C7-02

PROPOSED LANE CONFIGURATION

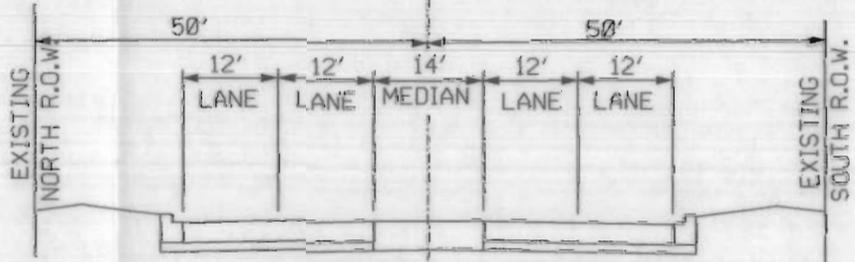
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 14' flush median
- Construct 4-12' lanes
- SN-3 = Railroad structure carrying N.&W. R.R. over IL. RTE 83. Modification of this structure will be necessary to accommodate the proposed roadway cross section and to improve the substandard vertical clearance of 14'-1" to the minimum 14'-3".



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-02 TO MATCHLINE C7-04

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

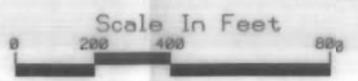
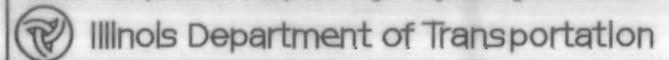
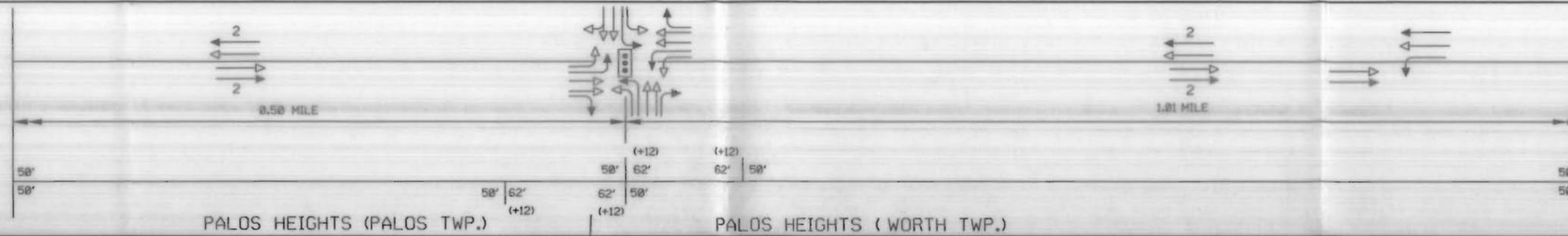


EXHIBIT C7-03

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

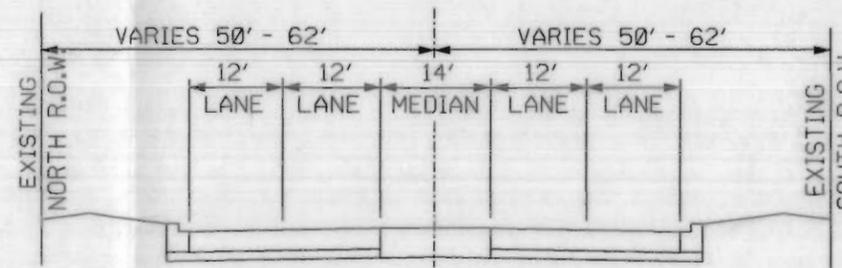
PROPOSED R.O.W.



PALOS HEIGHTS

DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 14' flush median
- Construct 4-12' lanes
- Provide Cul-De-Sacs at the following street to control access : 71st court
- Provide right-in - right-out movement at the following streets to provide access control: 70th court, 69th court, 68th court



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-03 TO MATCHLINE C7-05

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

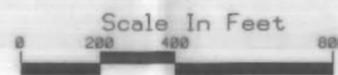
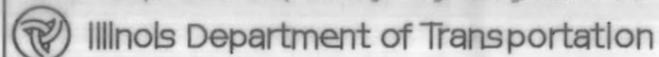
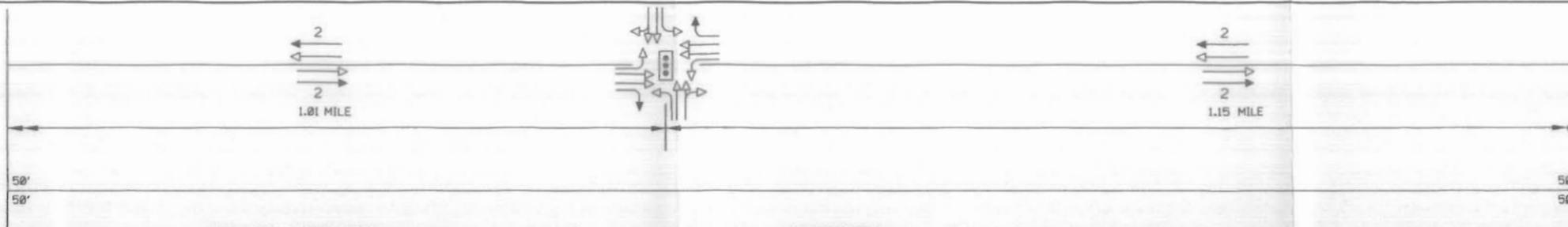


EXHIBIT C7-04

PROPOSED LANE CONFIGURATION

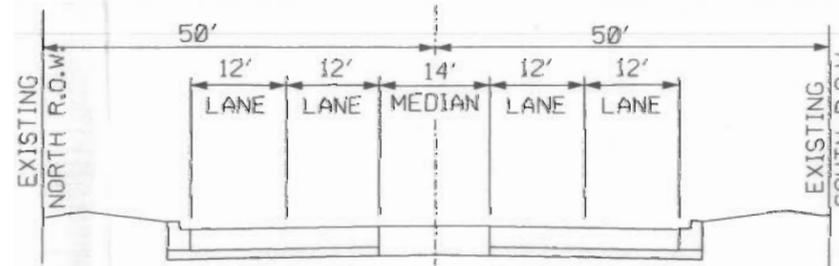
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 14' flush median
- Construct 4-12' lanes
- Provide Cul-De-Sac at Nagle Avenue to control access.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-04 TO MATCHLINE C7-06

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

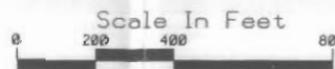
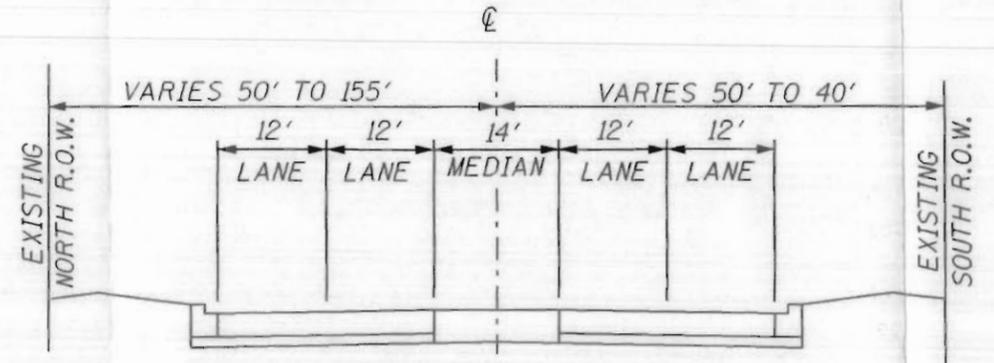


EXHIBIT C7-05



**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 14' flush median
- \* Construct 4-12' lanes
- \* Provide Right-In / Right- Out movements at the following Streets to control access : Massasoit, Parkside
- \* Provide full access to Austin Avenue with a left turn lane. Evaluate the need for a right turn lane.
- \* SN-4 = Drainage Structure over tributary to Cal-Sag Channel. Modification of this Structure will be necessary to accommodate the proposed intersection geometrics.
- \* Cook County has a study to extend Central Avenue to the north across the Cal-Sag Channel. Add a signal at this intersection.

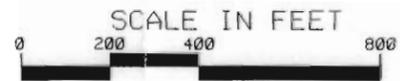


LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

**IL ROUTE 83 /127th ST./130th ST. - PROPOSED CONDITIONS**

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

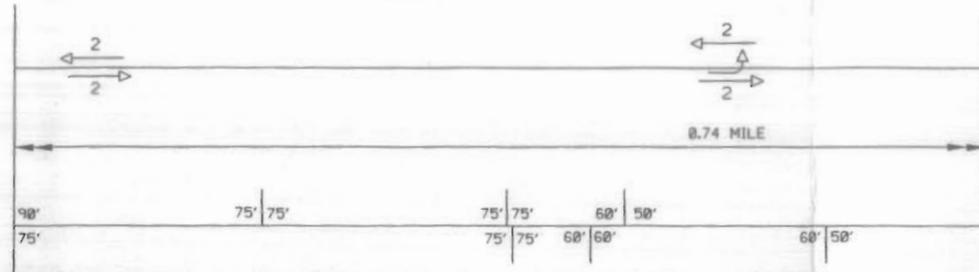
Illinois Department of Transportation



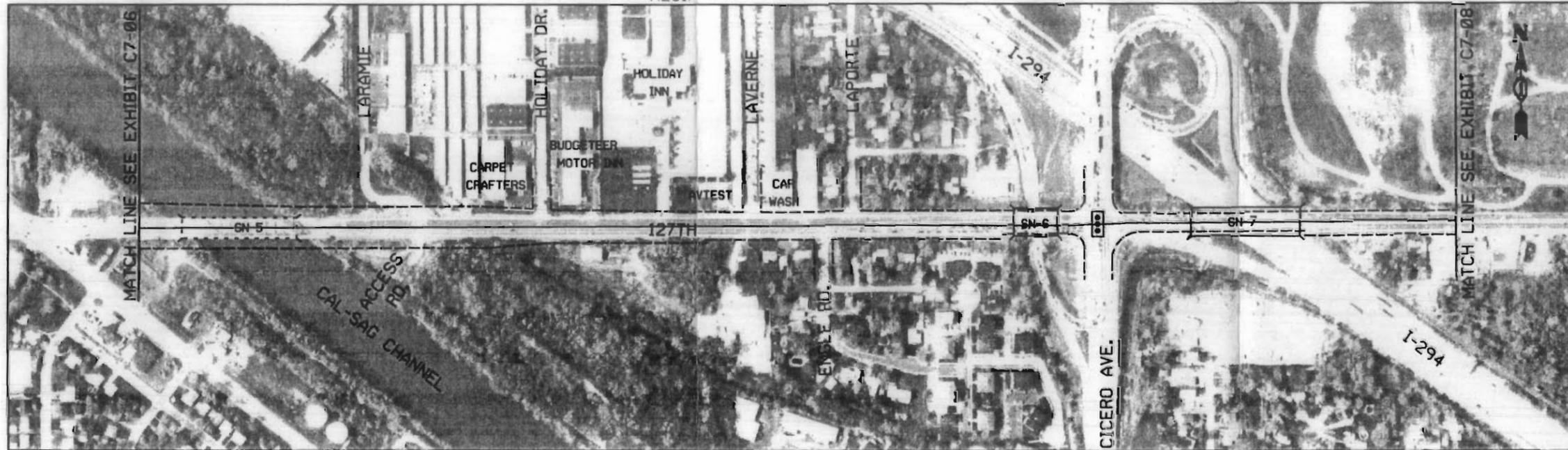
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W.

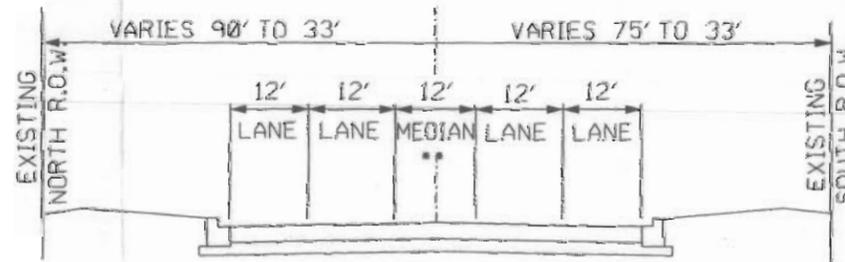


SRA OMISSION  
IDOT PHASE-I STUDY  
FOR CICERO AVENUE



DESCRIPTION OF PROPOSED CONDITIONS:

- Retain the existing 4-12' lanes and 12' Painted Median
- SN-5 = Structure number 016-05700  
Modification of this structure will not be necessary to accommodate the proposed modified 4' median Roadway cross section.
- Ongoing Phase-I study at Cicero Ave. / 127th / and the Tri-State Tollway Interchange. The finding of this study will be incorporated into this study when available.



PROPOSED TYPICAL SECTION A-A  
IL 83 TO MATCHLINE C7-08  
\*\* REDUCED TO 4' CONCRETE MEDIAN  
TYPE 3 OR 4 EXISTING ACROSS SN-5

LEGEND

- - - - - PROPOSED RIGHT OF WAY
- X CLOSED ACCESS
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- SN-5 MODIFY EXISTING STRUCTURE
- EXISTING TRAFFIC LANE CONFIGURATION
- PROPOSED TRAFFIC LANE CONFIGURATION
- PT-\* PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

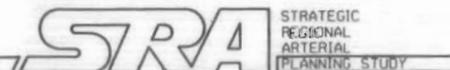
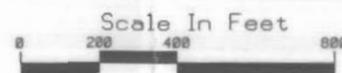
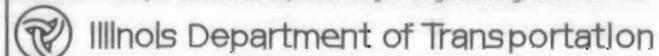
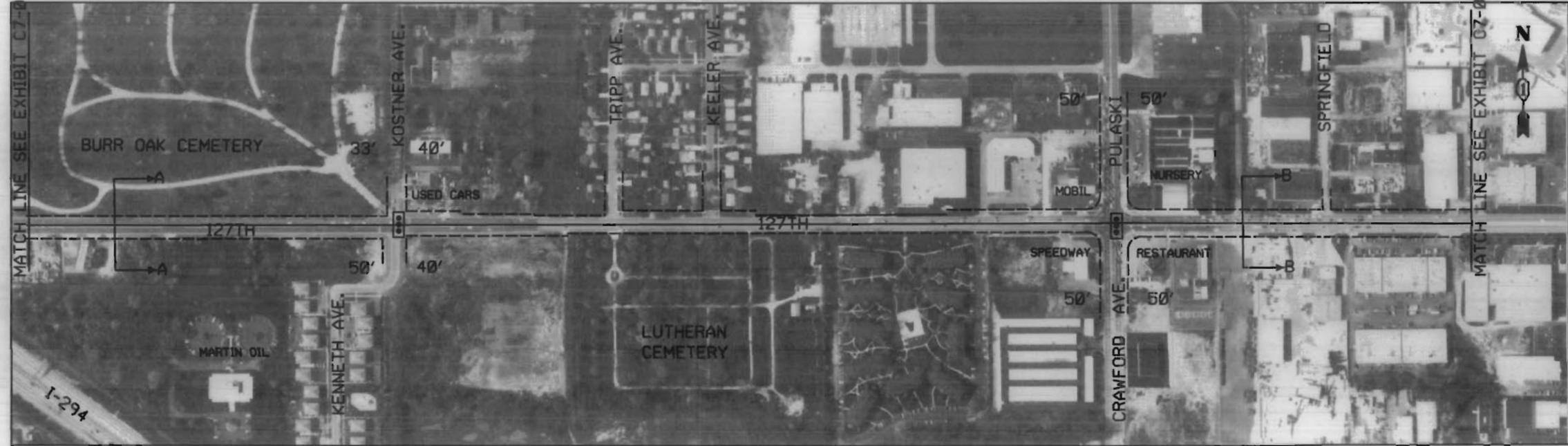
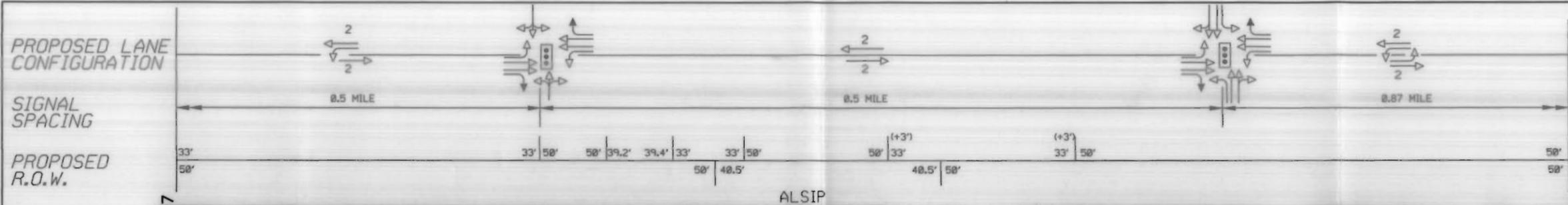
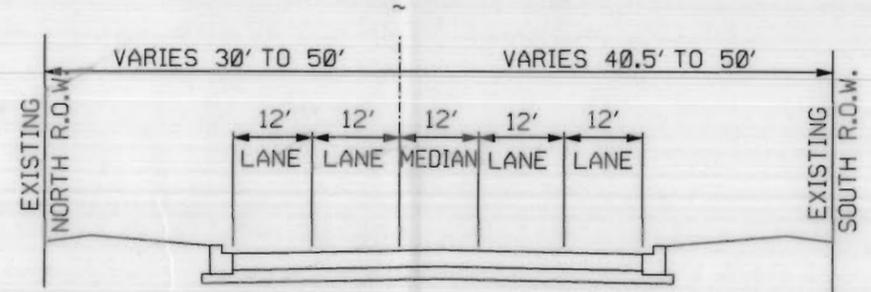


EXHIBIT C7-07

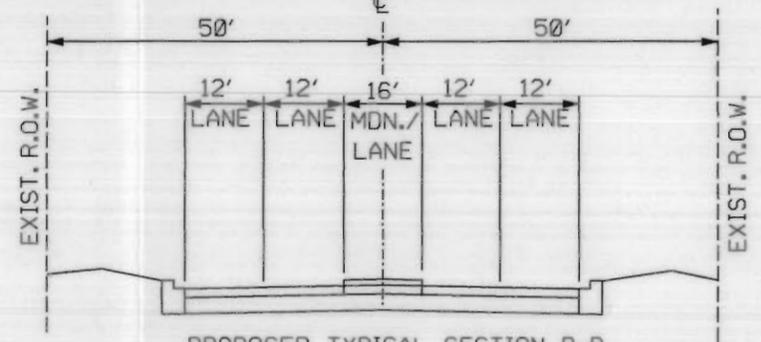


**DESCRIPTION OF PROPOSED CONDITIONS:**

- Construct 4-12' lanes with 12' painted median to Crawford/Pulaski avenue holding the north edge of the roadway.
- Retain the existing 4-12' lanes with 16' raised Median Crawford/Pulaski Avenue.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-07 TO CRAWFORD / PULASKI



PROPOSED TYPICAL SECTION B-B  
CRAWFORD / PULASKI TO MATCHLINE C7-09

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

**IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS**

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

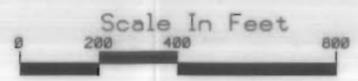
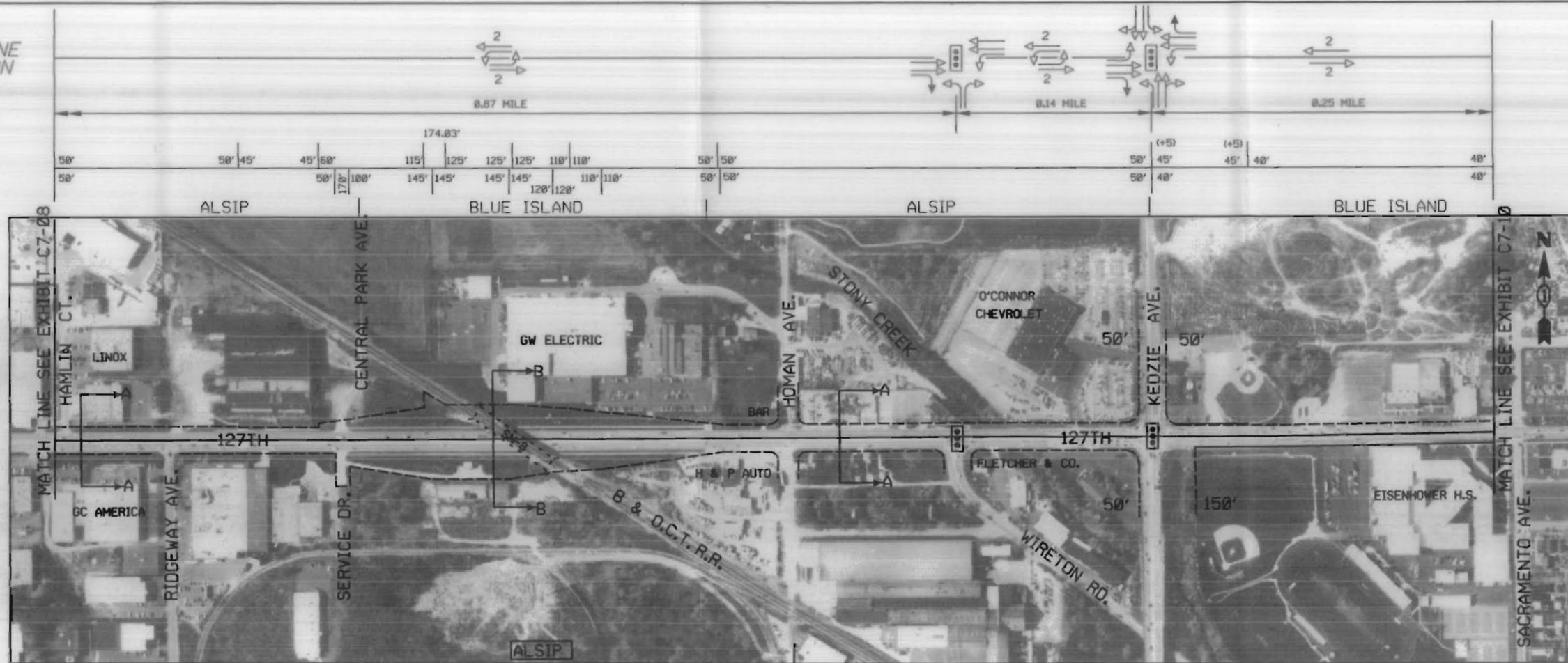


EXHIBIT C7-08

PROPOSED LANE CONFIGURATION

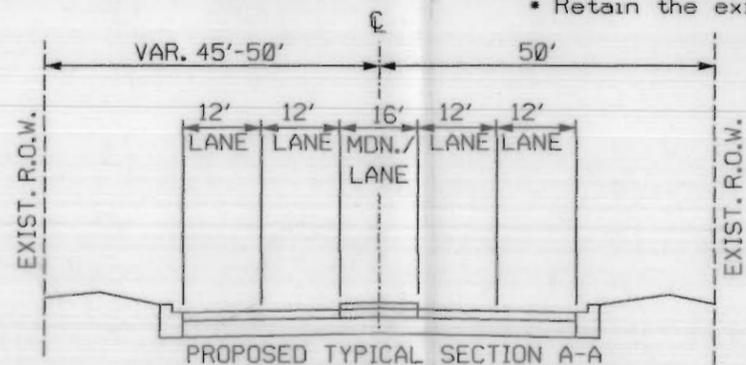
SIGNAL SPACING

PROPOSED R.O.W.

