

FINAL REPORT

**S**TRATEGIC  
**R**EGIONAL  
ARTERIAL

TORRENCE AVENUE

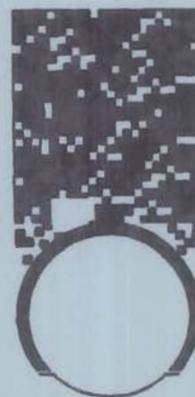
I-80 to 95th STREET (U.S. ROUTE 12/20)

September 26, 1997

By:



For:



Operation  
Greenlight

## ***FOREWORD***

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Torrence Avenue is a Strategic Regional Arterial from I-80 in Cook County to 95th Street (U.S. Route 12/20) in Cook County. This Strategic Regional Arterial (SRA) report for Torrence Avenue 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, Torrence Avenue 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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# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	s-1
<b>INTRODUCTION</b> .....	i
The SRA System .....	i
SRA Design Concept .....	ii
Organization of the Report .....	ii
The Corridor Study Area .....	iii
Location Map and Corridor Map .....	Figures i-1 and i-2
<b>ENVIRONMENTAL CONDITIONS AND LAND USE</b> .....	I-1
Introduction .....	I-1
Segment 1- I-80 to U.S. Route 6 (159th Street) .....	I-1
Environmental Conditions .....	I-1
Land Use .....	I-2
Segment 2 - U.S. Route 6 (159th Street) to 130th Street .....	I-2
Environmental Conditions .....	I-2
Land Use .....	I-3
Segment 3 - 130th Street to 109th Street .....	I-4
Environmental Conditions .....	I-4
Land Use .....	I-4
Segment 4- 109th Street to 95th Street (U.S. Route 12/20) .....	I-5
Environmental Conditions .....	I-5
Land Use .....	I-5
Table I-1: LUST and UST Sites .....	I-7
Table I-2: Significant Buildings and Sites .....	I-11
Table I-3: Sources of Environmental and Land Use Data .....	I-13
Exhibits: Environmental Conditions and Land Use .....	A09-01 to A09-11
<b>EXISTING ROADWAY CONDITIONS</b> .....	II-1
Introduction .....	II-1
Segment 1- I-80 to U.S. Route 6 (159th Street) .....	II-1
Physical Characteristics .....	II-1
Traffic Control, Operations, and Safety .....	II-2
Public Transportation .....	II-2
Segment 2 - U.S. Route 6 (159th Street)- 130th Street .....	II-3

Physical Characteristics	II-3
Traffic Control, Operations and Safety	II-4
Public Transportation	II-4
Segment 3 - 130th Street to 109th Street	II-4
Physical Characteristics	II-5
Traffic Control, Operations, and Safety	II-5
Public Transportation	II-5
Segment 4- 109th Street to 95th Street (U.S. Route 12/20)	II-5
Physical Characteristics	II-6
Traffic Control, Operations, and Safety	II-7
Public Transportation	II-7
Table II-1: Structure Inventory	II-8
Table II-2: Accident Rates at Intersections	II-9
Table II-3: Accident Rates on Segments	II-10
Table II-4: Sources of Data for Traffic and Transportation Characteristics	II-11
Exhibits: Existing Conditions	B09-01 to B09-11

<b>CORRIDOR PLANNING FRAMEWORK</b>	III-1
Functional Classification	III-2
Route Design Considerations	III-2
The 2010 Transportation Network	III-2
2010 Traffic Models	III-3
Other Corridor Planning Activities	III-3
Roadway Improvements	III-3
City and Village Comprehensive Plans	III-3
Transit Improvements	III-3
Future Land Use and Development	III-3
Future Conditions	III-3
Planning Framework and Recommendations	III-3
Cross Section and Geometrics	III-4
Operations	III-4
Access Management	III-4
Public Transit	III-4
Short Term Alternates	III-4
Table III-1: 2010 Desirable Route Characteristics - Suburban	III-5
Table III-2: Suburban SRA Roadway Design Criteria	III-6
Table III-3: 2010 Desirable Route Characteristics - Urban	III-7
Table III-4: Urban SRA Roadway Design Criteria	III-8
Table III-5: Existing and Projected Average Daily Traffic	III-9

<b>RECOMMENDED IMPROVEMENTS</b> .....	IV-1
Segment 1 - I-80 to U.S. Route 6 (159th Street) .....	IV-1
Cross Section and Geometrics .....	IV-1
Operations .....	IV-3
Access Management .....	IV-3
Public Transit .....	IV-3
Short Term Alternates .....	IV-3
Segment 2- U.S. Route 6 (159th Street) to 130th Street .....	IV-4
Cross section and Geometrics .....	IV-4
Operations .....	IV-6
Access Management .....	IV-6
Public Transit .....	IV-7
Short Term Alternates .....	IV-7
Segment 3- 130th Street to 109th Street .....	IV-7
Cross section and Geometrics .....	IV-7
Operations .....	IV-8
Access Management .....	IV-8
Public Transit .....	IV-9
Short Term Alternates .....	IV-9
Segment 4- 109th Street to 95th Street (U.S. Route 12/20) .....	IV-10
Cross section and Geometrics .....	IV-10
Operations .....	IV-11
Access Management .....	IV-11
Public Transit .....	IV-12
Short Term Alternates .....	IV-12
Table IV-1: Estimated R.O.W. Requirements for Torrence Avenue .....	IV-14
Table IV-2: Estimate of Construction Cost .....	IV-15
Table IV-3: Intersection Level of Service (2010) .....	IV-17
Table IV-4: Arterial Level of Service (2010) .....	IV-18
Exhibits: Proposed Conditions .....	C09-01 to C09-11

<b>PUBLIC INVOLVEMENT</b> .....	V-1
Individual Community Interviews Issues Summary Report .....	V-3
Advisory Panel I Workshop Meeting Minutes .....	V-4
Advisory Panel II Workshop Meeting Minutes .....	V-10
Public Hearing .....	V-11
Newsletters .....	V-12

# **EXECUTIVE SUMMARY**

**TORRENCE AVENUE**

## EXECUTIVE SUMMARY

The Torrence Avenue SRA has been divided into four segments. Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

### **Segment 1: I-80 to U.S. Route 6 (159th Street)**

- Develop three 12 foot lanes in each direction, an 18 foot barrier median, concrete curb and gutter which requires 7 feet to 20 feet of additional right-of-way from I-80 to U.S. Route 6 (159th Street).
- Expand the intersection of 170th Street and Torrence Avenue, see Exhibit C09-01.
- Expand the intersection of Landing's Entrance and Torrence Avenue, see Exhibit C09-02.
- Expand the intersection of 166th Street and Torrence Avenue, see Exhibit C09-02.
- Modify structure (number 016-0936) over the Little Calumet River.
- Expand the intersection of Ring Road and Torrence Avenue, see Exhibit C09-02.
- Expand the intersection of Mall Road #1 and Torrence Avenue, see Exhibit C09-02.
- Close the intersection of Mall Road #2 and Torrence Avenue and remove the traffic signal. The dual left turn lanes at U.S. Route 6 will require longer taper and storage lengths.
- Expand the intersection of 159th Street (U.S. Route 6) and Torrence Avenue, provide dual left turn lanes, an exclusive right turn lane, and three through lanes on both the east and west legs. The north and south legs each consist of dual left turn lanes, three through lanes, and an exclusive right turn lane.

## **Segment 2: U.S. Route 6 (159th Street) to 130th Street**

- Develop two 12 foot lanes in each direction, a 14 foot flush painted median from U.S. Route 6 (159th Street) to 154th Street (Pulaski Road), and a 12 foot flush painted median from 154th Street (Pulaski Road) to 130th Street. Additional right-of-way will be required at three places in this segment. There is curb and gutter throughout this segment.
- Expand the intersection of Michigan City Road and Torrence Avenue, see Exhibit C09-03.
- Expand the intersection of State Street and Torrence Avenue, see Exhibit C09-04.
- Reconstruct the existing structure (number 016-0935) over the Indiana Harbor Belt, B.O.C.T. Railroads, and Common Wealth Edison high tension wires at the end of the structures life cycle to include a pedestrian sidewalk.
- Expand the intersection of 140th Street and Torrence Avenue, see Exhibit C09-05.
- Retain the existing structure (number 016-0934) over the Calumet River.
- Expand and realign the intersection of 136th Street and Torrence Avenue; the east leg shall be realigned to match the west leg. The south leg consists of an exclusive left turn lane, two through lanes and an exclusive right turn lane. The north leg consists of an exclusive left turn lane, a through lane and a through/ shared right turn lane. The east and west legs consist of both an exclusive left and through/ shared right turn lanes.
- Match the recommended improvements found in the Final SRA Report for IL83/ 127th Street/ 130th Street at the intersection of 130th Street and Torrence Avenue.

## **Segment 3: 130th Street to 109th Street**

- Develop two 12 foot lanes in each direction, reduce the median to a double yellow line, and curb and gutter all of which fits within the existing right-of-way.
- Retain the existing structure (number 016-6050) vertical lift bridge over the Calumet River.
- Expand the intersection of 122nd Street and Torrence Avenue, see Exhibit C09-07.
- Retain the existing at-grade railroad crossing, C&WI R.R. just south of 110th Street.

## **Segment 4: 109th Street to 95th Street (U.S. Route 12/20)**

- Develop two 12 foot lanes in each direction, a double yellow line median, an 8 foot parking lane on the west side only from 109th Street to 97th Street. From 97th to 96th Street develop two 11 foot lanes in each direction, a double yellow line median and no on-street parking.

From 96th Street to 95th Street develop two 11 foot lanes in each direction, a double yellow line median and 8 foot parking lane on both sides from 96th Street to the alley. This requires additional right-of-way at two locations in this segment, at 100th Street for the realignment and at 96th Street. There is curb and gutter throughout this segment.

- Expand and realign the intersection of 100th Street and Torrence Avenue. The intersection is to be realigned on the east leg to match the west leg. The south leg consists of an exclusive left turn lane, two through lanes and an exclusive right turn lane. The north leg consists of an exclusive left turn lane, a through lane and a through/ shared right turn lane. The east leg consists of an exclusive left turn lane and a through/ shared right turn lane. The west leg consists of an exclusive left turn lane and a through/ shared right turn lane.
- Remove the stop sign control along the Torrence Avenue Corridor at the following streets 105th Street, 104th Street, and 97th Street. The stop sign control on the side street will be maintained at 104th Street, and 97th Street. A traffic signal will be installed at 105th Street.
- Expand the intersection of 95th Street and Colfax Avenue; the north and south legs consist of an exclusive left turn lane, a through lane and a right turn lane. The east and west legs consist of an exclusive left turn lane a through and through/ shared right turn lane.

# **INTRODUCTION**

**TORRENCE AVENUE**

# 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 Torrence Avenue, which has been designated an SRA corridor from I-80, in Cook County, to 95th Street (U.S. Route 12/20), 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 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 Torrence Avenue SRA corridor extends from I-80 at the south end to 95th Street on the north. The corridor is entirely contained in Cook County and is approximately 10 miles in length. 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 (U.S. Route 6), is the most heavily traveled and most congested portion of the corridor. The roadway from the I-80 ramps on Torrence Avenue to Bernice Road (173rd Street) is six lanes wide, with left and right turn lanes. North of Bernice Road 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 shopping mall area. Land use in this segment is dense commercial developments.

From 159th Street (U.S. Route 6) north to 130th Street the corridor passes through a Forest Preserve and a residential area. From 159th Street to 154th Street the corridor is almost entirely surrounded by forest preserves. The roadway is four lanes wide with a four foot painted median. Existing right-of-way is 100 feet. From 154th Street (Pulaski Road) north to 130th 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 70.5 to 200 feet.

North of 130th Street the land use changes drastically, becoming heavily industrial. From 130th to 109th Streets, 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 90 feet.

The segment from 109th Street to 95th Street, is a mix of light commercial and residential areas. From 106th 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 until 97th Street where the right-of-way is 66 feet between 97th Street and 96th Street. 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. The right-of-way between 96th Street and 95th Street varies from 75 to 89 feet.

The Location Map and Corridor Map are shown on the following pages.