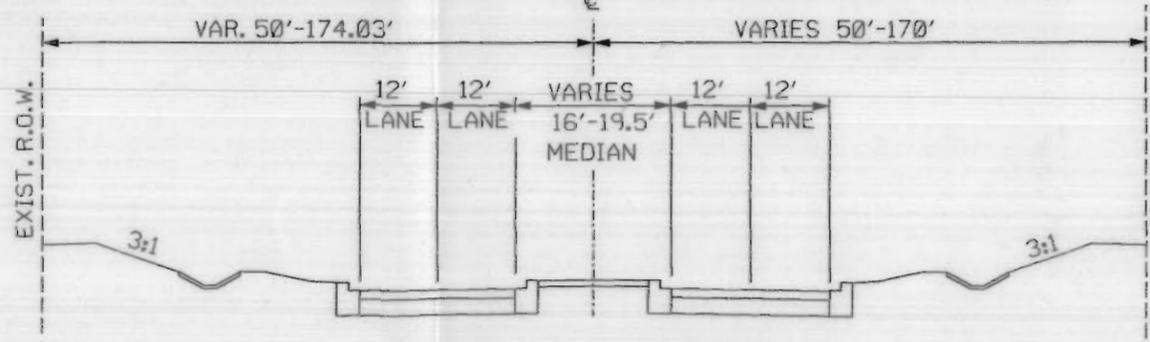


DESCRIPTION OF PROPOSED CONDITIONS:

- Retain the existing 4-12' lanes and 16'- 19.5' Barrier Median Service drive to Homan Ave.
- Retain the existing 4-12' lanes and 16' Raised Median Homan Ave. to Kedge Ave.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-08 TO SERVICE DR. AND  
HOMAN AVE. TO KEDGE AVE.



PROPOSED TYPICAL SECTION B - B  
@ B.&O.C.T. R.R. UNDERPASS

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

Illinois Department of Transportation



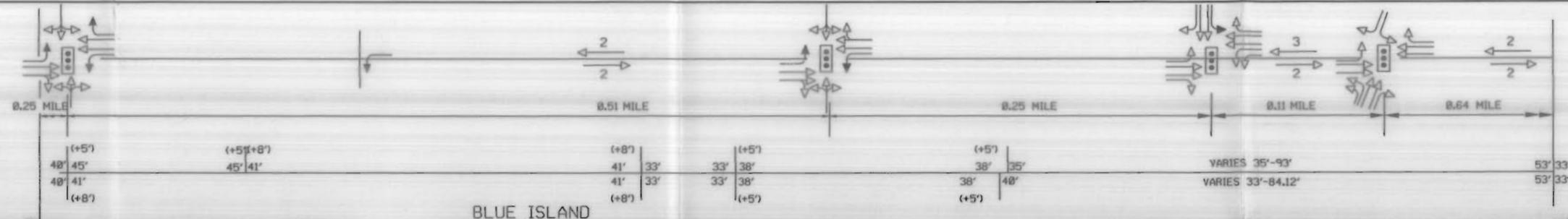
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C7-09

PROPOSED LANE CONFIGURATION

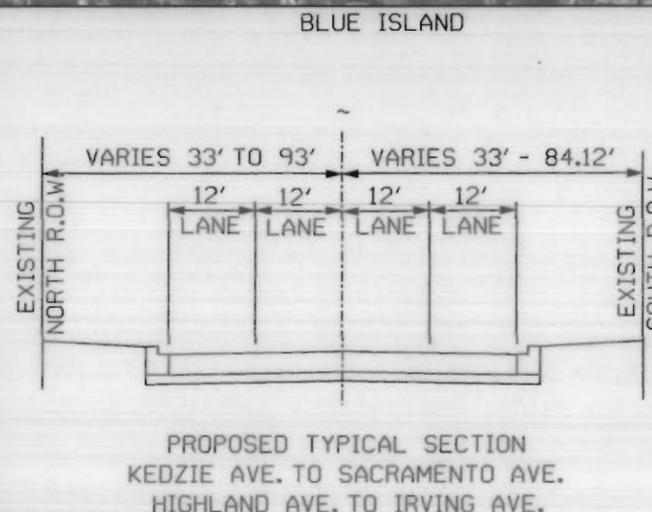
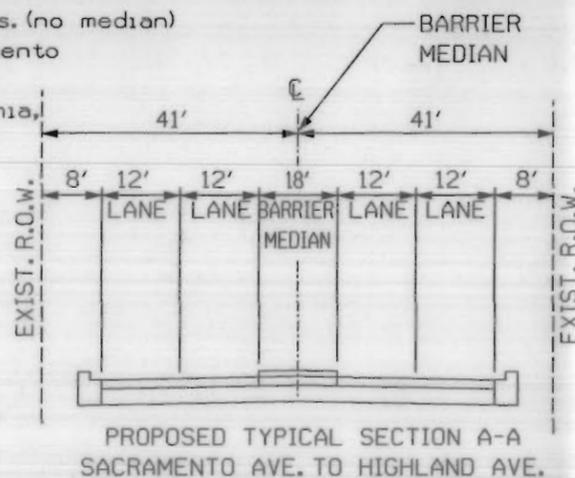
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 4-12' lanes with double yellow lines. (no median)
- Construct 18' barrier median between Sacramento and Highland for better traffic flow
- Right-In / Right-Out access control: California, Whal and Fairview
- Provide left turn lane at Mozart



LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

Illinois Department of Transportation



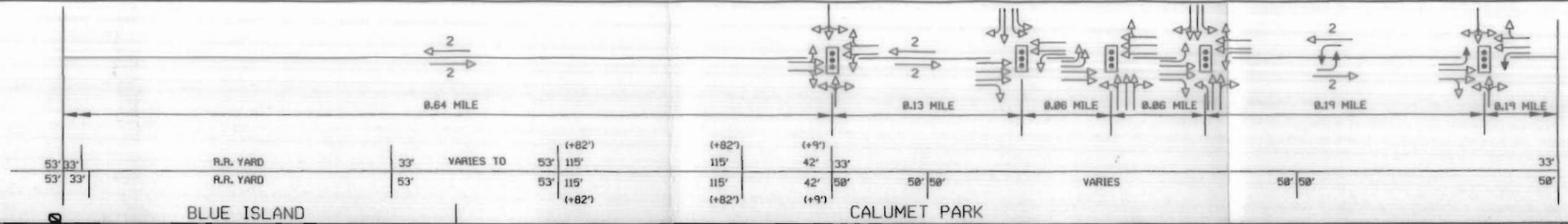
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C7-10

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

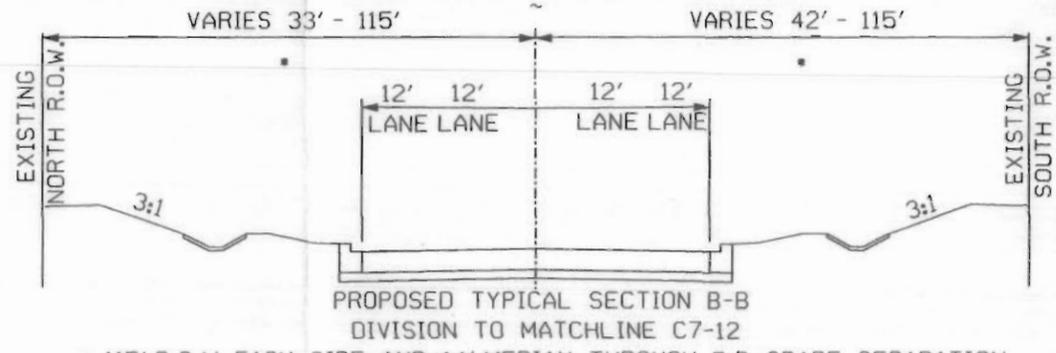
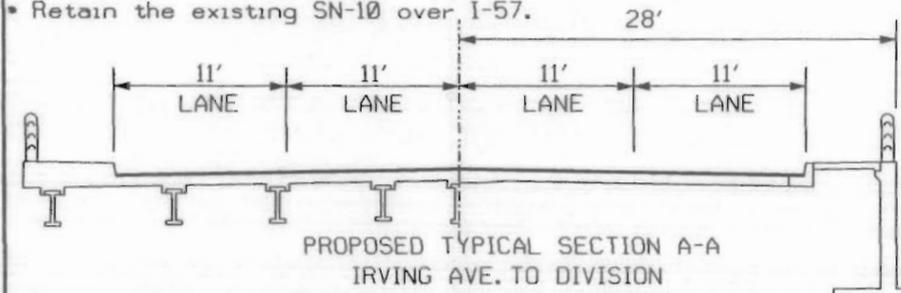
PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- SN-19 = Proposed new I.C. railroad structure with proper vertical clearance.
- Retain the existing SN-9 over the rail yard with no median.
- Construct 4-12' lanes
- Construct a grade separated underpass railroad crossing at the I.C. R.R.
- Retain the existing SN-10 over I-57.

- Close the following streets to provide access control: Winchester, Lincoln and Honore.
- Return Lincoln and Honore to two way traffic operation.



- 115' R.O.W. EACH SIDE AND 14' MEDIAN THROUGH R.R. GRADE SEPARATION
- 12' MEDIAN ASHLAND TO HALSTED

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

Illinois Department of Transportation



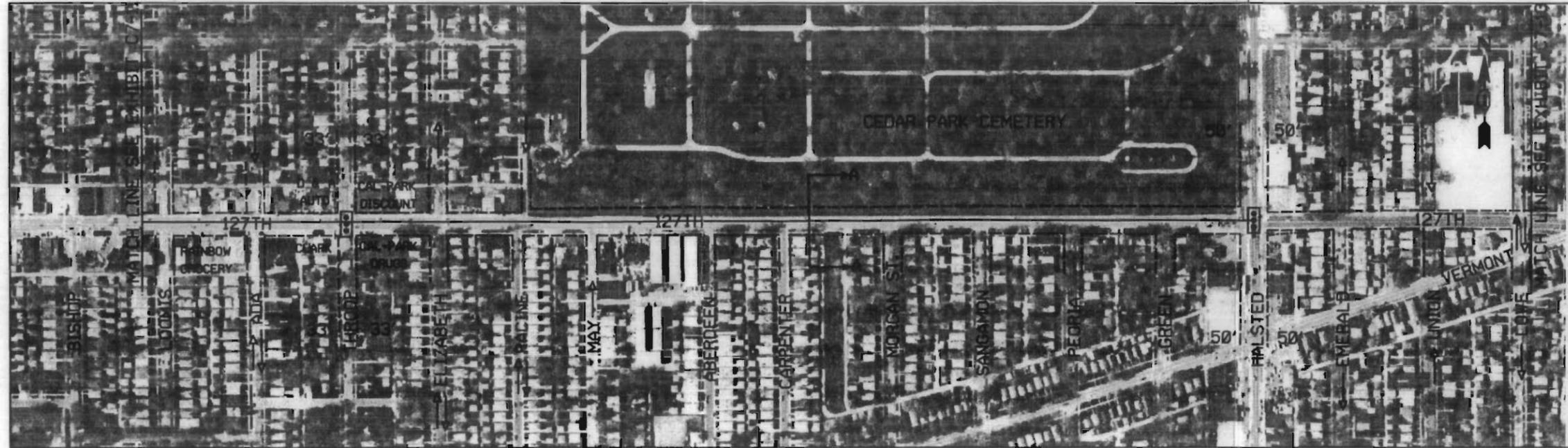
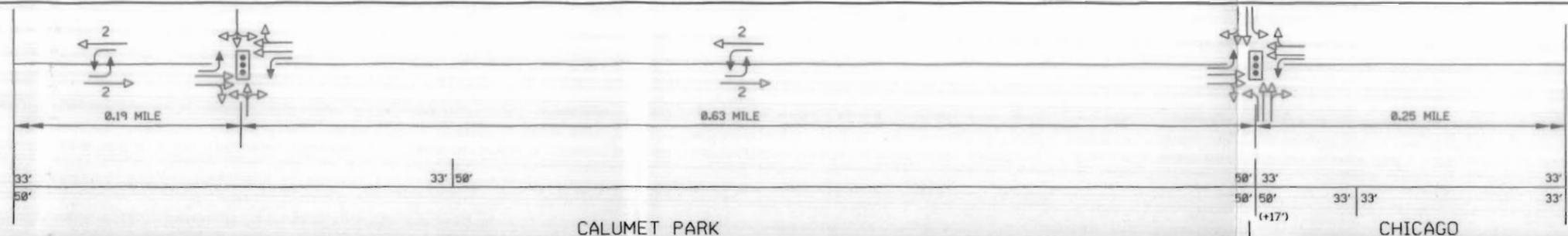
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C7-11

PROPOSED LANE CONFIGURATION

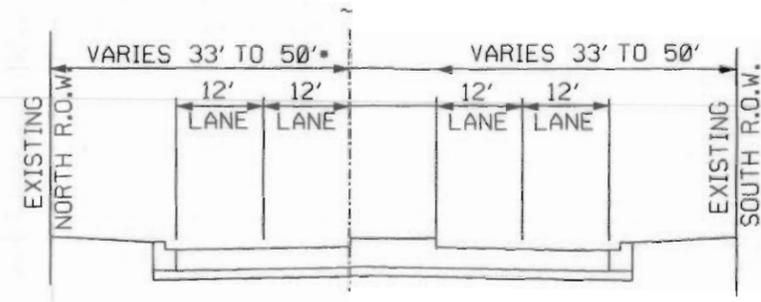
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 4-12' lanes



LEGEND

	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

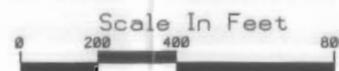
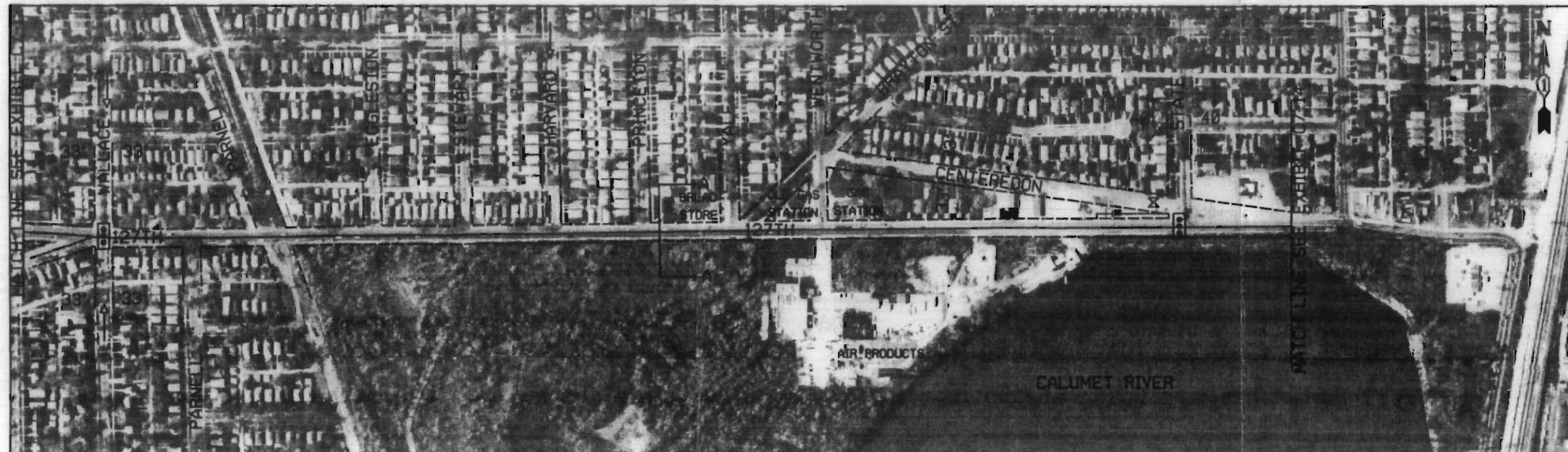
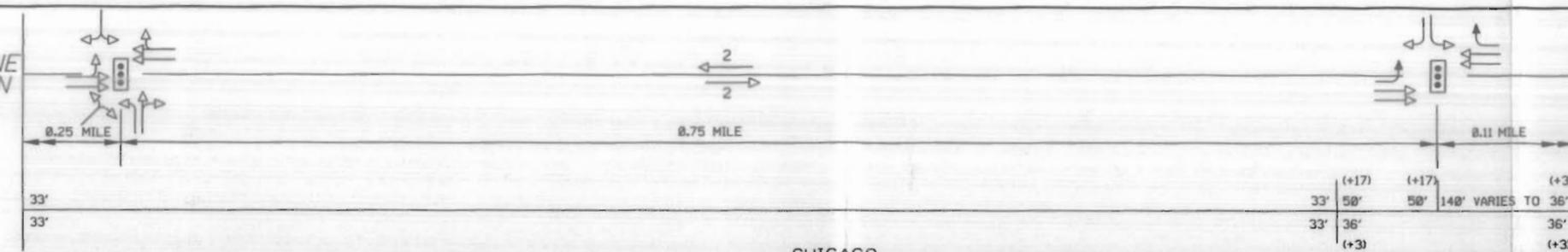


EXHIBIT C7-12

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W.



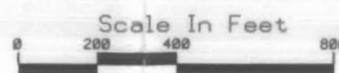
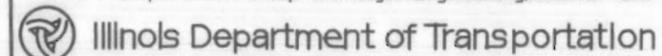
DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 4-12' lanes
- Close Centerdon at State Street.

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

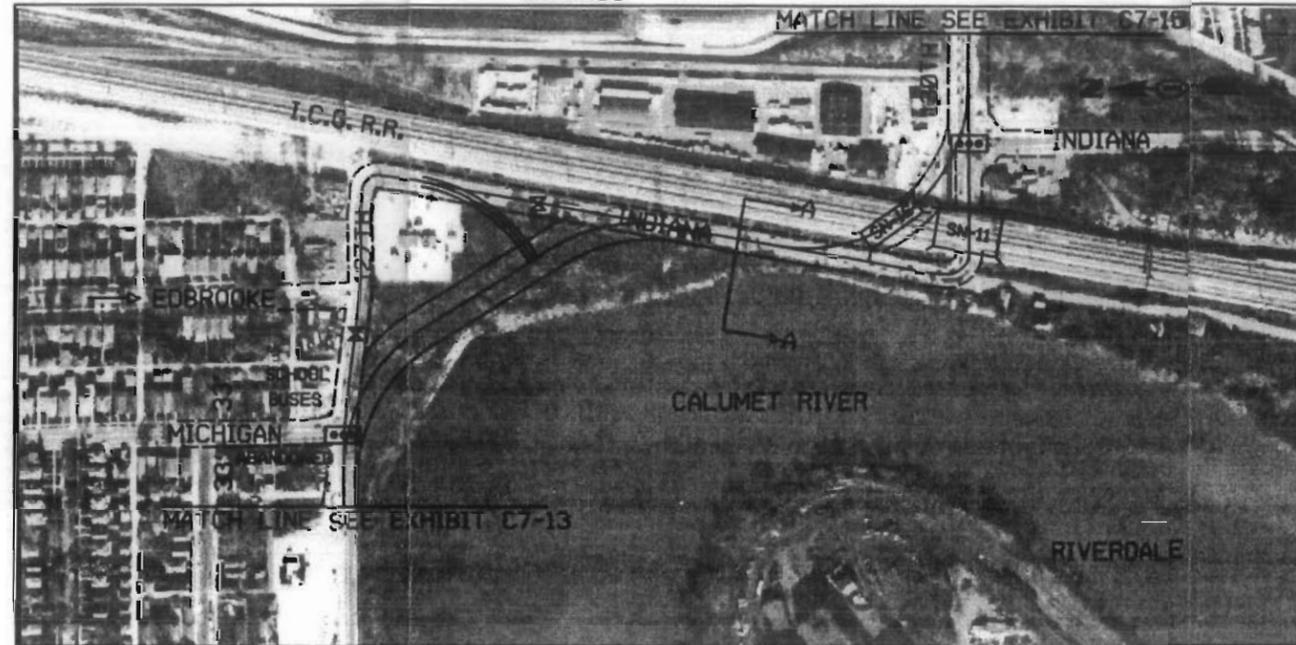
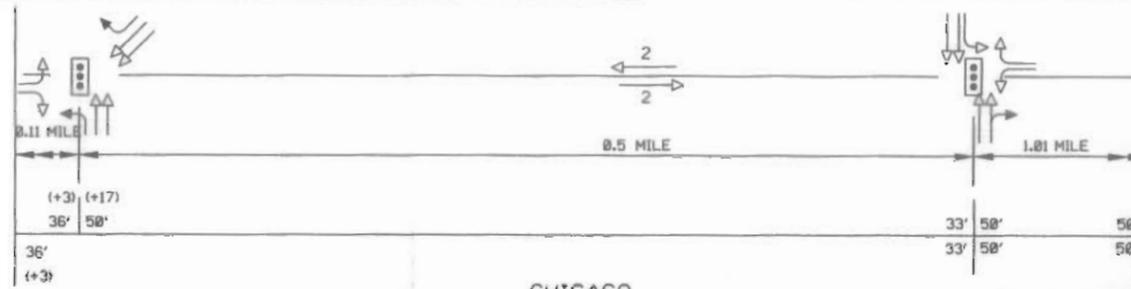
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

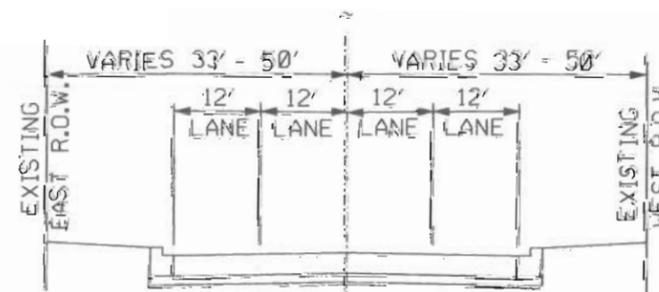
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Proposed Realignment of 127th Street / Indiana Avenue / 130th Street With Minimum 415' Radius Curves, Close 127th Street West of Edbrooke.
- Construct 4-12' lanes
- SN-16 = Proposed New I.C.G. Railroad Structure With Proper Vertical Clearance.
- Realign north portion of Indiana Avenue into realigned 127th Street.

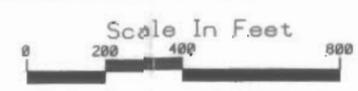


PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-13 TO MATCHLINE C7-15  
• 15.5' MEDIAN THROUGH R.R. GRADE-SEPARATION

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

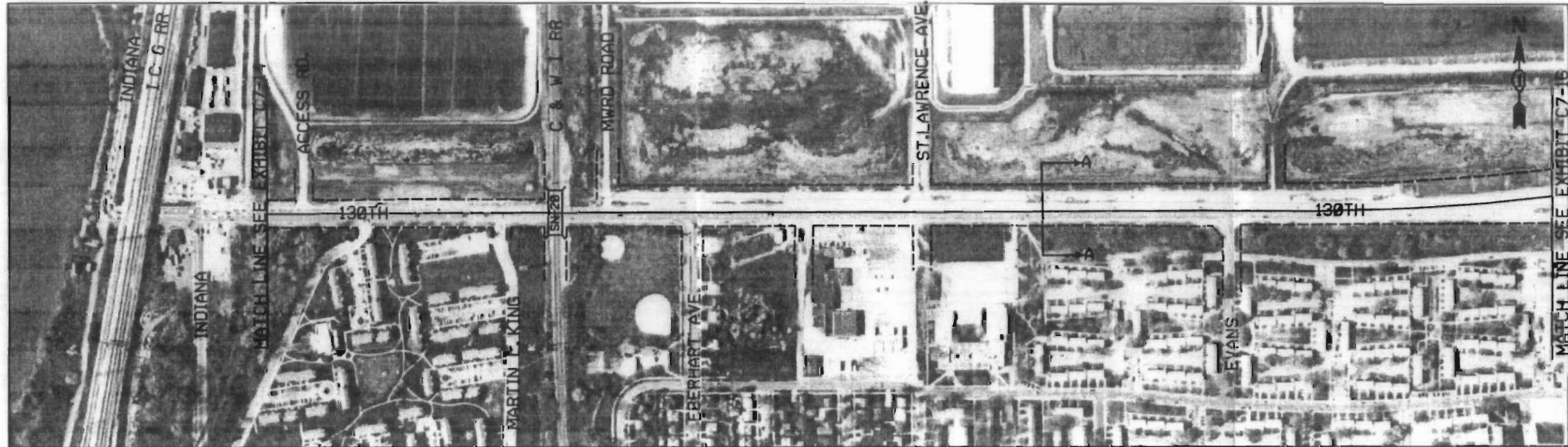
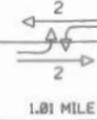
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PROPOSED LANE CONFIGURATION

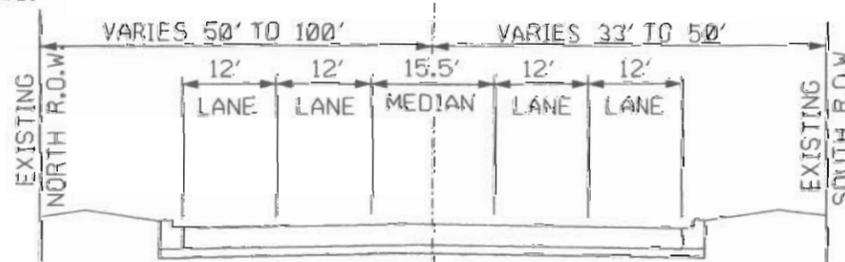
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Retain the existing 4-12' lanes and 15.5' median.
- SN-20 = Proposed new C. & W.I. R.R. Structure with Proper Vertical Clearance.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-14 TO MATCHLINE C7-16

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

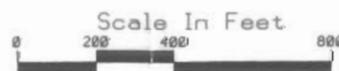
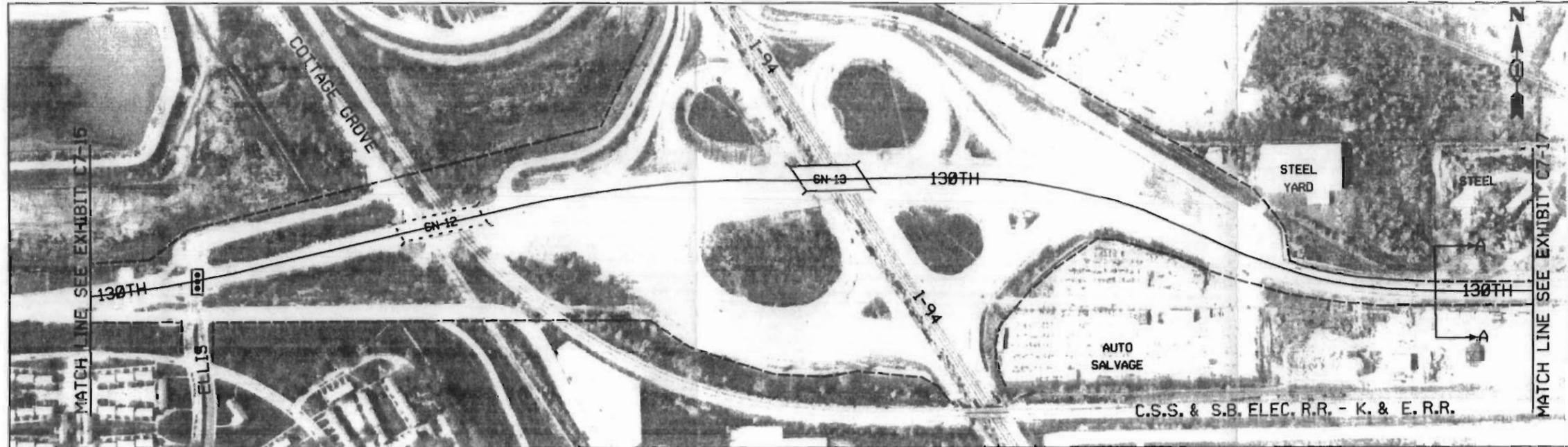
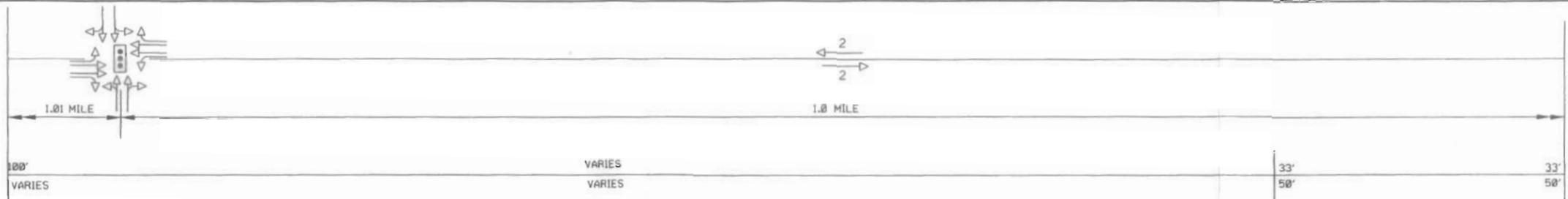


EXHIBIT C7-15

PROPOSED LANE CONFIGURATION

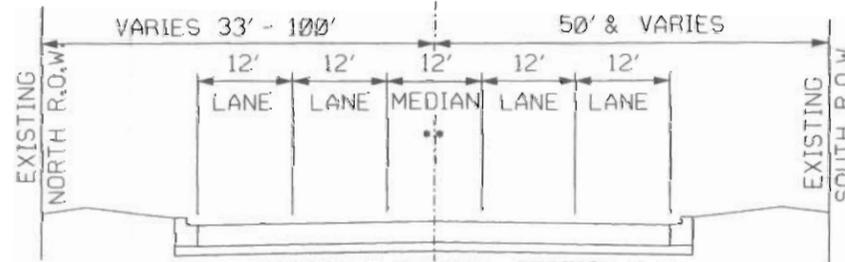
SIGNAL SPACING

PROPOSED R.O.W.



DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 4-12' lanes
- Construct a 12' painted median
- Modification to SN-12 over Cottage Grove and the C.S.S. & S.B. Elec. R.R. and the K. & E. R.R. will not be necessary.
- Modification to SN-13 over I-94 will not be necessary.



PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-15 TO MATCHLINE C7-17  
•• 15.5' MEDIAN MATCHLINE C7-15 TO ELLIS AVE.

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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

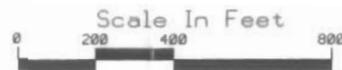
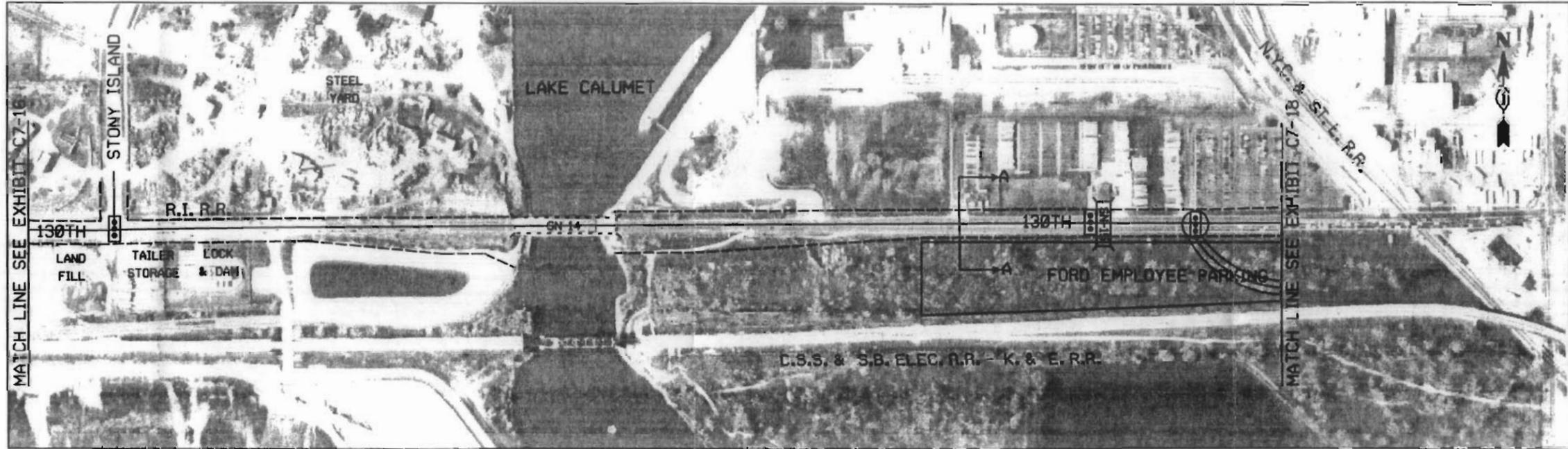
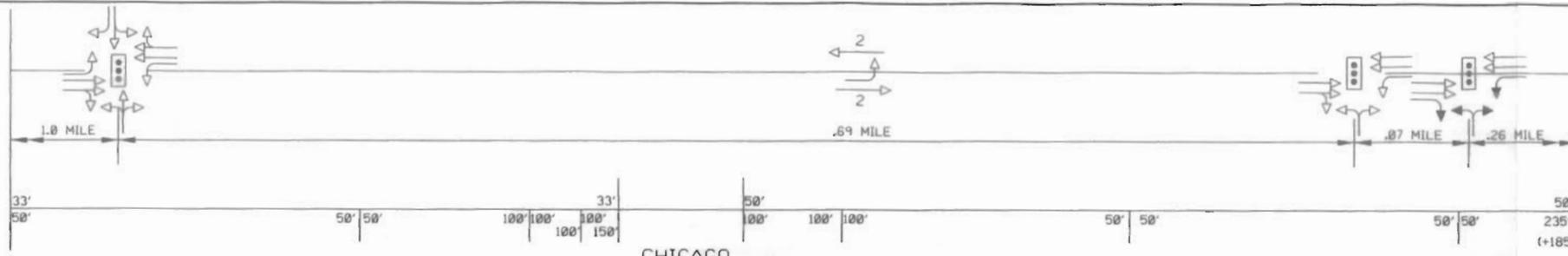


EXHIBIT C7-16

PROPOSED LANE CONFIGURATION

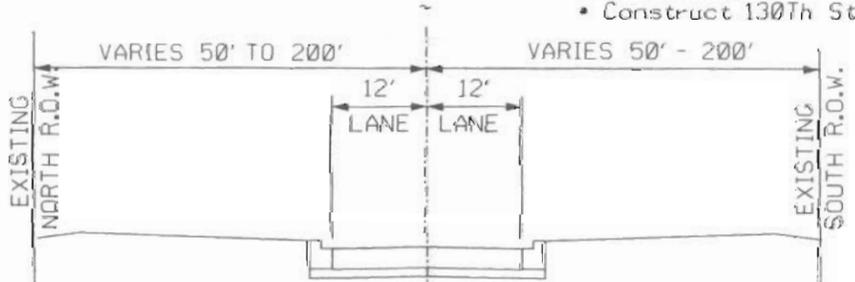
SIGNAL SPACING

PROPOSED R.O.W.

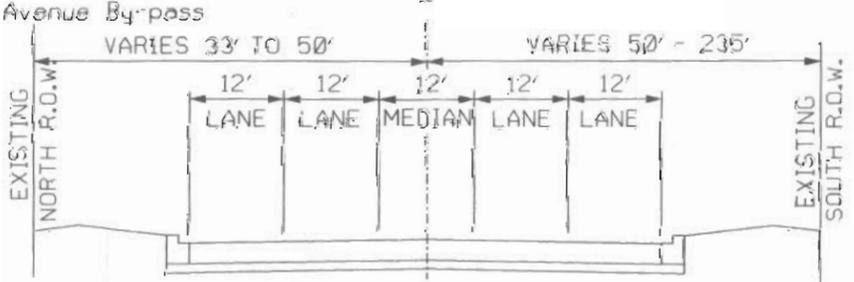


DESCRIPTION OF PROPOSED CONDITIONS:

- Construct 4-12' lanes
- Construct a 12' painted median
- Modification to SN-14 over the Little Calumet River will not be necessary by reducing the 12' median to no median,
- Construct 130th Street / Brainard Avenue By-pass



PROPOSED TYPICAL SECTION  
130th Street / Brainard Avenue overpass

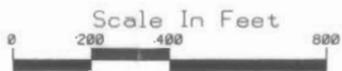


PROPOSED TYPICAL SECTION A-A  
MATCHLINE C7-16 TO MATCHLINE C7-18

LEGEND	
	= PROPOSED RIGHT OF WAY
	= CLOSED ACCESS
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL TO BE REMOVED
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED PUBLIC TRANSIT LOCATION

IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

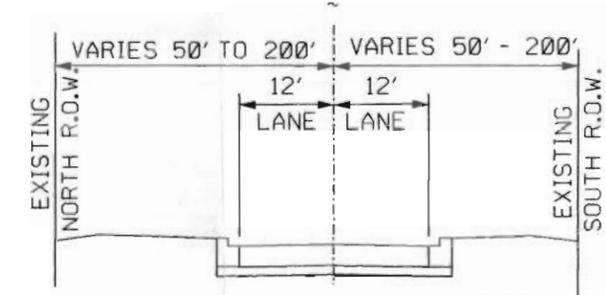
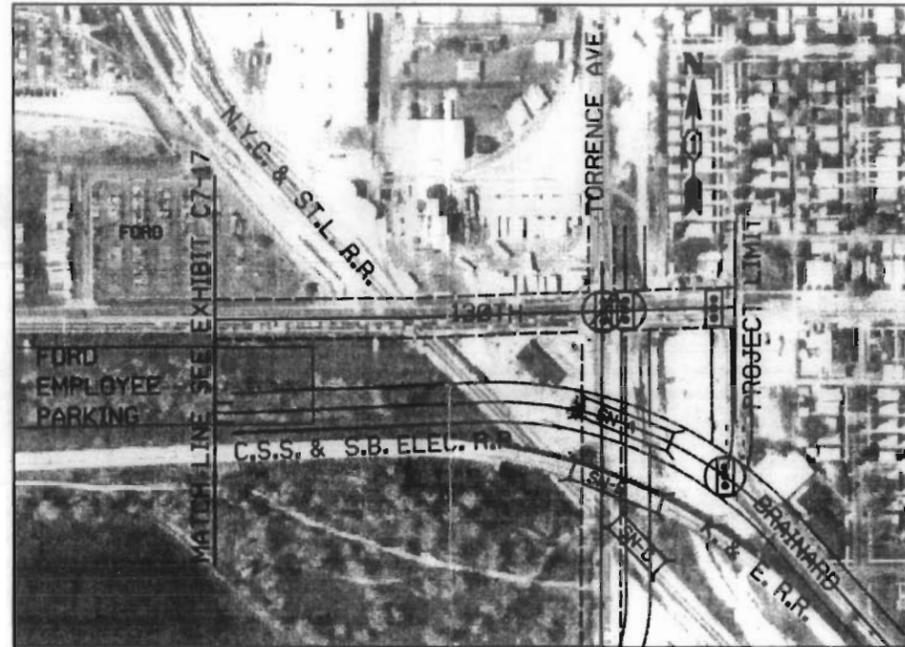
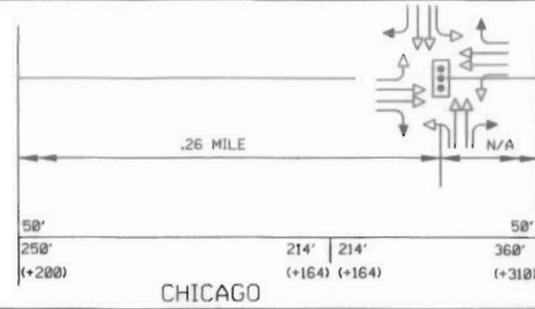
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the Illinois Department of Transportation



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

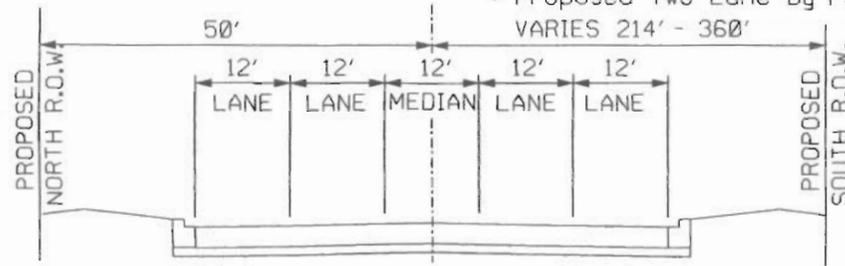
PROPOSED R.O.W.