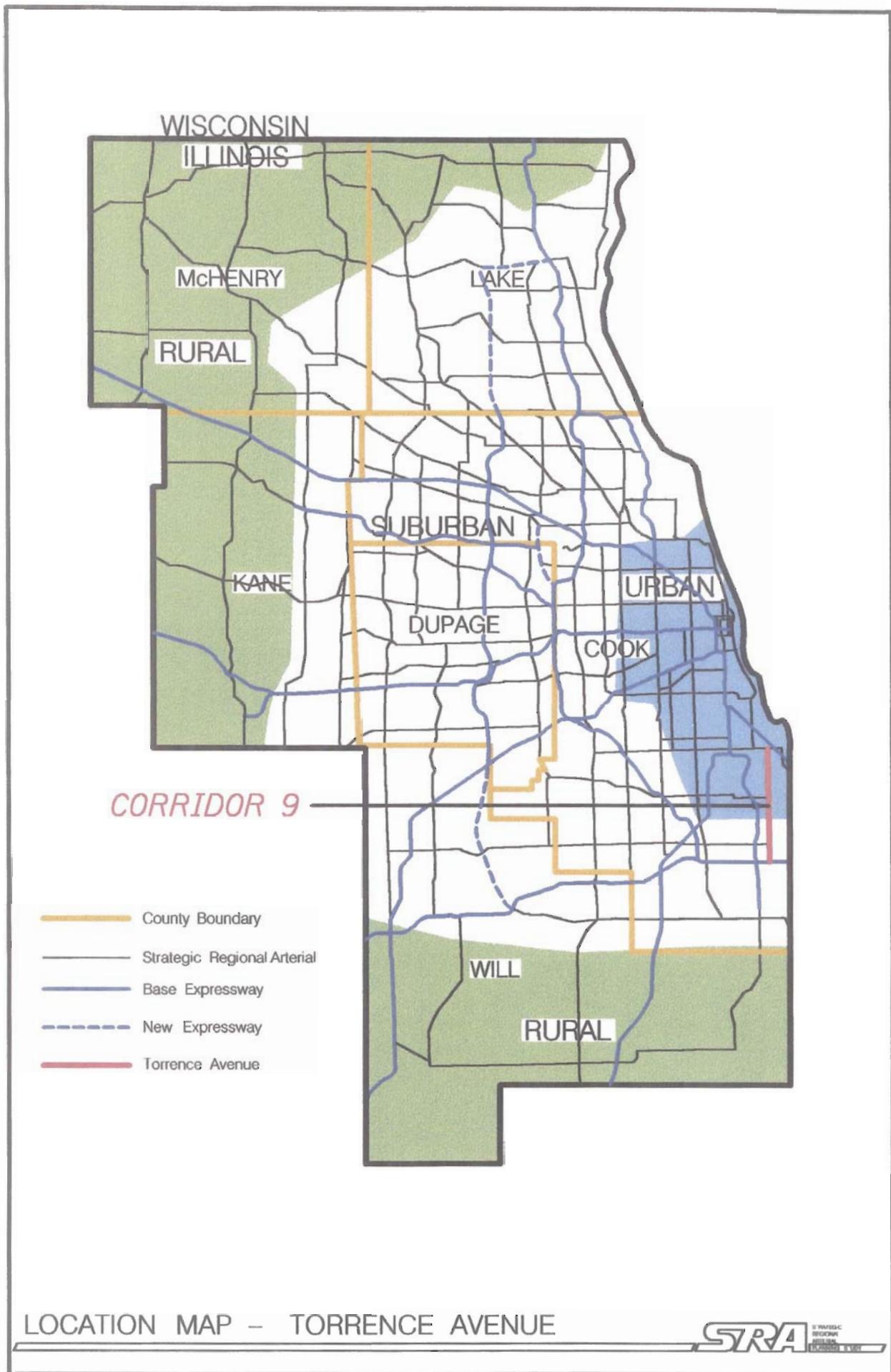
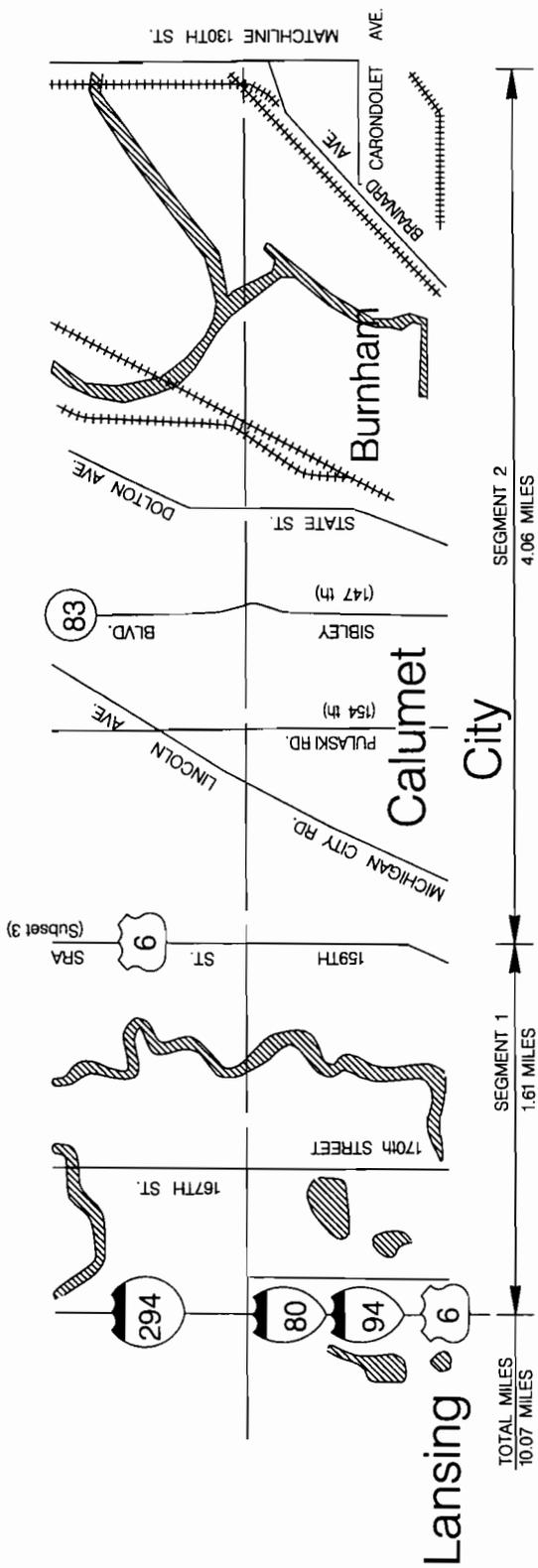


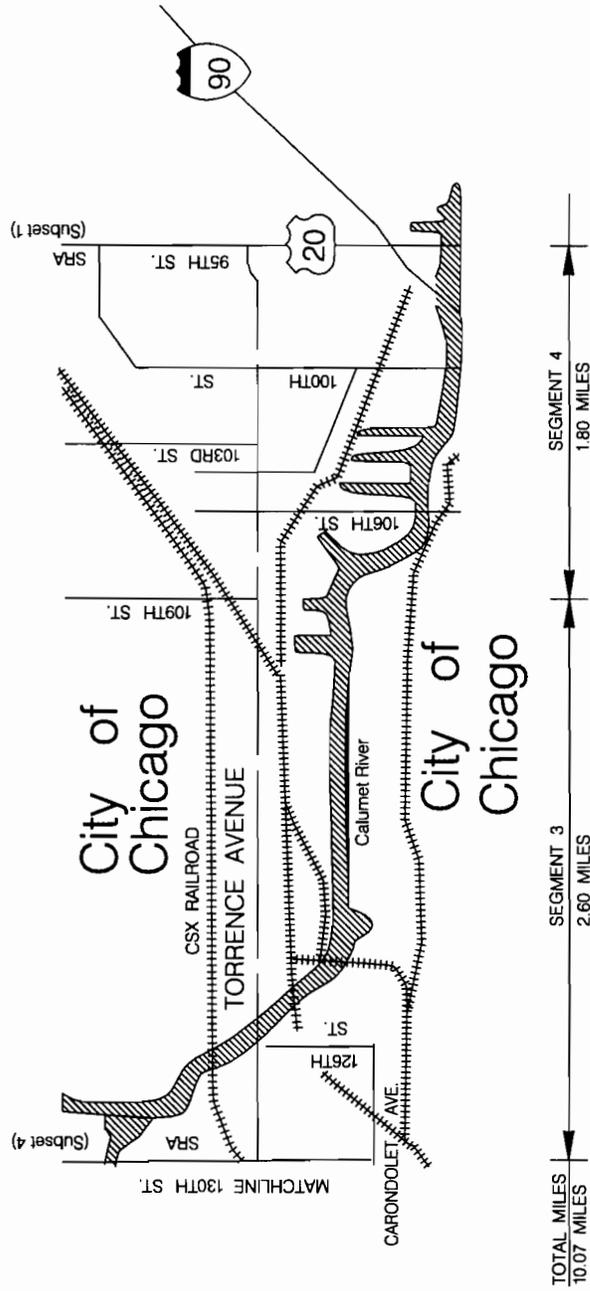
Figure i-1



# CORRIDOR MAP TORRENCE AVENUE



FIGURE i-2



URBAN

# CORRIDOR MAP TORRENCE AVENUE

FIGURE i-2

# **ENVIRONMENTAL CONDITIONS AND LAND USE**

**TORRENCE AVENUE**

# 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 - I-80 to U.S. Route 6 (159th Street)

*Exhibit A09-01 to A09-02*

Segment 1 begins at I-80 and continues north to U.S. Route 6 (159th Street). Torrence Avenue passes through Lansing and Calumet City throughout this segment.

## *Environmental Conditions*

The Little Calumet River crosses under Torrence Avenue between 166th Street and Ring Road. The towns of Lansing and Calumet City border each other by the Little Calumet River. A wetland exists east of Torrence Avenue between 172nd Street and 170th Street.

There are seven sites which may have potential Underground Storage Tanks (UST sites) including; an Oldsmobile dealer located on the southwest corner of 172nd Street and Torrence Avenue, a River Oaks Chrysler/Plymouth Dealer located between 172nd Street and Bernice Road on the east side of Torrence Avenue, an Amoco Station located on the southwest corner of 170th Street and Torrence Avenue, Firestone Car Care located on the southeast corner of 170th Street and Torrence Avenue, Car X located between 170th Street and 172nd Street on the east side of Torrence Avenue, Trak Auto located at 16917 Torrence Avenue, a Mobil Station located on the southwest corner of 159th Street (U.S. Route 6) and Torrence Avenue, and a Shell Station located on the southeast corner of 159th Street (U.S. Route 6) and Torrence Avenue.

There are three sites identified as Leaking Underground Storage Tanks (LUST sites) including; an old gas station (Delta Petroleum) located on the northwest corner of 173rd Street (Bernice Road) and Torrence Avenue, a Kmart Auto Center located on the southeast corner of 173rd Street (Bernice Road) and Torrence Avenue, and a Shell Station located on the southeast corner of 159th Street (U.S. Route 6) and Torrence Avenue.

## ***Land Use***

The land use in this segment is predominantly commercial. There is a Family Care Center and three major shopping centers found in this segment. The River Oaks shopping centers are located on both the east and west sides of Torrence Avenue between Ring Road and 159th Street (U.S. Route 6). The Landing's shopping center is located between 170th Street and 166th Street on the east side of Torrence Avenue.

## **Segment 2 - U.S. Route 6 (159th Street) to 130th Street**

*Exhibit A09-02 to Exhibit A09-06*

Segment 2 begins at U.S. Route 6 (159th Street) and continues north to 130th Street which is also an SRA Route (Corridor 7) from subset 4. This segment runs through a Forest Preserve, Calumet City, Burnham and ends in the City of Chicago. The eastern terminus of the IL Route 83 / 127th Street / 130th Street SRA corridor (#7) is located at the intersection of Torrence Avenue and 130th Street.

## ***Environmental Conditions***

Environmental concerns include; forest preserves, a day care center, grade separated crossing over two railroads and high tension wires, a park, a landfill, a truck facility, a large wetland, 15 identified potential UST sites and 4 identified LUST sites.

A number of wetlands are found within the Cook County Forest Preserve Land. There are also wetlands located east of Torrence Avenue between the Indiana Harbor Belt Railroad and the Baltimore Ohio Chicago Railroad, and west of Torrence Avenue between 134th and 130th streets.

Commonwealth Edison high tension wires, Baltimore Ohio Chicago Terminal Railroad, and Indiana Harbor Belt Railroad all cross under Torrence Avenue north of 145th Street.

The 15 potential Underground Storage Tanks (UST sites) include; Richmond Auto Sales located between Michigan City Road and 154th Street (Pulaski Road) on the east side of Torrence Avenue, Calumet Auto Sales (an old gas station) located on the southeast corner of 154th Street (Pulaski Road) and Torrence Avenue, All-Tune and Lube/ Citgo located on the northwest corner of 154th Street (Pulaski Road) and Torrence Avenue, Torrence Auto Sales located on the northeast corner of 152nd Street and Torrence Avenue, Shell Station located on the northwest corner of Sibley Boulevard (IL Route 83) and Torrence Avenue, Jiffy Lube located directly west of the Shell station, Royal Auto Mart and Cal City Auto Repair located on the east side of Torrence Avenue between Sibley Boulevard (IL Route 83) and Harding, Union 76 Station located on the southwest corner of 146th Street (State Street) and Torrence Avenue, a machine shop and Burnham Auto Parts, both located on the west side of Torrence Avenue between 145th and 146th Streets, Wagon Master Used Cars located on the east side of Torrence Avenue between 145th and 146th Streets, T & S Auto Care located on the northwest corner of 140th Street and Torrence Avenue, Complete Car Care located

on the northeast corner of 140th Street and Torrence Avenue, Truck Repair located on the southeast corner of 139th Street and Torrence Avenue, and an old gas station located on the southwest corner of 130th Street and Torrence Avenue.

The 4 identified Leaking Underground Storage Tanks (LUST sites) include; an old Shell Station located on the northeast corner of 146th Street (State Street) and Torrence Avenue, Preferred Fleet Service located on the northeast corner of 139th Street and Torrence Avenue, Steel Support of U.S. Metal Source located on the northeast corner of 136th Street and Torrence Avenue, and Car Carriers Inc. located on the southeast and northeast corners of 134th Street and Torrence Avenue.

The Little Calumet River crosses under Torrence Avenue between 139th Street and 136th Street. The towns of Calumet City and Burnham border each other by 146th Street (State Street). The town of Burnham and the city of Chicago border each other by 138th Street.

### *Land Use*

The land use in this segment varies from Cook County Forest Preserve Land, commercial, residential, industrial, and wetlands.

Between 154th Street (Pulaski Road) and the Little Calumet River, the area is zoned commercial in a thin strip along both sides of Torrence Avenue. Just outside this commercial zone is an area that is zoned residential. Between the Little Calumet River and 130th Street the area is zoned industrial.

Between 159th Street (U.S. Route 6) and 154th Street (Pulaski Road) Torrence Avenue is surrounded by Cook County Forest Preserve Land. Shabbona Woods, located on the west side of Torrence Avenue, is a unit of the Cook County Forest Preserve District. Sand Ridge Nature Center, on the Illinois Nature Preserve Listing, is located within Shabbona Woods. Clayhole Woods, located on the east side of Torrence Avenue, is also a unit of the Cook County Forest Preserve District. Green Lake Pool and a Picnic Area are located on the northeast corner of 159th Street (U.S. Route 6) and Torrence Avenue.

There are several significant buildings along this segment including; two fire departments, a day care center and a UAW Hall. The Calumet City Fire Station is located two blocks east of Torrence Avenue on the north side of 154th Street (Pulaski Road). The Burnham Fire Department is located on the northwest corner of 141st Street and Torrence Avenue. A day care center is located directly across from 136th Street on the west side of Torrence Avenue.

Preferred Fleet Service, a truck facility, is located between the Little Calumet River and 139th Street on the east side of Torrence Avenue.

There are two parks along this segment. The Hoxie Tot Lot is located on the southeast corner of Hoxie Avenue and 140th Street. The other park is located on the southwest corner of the Indiana Harbor Belt Railroad and Torrence Avenue.

## **Segment 3 - 130th Street to 109th Street**

*Exhibits A09-06 to A09-09*

Segment 3 runs from 130th Street north to 109th Street. The eastern terminus of the IL Route 83 / 127th Street / 130th Street SRA corridor is located at the intersection of Torrence Avenue and 130th Street.

### ***Environmental Conditions***

Environmental concerns include; Ford Motor Company a CERCLIS site, a vertical lift bridge built in 1936, the MSWD of Greater Chicago Sidestream Elevated Pool, a wetland, ACME Steel Company, bus turn around, old tank farm, the Liquid Air Corporation, an old steel plant, and three identified LUST sites. These LUST sites include; Ford Motor Company, located on the northwest corner of 130th Street and Torrence Avenue, and Cargill Incorporated and Continental Grain, both located on the east side of Torrence Avenue directly across from 117th Street.

Ford Motor Company is an identified CERCLIS site located on the northwest corner of 130th Street and Torrence Avenue.

A wetland is located on the northwest corner of 122nd Street and Torrence Avenue between 122nd Street and 116th Street. This area consists of open water with its surface being within five feet of Torrence Avenue. Due to this high water surface elevation, Torrence Avenue is flooded during any significant rainfall. Egrets have been spotted in and around this area.

The MSWD of Greater Chicago Sidestream Elevated Pool is located on the west side of Torrence Avenue near 124th Street, just north of the Calumet River.

The Calumet River crosses under Torrence Avenue between 126th Street and 124th Street. This entire segment is located in the City of Chicago.

### ***Land Use***

The land use in this segment is predominantly industrial with a small section of residential and commercial near 130th Street.

There are several significant buildings or sites along this segment. The Ford Motor Company Taurus Plant is located on the northwest corner of 130th Street and Torrence Avenue. The Torrence Avenue vertical lift bridge over the Calumet River was built in 1936 and may have some historical significance. The ACME Steel Corporation is located on the northwest corner of 116th Street and Torrence Avenue. An old tank farm is located on the west side of Torrence Avenue at 110th Street. A bus turn around is located just north and west of the Chicago and Western Indiana Railroad on Torrence Avenue. The Liquid Air Corporation is located one block west of Torrence Avenue on 109th Street.

## **Segment 4 - 109th Street to 95th Street (U.S. Route 12/20)**

*Exhibits A09-09 through A09-11*

Segment 4 begins at 109th Street and continues north on Torrence Avenue to 97th Street. North of 97th Street, Torrence Avenue is shifted west by an S-curve onto Colfax Avenue at 96th Street. This continues north to 95th Street. The northern terminus of this corridor study is 95th Street.

### ***Environmental Conditions***

Environmental concerns include; two medical centers, a fire department, a steel and wire company, a trucking facility, four churches, three schools, the only parkway trees found in this corridor, and 9 identified potential UST sites and 1 LUST site.

The 9 identified potential sites having Underground Storage Tanks (UST sites) include; Royal Auto Center located on the east side of Torrence Avenue between 104th Street and 105th Street, Cedano Auto Repair (an old gas station) located on the southwest corner of 104th Street and Torrence Avenue, the Auto Warehouse located on the southeast corner of 103rd Street and Torrence Avenue, Auto Repair located on the east side of Torrence Avenue across from 101st Street, an old gas station located on the northwest corner of 95th Street and Torrence Avenue, an Amoco Gas Station located on the southwest corner of 95th Street and Torrence Avenue, a junk yard located on the southeast corner of 96th Street and Torrence Avenue, Torrence Auto Wreckers located on the northeast corner of 96th Street and Torrence Avenue, and Don's Auto Parts located on the southeast corner of 95th Street and Torrence Avenue.

The identified LUST site is an Amoco Station located on the southwest corner of 103rd Street and Torrence Avenue.

This entire segment is located within the City of Chicago.

### ***Land Use***

The land use in this segment varies from low income single family housing to industrial and commercial. The residential areas are located on the west side of Torrence Avenue. The commercial and industrial areas are located on the east side of Torrence Avenue.

There are several significant buildings or sites along this segment. The Southeastern Medical Center is located on the northeast corner of 106th Street and Torrence Avenue. A fire department is located on the northwest corner of 105th Street and Hoxie Avenue. The Chicago Steel and Wire company is located on the northeast corner of 103rd Street and Torrence Avenue. The C&L Cartage Trucking Facility is located on the northeast corner of 98th Street and Torrence Avenue. The South Community Medical Center is located on the northeast corner of 96th Street and Torrence Avenue.

The Old Wisconsin Steel Plant is located on the southeast corner of 106th Street and Torrence Avenue. The homes on the west side of Torrence Avenue between 106th Street and 109th Street may have historical significance.

There are four churches along this segment. St. Kevins's Church is located on the southeast corner of 105th Street and Torrence Avenue. Mighty God Tabernacle Church is located on the southwest corner of 102nd Street and Torrence Avenue. Evangelistic Store Front Church is located on the northwest corner of 103rd Street and Torrence Avenue. Jehovah Witness Church is located on the northeast corner of 99th Street and Torrence Avenue.

There are three schools located along this segment. The O.T. Bright Jr. High School is located on the southeast corner of 105th Street and Torrence Avenue. The Whizz Kids Preschool is located on the west side of Torrence Avenue between 100th Street and 99th Street. The Susan B. Anthony School is located on the southwest corner of 98th Street and Torrence Avenue.

**Table I-1  
LUST and UST Sites  
Torrence Avenue**

<b>Name</b>	<b>Location</b>	<b>Exhibit No.</b>	<b>Incident No. IEPA Number</b>
Oldsmobile Dealer	SW corner 172nd and Torrence Avenue	U41 Exhibit A09-01	
Old Gas Station Delta Petroleum	NW corner 173rd and Torrence Avenue	L40 Exhibit A09-01	922199 0311595076
Kmart Auto Center	SE corner 173rd and Torrence Avenue	L39 Exhibit A09-01	932442 0311590020
River Oaks Chrysler - Plymouth Dealer	Between 172nd and 173rd Street, E. Side	U38 Exhibit A09-01	
Amoco Station	SW corner 170th and Torrence Avenue	U37 Exhibit A09-01	
Car X	Between 170th and 172nd Street, E. Side	U36 Exhibit A09-01	
Firestone Car Care	SE corner 170th and Torrence Avenue	U35 Exhibit A09-01	
Trak Auto	16917 Torrence Avenue	U34 Exhibit A09-02	
Mobil Station	SW corner 159th and Torrence Avenue	U33 Exhibit A09-02	
Shell Station	1351 River Oaks Drive, SE corner 159th and Torrence Avenue	L32 Exhibit A09-02	871757 0310390018
Richmond Auto Sales	Between 154th and Michigan City Road, E. Side	U31 Exhibit A09-03	
Calumet Auto Sales Old Gas Station	SE corner 154th and Torrence Avenue	U30 Exhibit A09-03	
All-Tune and Lube/Citgo	NW corner 154th and Torrence Avenue	U29 Exhibit A09-03	

Torrence Auto Sales	NE corner 153rd and Torrence Avenue	U28 Exhibit A09-04	
Jiffy Lube	Directly West of Shell Station	U27 Exhibit A09-04	
Shell Station	NW corner Sibley and Torrence Avenue	U26 Exhibit A09-04	
Royal Auto Mart	Between Harding and Sibley Boulevard, E. Side	U25 Exhibit A09-04	
Cal City Auto Repair	Between Harding and Sibley Boulevard, E. Side	U24 Exhibit A09-04	
Union 76 Station	SW corner 146th and Torrence Avenue	U23 Exhibit A09-04	
Old Shell Station	NE corner 146th and Torrence Avenue	L22 Exhibit A09-04	900851 0310365004
Machine Shop	Between 146th and 145th Street, W. Side	U21 Exhibit A09-05	
Wagon Master Used Cars	Between 146th and 145th Street, E. Side	U20 Exhibit A09-05	
Burnham Auto Sales	Between 146th and 145th Street, W. Side	U19 Exhibit A09-05	
T & S Auto Care	NW corner 140th and Torrence Avenue	U18 Exhibit A09-05	
Complete Car Care	NE corner 140th and Torrence Avenue	U17 Exhibit A09-05	
Truck Repair	SE corner 139th and Torrence Avenue	U16 Exhibit A09-05	
Preferred Fleet Service	NE corner 139th and Torrence Avenue	L15 Exhibit A09-05	922658 0310365007
Steel Support of U.S. Metal Source	NE corner 136th and Torrence Avenue	L14 Exhibit A09-06	891079 0316006066

NU Car Carriers Car Carriers Incorporated	SE corner 134th and Torrence Avenue	L13 Exhibit A09-06	921152 0316555022 903798 0316550008
Old Gas Station	SW corner 130th and Torrence Avenue	U12 Exhibit A09-06	
Ford Motor Company	NW corner 130th and Torrence Avenue	L11 Exhibit A09-07	731841 0316550002 910462 0316555016
Cargill Incorporated	Across from 117th Street	L10B Exhibit A09-08	903215 0316515008
Continental Grain	Across from 117th Street	L10A Exhibit A09-08	922342 0316525007
Royal Auto Center	Between 104th and 105th Street, E. Side	U10 Exhibit A09-10	
Cedano Auto Repair Old Gas Station	SW corner 104th and Torrence Avenue	U9 Exhibit A09-10	
Amoco Station	SW corner 103rd and Torrence Avenue	L8 Exhibit A09-10	930748 0316515048
Auto Warehouse	SE corner 103rd and Torrence Avenue	U7 Exhibit A09-10	
Auto Repair	Across from 101st Street	U6 Exhibit A09-10	
Old Gas Station	NW corner 95th and Colfax Avenue	U5 Exhibit A09-11	
Amoco Gas Station	SW corner 95th and Colfax Avenue	U4 Exhibit A09-11	
Junkyard	SE corner 96th and Torrence Avenue	U3 Exhibit A09-11	
Torrence Auto Wreckers	NE corner 96th and Torrence Avenue	U2 Exhibit A09-11	
Don's Auto Parts	SE corner 95th and Torrence Avenue	U1 Exhibit A09-11	

**CERCLIS Sites  
Torrence Avenue**

Ford Motor Company

NW corner 130th and  
Torrence

C1  
Exhibit A09-07

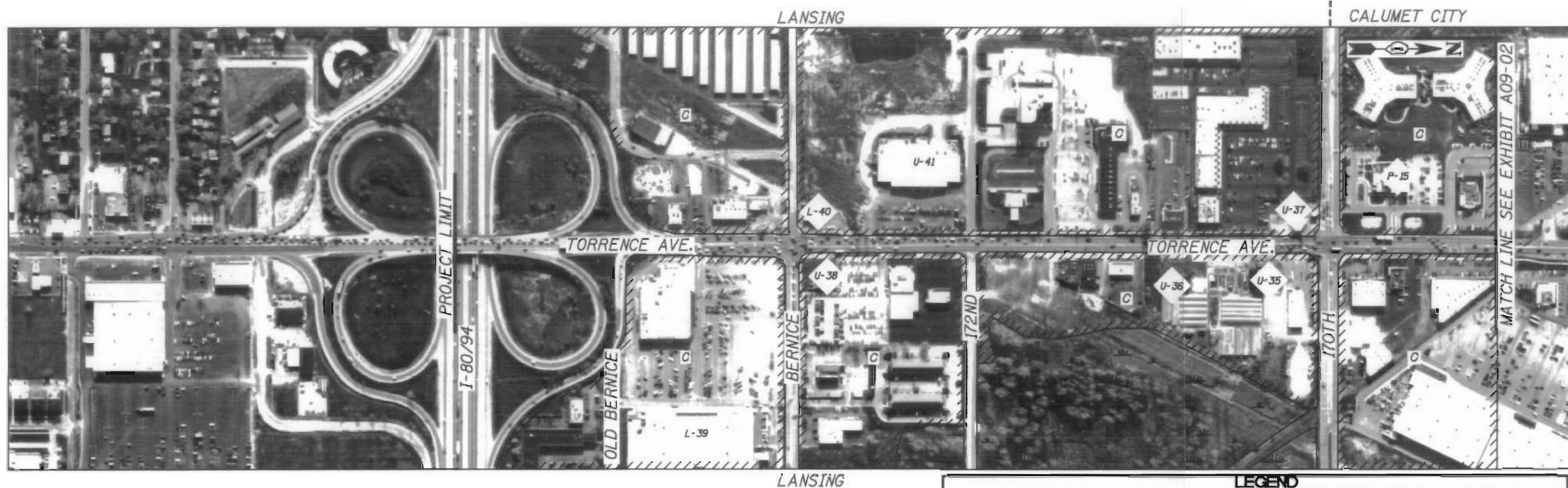
**Table I-2  
Significant Building and Sites  
Torrence Avenue**