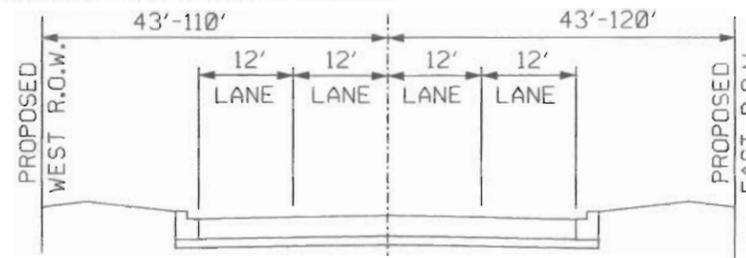
PROPOSED TYPICAL SECTION  
130TH Street / Brainard Avenue overpass

DESCRIPTION OF PROPOSED CONDITIONS

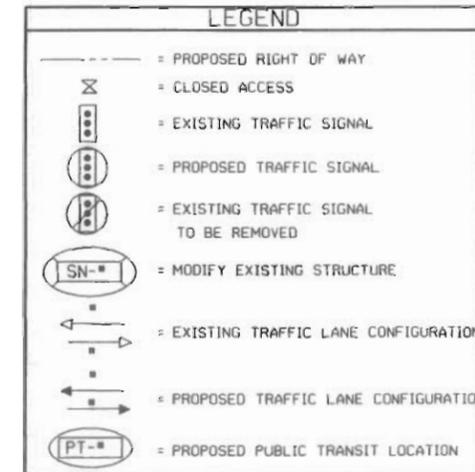
- SN-A = Proposed 130TH Street / Brainard Avenue By-pass.
- SN-B = Modify Existing Elevated R.R. Structure.
- SN-C = Proposed New Railroad Structure with Proper Vertical Clearance.
- Proposed Realignment of Torrence Ave. with minimum 415' Radius Curves
- Proposed Two Lane By-Pass Between Brainard Ave & 130th Street



PROPOSED TYPICAL SECTION  
MATCHLINE C7-17 TO PROJECT LIMIT

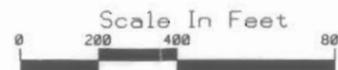


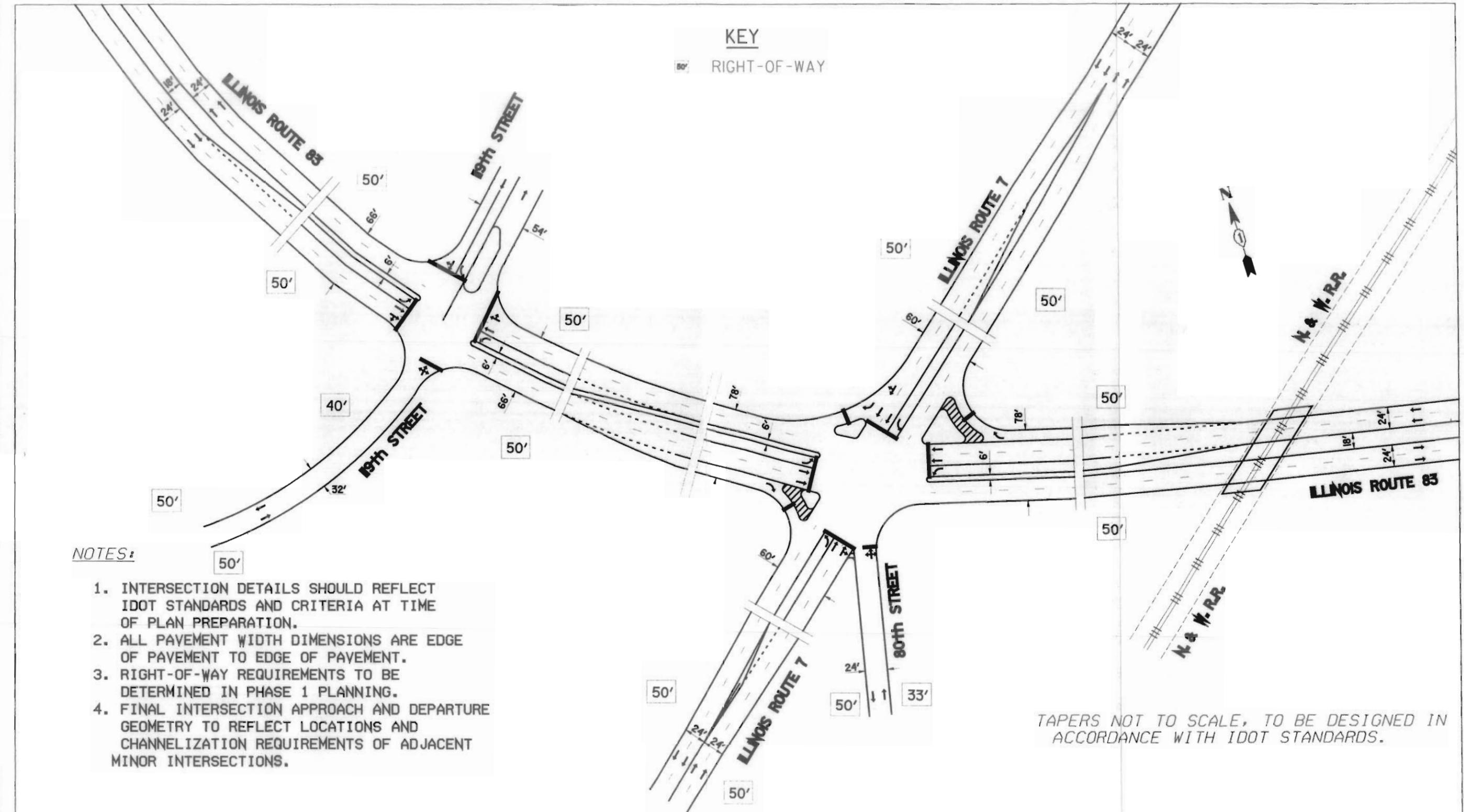
TORRENCE AVE.



IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS

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





**KEY**

--- RIGHT-OF-WAY

**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAYEMENT WIDTH DIMENSIONS ARE EDGE OF PAYEMENT TO EDGE OF PAYEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

119TH STREET AND IL ROUTE 7 /  
IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAIL

PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE

 Illinois Department of Transportation

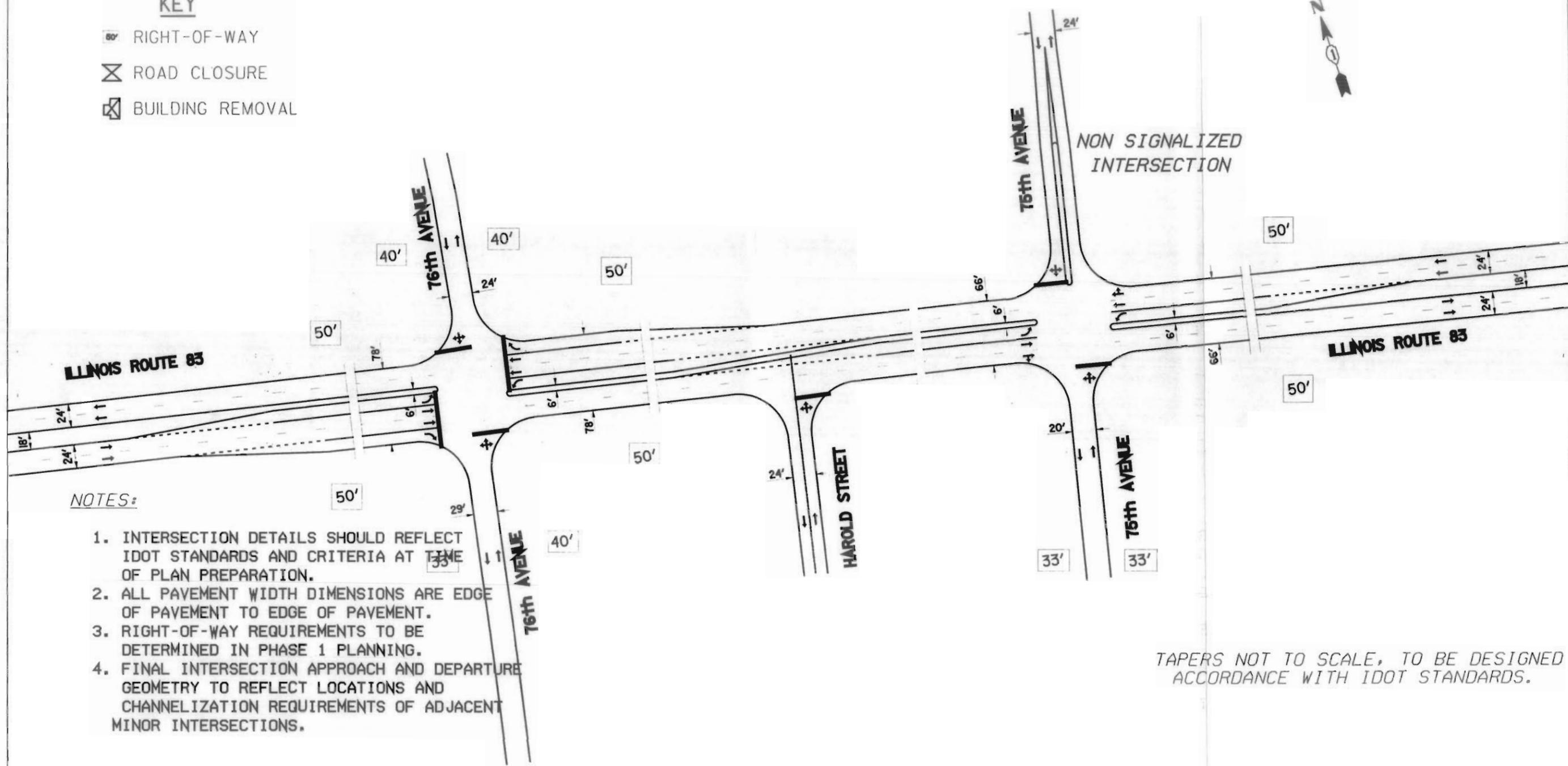
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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT D7-01

**KEY**

- 80' RIGHT-OF-WAY
- X ROAD CLOSURE
- ⊠ BUILDING REMOVAL



**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAYMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

76TH AVENUE AND 75TH AVENUE /  
IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAIL

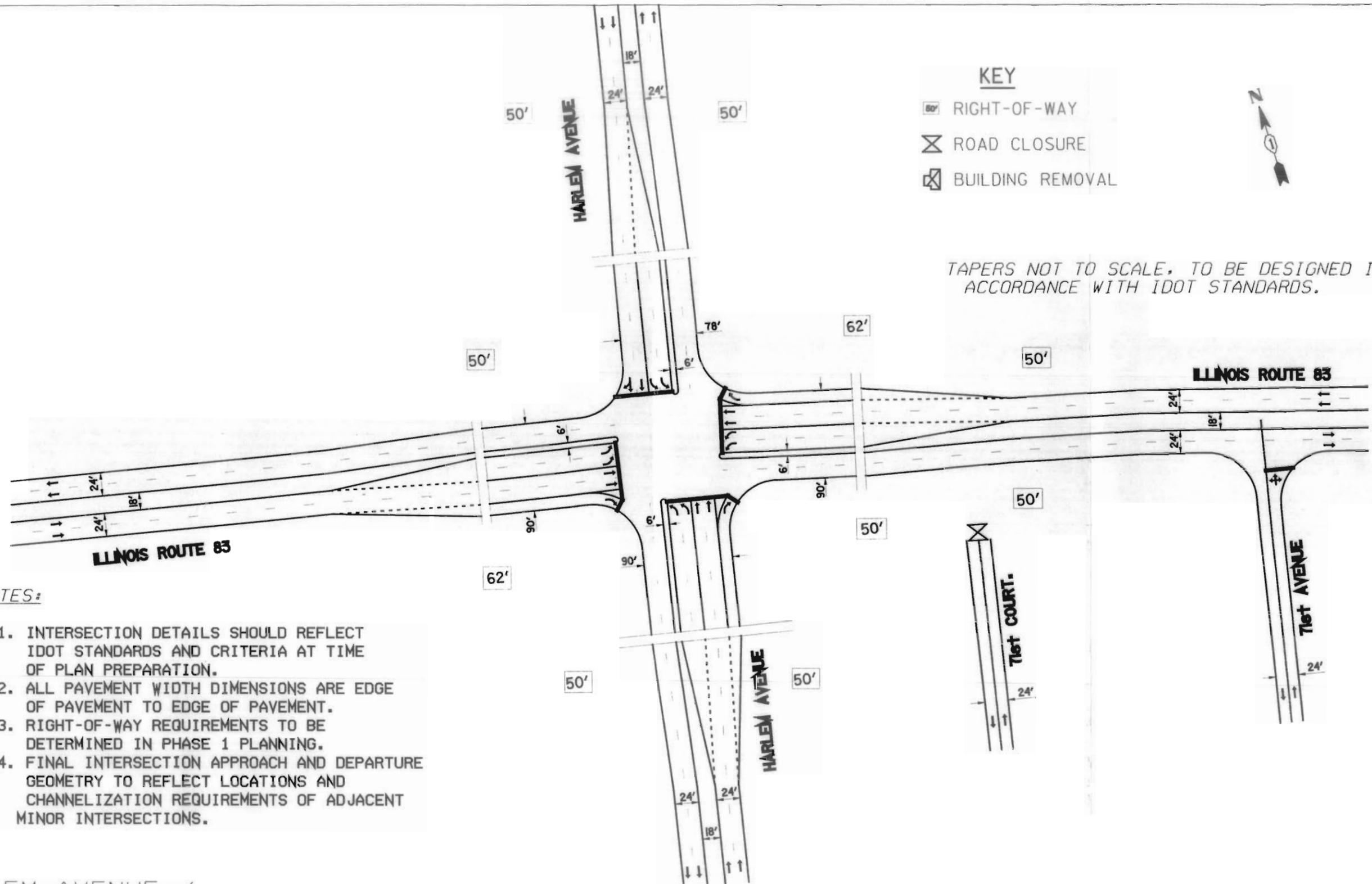
PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE



(NOT TO SCALE)



EXHIBIT D7-02



**KEY**

- 80' RIGHT-OF-WAY
- X ROAD CLOSURE
- BUILDING REMOVAL

TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

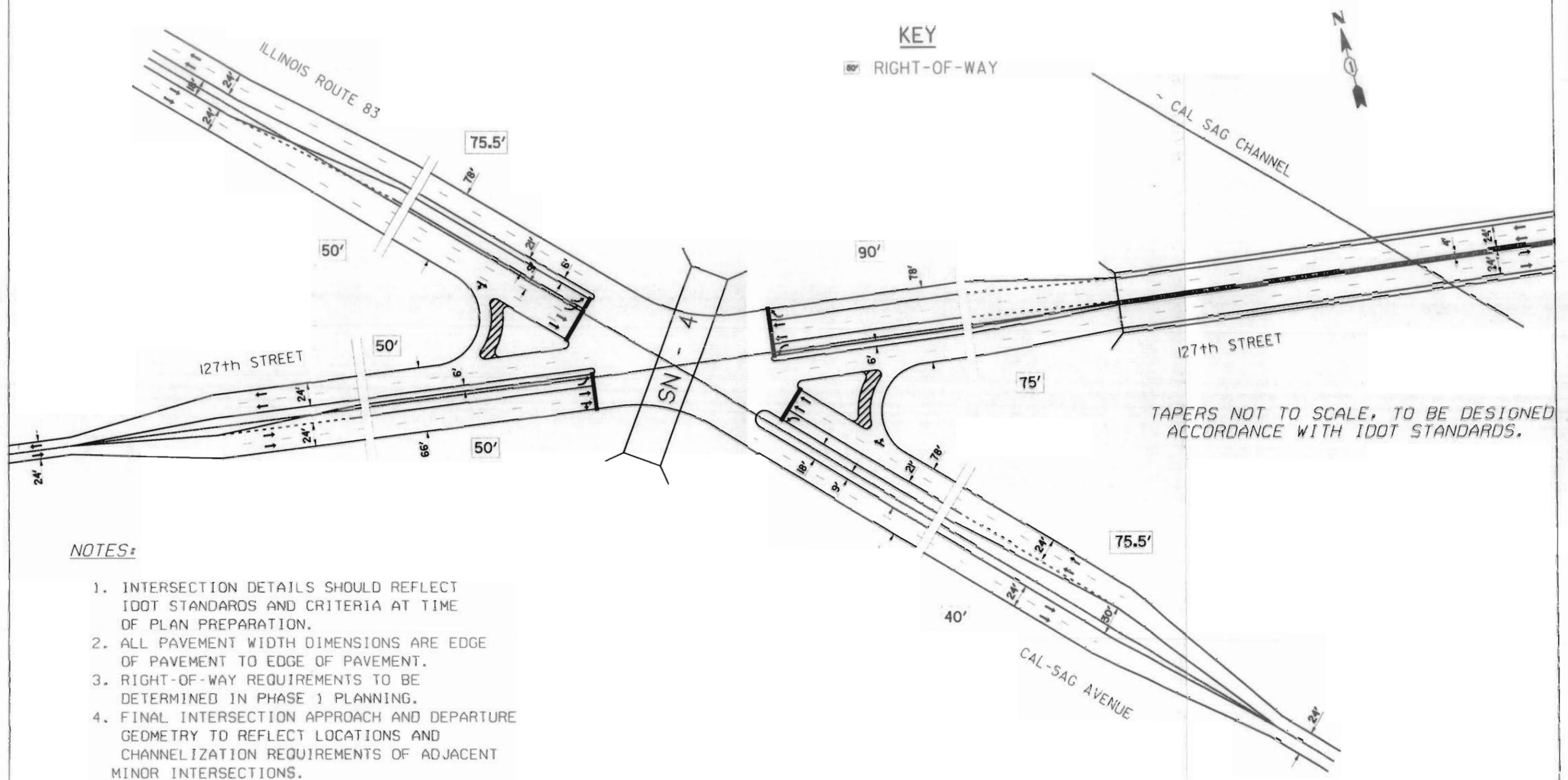
HARLEM AVENUE /  
IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAIL



PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE



(NOT TO SCALE)



**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

IL ROUTE 83 / 127TH STREET  
 IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAILS

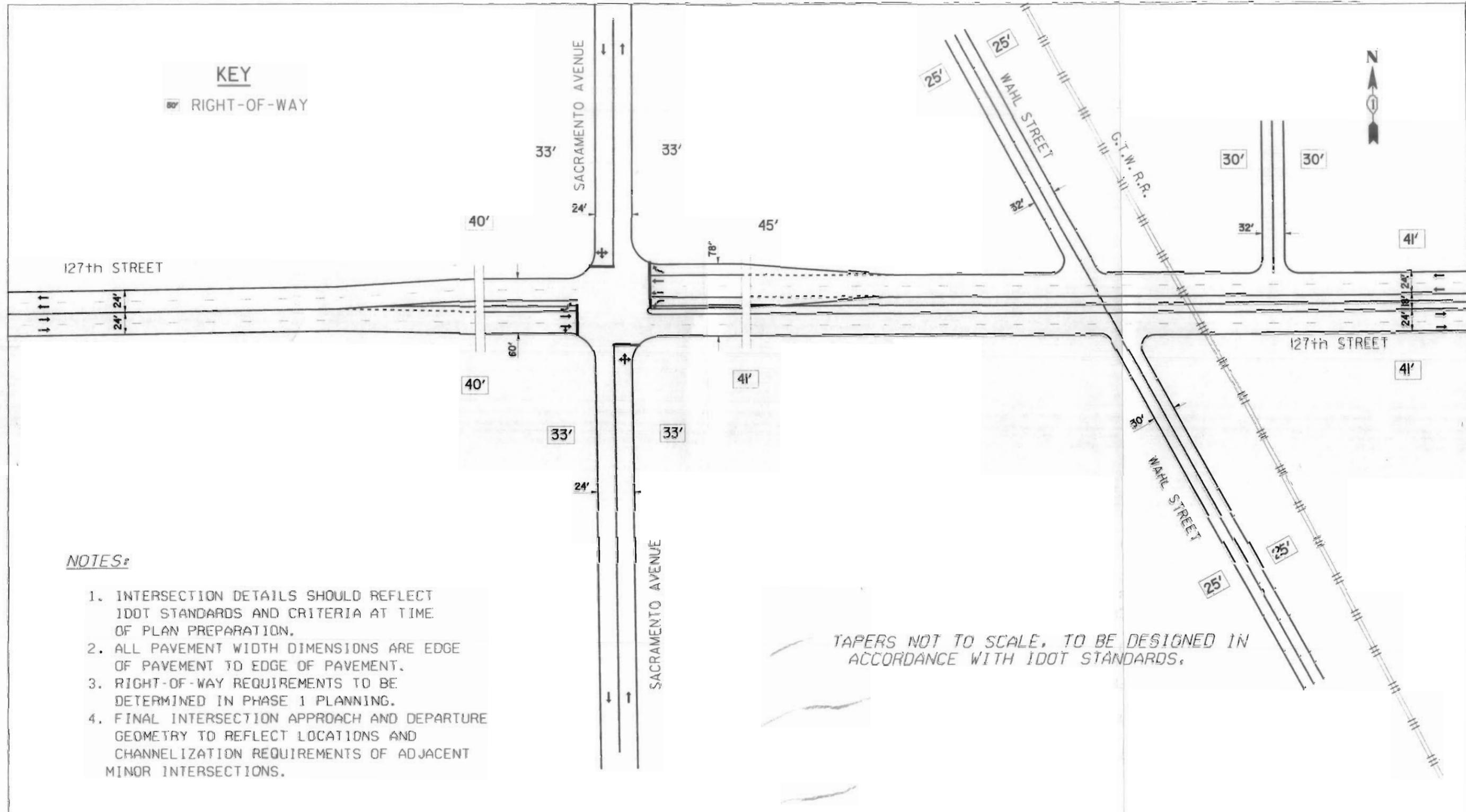


PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE



(NOT TO SCALE)

**KEY**  
 80' RIGHT-OF-WAY



**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

*TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.*

SACRAMENTO AVENUE /  
 IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAIL

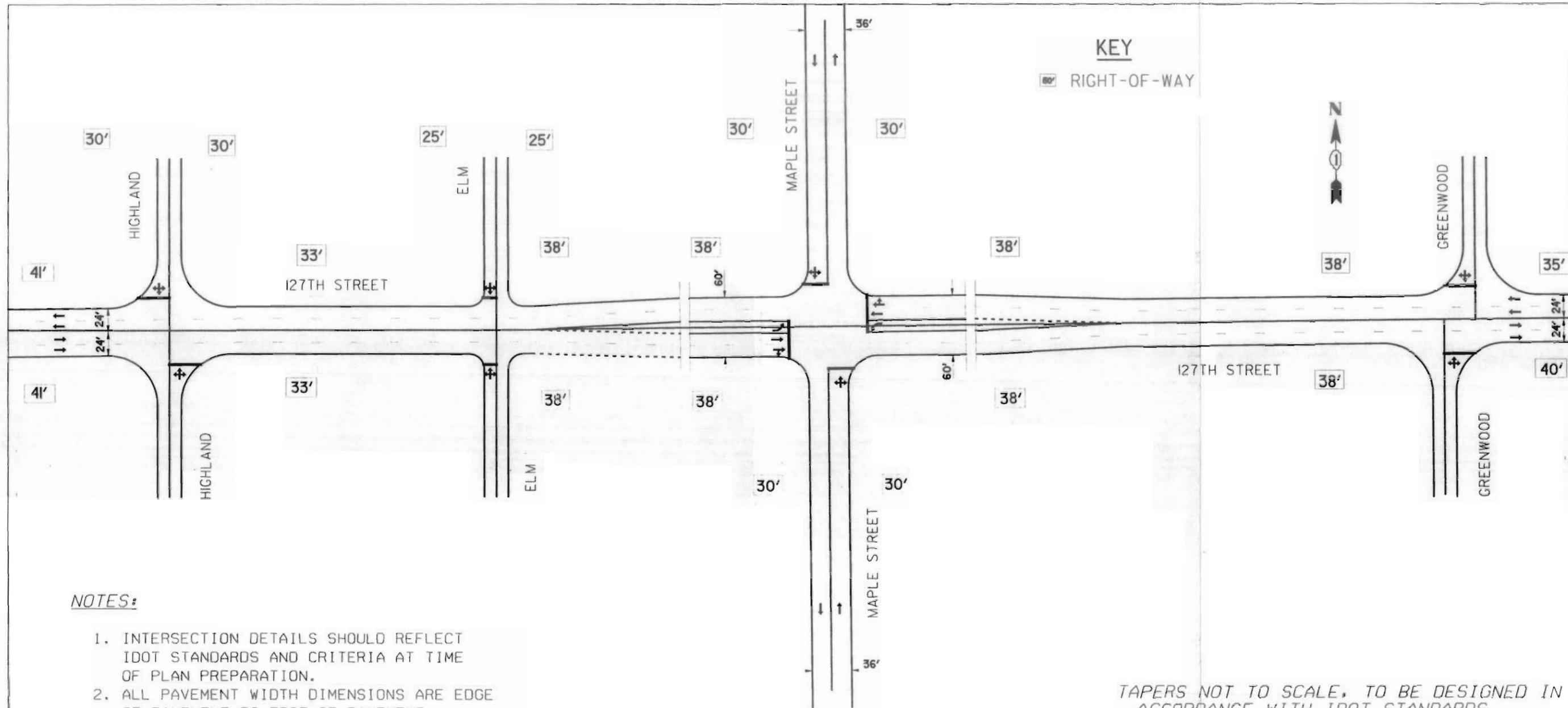
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Illinois Department of Transportation