<b>Name</b>	<b>Location</b>	<b>Exhibit Number</b>
<i>Churches</i>		
St. Kevin's Church	SE corner 105th and Torrence Avenue	A09-09
Mighty God Tabernacle Church	SW corner 102nd and Torrence Avenue	A09-10
Evangelistic Store Front Church	NW corner 103rd and Torrence Avenue	A09-10
Jehovah Witness Church	NE corner 99th and Torrence Avenue	A09-11
<i>Schools</i>		
O.T. Bright Jr. High School	SE corner 105th and Torrence Avenue	A09-09
Whizz Kids Preschool	Between 99th and 100th Street, W. Side	A09-11
Susan B. Anthony	SW corner 98th and Torrence Avenue	A09-11
<i>Parks</i>		
Hoxie Tot Lot	SE corner Hoxie and 140th Street	A09-05
Park	SW corner Indiana Harbor Belt Railroad and Torrence Avenue	A09-05
<i>Other</i>		
Family Care Center	NW corner 170th and Torrence Avenue	A09-01
Calumet City Fire Station	Two blocks east of Torrence on the north side of 154th Street	A09-03
Burnham Fire Department	SE corner 141st and Torrence Avenue	A09-05
Day Care Center	SE corner 145th and Torrence Avenue	A09-05
UAW Hall	Across from 136th Street	A09-06
Torrence Avenue Bridge	Over the Calumet River	A09-07
MSWD of Greater Chicago Sidestream Elevated Pool	Just north of Calumet River, W. Side	A09-07
ACME Steel Corporation	NW quadrant of 116th and Torrence Avenue	A09-08
Bus Turn Around	NW corner Chicago and Western Indiana Railroad and Torrence Avenue	A09-09
Old Wisconsin Steel Plant	SE corner 106th and Torrence Avenue	A09-09
Southeastern Medical Center	NE corner 106th and Torrence Avenue	A09-09

Fire Department	NW corner 105th and Hoxie Avenue	A09-09
Chicago Steel and Wire Company	NE corner 103rd and Torrence Avenue	A09-10
Truck Facility C & L Cartage	NE corner 98th and Torrence Avenue	A09-11
South Community Medical Center	NW corner 96th and Colfax Avenue	A09-11

**Table I-3  
Sources of Environmental and Land Use Data  
Torrence Avenue**

<b>Item</b>	<b>Data Source</b>
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:**

- = FIRESTONE GAS STATION
- = CAR X
- = AMOCO STATION
- = RIVER OAKS CHRYSLER/ PLYMOUTH DEALER
- = KMART AUTO CENTER INCIDENCE NO. 932442  
IEPA NO. 0311590020
- = OLD GAS STATION (DELTA PETROLEUM) INCIDENCE NO. 922199  
IEPA NO. 0311595076
- = OLDSMOBILE DEALER

**DESCRIPTION OF LAND USE CONDITIONS:**

- = FAMILY CARE CENTER

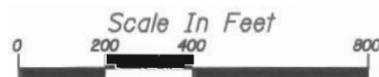
**LEGEND**

	= 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		

**TORRENCE AVENUE - ENVIRONMENTAL AND 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 A09-01



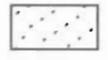
**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = SHELL STATION  
INCIDENCE NO. 871757  
TEPA NO. 031039001B
-  = MOBIL STATION
-  = TRACK AUTO

**DESCRIPTION OF LAND USE CONDITIONS:**

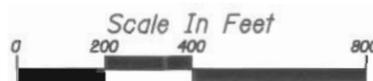
- \* THE LANDING'S SHOPPING FACILITY - 56 ACRES COMMERCIAL
- \* RIVER OAKS MALL - 96 ACRES COMMERCIAL
- \* RIVER OAKS WEST - 58 ACRES COMMERCIAL

**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		

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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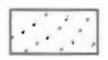


**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = ALL-TUNE AND LUBE/CITGO
-  = CALUMET AUTO SALES (OLD GAS STATION)
-  = RICHMOND AUTO SALES

**DESCRIPTION OF LAND USE CONDITIONS:**

-  = CALUMET CITY FIRE STATION
- COOK COUNTY FOREST PRESERVE
  - \* SHABBONA WOODS
  - \* CLAYHOLE WOODS
 ( 0.99 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		

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

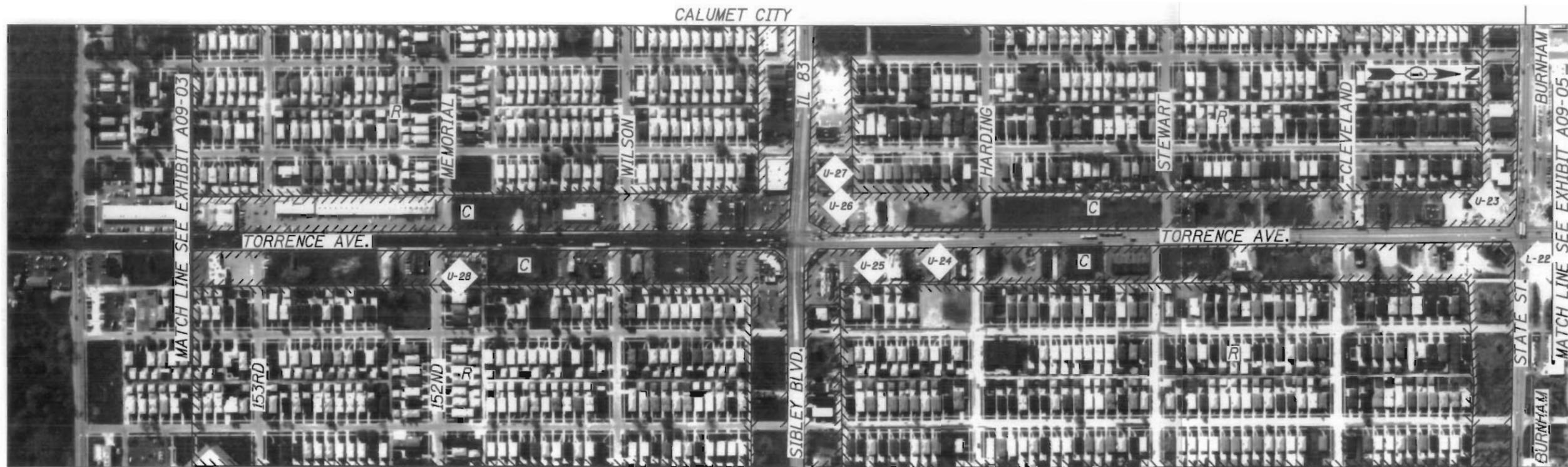
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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A09-03



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = OLD SHELL STATION INCIDENCE NO. 900851  
IEPA NO. 0310365004
-  = UNION 76 STATION
-  = CAL CITY AUTO REPAIR
-  = ROYAL AUTO MART
-  = SHELL STATION
-  = JIFFY LUBE
-  = TORRENCE AUTO SALES

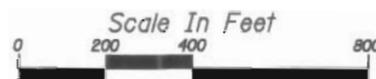
**DESCRIPTION OF LAND USE CONDITIONS:**

**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		

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- = PREFERRED FLEET SERVICE INCIDENCE NO. 922658  
IEPA NO. 0310365007
- = TRUCK REPAIR
- = COMPLETE CAR CARE
- = T & S AUTO CARE
- = BURNHAM AUTO PARTS
- = WAGON MASTER USED CARS
- = MACHINE SHOP

**DESCRIPTION OF LAND USE CONDITIONS:**

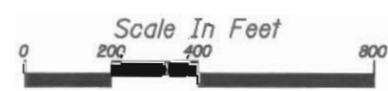
- = DAY CARE CENTER
- = BURNHAM FIRE DEPARTMENT
- = PARK
- = HOXIE TOT LOT

**LEGEND**

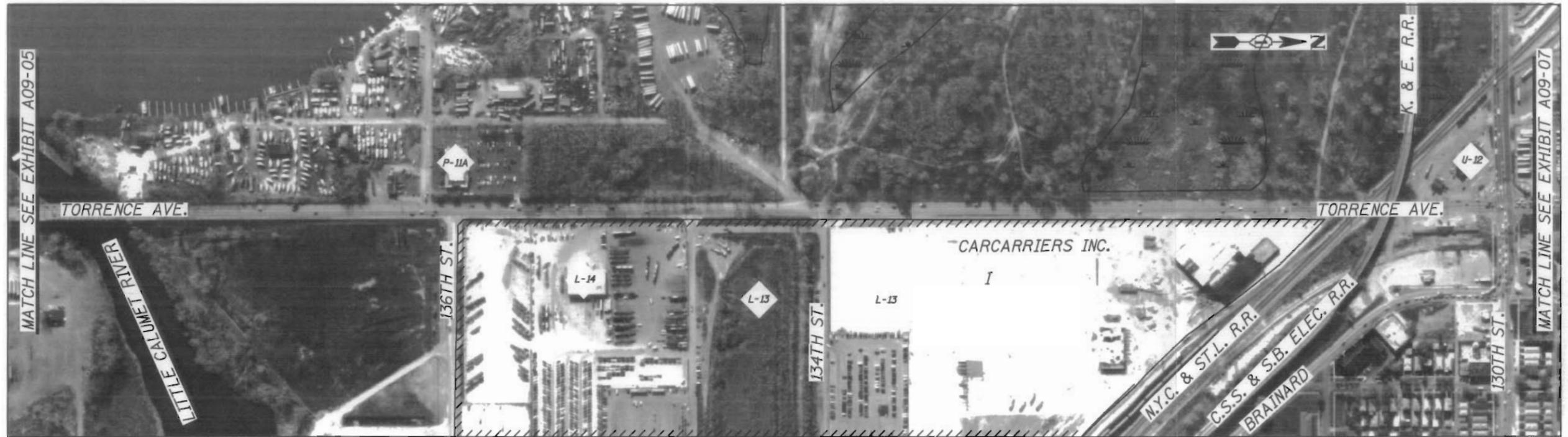
= WETLAND	= L.U.S.T. SITE
= 100 YEAR FLOOD PLAIN	= U.S.T. SITE
= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES	= CERCLIS OR HAZARDOUS MATERIAL SITE
= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE	= HISTORIC SITE
= CEMETERY	= PUBLIC FACILITY
= RELIGIOUS INSTITUTION	

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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



CHICAGO



CHICAGO

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = OLD GAS STATION
-  = CAR CARRIERS INC.  
INCIDENCE NO. 921152  
IEPA NO. 0316555022  
INCIDENCE NO. 903798  
IEPA NO. 0316550008
-  = STEEL SUPPORT OF U.S. METAL SOURCE  
INCIDENCE NO. 891079  
IEPA NO. 0316006066

**DESCRIPTION OF LAND USE CONDITIONS:**

-  = UAW HALL

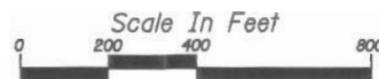
**LEGEND**

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

**TORRENCE AVENUE - ENVIRONMENTAL AND 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 A09-06



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- ◊ L-11 = FORD MOTOR COMPANY  
INCIDENCE NO. 731841  
IEPA NO. 0316550002  
INCIDENCE NO. 910462  
IEPA NO. 0316555016

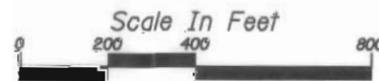
**DESCRIPTION OF LAND USE CONDITIONS:**

- ◊ P-10 = MSWD OF GREATER CHICAGO  
SIDESTREAM ELEVATED POOL
- ◊ P-11 = TORRENCE AVENUE BRIDGE
- ◊ C-2 = FORD MOTOR CO

LEGEND			
	= WETLAND	◊ L-*	= L.U.S.T. SITE
	= 100 YEAR FLOOD PLAIN	◊ U-*	= U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES	◊ C-*	= CERCLIS OR HAZARDOUS MATERIAL SITE
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE	◊ H-*	= HISTORIC SITE
	= CEMETERY	◊ P-*	= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION		

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

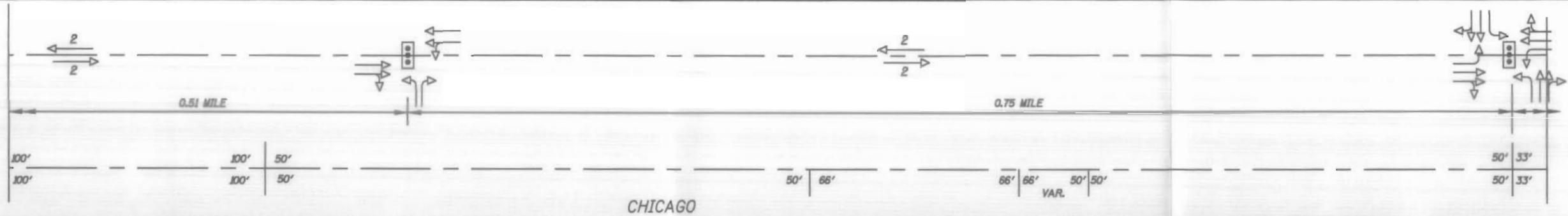
Prepared by DAMES & MOORE/MCE in association with  
METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