(NOT TO SCALE)

**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT D7-05



**KEY**

▨ RIGHT-OF-WAY

NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

MAPLE / 127TH STREET  
 IL ROUTE 83 / 127TH ST. / 130TH ST. - INTERSECTION DETAIL



PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE



(NOT TO SCALE)

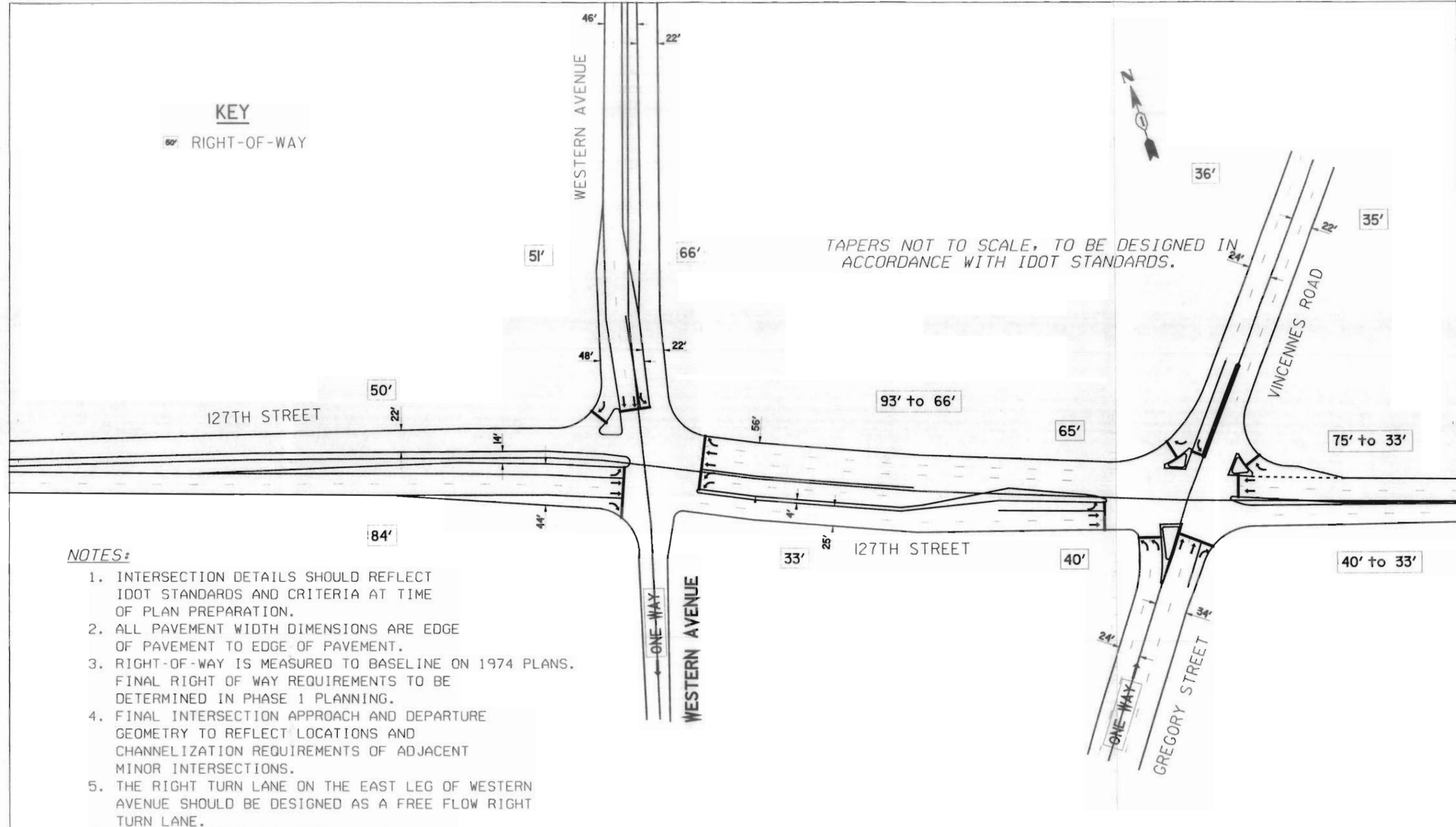
EXHIBIT 07-06

**KEY**

50' RIGHT-OF-WAY



TAPERS NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.



**NOTES:**

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY IS MEASURED TO BASELINE ON 1974 PLANS. FINAL RIGHT OF WAY REQUIREMENTS TO BE DETERMINED IN PHASE 1 PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.
5. THE RIGHT TURN LANE ON THE EAST LEG OF WESTERN AVENUE SHOULD BE DESIGNED AS A FREE FLOW RIGHT TURN LANE.

IL ROUTE 83 / 127TH ST. / 130TH ST. - PROPOSED CONDITIONS



PREPARED BY DAMES & MOORE/MCE IN ASSOCIATION WITH METRO TRANSPORTATION GROUP AND BOYER ENGINEERING, LTD. FOR THE



(NOT TO SCALE)

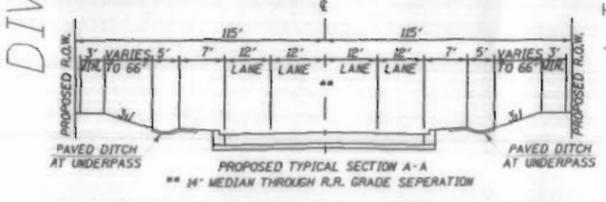
**KEY**

- ☐ RIGHT-OF-WAY
- ⊗ ROAD CLOSURE
- ⊗ BUILDING REMOVAL



**NOTES:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right-of-way requirements to be determined in phase 1 planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.



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

**IL ROUTE 83 /127th ST./130th ST.**

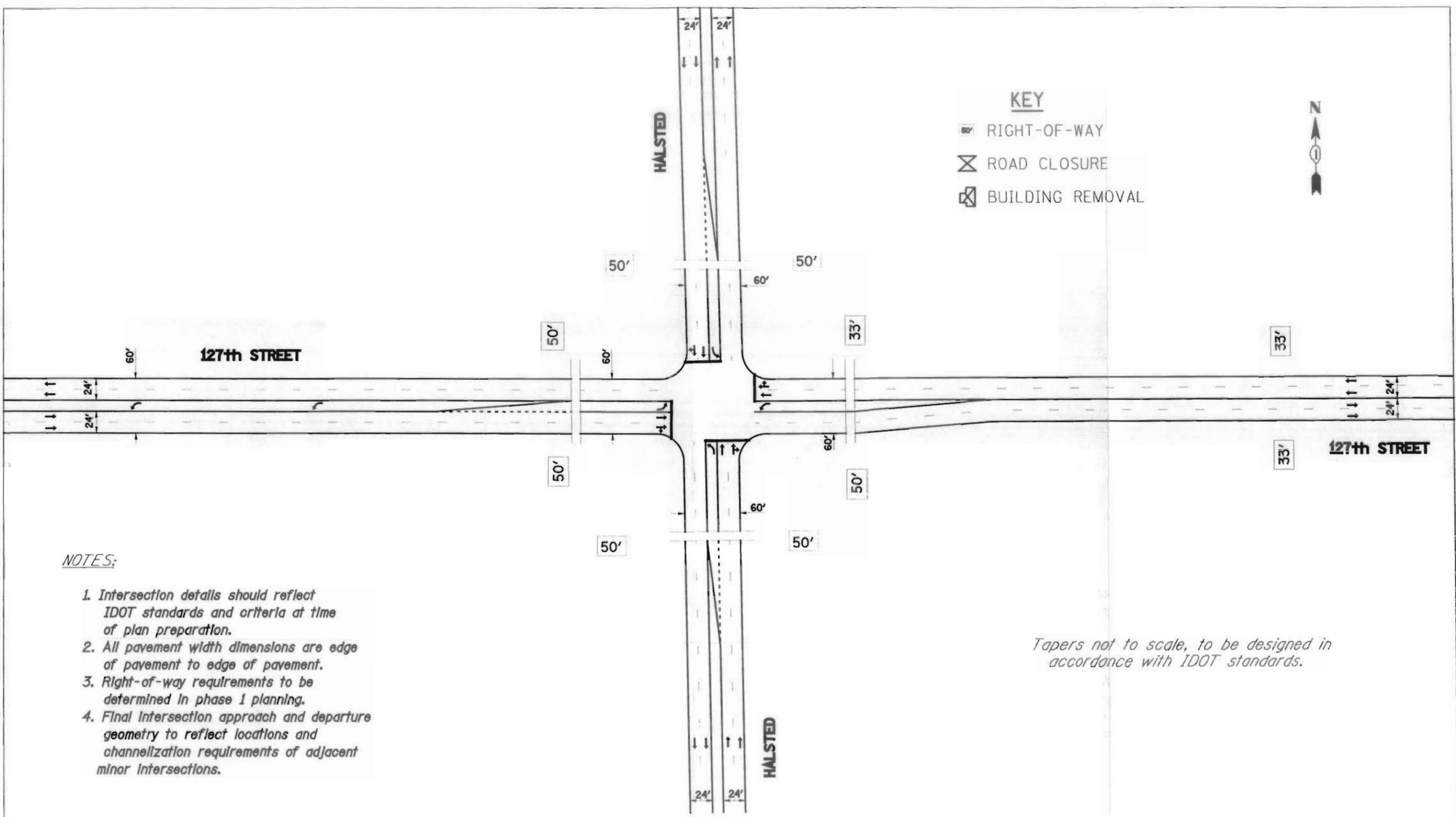


Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D7-08



**KEY**

- ▭ RIGHT-OF-WAY
- ⊗ ROAD CLOSURE
- ⊠ BUILDING REMOVAL



**NOTES:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right-of-way requirements to be determined in phase 1 planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

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

**IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS**



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

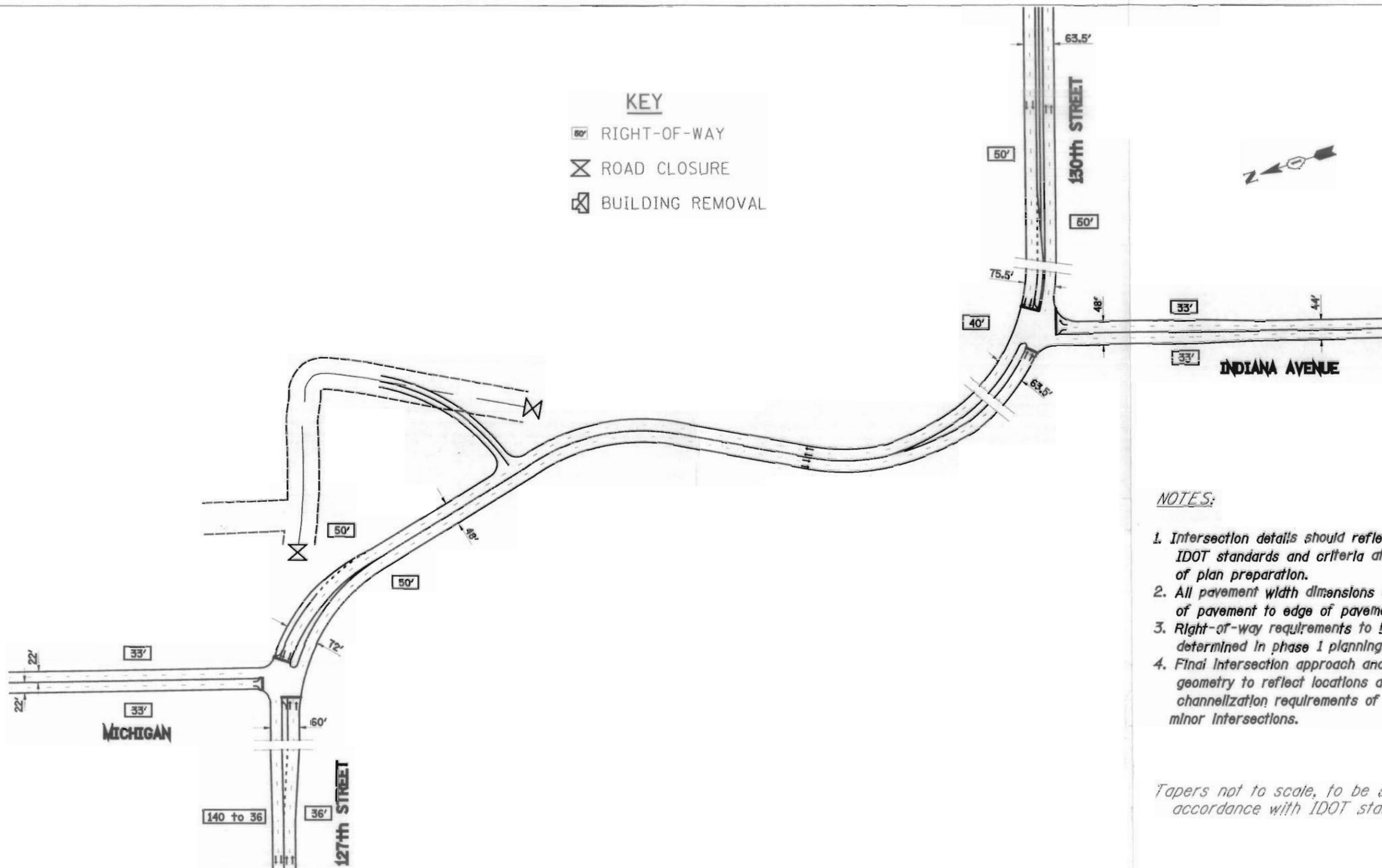


(NOT TO SCALE)

EXHIBIT D7-09

**KEY**

-  RIGHT-OF-WAY
-  ROAD CLOSURE
-  BUILDING REMOVAL



**NOTES:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right-of-way requirements to be determined in phase 1 planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

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

**IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS**

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

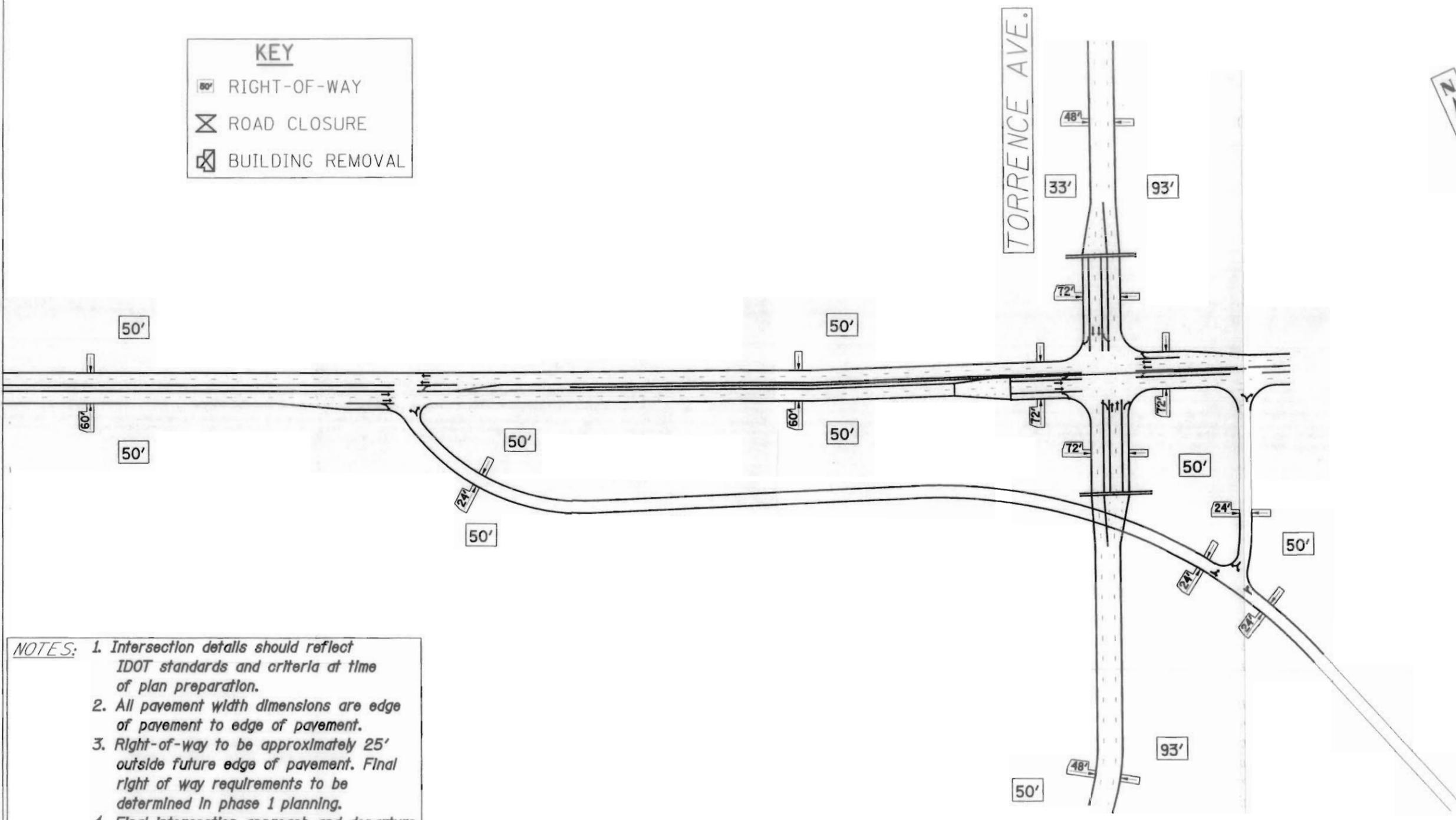
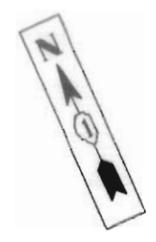
 Illinois Department of Transportation

(NOT TO SCALE)

**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT D7-10

KEY	
	RIGHT-OF-WAY
	ROAD CLOSURE
	BUILDING REMOVAL



- NOTES:**
1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
  2. All pavement width dimensions are edge of pavement to edge of pavement.
  3. Right-of-way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase 1 planning.
  4. Final Intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

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

**IL ROUTE 83 / 127th ST. / 130th ST. - PROPOSED CONDITIONS**

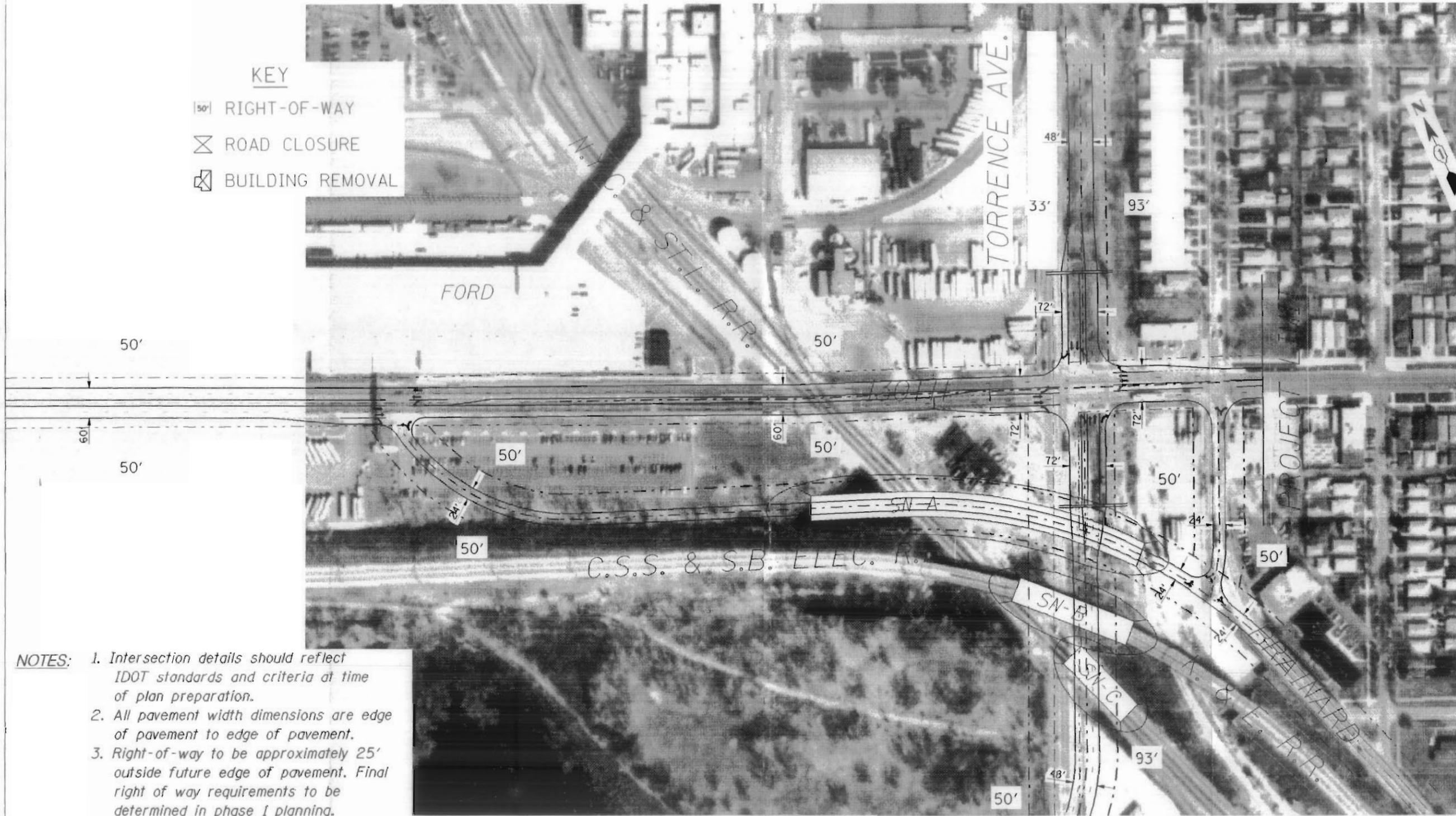


Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



(NOT TO SCALE)

- KEY**
- 50' RIGHT-OF-WAY
  - ⊗ ROAD CLOSURE
  - ⊠ BUILDING REMOVAL



- NOTES:**
1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
  2. All pavement width dimensions are edge of pavement to edge of pavement.
  3. Right-of-way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase I planning.
  4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

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

**IL ROUTE 83 /127th ST./130th ST. – PROPOSED CONDITIONS**

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

Illinois Department of Transportation

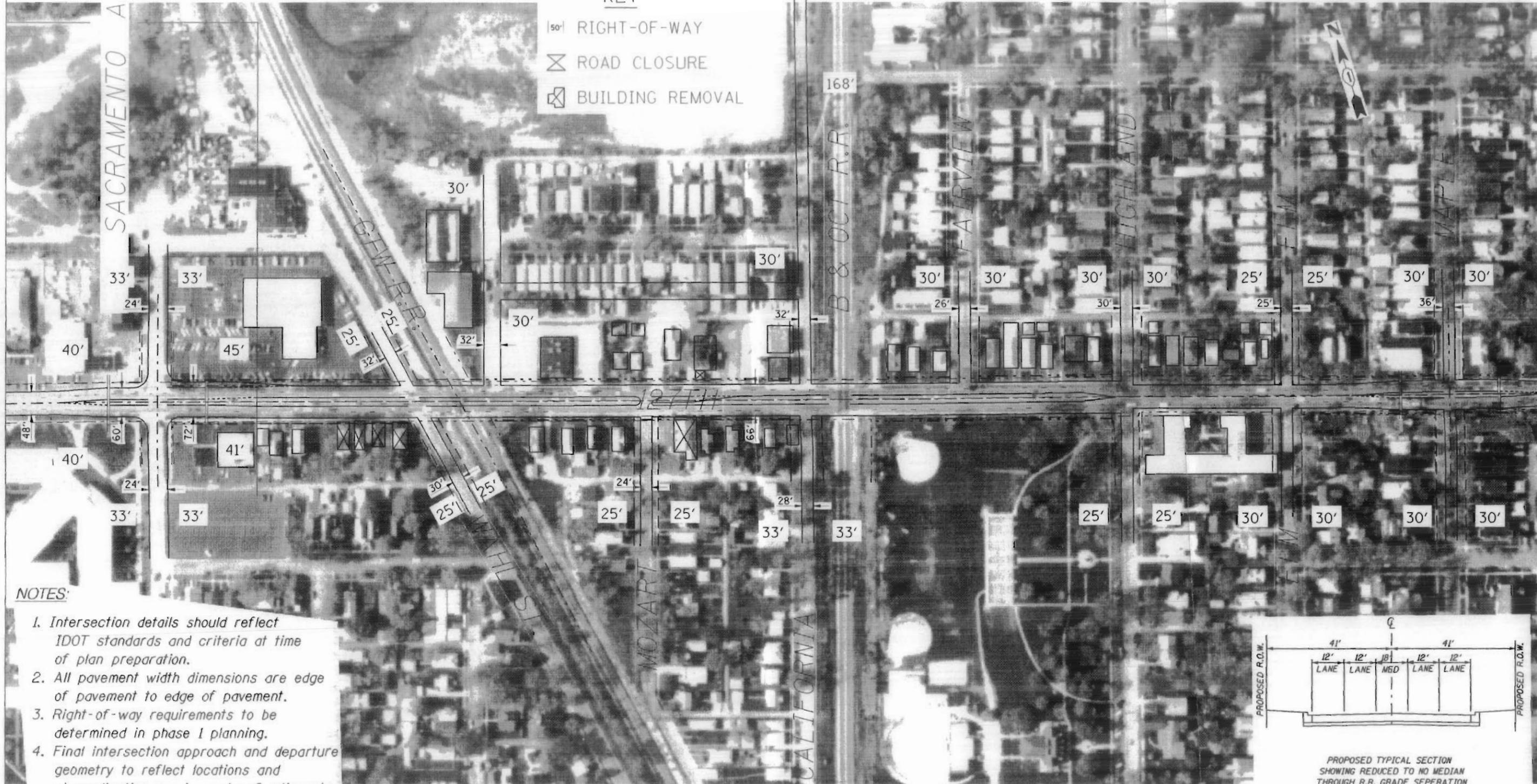
(NOT TO SCALE)

**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

SACRAMENTO AVE.

KEY

- 150' RIGHT-OF-WAY
- ROAD CLOSURE
- BUILDING REMOVAL

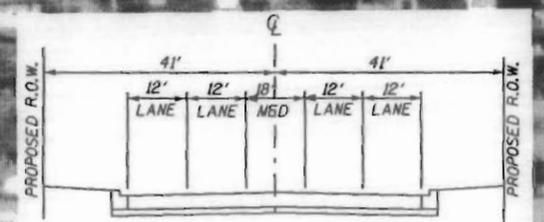


NOTES:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right-of-way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

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

IL ROUTE 83 /127th ST./130th ST.



PROPOSED TYPICAL SECTION SHOWING REDUCED TO NO MEDIAN THROUGH R.R. GRADE SEPERATION

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

Illinois Department of Transportation

(NOT TO SCALE)

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT D7-13

# **PUBLIC INVOLVEMENT**

**IL ROUTE 83/127TH ST/130TH ST**

# **PUBLIC INVOLVEMENT**

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

## **Individual Community Interviews**

The first step in the study process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the SRA study to local officials. At this time, the design team is introduced to the community representatives. This opportunity allows the design team to develop a better understanding of local concerns and perspectives toward each corridor. Comments and information are gathered and incorporated in the Issues Summary Report.

## **Advisory Panels**

Advisory Panels were established to assist with the study by supplying input and review during all phases. The design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. The Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information. Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. The Advisory Panel 1 Workshop is basically an extension of the ICI's. The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. Advisory Panel 1 was held on October 5, 1995 at the Meadows Golf Club in Blue Island.

Next is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. The Advisory Panel 2 Workshop occurs after IDOT has reviewed the geometric design and the draft report. Advisory Panel 2 was held on \_\_\_\_\_ at \_\_\_\_\_. The Advisory Panel for Illinois Route 83/127th Street/130th Street was composed of governmental agencies along the corridor.

- Cook County
- City of Palos Park
- City of Palos Heights
- City of Alsip
- City of Blue Island
- City of Calumet Park
- City of Chicago

## **Public Hearings**

The public hearing for Illinois Route 83/127th Street/130th Street was held on \_\_\_\_\_.  
This hearing was held at \_\_\_\_\_. Public comments were documented as shown in  
\_\_\_\_\_.

## **Individual Community Interviews Issues Summary Report**

SRA Subset #4  
Advisory Panel #1 Workshop  
TORRENCE AVENUE  
Lansing Village Hall  
Lansing

Thursday October 5, 1995  
10:00 A.M.

NAME

REPRESENTING

SAT NACIAR

DAMES & MOORE

MATT JUBAN

MR. BUCHANAN (NEWARK)

GRACE BAZYLEWZKI

VILLAGE OF LANSING

NANCY BOYER

BOYER ENGINEERING

LARRY LUX

DAMES & MOORE

JANICE MORRISSEY

South Suburban  
Mayors + Mgrs ASSOC.

ARLINE FANTIN

ST. REP 29th DIST.

VAL WILLIAMS

Economic Dev. Calumet Area

RICH STARR

DOT-DIST 1

Mary Straves

State Rep Bill Battisti

Don Schward

Anderson Schward

John Kehoe

Boyer Eng'g

Chris Siefert

BOYER ENGINEERING LTD

## Advisory Panel I Workshop Meeting Minutes

### ADVISORY PANEL 1 WORKSHOP SRA CORRIDOR 07 - IL RTE 83\ 127th STREET \ 130th STREET MEETING MINUTES

Date: October 5, 1995

Time 10:00 AM to 12:00 PM

Location Meadows Golf Club - Blue Island, Illinois

Subject: Strategic Regional Arterial Subset #4  
IL Rte. 83 / 127th Street / 130th Street

Attendees: Stephen Kehoe, Boyer Engineering, Ltd.  
Tim Wright, Boyer Engineering, Ltd.  
Chris Siefert, Boyer Engineering, Ltd.  
Gary Cartwright, Boyer Engineering, Ltd.  
Paul Schneider, Dames & Moore/MCE  
Larry Lux, Dames & Moore/MCE  
Rich Starr, Illinois Department of Transportation, District one  
Jerry Martin, City of Palos Heights  
Don Peloquin, City of Blue Island  
Mike Anastasia, City of Blue Island  
Bill Maples, City of Blue Island  
Vincent J. Cullen Jr., Village of Alsip  
Joyce Cavanaugh, Village of Alsip  
Janice Morrissy, South Suburban Mayors & Managers Association  
Vicky Smith, Southwest Council of Mayors  
Patrick J. O'Malley, State Senator (18th District)  
Alderman John Buchanan, 10th Ward City of Chicago  
Laura Slubowski, 10th Ward City of Chicago  
Frank Gassmere, Village of Crestwood  
Frank Scaccia, Village of Crestwood

Copies to: Attendees, Donald Jeanes, Mayor Village of Palos Park, Buster Porch, Mayor Village of Calumet Park, Robert Shaw, Alderman 9th Ward, Carl F. Kowalski, Superintendent Cook County Highway Department, John Stroger, President Cook County Board, Maureen Murphy, Rep 36th District, Jack O'Conner, Rep 35th District, Thomas J. Dart, Rep 28th District, Arline M. Fantin, Rep 29th District, Harold Murphy, Rep 30th District, Constance A. Howard, Rep 32nd District, Donne E. Trotter, Sen 16th District, Emil Jones Jr., Sen 14th District, William Shaw, Sen 15th District, David Hunt, CATS

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The purpose of this meeting was to present the first Advisory Panel Meeting for the SRA corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation, and a general overall view of the SRA project by Paul Schnieder, of Dames & Moore/MCE. Stephen Kehoe of Boyer Engineering Ltd., followed with a review of the SRA corridor. The following is a summary of comments for specific locations.

Segment 1 - Along IL 83 from U.S. 45 to Illinois Route 43

This segment is characterized by two 12 foot lanes with adjacent aggregate shoulders and open drainage. From U.S. 45 to 86th Street, the existing conditions will be maintained to minimize impacts to the Forest Preserve. The recommended cross section on IL 83 from 86th to IL Rte 43 consists of four 12 foot lanes an 18 foot mountable median and adjacent combination curb and gutter.

- There were no comments or questions on this segment.

Segment 2 - Along IL 83 from Illinois Route 43 to 127th Street

This segment is characterized by two 12 foot lanes with adjacent aggregate shoulders and open drainage. The recommended cross section on IL 83 from IL Rte 43 to 127th street consists of four 12 foot lanes with an 18 foot mountable median and adjacent combination curb and gutter.

- There were no comments or questions on this segment.

Segment 3 - Along 127th street from Illinois Route 83 to Kedzie Avenue

This segment is characterized by four 12 foot lanes with adjacent combination curb and gutter and enclosed drainage system. The median varies in this segment from a 4 foot raised concrete median across the Cal-Sag Bridge, to a 12 foot painted median before Cicero to a 16 foot mountable median near Crawford Pulaski and to a 19.5 foot barrier median through the railroad grade-separation at the B.&O.C.T. railroad tracks west of Kedzie Avenue. The recommended cross section on 127th Street from IL Rte 83 to Kedzie Avenue consists of retaining the existing four 12 foot lanes and the adjacent combination curb and gutter along with the various median types.

- Frank Gassmere of Crestwood - Is there any thought of doing anything with Route 83 from 127th Street down to Cicero Street, through Crestwood, which is becoming more and more of a bad bottle neck.
- Rich Starr of IDOT - All we are studying are the given routes from CATS that are on the SRA Network. The corridor given to IDOT to study was Route 83 / 127th Street /130th Street.
- Mr. Gassmere - But, Route 83 comes down that additional mile and there is an alarming amount of traffic and accidents along that stretch. It is only two lanes and as long as you are widening the rest of it, it's only going to increase the problem we have there now by generating more traffic on what's already a bad problem. Anybody coming east to west or west to east are coming down Cicero Avenue or they're coming off I-294 and they want to get around and go up that way, it's a bottle neck now, it's only two lanes and you're going to actually increase the problem.
- Mr. Starr - Maybe we can look at what the impacts would be in that section.

- Joyce Cavanaugh of Alsip - In your recommended improvements, have some of them already been met? Do you plan on improving them any more?
- Mr. Kehoe - No, in some of the areas the recommended improvements are the same as the existing conditions. What we have done is to check through the route to see that we are meeting the SRA standards. When the existing conditions do match the criteria for the revised SRA standard cross section then the Recommended improvements do not show any changes through that area.
- Vincent J. Cullen Jr. of Alsip - I have got a list of questions I'd like to run by you if you want questions and answers now.
- Mr. Cullen - On 127th street from IL 83 to Cicero has already been widened, it already has a painted median and so that area is complete. So the extent of the work you'll be looking to do is what in that area?
- Mr. Kehoe - We would be retaining the existing except that we would incorporate Cicero Avenue studies which are being studied separately for IDOT as another project.
- Mr. Cullen - We'll go on to that question next. So in that area I won't be looking at repaving, I won't be looking at anything unless the area west of that from Route 83 west were to be improved. I can only say through Austin Avenue which is the extent of Alsip's boundaries to the west is a prime business corridor which hasn't been considered in this SRA, it was mentioned earlier. Our concern in there is, at this time, Cook County has made mention of opening a new corridor through the tollway at Central Avenue. This is something that should be confirmed with the County, Village of Alsip, Crestwood to see if this program has any future and if it does, then it will open a whole new corridor of traffic coming into Central which puts you west of your proposed SRA. Central is west of Route 83 and you're going to bring larger quantities of traffic into that intersection. That is one of the biggest bottle necks along the area. From your SRA west of Route 83 you drop right down to single lanes east/west. From Palos all the way to Harlem Avenue it's a big bottle neck. One guy turns left and traffic is backed up for a mile. So I would like to see this considered in the study.
- Mr. Kehoe - I think that would be up to IDOT how far outside of the boundaries of the corridor we would extend our study.
- Mr. Starr - I think when they look at the 2020 plan the new proposed interchange with the tollway that they were talking about at Austin or Central would be part of that whole discussion. If there is a new interchange in the plan that might impact the area and then we might study something on Central.
- Mr. Cullen - The way I see it from Cicero Avenue west through Harlem Avenue will be greatly affected by what is done at 127th and Cicero. I'm just talking traffic volumes. Crestwood has a new mall south of there that attracts a lot of business. There was an alternative plan, that I attended a meeting on, to alleviate some of the congestion at that intersection by routing it more toward Central Avenue. We've got big problems at that intersection when you are westbound, and also there are no southbound exits onto the tollway from 127th which causes great traffic problems. That's where most of the problems come from. I've been to a meeting with the Tollway Authority on what is going to be done with the ramp exit situation. They scratched out some things on their plans which were quite sensible. I think these two programs definitely need to work hand-in-hand. I've already read what you're going to do and it will greatly affect that. I was more concerned that the area is already completed. The area between Cicero and Kostner is completed at this time. It is already four lanes with a painted mountable median. In that area here between Kostner and Pulaski you show it as four lanes with a median. There is no median in that area. Two lane east, and two lanes west so there

- will be R.O.W. acquisition that needs to be done, and the road has to be widened.
- Mr. Kehoe - We just need 3 foot at the intersection of Keeler Avenue if the preliminary R.O.W. information is correct in showing 30 foot of R.O.W. on the North side. We have enough R.O.W. in this area otherwise to use the typical section we have shown with the four 12 foot lanes and the 12 foot median.
- Mr. Cullen - Now due to the Lutheran Cemetery on the south side, are we looking at an equal amount of widening on each side of the centerline? You're adding a 12 foot lane in there, so you're going from 48 feet existing to 60 feet of pavement in there. I'm just worried, are that you are looking at a dog-leg in the centerline to get around the cemetery and you would be pushing all of the widening into the residences on the north side.
- Mr. Kehoe - The centerline hasn't shifted in any of the areas through here at the level of preparation we have reached for this corridor.
- Mr. Cullen - So the centerline will stay the same? Or we're looking at equal amount on each side?
- Mr. Kehoe - Right. If we would be taking any R.O.W. to fit the improvement then it would be shown on here. It looks like there is only 3 feet needed on the north side of Keeler Avenue to fit the proposed improvement. This is just due to the preliminary R.O.W. information that we have shown an existing 30 foot here. So actually to build the proposed section through here we need 33 feet of R.O.W. Further study may indicate a little additional R.O.W. may be needed to fit the utilities in the area. If the centerline would have to shift it would have to be to the south where there is more room in the existing R.O.W.
- Mr. Starr - They are just coming out with a long range plan. The implementation of it would be dependent on if we've got the money to build this project, and that we've got local support to build this project. So what they're showing is a long range plan for the route. We're not saying that we're going to build it today, or 10 years from now.
- Mr. Cullen - You say all of the traffic signals along here are going to be looped. They're spaced so far apart.
- Mr. Starr - That's the problem. When you can get them within a half mile at least you have a chance at looping the signals together.
- Mr. Kehoe - Looping the signals depends on the timing of each one, the spacing between signals, and the speed of travel. You can usually get groups of signals to work together. You try to get as large of a green band of time to work with and then you look at the speed and distance between the signals to determine if you can put them in progression.
- Mr. Cullen - One of the things I want to confirm is that a large portion of the Alsip improvements have been done already. We are therefore not looking at any major obstructions to this area. We went through this area already a couple of years ago.
- Mr. Kehoe - What we tried to do is go through the existing roadway conditions and try to meet the SRA Standards with our proposed improvements to try and come up with something that is also fairly uniform.
- Mr. Cullen - Our big concern is the thought of two SRA intersections intersecting at 127th and Cicero. That's got to be one of the major intersections on this route.
- Mr. Starr - That is why we've got a more detailed Phase I study that's spending a lot of money just to look at that intersection. They are going into a lot more detail than these guys could, so we are just going to let the results of that study drive what we put into this report.
- Mr. Cullen - I would just hate to see a project go through and then when everything is constructed the Tollway Authority would come through with something different.
- Mr. Starr - No that's all part of that other study, they are coordinating with the Tollway.

Segment 4 - Along 127th street from Kedzie Avenue to 130th Street

This segment is characterized by four lanes with 10 to 11 foot widths and adjacent combination curb and gutter and enclosed drainage system. There is no median in this segment. The recommended cross section on 127th Street from Kedzie Avenue to 130th Street consists of four 12 foot lanes and adjacent combination curb and gutter. Also recommended is a 12 foot painted median from Ashland to Halsted. There are two Railroad underpasses proposed in this segment. The first one is at the G.T.W. Railroad tracks and B.&O.C.T. Railroad tracks. A Concrete retaining wall and extension of California to 123rd street is proposed. The second is at the I.C. Railroad tracks. Three to one side slopes are recommended at this underpass. The Removal of the 48 parking spaces along 127th street is recommended.

- Alderman John Buchanan (10th Ward City of Chicago) - What were the boundaries of Segment 4?
- Mr. Kehoe - From Kedzie Avenue to 130th Street.
- Alderman Buchanan - Can you talk about whether you are straightening anything at all in that area from 127th to 130th?
- Mr. Kehoe - Yes we are realigning in the area of the "Z" curve at 127th street / Indiana / 130th street.
- Mr. Peloquin - When you say grade-separation are you talking overpass or underpass?
- Mr. Kehoe - We would go underneath both of these railroad tracks at this point. We would need a retaining wall to hold back the earth in this area. The improvement would run from Sacramento to Highland. We would have to extend California to 123rd Street as this would be the access for the homes back in this area along with a right-in/right-out where the commercial restaurant is now for sale. We would close the following roads on each side due to the grade-separation, California, Mozart and Wahl Street along with Fairview.
- Mr. Peloquin - Can you clarify, how are you going to afford that?
- Mr. Starr - This is a major improvement and there are major impacts to this too. This cuts off the access to everything between the two railroad tracks.
- Mr. Peloquin - I mean let's be realistic. It sounds great, but you're never going to afford it, we can't afford one going over at 135th and Western.
- Mr. Peloquin - You asked for comments. I'm just going to tell you.
- Mr. Starr - No, no, that's fine. As Larry has mentioned, I think when we talked earlier individually this was one of the things that Blue Island was looking for, trying to get some grade-separation at these train tracks.
- Mr. Peloquin - I agree. I'd just as soon have the railroads raise their tracks. You know the whole thing is this, and I don't know how many other towns are having the same problem, but the railroads seem to just be dictating everything to everybody. They block your town, your main roads and every area and they just don't care. I've got blockages in this town. On this track here it blocks 119th, 123rd, 127th, Union, Broadway and Western and there is 45 trains a day on this track. I have 44 trains a day on that track, and the average length of the trains are roughly about 100 cars per train. So just with that alone you're talking about a 3 hour blockage if they keep moving which they don't because the yard is just in Riverdale so they stop.
- Alderman Buchanan - How about a state wide law that creates limits to a trains length adopted by the General Assembly that suggested no train can be longer than 40 cars.
- Mr. Peloquin - It never used to be a problem in this town when they had extra people because they would go break the trains. If they were going to block an intersection

they'd break the train. But they don't have any extra people. They have two people on a train and they just do what they want with it and then you go to court with the tickets and they write you a check and say thank you because we are still making more money than we're paying you.