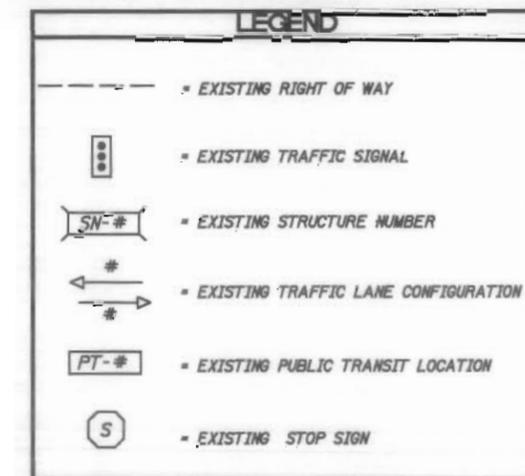
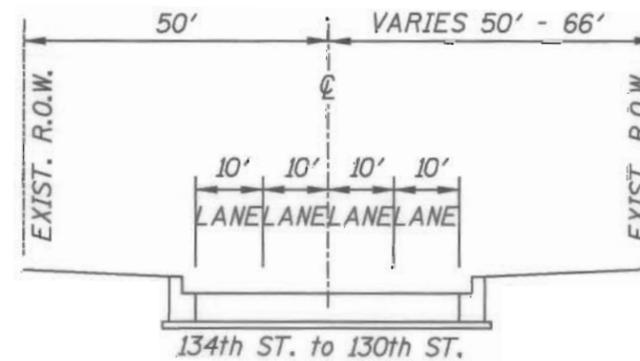
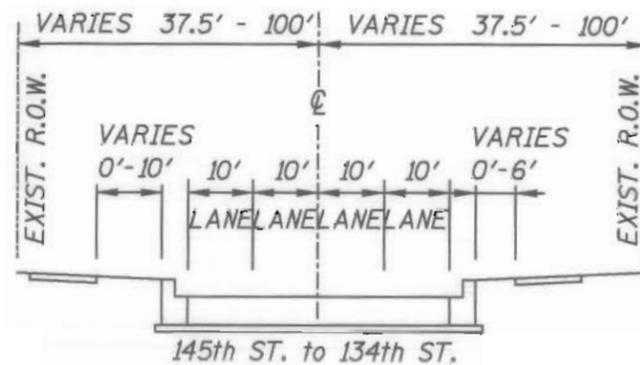
SIGNAL SPACING

EXISTING R.O.W.



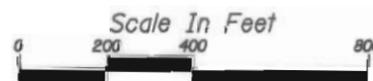
**DESCRIPTION OF EXISTING CONDITIONS:**

- \* SN-3 : STRUCTURE NUMBER 016-0934 - Open Truss Bridge over the Little Calumet River (4-11' Lanes)
- \* SN-4 : BRIDGE NUMBER 71.67 - R.R. Bridge over Torrence Avenue (4-10' Lanes on Torrence Avenue)
- \* PT-9 : PACE 358 BUS ROUTE
- \* PT-10 : PACE 355 BUS ROUTE



**TORRENCE AVENUE - EXISTING CONDITIONS**

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EXISTING LANE CONFIGURATION

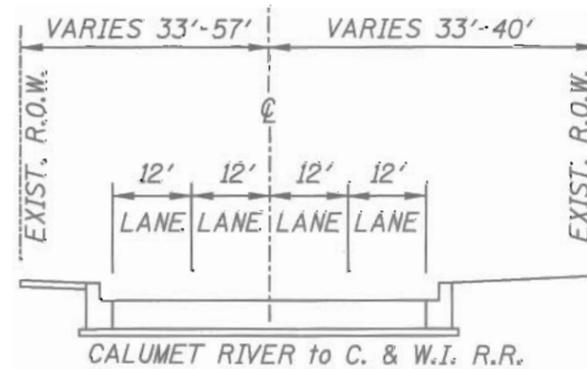
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

CHICAGO

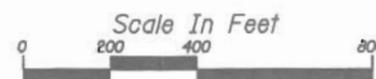


LEGEND	
	EXISTING RIGHT OF WAY
	EXISTING TRAFFIC SIGNAL
	EXISTING STRUCTURE NUMBER
	EXISTING TRAFFIC LANE CONFIGURATION
	EXISTING PUBLIC TRANSIT LOCATION
	EXISTING STOP SIGN

### TORRENCE AVENUE - EXISTING CONDITIONS

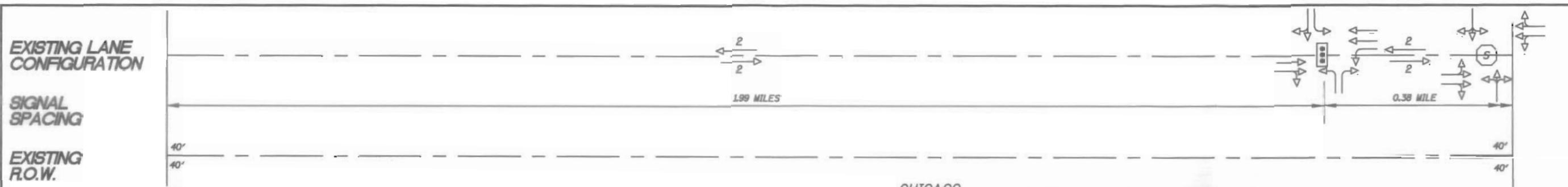
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the

Illinois Department of Transportation

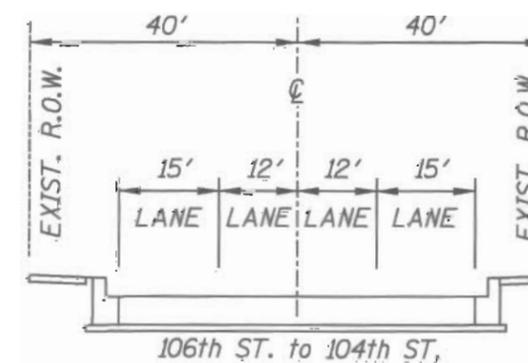
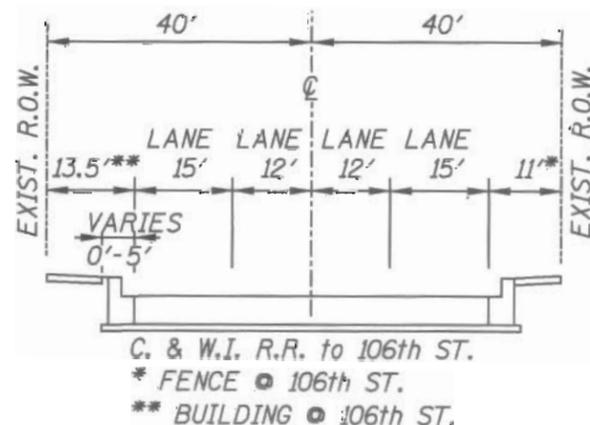
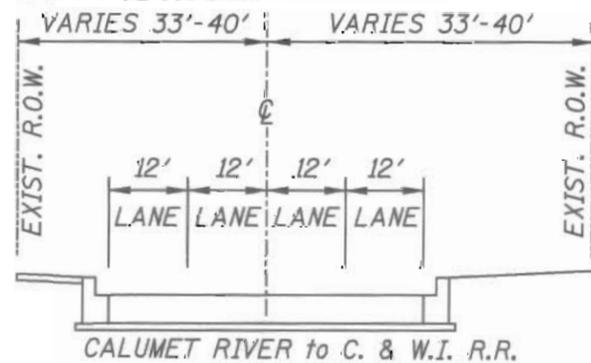


**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B09-08



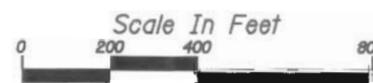
**DESCRIPTION OF EXISTING CONDITIONS:**  
 PT-11 : CTA 27 BUS ROUTE  
 PT-12 : CTA 106 BUS ROUTE



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

### TORRENCE AVENUE - EXISTING CONDITIONS

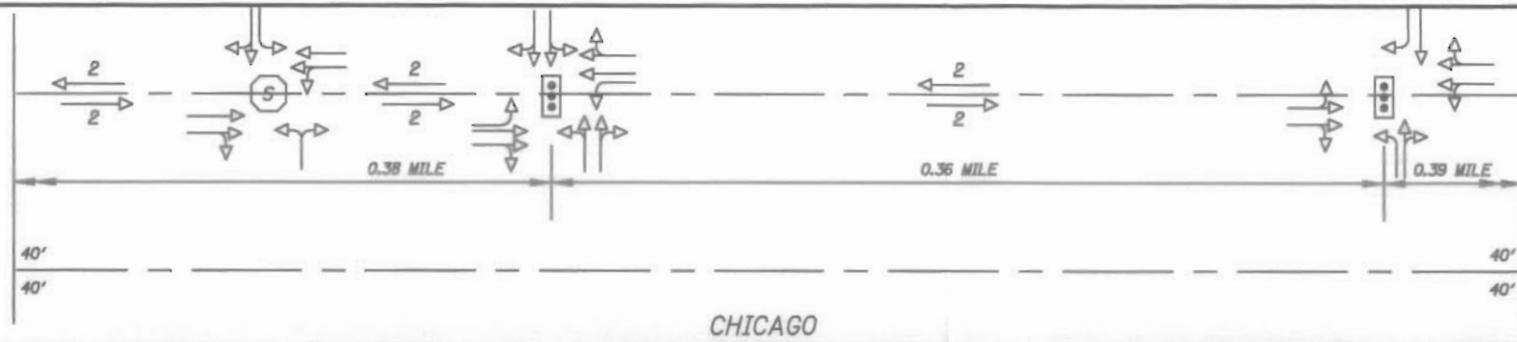
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the



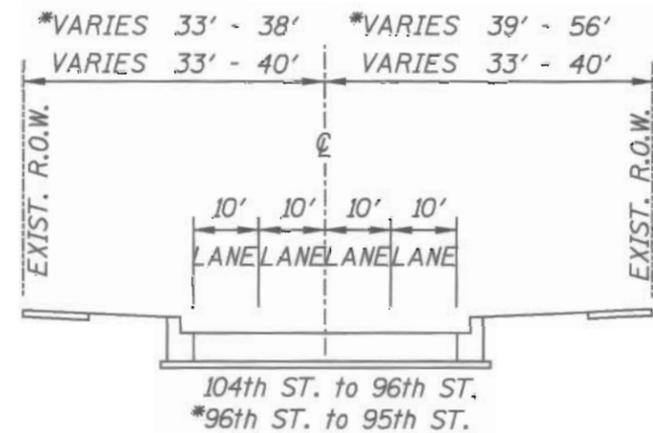
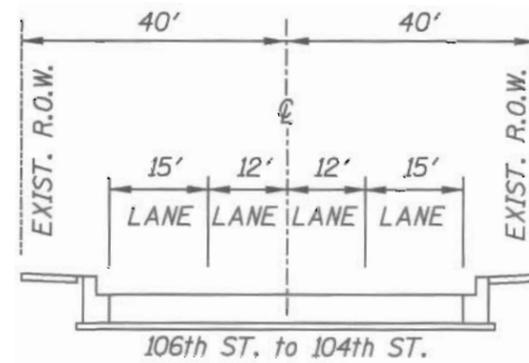
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



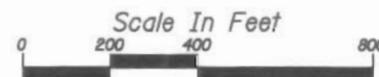
DESCRIPTION OF EXISTING CONDITIONS:  
 PT-13 + 15 : CTA 106 BUS ROUTE  
 PT-12 + 14 : CTA 6 BUS ROUTE



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

TORRENCE AVENUE - EXISTING CONDITIONS

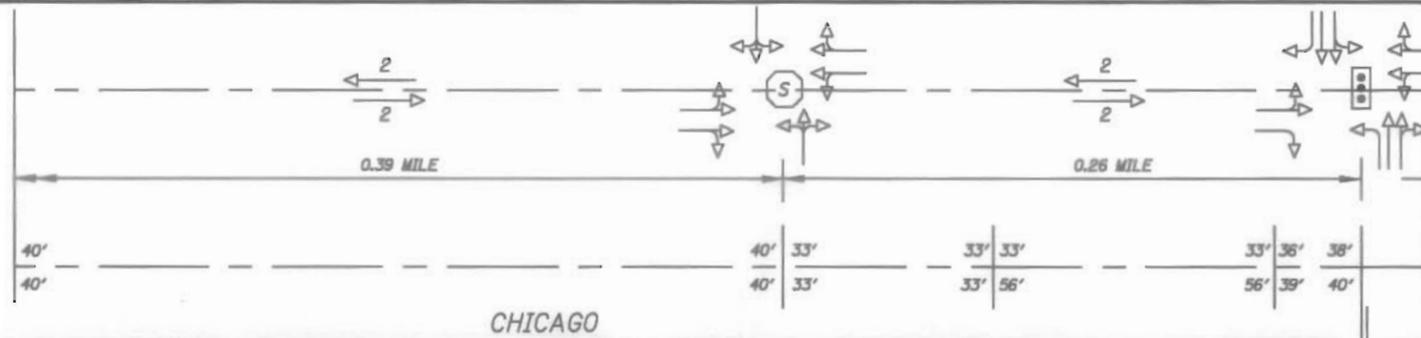
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