- Mr. Starr - Well you know what we wanted to come up with was not something we were going to build in the next 5 years. What we want is the ultimate plan that ideally is what we'd like to do on all of these routes and there are some places where we didn't recommend grade-separations. I agree that this cost will be high. The cost on Western Avenue you know where we are talking about a mile and a half bridge would be very high.
- Mr. Peloquin - As IDOT you are proposing your SRA Routes which are your routes, how do your SRA routes work with the number of routes that the County also has which is basically Kedzie Avenue as far as Blue Island goes? Kedzie Avenue, now that they have finished that overpass in the Robbins area, ties to the south side of our community. The traffic on Kedzie each day is getting bigger and bigger and now if that traffic starts going east and west from there how can we tie in these routes so that we keep traffic flowing for commerce or large factories that have big trucks coming in using both routes?
- Mr. Starr - Well what happened was this current SRA Network where they chose Western Avenue, 127th, 95th and the other routes in the network were chosen when they did the year 2010 transportation plan. They are in the process now of updating that to the year 2020 plan and as part of that they are going to be updating this arterial network, the SRA System. So there very well may be, if the decision is there that there is not going to be another grade-separation on Western Avenue and if we've got a grade-separation on Kedzie maybe the SRA Network will be changed to reflect that. I don't know that, but there's going to be a whole process that's going to be gone through again over the next 12 months or so.
- Mr. Peloquin - For our sake when you talk in traffic patterns here you are talking Wireton Road and 127th down to Vermont which is where they end up. Wireton Road turns into Vermont and a lot of those people come from Alsip, and Palos evidently to catch a train. Now traffic on Vermont Street is increased between the hours of 6:30 in the morning and 9:00 and the road is just packed and when you get out between 4:30 and 6:30 that road is just packed again, you've got a ton of traffic coming in and out of there.
- Mr. Anastasia (Blue Island) - Especially when a train is blocking 127th.
- Mr. Starr - I don't think that these studies are going to handle those more localized traffic congestion problems.
- Mr. Peloquin - What I'm trying to get at is that the homes are being built out west, your big population boom is out west. They're trying to find the easiest routes to get in this way to get either to I-57 or to catch the trains if they work downtown.
- Mr. Starr - You know the idea is one of spacing, 159th, 127th, and 93rd and have the major east/west traffic flows on those three corridors and try to do what you can on those three corridors to focus the longer distance traffic onto these routes. You know, the next step in this is then cost out the proposed improvements. They haven't got to that stage of what the cost of all these improvements would be.
- Mr. Peloquin - I guess my only question is how can we comment on things that are not going to be there? I mean for me to say this is wrong or this is right and to say what the cost is. I'd like to comment on the ideas of what we're really going to try to accomplish in a short period of time.
- Mr. Starr - Well yeah, I think that you might want to comment that you think it's unrealistic, it's not feasible to do this and therefore we should focus on improvements that

don't require grade-separations, but still would improve the delay problem on 127th Street. Those are policy type decisions, if we can pass some laws to change the movement of trains or whatever. We run into the same problem on the Burlington Northern, the commuter line through Riverside, Brookfield, on all of those we get the same type of problem where the commuter trains stop and block the intersection.

- Mr. Peloquin - I don't think that the commuter trains are blocking the intersections it is the freight trains that block for half hour to 40 minutes.
- Mr. Starr - Well there are some long delays through some of these places. It's worse here where you have breaks.
- Alderman Buchanan - Can you get the railroad people to ever sit on the meetings? Are there any railroad people here today?
- Mr. Starr - No they're not here today.
- Alderman Buchanan - Were they invited to these meetings?
- Mr. Starr - Not any. We talked to them, the mayor is aware on Western Avenue. We've talked to them, we've had committees I know on Harlem Avenue. They are basically on any route, Northwestern or Burlington it doesn't matter who they are they aren't interested in doing anything, they solely care about the trains. We haven't had any success with any of them. I think mayor, if you feel strongly, that this is only a long range plan and we need to deal with some shorter range solutions through here that should be your comment. Not only do we need to identify something, if we had all the money in the world we could build, but something that maybe will solve your problems short-term you know maybe that's something we have to deal with in addition to the long term solution.
- Mr. Peloquin - Well let me ask this so I can understand this; as you go farther west your goal is to increase the laneage so you've got more flow of traffic, is that correct?
- Mr. Starr - Well not on here we're not increasing it. We're only going to four lanes and in fact through the Forest Preserve we're staying at two lanes. So we're not expanding any of this route to six lanes because there is R.O.W. impacts which are too severe.
- Mr. Peloquin - Between Ridgeland and Harlem do you plan to make that a four lane?
- Mr. Starr - Yes that will be four lanes.
- Mr. Peloquin - So you are going to improve traffic flow in there.
- Mr. Kehoe - We are going to try to make it four lanes all the way to 86th Avenue.
- Mr. Starr - That's the long range plan to make it consistent to four lanes.
- Mr. Peloquin - I can't speak for Palos Heights, but to me getting that traffic flow moving better would be essential for our commerce over here too. With the hospital and everything, making that wider makes more sense than just IL 83. But then again I'm not Palos Heights. I guess I'd rather see studies that we can really talk about. I understand where your guys are coming from, but we need solutions now.
- Mr. Starr - From these studies, when we conclude all of these studies, we are going to prioritize them and then based on cost, acceptance by the community, and where the improvements would relieve an existing choke point would all determine the rankings on which of these studies and which of the improvements should be done.
- Mr. Peloquin - How are the demographics of the areas figured into all of these rankings? In other words how the populous is moving west or moving east or how in our community it remains pretty much the same except that the vehicular traffic is increased.
- Mr. Starr - Well I think that we try to spread out our improvements to touch all parts of the region. We don't try to focus all of our spending on DuPage County, Northwest Cook County or whatever. What we have are programmers that try to geographically space all the improvements that we have, now they may be different types of improvements further out west maybe we're adding lanes everyplace, maybe here we're

doing more operational type improvements. The problems here are more with the trains, you need grade-separations. You don't need increased number of lanes because you can't get increased number of lanes where you've got a lot of R.O.W. restrictions.

- Mr. Peloquin - I'm sorry, I didn't mean to take up so much of your time.
- Mr. Kehoe - That's what we're here for to get your input. Again we have to study the whole route and find the problems to apply a cost to help IDOT to prioritize some of the improvements. We've looked at numerous alternatives including overpasses through here.
- Mr. Peloquin - When you look at this you have to throw in Kedzie Avenue. We have seen, locally, the heavier traffic go along Kedzie Avenue to go south. You can go south and avoid all trains on Kedzie until you get to 159th which is almost to Route 30.
- Mr. Starr - So there's a link of 127th Street to people who are using it for north/south trips to get between Western or Pulaski.
- Mr. Peloquin - If they've been in this area at all they know the trains on Western Avenue at 135th, 139th, and 140th will stop you. They go right to Kedzie and shoot down.
- Mr. Starr - So maybe we need to beef up some of the intersections with those movements, say from southbound Pulaski to 127th. Maybe that left turn movement now becomes important and we need to look at increasing the lane configurations.
- Mr. Peloquin - The idea of Vermont, and the Wireton Road connection.
- Mr. Starr - No that's what I mean. Okay that's a good comment
- Mr. Kehoe - That's the kind of input we are looking for.
- Mr. Peloquin - Also get us a some legislation that we can cut the trains.
- Alderman Buchanan - I think that's an important direction that somebody ought to begin to institute in Springfield. I was going to try to do it in the city of Chicago and found that we don't have that right to take control like the trains. What we've been able to do is get some of them to accommodate it, because what we have in Chicago is R.O.W. control. I have to sign an option to give them another 10 years to go over a city street, I tell them to tear up their tracks. So they take me to court and then they sue, but I still tell them to tear up their tracks until they do something to improve the crossing, the rail movement and a few things like that. Railroads were here before the country was born. They wrote the laws that gave them all the benefits. Just understand that I have been fighting railroads for the last 60 years and it has been an interesting fight.
- Mr. Starr - One thing we should probably state is, in previous studies the level of detail they're showing here is sort of where the final product should be at in the end. What they're showing at this interim stage is a lot more detailed information. In the past when we went out to the first Advisory Panel meeting we said okay four lanes, then we got some detailed input so we are still willing to make and will make a lot of changes based on what we hear today.
- Bill Maples (Blue Island) - You do have a lot of maintenance problems on that bridge, over the railroad yard, it's starting to fall apart.
- Mr. Kehoe - From the SRA typical all that we have to have is 11 to 12 foot lanes through there so we maintained the existing section and when the life span of the structure has been reached the decision can be made to increase the width of the lanes and even add a turn lane if needed at the west end.
- Mr. Starr - We have looked at the structure reports. If a structure was at the point where it needed to be replaced than we would show it in there.
- Mr. Peloquin - One other question, what is the basis of this traffic count for the truck traffic that goes through here? I mean load limits because we are finding that from trucks coming off of the tollway we probably have 30 to 40 trucks a day that go from the sites over on Insignia that go over to SID fills with stuff. We have 40 to 50 trucks with sludge

- which means they are pretty heavy.
- Mr. Starr - When we get into the Phase I study when we do a specific improvement then we consider the percentage of trucks to determine the length of the turning radii and also the pavement thicknesses. The pavement thickness is based on what they project the semi and multi-unit trucks will be.
  - Bill Maples - Are there any plans for the I.C. tracks east of there or are they going to just stay the way that they are?
  - Mr. Kehoe - We have proposed an underpass.
  - Bill Maples - Go under the I.C. tracks? So you'd go from the top of the viaduct down into a hole underneath that track?
  - Mr. Kehoe - Right. The reason is that an overpass would not work with the grade coming down from the previous overpass. The vertical curves that would be needed to attain an overpass with the grades that would be required to go back up and over the tracks would physically not fit between the previous overpass and the proposed overpass. We looked at that initially to see that it was not feasible.
  - Mr. Starr - So the only feasible way to grade-separate this railroad crossing is to go under.
  - Mr. Kehoe - The other alternative is to leave it at-grade but the METRA stop is right there. The tracks are blocked with every train that stops to load and unload.
  - Bill Maples - So you would be acquiring the buildings probably on the south side.
  - Mr. Kehoe - On both sides. There is a parking lot, a bowling alley, and Ray's Pizza.
  - Bill Maples - Then you run into the church.
  - Mr. Kehoe - Well we'd be back at-grade before Wood.
  - Bill Maples - I have one question about this underpass at the last railroad. You go from Highland Avenue which is in the Memorial Park area and you go, it's got to be a 30 to 40 foot drop to the tracks. How are you going to underpass that track, I don't know how you are going to get up that hill?
  - Mr. Kehoe - We used 4% grades in our preliminary study and went from Sacramento and then back up to Maple where we were back on grade. The SRA standard allows us to go up to 7% grade and a more detailed study would be required to determine actual lengths and elevation differences.
  - Bill Maples - So part of these streets will be closed off.
  - Mr. Kehoe - We would close off a few of the streets and California would be extended north to 123rd Street.
  - Bill Maples - Would you need to widen as far as acquisition for buildings from Sacramento going east?
  - Mr. Kehoe - Yes, there would be some buildings taken. It would be through the negotiations during land acquisition that they would decide everything, but there would be definitely 5 buildings taken and front access would be affected on ten more of the buildings in there, but each one of those would be negotiated during land acquisition.
  - Mr. Starr - We want to get input from each community, before we go to a public hearing, that we're not going to get favorable input from people that live right there. With the buildings that we are going to take we want to get what your reactions to this is too. The final plan may be we don't do this if we don't get your approval.
  - Mr. Peloquin - I'll tell you right now you'll never get that. There's three business people there that you could wait till Hell freezes over and they'll never sell you their property.
  - Mr. Starr - You can get their property if it's a good project and three small parcels are the only thing that's holding up a railroad grade-separation, and then we would have everything grade-separated on 127th Street. If it's general disapproval by the entire

community then it doesn't make any sense to go forward. So what your reaction to this is what we are looking for.

- Mr. Kehoe - At the I.C. railroad you're taking the buildings anyway. If you would put in a retaining wall you have to take the buildings because of how close they were built to the R.O.W. so as long as you're taking the buildings we would just use 3:1 slope to save the cost of the retaining wall and make it look nice also.
- Mr. Peloquin - The easiest way to do that crossing, I'll tell you right now is to move the tracks. Tie the tracks to go under the bridge, the current bridge, and then face them north so they tie into the tracks under the current overpass along there. There is vacant land on the north side of there that would allow you to build a new set of tracks and eliminate that track altogether at the current crossing on 127th and you're talking a lot less than an underpass would cost since there is land available to run a new line so that the existing line from the north could still tie into the existing I.C. line to the south.
- Mr. Kehoe - Is that further north than on the exhibit?
- Mr. Peloquin - It would be just outside of your picture. Just above the picture there is vacant land that you could come all the way back actually into where the railroad is now and as you go south the I.C. line is right there just angled and you could straighten that angle out and do a lot of things.
- Mr. Kehoe - We could take a look at that, if it would be inside of the scope of work to realign the railroad tracks.
- Mr. Starr - We will take a look at that.
- Mr. Peloquin - You could talk to METRA.
- Alderman Buchanan - Are you proposing a raised median between Ashland and Halsted?
- Mr. Kehoe - No, a flush 12 foot painted median.
- Alderman Buchanan - That is State of Illinois, IDOT, jurisdiction all the way?
- Mr. Kehoe - Yes, all the way to 127th Street and they just acquired from Indiana to I-94 from the County. After I-94 it's Chicago jurisdiction to Torrence Avenue.
- Mr. Starr - Are we proposing anything to replace that parking which is removed in Calumet Park? Is that parking for commercial?
- Mr. Kehoe - There are a few for commercial and some for a couple of businesses where they're just actually storing cars and some for the apartments in through here. They have parking in the back of the apartments that is not being used and at the Rainbow Grocery Store they have their own parking lot with a few on the side street. When we looked at the area we think that a lot of the parking can be absorbed by the side streets.
- Mr. Starr - That's important, we just don't want to say that we're removing 48 places.
- Mr. Kehoe - We looked at each of these areas.
- Mr. Starr - Okay. I just wanted to clarify that.
- Alderman Buchanan - How would you improve the intersection at Halsted?
- Mr. Kehoe - By adding left turn lanes.
- Alderman Buchanan - Just a left turn?
- Mr. Kehoe - Yes.
- Alderman Buchanan - Would you change the signal?
- Mr. Kehoe - The signals would be studied when you have to have more accurate traffic counts which would be used in a Phase I study. We are mainly looking at lane configurations with this study.
- Mr. Starr - On all of the SRA Routes the idea is ultimately to have a coordinated signal system so that they are all tied in together.
- Alderman Buchanan - Any ideas of attempting to try to straighten that Z Curve?
- Mr. Starr - This looks like just a line on a map that connects these two streets but we

spent a lot of time trying to figure out what would be the best solution. The existing just doesn't work if you're going to carry four lanes of traffic and come to a stop. So that area is critical.

- Alderman Buchanan - The reason why I raise a question is because ACME owns this corner. Currently they're talking about a major investment on that corner in the next 5 to 7 years.
- Mr. Starr - Is that right.
- Alderman Buchanan - Oh yeah. They just rezoned this back to heavy manufacturing. If you're talking in terms of any kind of acquisition here and planning to eliminate the dog-leg to 130th Street I think I'd be busy talking to the ACME Company to let them be aware of the fact that this is part of the planning to get rid of that Z curve. Again you've have a railroad to deal with.
- Mr. Kehoe - There are seven tracks at this location.
- Alderman Buchanan - Seven tracks across and a viaduct that's almost ready to fall in too.
- Mr. Kehoe - You'd be looking at improvements in the near future to these tracks, if they are in that bad of shape, so the new improvement might as well fit the long range plan.
- Mr. Peloquin - Just to touch on something again; if you're going to do this study in regards to 127th you have to incorporate in that thought process the area from 83 to Harlem on 127th Street and from 83 all the way over to Kostner on the part that goes by the mall in Crestwood. If you are going to study any kind of traffic patterns that has to be essential. I think you have got to look at it in regards to the different things that in our area we are concerned with, as with the 10th Ward, is our industry. That is our corporations up here. As you come farther east it's heavier industry, therefore you've got heavier truck traffic. You need to keep those trucks flowing. One of the things we have with our businesses as I explained to you on Western Avenue is that I have got three of our major employers down there screaming because they can't get their trucks in and out. You know, they've got a truck bringing supplies in, he's a half hour late and that throws them behind their schedule, they got people waiting to work with material and at the same time trying to get things shipped out.
- Mr. Starr - Well that's the benefit of getting the grade-separations and the cost of the grade-separations.
- Mr. Peloquin - I also think that the other thing is there should be something that should be addressed in regards to the railroads because you now have the railroads, it is no longer a CSX track and only CSX trains. They lease the tracks to any railroad that'll come on and use them and you have 6 or 7 different railroads using each track. So its not just one train or one railroad company you're trying to deal with 3 or 4 you know you get brushed off. I write a ticket to CSX, they say that's not us go talk to Wisconsin Central and you talk to Wisconsin Central and they say well talk to CSX because we're doing what they told us to do.

#### Segment 5 - Along 130th street from Indiana Avenue to Torrence Avenue

This segment is characterized by four lanes with 10 to 12 foot widths and adjacent combination curb and gutter and enclosed drainage system. The median varies from 15.5 feet at Indiana Avenue to no median across the Little Calumet River Bridge in this segment. The recommended cross section on 130th Street from Indiana Avenue to Torrence Avenue consists of four 12 foot lanes and adjacent combination curb and gutter and retaining the various median types found in this segment. There are two Railroad underpasses proposed in this segment. The first one is at the I.C.G. Railroad tracks. A new Railroad structure to realign the "Z" curve at 127th St./Indiana

Ave./130th St. and to improve the vertical and horizontal clearances at the existing structure is proposed. The second is at the C.&W.I. Railroad tracks. A retaining wall is recommended at this underpass to lessen the impacts to the park.

- Alderman Buchanan - Didn't you just rebuild this whole area at Indiana.
- Mr. Starr - Yes we're not going to do anything different there.
- Alderman Buchanan - Did the state build that or did the county?
- Mr. Starr - The county did it and turned it over to us (IDOT).
- Alderman Buchanan - Did they build it to the specifications that IDOT has?
- Mr. Starr - Yes, they built it to the SRA specs.
- Mr. Kehoe - Which is what we're trying to show with the existing and proposed typical overlays where there are no differences shown.
- Alderman Buchanan - Are there any ideas on the 130th and Torrence Intersection today?
- Mr. Kehoe - Yes, after we sent out the booklets we were still working with IDOT on that intersection and we've got some ideas now. We didn't bring the exhibits on that area because we were going to discuss the ideas through there next week at the Advisory panel meeting for Torrence Avenue. We would retain the intersection at 130th and Torrence Avenue. We would start to run an intersection bypass which would just be two lanes that would grade-separate the Ford Plant railroad tracks by going up and over. We would shift the alignment of Torrence Avenue over to the existing abandoned railroad R.O.W. on the east side in through here to pull away from the Ford plant so that we could grade-separate at the railroad tracks on Torrence south of the intersection and be back up to grade at the intersection of 130th and Torrence.
- Alderman Buchanan - Are you tying in Brainard Avenue?
- Mr. Kehoe - With the two lane bypass up and over the railroad and over Torrence Avenue we would start working back down and tie into Brainard Avenue. This would allow everybody that's on Brainard Avenue that wants to bypass the train to take this overpass and have two signalized intersections instead of the four that it would take to get through this area. We feel that a lot of people would probably use that two-lane bypass. Since the aerials were taken they have built the Ford expansion Plant and the employee parking lot and it's been a little bit difficult at this stage to really locate the building, but we feel that it will affect the Ford Employee parking lot in through the east end.
- Alderman Buchanan - Do you keep track of possible Congressional Bills that relate to some of these improvements you're talking about? There was a Congressional Bill introduced by Sangameister to deal with 130th Street to bring in some actual federal dollars to do something which included some overpass work or something.
- Mr. Kehoe - We've heard that but have never seen anything.
- Alderman Buchanan - You haven't seen anything actually coming through?
- Mr. Starr - I haven't either. I haven't seen any details.
- Alderman Buchanan - Weller or Willard was supposed to have picked up on it and supposedly guaranteed it with some statements again.
- Mr. Starr - On this route, as with most of the routes we study the major problem is getting additional R.O.W. or removing parking.
- Alderman Buchanan - Do you have eminent domain here?
- Mr. Starr - Yes, here we would run into local opposition, people don't want us. On this route it is the railroad crossings that will be the problem. There are 4 or 5 major railroad crossings that need to be improved on this route. The problem ends up being where are you going to get the dollars to do something to implement the proposed improvements. There's a lot of money involved in this corridor to do anything to improve it.

Close

- Mr. Starr - I think that Steve has gone through everything here. What we wanted is your comments. We thank everybody for showing up today, we appreciate all your comments. If you can get any written comments, funnel them through Vicky and we'll make sure we get them and adjust them before we go forward. Thanks again.

Faithfully Submitted,

Stephen Kehoe, PE  
Corridor Leader  
Boyer Engineering, LTD

IN RE: )  
)  
STRATEGIC REGIONAL ARTERIAL )  
)  
OPERATION GREENLIGHT )  
)  
ILLINOIS ROUTE 83/127TH )  
STREET/130TH STREET FROM )  
U.S. ROUTE 45 TO TORRENCE )  
AVENUE IN COOK COUNTY )

**COPY**

PALOS HEIGHTS, COOK COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public  
Hearing of the above-captioned study and summary  
of recommendations, taken before Joan M. Kenny,  
C. S. R., a Notary Public in and for the County  
of DuPage, State of Illinois, at the Palos Heights  
City Hall, 7607 West College Drive, Palos Heights,  
Illinois, on Thursday, the 12th day of March,  
A. D. 1998, between the hours of 2:00 P.M. and  
7:00 P.M.



# SRA SPOTLIGHT

## TORRENCE AVENUE PROJECT NEWS

### Individual Community Interviews (ICI'S)



#### The ICI Process and Purpose

Strategic Regional Arterial (SRA) Subset 4 was the first subset to use the Individual Community Interview (ICI's) process. Individual interviews were conducted instead of a group panel meeting to:

- \* Involve community leaders one on one with the project study team.
- \* Identify local concerns at the earliest possible stage of the study.
- \* Create open, two way communication between the study team and community leaders.
- \* Introduce the project study team.
- \* Collect community information.
- \* Identify an ongoing local contact person and a person to continue participation in future panel workshops.

ICI's were held with officials from counties, municipalities and other agencies. Meetings began with an introduction of the corridor leader, the SRA's location, and an explanation of the SRA study's scope and purpose. Information was then solicited from the official regarding the public and/or local political viewpoints for each corridor. Finally, the officials were requested to continue their involvement in future advisory panel workshops.

Cont'd on Page 2



Torrence Avenue is designated as an SRA route for 10 miles from 95th Street to I-80/94 Kingery Expressway. Input received through the Individual Community Interviews (ICI's) conducted to date has provided helpful information in developing the preliminary concept for the corridor. The ICI's have given the project study team a better understanding of local perspectives along the route, as well as knowledge of existing conditions, current and projected land use, and local and regional traffic patterns. ICI's were conducted in the communities of Burnham, Calumet City, Chicago, Lansing and with the Cook County Highway Department. A future ICI will be scheduled with the county forest preserve.

At the north end of the corridor, an S-curve directs all traffic from Torrence Avenue onto Colfax Avenue, which then intersects 95th Street. During an ICI it was suggested that Torrence Avenue be extended to 95th Street and a full intersection improvement constructed to handle expected higher traffic volumes and trucks.

Other issues noted during ICI discussions included the need for improved access from the Torrence Avenue corridor to the east at 103rd Street and also Brainard Avenue. The intersection of 122nd Street and Torrence Avenue will need a traffic signal. This is the only access point on the west side of Torrence Avenue for a developing area along Stony Island and Lake Calumet. Additional access points are needed for large industrial areas around 114th to 117th Streets.

Cont'd on Page 2

# SPOTLIGHT ON

## THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

### The SRA System and Project Team

The SRA system is a 1,340 mile network of existing roads in Cook, Du Page, Kane, Lake, McHenry and Will Counties and a portion of Kendall County which is being studied in subsets of 200-250 miles. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan that addresses urban congestion in Northeastern Illinois with the goal of improving regional mobility. The SRA study incorporates intermodal transportation issues, land planning/use issues and environmental concerns into the study process. The SRA system was developed as part of the region's 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) Policy Committee in 1989.

Torrence Avenue is one of fourteen corridors being studied in the fourth subset of the SRA system. Dames & Moore/MCE, Metro Transportation Group, and Hsiong and Associates form the consulting engineering team that will study the route with Dames & Moore/MCE as the lead consultant. Our team will evaluate input from CATS, IDOT and communities to produce a long-range concept plan of improvements as a part of an interactive process to address the future needs of this corridor.

### The ICI Process and Purpose (cont'd)

The ICI's emphasized that the purpose of the SRA study was for long term future planning along the corridor. Also highlighted was that final recommendations would be corridor-specific, based on future needs and existing conditions along the corridor, not just on a standard SRA design guidelines. The interviews were conducted to listen to concerns, gather information, and involved an open and frank sharing of local viewpoints by the officials interviewed.

### What We Heard From You (cont'd)

The two bridges on Torrence Avenue in Burnham were noted as a problem for pedestrians, where a guardrail installation has reduced the available sidewalk width.

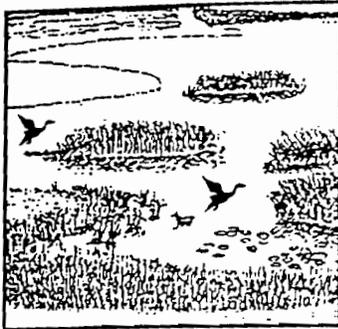
The intersection of 141st Street and Torrence Avenue is a community concern since it is a high accident location due to turning traffic and steep grades. There is a fire station one block west which uses this access point, so closing it off may not be acceptable.

South of 159th Street, the character of the corridor changes dramatically. Land use is entirely commercial, anchored by River Oaks Mall and River Oaks West. Communities noted that traffic is very heavy and congestion is common, especially during the Christmas shopping season. Those interviewed felt that roadway widening or other improvements in this segment would be welcomed. One idea that has been discussed, but not agreed upon, is to construct a new bridge over the Little Calumet River connecting River Oaks Mall to the other shopping malls to the south. This would allow shoppers to drive from one mall to the other without using Torrence Avenue.

The existing bridge carrying Torrence Avenue over the Little Calumet River is also a concern due to narrow existing traffic lanes, causing frequent backups.

These and other issues that were brought up in the ICI's will be addressed in the study of the Torrence Avenue corridor. By identifying the concerns of the local communities at the very outset of the study process, IDOT, CATS, the project study team and local governments will be able to more effectively work together to plan for the future needs of the Torrence Avenue SRA corridor. A corridor issues summary report is being prepared and will be mailed to each ICI participant.

## Environmental Issues - An Introduction



The SRA study is a dynamic project initiated by the Illinois Department of Transportation to examine the future transportation needs of the Northeastern Illinois area. An important concern of this project is the environmental issues which confront highway planning.

As part of the planning process, the SRA project study team will identify key environmental concerns of federal, state, and local significance. The key is to identify these environmental concerns early in the planning process. Early identification allows more time for solutions. Environmental issues which are a concern for transportation projects include nearly the entire spectrum of environmental topics. The SRA project study team reviews each of these topics to determine what effect a roadway project will have on them.

Planners must never lose sight of the fact that environmental concerns equate to people's concerns. It is easy to look at a map and locate a wetland, floodplain, or historic site. The SRA project goes one step further and that is public involvement. It is the people in the community who are most affected both positively and negatively, by a roadway project. People in the communities may have a different perception of environmental impacts than the planners and engineers who review maps. That is why the public involvement process is as key element in dealing with environmental issues. In this way, no environmental concern should be overlooked, and it is the people most affected who can ensure that the environment matters.

After all the data has been collected and the public input is summarized, a more detailed analysis of these environmental concerns will take place as individual corridors proceed to more advanced design stages.

Upcoming issues of the SRA newsletter will spotlight critical environmental issues that are encountered during the planning process. In future issues we will deal with the increasingly important subject of wetlands and the regulations that protect them.



## SRA SPOTLIGHT

*Under Contract With:*



Illinois Department  
of Transportation

*Prepared By:*



DAMES & MOORE / MCE

*In Coordination With:*



Chicago Area  
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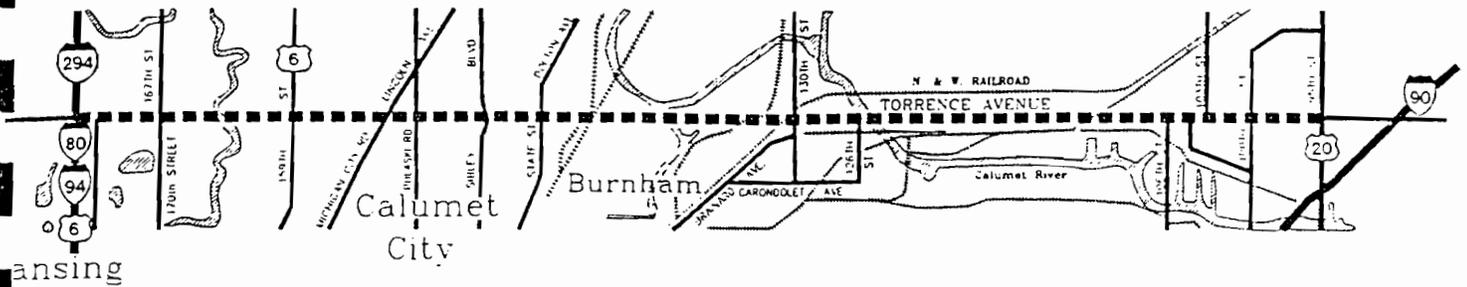
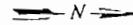
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Calumet City  
City of Chicago Ward 9 and Ward 10  
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Cook County

# SRA

# TORRENCE AVENUE (95TH STREET TO INTERSTATE-80/94/KINGERY EXPRESSWAY)



Illinois Department  
of Transportation



CHICAGO  
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STUDY

**SRA**

# SRA SPOTLIGHT

## TORRENCE AVENUE PROJECT NEWS

### Corridor Description

The Torrence Avenue SRA corridor map is shown on page four. The corridor extends from I-80 at the south end to 95th Street on the north. The roadway has four through lanes from I-80 to 104th Street, and two lanes from 104th to 95th. Curb & gutter and enclosed drainage are provided throughout the corridor. Left turn lanes and traffic signals are provided at major intersections, and a full cloverleaf interchange is provided at I-80. The characteristics of the corridor vary from open space to single family residential to heavy commercial and industrial.

The southern segment of the corridor, from I-80 to 159th Street, is the most heavily traveled and most congested portion of the corridor. The roadway is four lanes wide, with left turn lanes and some right turn lanes. Medians are a mixture of barrier curb and painted two-way left turn lanes. Existing right-of-way is typically 100 feet. Traffic signals are closely spaced, particularly in the River Oaks/River Oaks West area. Land use in this segment is dense commercial developments.

From 159th Street north to Pulaski Road (154th Street) the corridor is almost entirely fronted by forest preserves. The roadway is four lanes wide with a four foot painted median.

From 159th Street north to the Grand Calumet River bridge (approximately 138th Street), the SRA corridor passes through a residential area with light commercial and scattered vacant parcels. The roadway is four lanes wide with no median and intermittent sidewalks. The existing right of way varies from 70 to 85 feet.

North of 138th Street, the land use again changes drastically, becoming heavily industrial. From 138th to 109th, the corridor is characterized by large

facilities such as the Ford assembly plant, Acme Steel Company coke plant, and the Cargill linseed oil processing plant. The roadway in this segment is four lanes, with no medians or sidewalks. Right of way varies from 66 to 116 feet.

The remainder of the corridor, from 109th Street to 95th Street, is a mix of light commercial and residential areas. From 109th to 104th, four lanes are maintained in addition to parking. North of 104th, the four lane pavement is generally used as two through lanes and two parking lanes. Right of way is 80 feet. Between 97th and 96th Streets, the road curves to the west and becomes Colfax Avenue, which intersects 95th Street. Torrence Avenue becomes little more than an alley, and ends at a cul-de-sac south of 95th Street.



# SRA

# SPOTLIGHT ON

## THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

### Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.

Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control.

Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species.



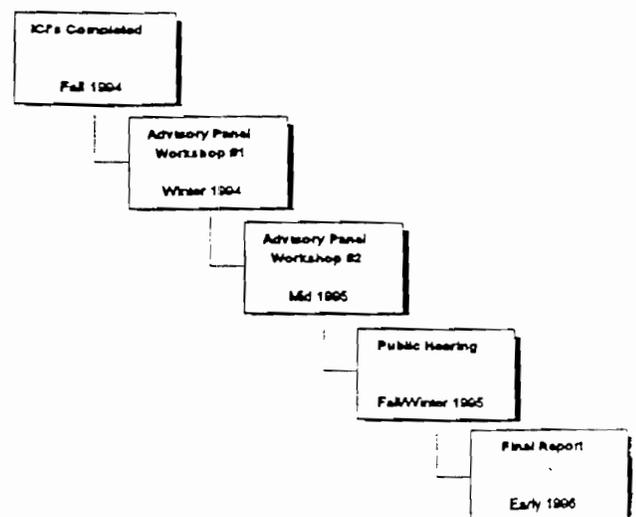
Also, about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

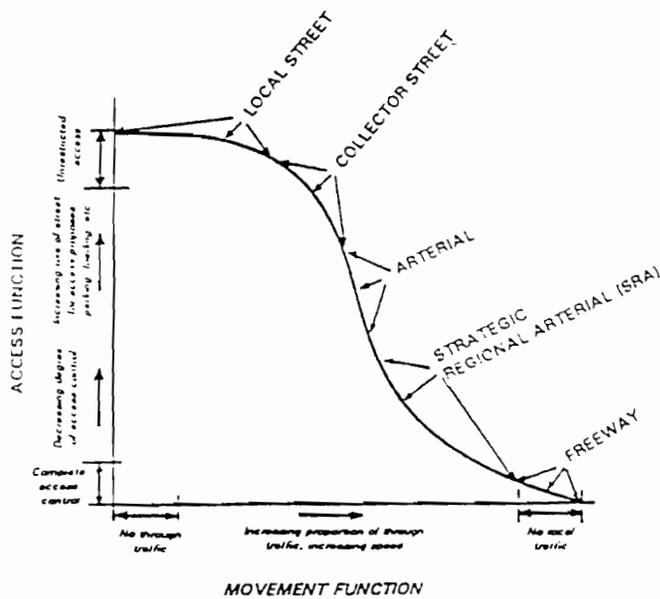
Source: Wetlands, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

### Upcoming Schedule



## ROADWAY HIERARCHIES

The two main characteristics used to classify roadways into a hierarchy are access and mobility. Access refers to the number of locations a vehicle can enter the road, and mobility is the level of ease in reaching the desired destination. In general, greater numbers of access points result in lower mobility due to conflicting traffic movements.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*, October 1968 (Modified by CH2M HILL)

Functional classification of roadways gives planners the ability to group them according to the character of service they are intended to provide and to plan for future transportation needs. The six levels of roadway hierarchies which are associated with the six stages in a vehicle trip are: long distance movement (few access points and high mobility), transition, distribution (SRA), collector, local access, and end destination. Long distance movements are typically handled by expressways, with uninterrupted and high speed traffic flow. After exiting an expressway, motorists travel on a distributor-type roadway to bring them to the vicinity of their destination. Finally, collector or local access roadways with unlimited access bring the motorist to their destination.

Failure to recognize the different purposes of each roadway type, its hierarchy, will lead to inefficient uses by the motorist and inadequate planning for its future need.

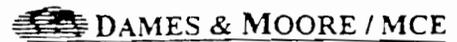


## SRA SPOTLIGHT

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In Coordination With:



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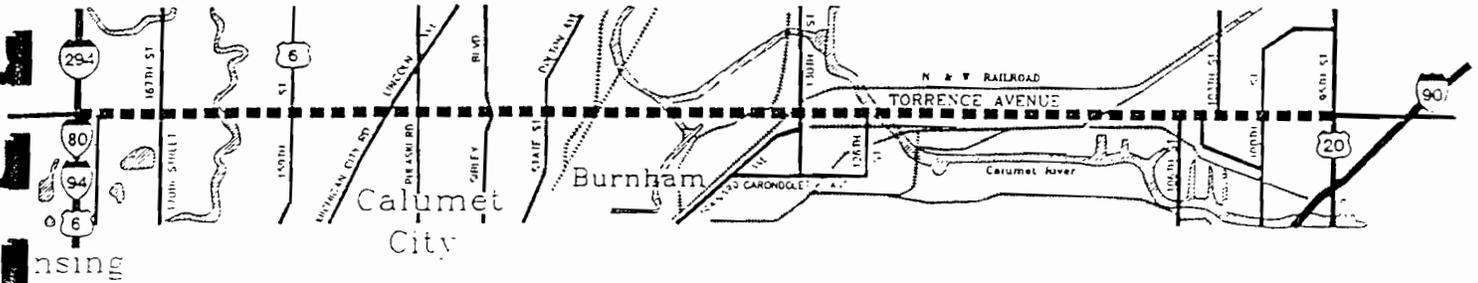
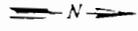
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## TORRENCE AVENUE PROJECT NEWS

### Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICIs are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are

distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICIs.

*Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.*

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.



The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the corridor was gathered at the ICIs. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the

corridor.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

### Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban.

(See TRAFFIC page 2.)

# SRA

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## TORRENCE AVENUE

### TRAFFIC

*(Continued from page 1)*

suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the

number of through lanes and turn lanes. In addition, capacity analysis will also indicate sections of roadway,

#### SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses
- Level of Service

limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

Traffic patterns for the Torrence Avenue SRA corridor are basically proportional to land use densities. At the south end of the corridor, near the River Oaks commercial facilities, traffic volumes are highest. These volumes decrease approaching the north end of the corridor. Future traffic patterns are expected to remain similar with some variations due to growth and development.

### Underground Storage Tanks

**P**icture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account

for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

*(Continued on page 3)*

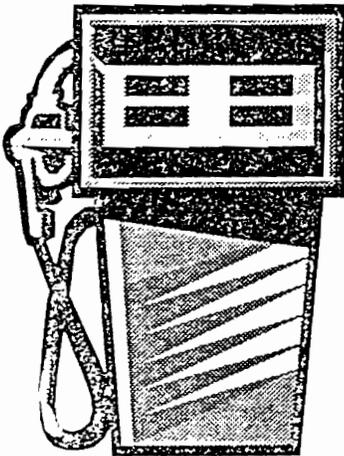
(Continued from page 2)

In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

- 1) Notification to the state of the existence of a tank by its owner.
- 2) Compliance with detection prevention, and correction of release standards.
- 3) Compliance with tank performance standards.
- 4) Compliance with financial responsibility standards.

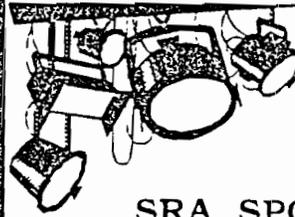
Planning future road improvements and corridor studies will always deal with the problems of UST's and LUST's. What



must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed before these regulations were enacted

that will have to be dealt with.

Reference: *Journal of Environmental Permitting*, Executive Enterprises Publications Co., Inc., New York, New York, 10010-6904 Winter 91/92



## SRA SPOTLIGHT

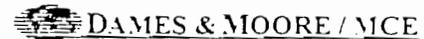
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# SRA

## SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
<u>PLANNING</u>	<u>PRELIMINARY DESIGN</u>	<u>FINAL DESIGN</u>	<u>CONSTRUCTION</u>	<u>POST CONSTRUCTION</u>
<ol style="list-style-type: none"> <li>1) Data Collection</li> <li>2) Test Alternatives</li> <li>3) Local Coordination</li> <li>4) Environmental Screening</li> <li>5) Recommend Improvements</li> <li>6) Public Hearing</li> </ol>	<ol style="list-style-type: none"> <li>1) Preparation of Preliminary Plans</li> <li>2) Public Involvement</li> <li>3) Environmental Studies/Mitigation</li> <li>4) Public Hearing</li> </ol>	<ol style="list-style-type: none"> <li>1) Preparation of Contract Plans</li> <li>2) Community Coordination</li> <li>3) Environmental Mitigation</li> </ol>	<ol style="list-style-type: none"> <li>1) Implementation</li> <li>2) Community Coordination</li> </ol>	<ol style="list-style-type: none"> <li>1) Environmental Monitoring</li> <li>2) Land Development/Access</li> </ol>



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# SRA

# SRA SPOTLIGHT

## TORRENCE AVENUE PROJECT NEWS

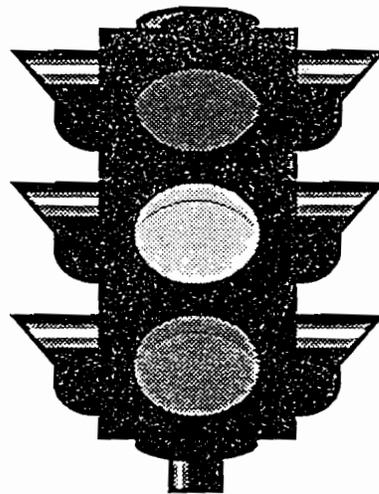
### SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area,

specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation GreenLight as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.

# SRA

# SPOTLIGHT ON

## TORRENCE AVENUE

### Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

design of driveways and public intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompatibility of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

Access management is an important issue for the Torrence Avenue corridor. The corridor characteristics vary from open space to single family residential to heavy commercial and industrial properties. As

### Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by careful control of the location, type and

(Continued from page 2)

the Design Concept is developed and reviewed, techniques which may improve traffic flow without seriously inconveniencing access and cross traffic will be studied. The improvement of through traffic movement and reduction of conflicts along the corridor while maintaining local access to residential, commercial and recreational facilities is an objective of the Torrence Avenue corridor study.

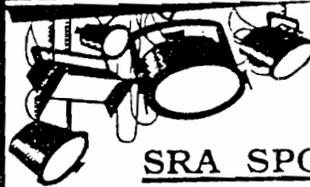
## Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual

(Continued on page 4)



## SRA SPOTLIGHT

**Under Contract With:**



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**In Coordination With:**



Chicago Area  
Transportation Study

**Prepared By:**



**DAMES & MOORE / MCE**

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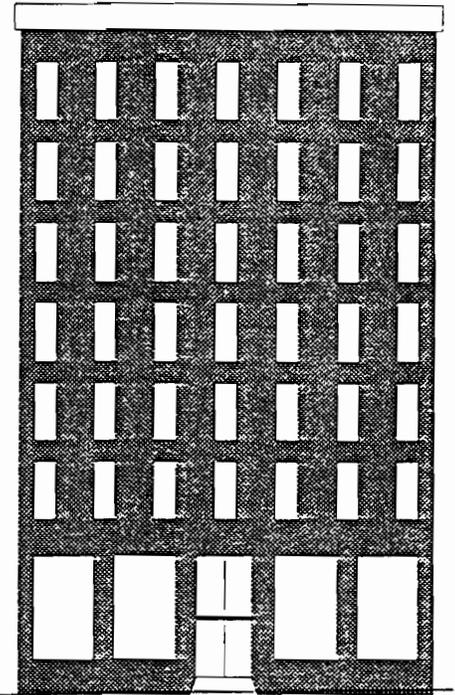
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*(Continued from page 3)*

studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is greater for the routes which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



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