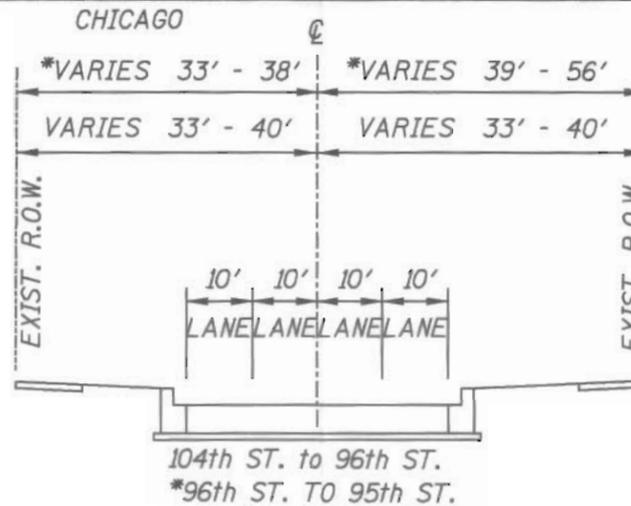
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



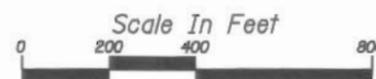
DESCRIPTION OF EXISTING CONDITIONS:



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

## TORRENCE AVENUE - EXISTING CONDITIONS

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



# **CORRIDOR PLANNING FRAMEWORK**

TORRENCE AVENUE

# CORRIDOR PLANNING FRAMEWORK

Long-range planning for the Torrence Avenue 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 Torrence Avenue 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 Torrence Avenue
- Other planned transportation improvements within, crossing, or near the Torrence Avenue corridor
- Long-range land use plans for the communities along Torrence Avenue
- Existing safety and traffic operational problems along Torrence Avenue
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Torrence Avenue was developed after compiling the information mentioned above and includes the following recommendations:

- The number of continuous through lanes in each direction along Torrence Avenue
- 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 Torrence Avenue SRA corridor is classified as suburban and urban; suburban from I-80 to Pulaski Road (154th Street) and urban from Pulaski Road (154th Street) to 95th Street (U.S. Route 12/20). According to the Design Concept Report; the desirable suburban cross section consist of three continuous lanes in each direction, separated by a raised median for access control (See Figure III-1). The desirable urban cross section consist of two continuous lanes in each direction, separated by a painted 14' median (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 Torrence Avenue corridor has a minimum of 100 feet, and typically has 100 feet, of right-of-way throughout the suburban section which will require some right-of-way acquisition. The Torrence Avenue corridor has a minimum of 66 feet, and typically has 80 feet, of right-of-way throughout the urban section which will require some right-of-way acquisition. This right-of-way width through the suburban section provides for three through lanes in either direction separated by a raised median 18 feet wide. The right-of-way width through the urban section provides for two through lanes in either direction separated by a 12 to 14 foot painted median. Full listings of desirable suburban and urban SRA characteristics appears in Tables III-1 and III-3. The Suburban and Urban SRA Roadway Design Criteria appear in Tables III-2 and III-4.

## **The 2010 Transportation Network**

The east-west Tollway, Interstate 80, has an interchange at the beginning of the corridor and there are six direct access points to Interstate 94 from Torrence Avenue. The main purpose of the Torrence Avenue SRA corridor, in conjunction with the other SRA routes in the area, is to supplement and provide access to the two interstates.

The Torrence Avenue SRA corridor is intersected by three SRA routes. Torrence Avenue is the eastern terminus of; the U.S. Route 6 (159th Street) SRA from Subset 3 and the IL 83/127th Street/130th Street SRA from Subset 4. At the northern terminus of the Torrence Avenue SRA it is crossed by the 95 Street (U.S. Route 12/20) SRA from Subset 1.

There is no parallel SRA route in the vicinity of Torrence Avenue. There are three major east-west 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 CATS 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 Torrence Avenue provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives.

### ***Transit Improvements***

The Torrence Avenue corridor has limited existing transit, mostly concentrated at the southern and northern ends. A railroad commuter rail link crosses 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 Torrence Avenue corridor are expected to remain similar in the future. Based on; the mature commercial region and the forest preserve land at the southern end, the mature commercial/ residential and mature industrial regions in the middle portion, and the mature residential/ commercial region in the northern end, only sporadic growth is foreseeable.

## **Planning Framework and Recommendations**

The planning framework was used to determine the best possible alternates for the Torrence Avenue 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**

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**

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 signs, 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

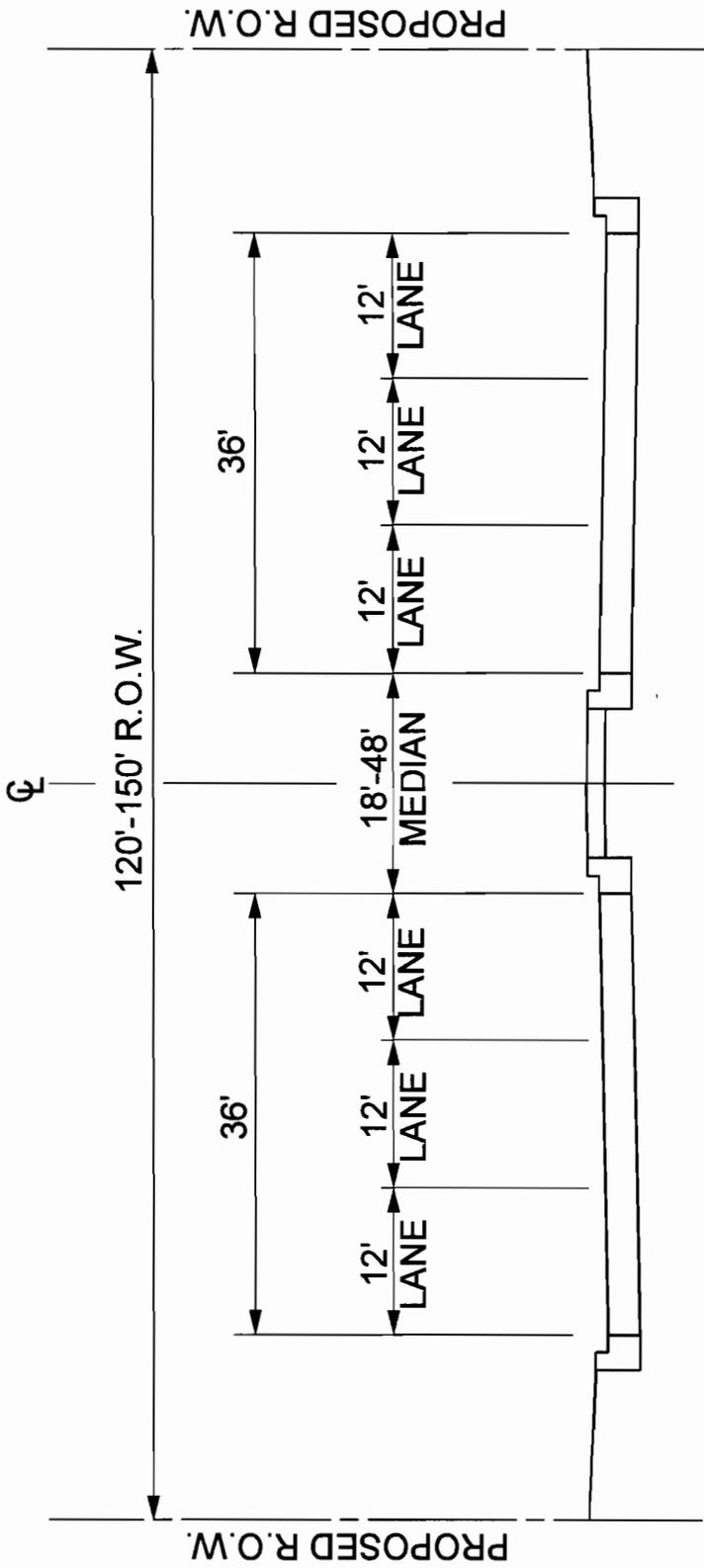
**Table III-4  
Urban SRA Roadway Design Criteria**

<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  
Torrence Avenue**

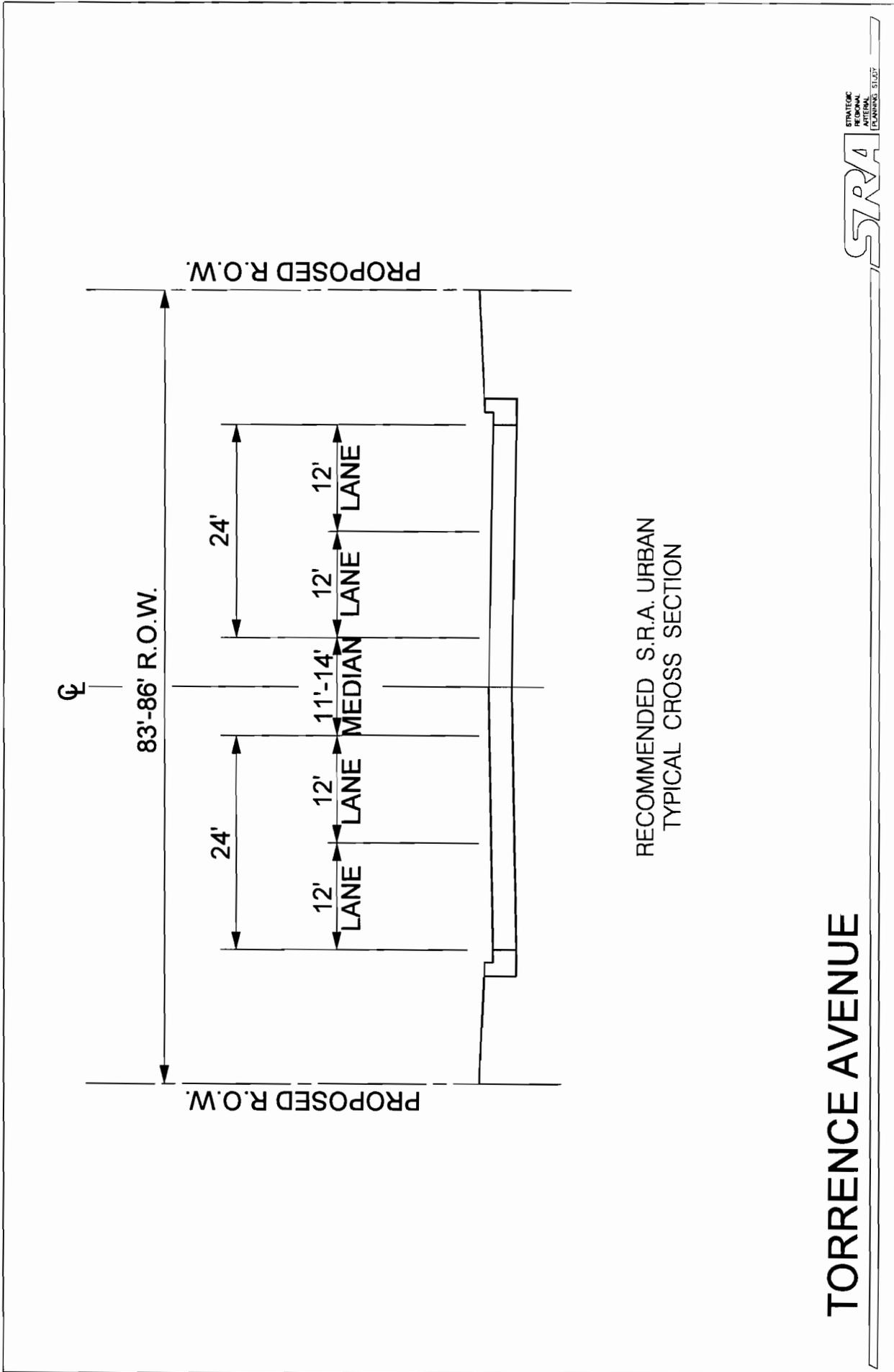
LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
<b>I-80 to 173rd Street</b>	29900	29900
<b>173rd Street to 170th Street</b>	29900	32000
<b>170th Street to 167th Street</b>	26900	30000
<b>167th Street to U.S. Route 6 (159th Street)</b>	26900	27000
<b>U.S. Route 6 (159th Street) to Michigan City Rd.</b>	29300	31000
<b>Michigan City Rd. to Pulaski Rd. (154th Street)</b>	28800	32000
<b>Pulaski Rd. (154th Street) to Sibley Boulevard</b>	25000	29000
<b>Sibley Boulevard to State Street</b>	33000	36000
<b>State Street to 130th Street</b>	17500	22000
<b>130th Street to 103rd Street</b>	13500	22000
<b>103rd Street to 100th Street</b>	14800	30000
<b>100th Street to 95th Street (U.S. Route 12/20)</b>	7500	21000



RECOMMENDED S.R.A. SUBURBAN  
TYPICAL CROSS SECTION

# TORRENCE AVENUE

Figure III-1



PROPOSED R.O.W.

83'-86' R.O.W.

⊕

24'

12' LANE

12' LANE

11'-14" MEDIAN

12' LANE

12' LANE

24'

PROPOSED R.O.W.

RECOMMENDED S.R.A. URBAN  
TYPICAL CROSS SECTION

# TORRENCE AVENUE

Figure III-2

# **RECOMMENDED IMPROVEMENTS**

TORRENCE AVENUE

# RECOMMENDED IMPROVEMENTS

## **Segment 1 - I-80 to U.S. Route 6 (159th Street)**

*Exhibits C09-01 through C09-02*

Segment 1 begins at I-80 and continues north to U.S. Route 6 (159th Street). Torrence Avenue passes through Lansing and Calumet City throughout this segment.

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

From I-80 to Bernice Road it is recommended to retain the existing configuration of six 12 foot lanes, a 5 foot to 17 foot barrier median, and curb and gutter. The recommended cross section from Bernice Road (173rd Street) to U.S. Route 6 (159th Street) consists of six 12 foot lanes, an 18 foot barrier median, and curb and gutter. The recommended right-of-way to provide the six-lane cross section is typically 114 feet on Torrence Avenue. Additional right-of-way is required where exclusive right turn lanes are recommended. On Torrence Avenue from Bernice Road (173rd Street) to U.S. Route 6 (159th Street), additional right-of-way in the amount of 7 to 20 feet will be required.

Intersection improvements will be necessary at some signalized intersections to accommodate projected traffic demand. At the intersection of 173rd Street (Bernice Road) and Torrence Avenue no intersection improvements will be necessary. Capacity analysis shows that a level of service "C" can be achieved with the existing lane configuration.

At the intersection of 170th Street and Torrence Avenue, the north and south legs consist of an exclusive left turn lane, two through lanes, and a shared through/ right turn lane. The east and west legs of the intersection each consist of exclusive lefts, a through lane and a shared through/ right turn lane. Seven feet of additional right-of-way is required on Torrence Avenue for improvements and no right-of-way is required on 170th Street. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration.

At the intersection of the Landing's Entrance and Torrence Avenue, the south leg consists of three through lanes and exclusive left and right turn lanes. The north leg consists of an exclusive left turn lane, two through lanes, and a shared through/ right turn lane. The east leg consists of an exclusive left turn lane, a shared through/ left turn lane and an exclusive right turn lane. The west leg consists of a shared through/ left turn lane and an exclusive right turn lane. Twenty feet of additional right-of-way is required on the south leg of the intersection for improvements. Seven feet of right-of-way is required on the north leg of the intersection and no right-of-way is required on the Landing's Entrance. Capacity analysis shows that a level of service "B" can be achieved with the proposed lane configuration.

At the intersection of 166th Street and Torrence Avenue, the north and south legs of the intersection consist of three through lanes, the north leg has an exclusive left turn lane, and the south leg has an exclusive right turn lane. The east leg consists of both an exclusive left and right turn lane. There is not a west leg at this intersection. Ten feet of additional right-of-way is required on the south leg of the intersection while no additional right-of-way is required on the north leg or on 166th Street. Capacity analysis shows that a level of service "B" can be achieved with the proposed lane configuration.

To accommodate the proposed six-lane roadway cross section it will be necessary to reconstruct IDOT structure number 016-0936 over the Little Calumet River. A clear width of 52 feet exist on this structure. A clear width of 90 feet would be required to provide for the six-lane cross section with the 18 foot median.

At the intersection of Ring Road and Torrence Avenue, both the north leg and south leg consist of three through lanes and exclusive left and right turn lanes. The east leg consists of an exclusive left turn lane, a through lane and an exclusive right turn. The west leg consists of an exclusive left turn lane, a through lane, and an exclusive right turn lane. Ten feet of additional right-of-way is required on the south leg of the intersection. Up to 15 feet of additional right-of-way is required on the north leg of the intersection while there is no additional right-of-way is required on Ring Road. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration.

At the intersection of Mall Road # 1 and Torrence Avenue, the north and south legs each consist of three through lanes and exclusive left and right turn lanes. The east and west legs each consist of a shared through/ left turn lane and an exclusive right turn lane. An additional 15 feet of right-of-way is required on both the north and south legs of the intersection while no additional right-of-way is required on Mall Road #1. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration.

It is recommended that the signalized intersection at Mall Road #2 and Torrence Avenue be closed and the signals removed. The entrance to the mall would remain as a right-in/ right-out. The improvements at the next intersection north, U.S. Route 6, include dual left turn lanes and the storage and taper requirements for these dual left turn lanes will require that this intersection be removed.

At the intersection of 159th Street (U.S. Route 6) and Torrence Avenue, provide dual left turn lanes, an exclusive right turn lane, and three through lanes on both the east and west legs. The north and south legs each consist of dual left turn lanes, three through lanes and an exclusive right turn lane. The south leg of the intersection will require 20 feet of additional right-of-way. The improvement will require 17 to 20 feet of additional right-of-way from the Forest Preserve. Options were studied to minimize the impact to the Forest Preserve, but dual left turn lanes are required at this intersection. To minimize the impacts of any non roadway feature, such as the toe of slopes, they can be built with the use of easements instead of right-of-way. Capacity analysis shows that a level of service "A" can be achieved with the proposed lane configuration. A detail of this intersection is provided on Exhibit D09-01.

## ***Operations***

Based on the traffic model, the 2010 forecast ADT for this segment is between 27,000 vpd and 28,000 vpd. The recommended speed limit is 40 miles per hour.

A capacity analysis was performed for this segment of Torrence Avenue by applying the forecast ADT to the recommended model. The result of this analysis shows that a level of service of "C", or better, can be achieved for both northbound and southbound traffic.

Interconnection and coordination of the signals between Bernice Road and U.S. 6 is recommended.

There are no high accident locations in this segment.

## ***Access Management***

On Torrence Avenue, a barrier median is proposed to control access and reduce conflicts. Full access will be allowed at existing cross streets, but driveways and any future development will be right-in/right-out. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Access consolidation should be considered in future improvements along this segment of Torrence Avenue. Local agencies should proceed with the idea for an internal mall connector road to help traffic circulation between the malls. A median break allowing full access should be provided at 72nd Street. No parking is recommended on this segment of Torrence Avenue.

## ***Public Transit***

PACE bus route 358 & 1008 operates on Torrence Avenue. Priority signal preemption is recommended, and bus turnouts should be constructed where right-of-way is available.

## ***Short Term Alternates***

Local agencies should develop service roads to consolidate access and improve traffic flow at the mall.

## **Concerns Related to Alternate 1**

- Widening on Torrence Avenue impacts a few businesses some with possible environmental concerns.
- Proposed barrier median limits access to businesses along this segment.
- The increase in pavement area due to additional lanes, sidewalks, medians, and shoulders should be taken into consideration when upgrading the drainage system. Compensatory storage areas may be required to replace lost storage due to development and to avoid damage to nearby properties.

## **Alternate 2**

Several options were considered for this section. Alternate 1 is recommended as a way to minimize additional right-of-way required while also providing the minimum suburban cross section. If there is opposition to the barrier median, a 14 foot flush median can be considered. This would reduce the required amount of additional right-of-way while still providing six 12 foot lanes. The barrier median is recommended for safety with six lanes of traffic.

## **Segment 2 - U.S. Route 6 (159th Street) to 130th Street**

*Exhibits C09-02 through C09-06*

Segment 2 begins at U.S. Route 6 (159th Street) and continues north to 130th Street, which is also an SRA Route (Corridor 7). This segment runs through a Forest Preserve, Calumet City, Burnham and ends in the City of Chicago. The eastern terminus of the IL Route 83 / 127th Street / 130th Street SRA corridor (#7) is located at the intersection of Torrence Avenue and 130th Street.

## ***Cross section and Geometrics***

The recommended cross section in Segment 2 differs from that along Segment 1, in that Segment 2 will use an urban cross section instead of the suburban cross section, starting after the improvements to the intersection of U.S. Route 6. This was primarily recommended due to the great impacts that the suburban cross section would have on the Forest Preserve. The proposed cross section consists of four 12 foot lanes, a 14 foot continuous flush median, and curb and gutter from U.S. Route 6 to 154th Street. From 154th Street north to 130th Street, the recommended cross section consists of four 12 foot lanes, a 12 foot continuous flush median, and curb and gutter. Additional right-of-way will be required along Torrence Avenue at three places in this segment of the corridor. The existing right-of-way through the Forest Preserve is 100 feet, and 140 feet of right-of-way is needed at U.S. Route 6 for the intersection improvements discussed in Segment 1. To minimize the land acquisition in the Forest preserve area, any right-of-way needed beyond that required for the roadway features, such as the toe of slopes, will be as temporary easements to grade and shape the ground. The existing right-of-way from 154th Street to 130th Street varies from 70.5 to 200 feet. Therefore no additional right-of-way will be required along most of the segment except for a two block area on the west side of Torrence Avenue between Stewart and State Street where the right-of-way on the west side drops to 33 feet and at 136th Street where right-of-way is required to realign the east leg of the intersection.

Intersection improvements will be necessary at some signalized intersections to accommodate projected traffic demand.

At the intersection of Michigan City Road and Torrence Avenue, the north and south legs consist of an exclusive left, a through lane, and a shared through/ right turn lane. The east leg consists of a shared through/ left turn lane and a right turn lane. The west leg consists of an exclusive left turn lane, a through lane, and a right turn lane. No additional right-of-way is required for the intersection improvements. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration.

At the intersection of 154th Street (Pulaski Road) and Torrence Avenue, the north and south legs each consist of an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs have a shared through/ left and a shared through/ right turn lane. No additional right-of-way is required. Capacity analysis shows that a level of service "C" can be achieved with the existing lane configuration.

At the intersection of Sibley Boulevard (IL Route 83) and Torrence Avenue, the north and south legs have an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs have an exclusive left turn lane, a through lane and a shared through/ right turn lane. No additional right-of-way is required. Capacity analysis shows that a level of service "D" can be achieved with the existing lane configuration.

At the intersection of 146th Street (State Street) and Torrence Avenue, the north and south legs have an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs each have an exclusive left turn lane, a through lane, and a shared through/ right turn lane. No additional right-of-way is required. Capacity analysis shows that a level of service "D" can be achieved with the proposed lane configuration.

To accommodate the proposed four lane roadway cross section it will not be necessary to reconstruct IDOT structure number 016-0935 over the Indiana Harbor Belt, B.O.C.T. Railroads and Commonwealth Edison high tension wires. The existing structure can accommodate two 10 foot inside lanes and two 11 foot outside lanes. When the structure reaches the end of its life cycle the new structure should be widened to accommodate the four lane cross section and include a pedestrian sidewalk. A clear width of 42 feet exists on this structure.

At the intersection of 140th Street and Torrence Avenue, the north and south legs consist of an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs each have an exclusive left turn lane and a shared through/ right turn lane. No additional right-of-way is required. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration.

To accommodate the proposed four lane roadway cross section it will not be necessary to reconstruct IDOT structure number 016-0934 over the Little Calumet River. The existing structure can accommodate four 11 foot lanes. When the structure has reached the end of its life cycle the new structure should accommodate the new approach lane widths. A clear width of 44 feet exist on this structure.

At the intersection of 136th Street and Torrence Avenue, the east leg shall be realigned to match the west leg. The south leg consists of an exclusive left turn lane, two through lanes and an exclusive right turn lane. The north leg consists of an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs have both an exclusive left turn lanes and shared through/ right turn lanes. Additional right-of-way is required in the southeast quadrant of the intersection for the realignment. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration. A detail of this intersection is provided on Exhibit D09-02.

At the intersection of 130th Street and Torrence Avenue, two SRA corridors intersect. This is one of the busiest intersections along this corridor. 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. The recommended improvements developed for the IL 83/ 127th Street/ 130th Street SRA Corridor (#7) will be incorporated as found in the Final SRA Report for that Corridor.

## ***Operations***

Based on the traffic model, the 2010 projected ADT will be between 22,000 vpd and 36,000 vpd. The proposed speed limit is 40 miles per hour.

A capacity analysis was performed for this segment of Torrence Avenue by applying the projected ADT to the recommended model. The analysis predicts that both northbound and southbound traffic will operate at a level of service of "D", or better.

There is one high accident location in this segment, at the intersection of Torrence Avenue and Wilson Avenue.

## ***Access Management***

From U.S. Route 6 (159th Street) to Pulaski Road (154th Street), the proposed continuous flush median will provide protected left turns into the Forest Preserve and to existing businesses. From 154th Street to 130th Street the proposed continuous flush median will allow full access to existing residences and businesses. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. It is recommended to the Forest Preserve that when considering improvements to the entrances south of Michigan City Road that the improvements should include relocation of the west driveway northerly to create a four-way, 90 degree intersection with Torrence Avenue. No parking is recommended on this segment of Torrence Avenue.

## ***Public Transit***

PACE bus route 358 operates on Torrence Avenue in this segment. PACE bus routes 350, 355 and 364 all intersect Torrence Avenue within 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 Torrence Avenue include intersection improvements at the intersection of 136th Street to remove turning traffic from the through lanes.

## **Concerns Related to Alternate 1**

- Widening on Torrence Avenue at U.S. Route 6 will require some right-of-way from the Forest Preserve.
- Widening on Torrence Avenue between Stewart Street and State Street will require an additional 4.5 feet of right-of-way on the west side of Torrence Avenue.
- The realignment of a signalized intersection at 136th Street is required.
- The increase in pavement area due to additional lanes, sidewalks, medians, and shoulders should be taken into consideration when upgrading the drainage system. Compensatory storage areas may be required to replace lost storage due to development and to avoid damage to nearby properties.

## **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 alternative for this segment is to provide the suburban cross section. This would require additional right-of-way from both sides of Torrence Avenue ranging from 7 to 24 feet. Additional right-of-way would be required from the Forest Preserve.

If greater control of access is desired, the 12 foot continuous flush median can be changed to barrier median. This would only work from Pulaski Road (154th Street) to Kettleson (145th Street).

## **Segment 3 - 130th Street to 109th Street**

*Exhibits C09-06 through C09-09*

### ***Cross section and Geometrics***

The recommended cross section from 130th Street to 109th Street consists of four 12 foot lanes, a double yellow line median, and curb and gutter. The existing right-of-way for this segment varies from 66 to 90 feet. No additional right-of-way will be required from 130th Street to 109th Street.

While it is preferred to reconstruct I.D.O.T. structure number 016-6050 over the Calumet River, it will not be necessary. The existing structure can accommodate four ten foot lanes. There are also 4 foot sidewalks on each side. A clear width of 40 feet exist on this structure.

The only signalized intersection improvement in this segment is for 122nd Street and Torrence Avenue. The south leg consists of an exclusive left turn lane and two through lanes. The north leg consists of two through lanes and an exclusive right turn lane. The west leg consists of exclusive left and exclusive right turn lanes. There is no east leg to this intersection. No additional right-of-way is required. Capacity analysis shows that a level of service "B" can be achieved with the proposed lane configuration.

To alleviate the flooding problem from the wetlands around 122nd Street, it is recommended to perform a drainage study on this area. This study will determine what needs to be done to eliminate the flooding problem.

A left turn lane should be provided at 116th Street and Torrence Avenue to remove left turning vehicles from the through lane.

The at-grade railroad crossing, C & W.I. R.R. just south of 110th Street, is recommended to be left in place. There are locked gates across the tracks and tall weeds are growing in the center of the tracks.

### ***Operations***

Based on the traffic model, the 2010 projected ADT will average around 22,000 vpd. The proposed speed limit is 30 miles per hour.

A capacity analysis was performed for this segment of Torrence Avenue by applying the projected ADT to the recommended model. The analysis predicts that both northbound and southbound traffic will operate at a level of service of "D", or better.

There are no high accident locations in this segment.

### ***Access Management***

On Torrence Avenue, the proposed cross section will allow full access to existing residences and businesses. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Future access considerations for property in the southwest corner of Torrence Avenue and 114th Street should include access consolidation. No parking is recommended on this segment of Torrence Avenue.

## ***Public Transit***

PACE bus route 358 operates on Torrence Avenue at 130th Street. CTA bus routes 27 and 106 operate on Torrence Avenue north of 109th Street to 106th 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 Torrence Avenue include intersection improvements at the intersection of 122nd street to remove turning traffic from the through lanes.

## **Concerns Related to Alternate 1**

- A safety hazard exists when the median is reduced to a double yellow line.
- Possible flooding of different areas from the berm.
- Cost of a berm or retaining wall could be high
- The increase in pavement area due to additional lanes, sidewalks, medians, and shoulders should be taken into consideration when upgrading the drainage system. Compensatory storage areas may be required to replace lost storage due to development and to avoid damage to nearby properties.

## **Alternate 2**

A second alternative for this segment is to reduce the median from 14 feet to 8 feet which would allow the proposed cross section to fit within the existing right-of-way. However, additional right-of-way would be required at all intersections that have exclusive turn lanes. Grade-separate Torrence Avenue from C&WI R.R. tracks just south of 110th Street. However;

- Extra right-of-way needed for approaches will impact businesses, homes, wetlands and hazardous environmental sites.
- Large cost involved due to additional right-of-way, relocation of homes and businesses, wetland mitigation and possible hazardous material to be dealt with.
- Due to steep grades of approaches, truck traffic might have problems entering or exiting Torrence Avenue from the steel plant.

A more beneficial alternative would be to use retaining walls for the approaches. This alternative would require less right-of-way; however, there would be extensive cost and the steep grade would also be involved. Another alternative to the flooding problem around 122nd Street would be to place a level sensitive outlet in the wetlands. However, this would have associated maintenance costs.

### **Alternate 3**

A third alternative for the at-grade railroad crossing would be to sink Torrence Avenue under the C&WI R.R. tracks. However, there would be extensive costs to provide extra support for the rail crossing, possible drainage problems due to the high water in the area, steep slopes of approaches and a potential safety hazard for pedestrians. A third alternative for the flooding problem would be to dredge the bottoms of the suspected wetlands to lower the high water surface elevation. However, this would require periodic maintenance due to the constant silting of the wetland bottoms.

### **Segment 4 - 109th Street to 95th Street (U.S. Route 12/20)**

*Exhibits C09-09 through C09-11*

#### ***Cross section and Geometrics***

The recommended cross section from 109th Street to 97th Street consists of four 12 foot lanes, a double yellow line median, curb and gutter, and an 8 foot parking lane on the west side only. From 97th Street to 96th Street the recommended cross section consists of four 11 foot lanes, a double yellow line median, curb and gutter, and no on-street parking. From 96th Street to the alley just south of 95th Street the recommended cross section consists of four 11 foot lanes, a double yellow line median, 8 foot parking lanes on each side, and curb and gutter. From the alley to 95th Street the recommended cross section consists of four 11 foot lanes, a double yellow line median, and curb and gutter. Additional right-of-way will be required at two places along Torrence Avenue; at 100th Street for realignment of the east leg and at 95th Street. The existing right-of-way for this segment varies from 66 to 80 feet. No additional right-of-way will be required from 109th Street to 96th Street except for the intersection improvements at 100th Street. An additional 5.5 feet of right-of-way will be required from 96th Street to the alley just south of 95th Street along the west side of Torrence Avenue. From the alley to 95th Street there is no additional right-of-way required.

Intersection improvements are recommended at 100th Street and 95th Street.

At the intersection of 106th Street and Torrence Avenue, the south leg consists of a through lane and a shared through/ right turn lane. The north leg consists of an exclusive left turn lane and two through lanes. The east leg consists of separate left and right turn lanes. The west leg consists of an exclusive left turn lane and a shared through/ right turn lane. No additional right-of-way is required. The 8 foot parking lane will stop and start each side of the intersection as the left turn tapers are developed. Capacity analysis shows that a level of service "C" can be achieved with the existing lane configuration.

The intersection of 105th Street and Torrence Avenue, has been identified as a candidate for signalization. The need for signalization must be based on traffic signal warrants, as described in the Manual of Uniform Traffic Control Devices.

At the intersection of 104th Street and Torrence Avenue, the stop sign control along Torrence Avenue will be removed while maintaining the stop sign control on the side street.

At the intersection of 100th Street and Torrence Avenue, realignment is proposed. The east leg is to be realigned to match the west leg. The south leg consists of an exclusive left turn lane, two through lanes and an exclusive right turn lane. The north leg consists of an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east leg consists of an exclusive left turn lane and a shared through/ right turn lane. The west leg consists of an exclusive left turn lane and a shared through/ right turn lane. Additional right-of-way is required to realign the intersection and to provide for the exclusive right turn lane on the south leg. The 8 foot parking lane will stop and start each side of the intersection as the left turn tapers are developed. Capacity analysis shows that a level of service "C" can be achieved with the proposed lane configuration. A detail of this intersection is provided on Exhibit D09-03.

At the intersection of 97th Street and Torrence Avenue, the stop sign control along Torrence Avenue will be removed while maintaining the stop sign control on the side street.

At the intersection of 95th Street and Torrence Avenue, the north and south legs consist of an exclusive left turn lane, a through lane and an exclusive right turn lane. The east and west legs consist of an exclusive left turn lane a through and shared through/ right turn lane. Capacity analysis shows that a level of service "A" can be achieved with the proposed lane configuration. A detail of this intersection is provided on Exhibit D09-04.

### ***Operations***

Based on the traffic model, the 2010 projected ADT will be between 21,000 vpd and 30,000 vpd. The proposed speed limit is 30 miles per hour.

A capacity analysis was performed for this segment of Torrence Avenue by applying the projected ADT to the recommended model. The analysis predicts that both northbound and southbound traffic will operate at a level of service of "C", or better.

There are no high accident locations in this segment.

### ***Access Management***

On Torrence Avenue, the proposed cross section will allow full access to existing residences and businesses. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Parking is recommended on this segment of Torrence Avenue; on the west side only from 109th Street to 97th Street and on both the east and west sides from 96th Street to 95th Street. No parking is recommended from 97th Street to 96th Street due to the curve, narrow lanes, and restricted right-of-way..

### ***Public Transit***

CTA bus routes 6, 27, 106 operate on Torrence Avenue in 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 Torrence Avenue include intersection improvements at the intersections of 100th and 95th Streets to remove turning traffic from the through lanes.

### **Concerns Related to Alternate 1**

- Loss of on-street parking on the east side of Torrence Avenue from 109th Street to 97th Street.
- Sidewalk width reduced by 7 feet from 109th Street to 104th Street (existing sidewalk width is 13 feet).
- Loss of 25 to 41 parking spaces from the bowling alley parking lot by realigning 100th Street.
- Additional right-of-way is required on the west side of Torrence (Colfax) Avenue from 96th Street to the alley just south of 95th Street.
- The increase in pavement area due to additional lanes, sidewalks, medians, and shoulders should be taken into consideration when upgrading the drainage system. Compensatory storage areas may be required to replace lost storage due to development and to avoid damage to nearby properties.

### **Potential Off-Street Parking**

Due to the unavailability of excess right-of-way from 109th Street north to 95th Street the parking lane on the east side is to be eliminated. To compensate for the lost parking spaces several sites have been identified as potential sites for off street parking.

- Vacant lot - Northwest corner of 109th Street.
- Abandoned Steel Plant - Southeast corner of 106th Street.
- Vacant lot - West side between 107th and 106th Streets.
- Vacant lot - West side between 107th and 106th Streets.
- Vacant lot - West side between 106th and 105th Streets.
- Vacant lot - West side between 104th and 103rd Streets.
- Vacant lot - Northwest corner of 101st Street.
- Vacant lot - West side between 101st and 100th Streets.
- Vacant lot - Northwest corner of 100th Street.

### **Alternate 2**

A second alternative for this segment would be to provide four 11 foot lanes, an 11 foot flush median, 8 foot parking lanes on each side and curb and gutter from 109th Street to 97th Street. This would require 8 additional feet of right-of-way from the east side of Torrence Avenue. From 97th Street to 96th Street the cross section would consist of four 11 foot lanes, a double yellow line median, 8 foot parking lanes on both sides, curb and gutter and this would require 5.5 feet of additional right-of-way from both sides. From 96th Street to the alley just south of 95th Street the cross section would consist of four 11 foot lanes, a double yellow line median, 8 foot parking lanes on both sides, and curb and gutter. This would require no additional right-of-way however the centerline would be shifted 5.5 feet to the east. From the alley to 95th Street the cross section would consist of four 11 foot lanes, a double yellow line median, curb and gutter, and narrow parkways. This would require an additional 2.5 feet of right-of-way from the west side, while no additional

right-of-way would be required for the east side. This alternate would impact several homes and businesses in this segment.

### **Alternate 3**

A third alternative for this segment from 109th to 97th Streets would consist of four 11 foot lanes, an 11 foot flush median, curb and gutter, and no on-street parking. This requires no additional right-of-way however there is substantial loss of on-street parking which will hurt businesses. From the alley south of 95th Street to 95th Street the cross section would consist of four 11 foot lanes, a double yellow line median, curb and gutter, and wide parkways. The intersection would not be able to match the recommended configuration from SRA Subset 1.

**Table IV-1  
Estimated R.O.W. Requirements for Torrence Avenue**

<b>Segment</b>	<b>Intersecting Street or Feature</b>	<b>Estimated Additional R.O.W. Required (acres)</b>	<b>Cost Estimate (1995 Dollars)</b>
I	170th	.52	226,800
I	Landing's Entrance to 166th	.64	279,000
I	Ring Road to U.S. Route 6	1.15	499,750
<b>Segment I Total</b>			<b>1,005,550</b>
II	State Street	.12	79,890
II	Forest Preserve	.46	36,730
II	136th	.34	225,000
<b>Segment II Total</b>			<b>341,620</b>
III	No R.O.W. taken		
<b>Segment III Total</b>			<b>0</b>
IV	100th	.52	337,500
IV	95th	.08	35,750
<b>Segment IV Total</b>			<b>373,250</b>
<b>CORRIDOR TOTAL</b>		<b>3.83</b>	<b>1,720,420</b>

**Table IV-2**  
**Estimate of Construction Cost**  
**Torrance Avenue**

<b>Recommended Improvement</b>	<b>Estimated Cost (1995 Dollars)</b>
<b>Segment I</b>	
Roadway	6,138,238
Intersection/Interchange Improvement	1,100,000
Structure Modification/Replacement	917,700
Right-of-way	1,005,550
Transit Improvement	0
<b>Total Estimated Cost for Recommended Improvements - Segment I</b>	<b>9,161,488</b>
<b>Segment II</b>	
Roadway	11,614,316
Intersection/Interchange Improvement	700,000
Structure Modification/Replacement	0
Right-of-way	341,620
Transit Improvement	0
<b>Total Estimated Cost for Recommended Improvements - Segment II</b>	<b>12,655,936</b>
<b>Segment III</b>	
Roadway	2,991,136
Intersection/Interchange Improvement	3,259,090
Structure Modification/Replacement	0
Right-of-way	0
Transit Improvement	0
<b>Total Estimated Cost for Recommended Improvements - Segment III</b>	<b>6,250,226</b>
<b>Segment IV</b>	
Roadway	5,875,800
Intersection/Interchange Improvement	1,200,000

Structure Modification/Replacement	0
Right-of-way	373,250
Transit Improvement	0
<b>Total Estimated Cost for Recommended Improvements - Segment IV</b>	<b>7,449,050</b>
<b>Estimated Cost for All Recommended Improvements Torrence Avenue</b>	<b>35,516,700</b>

**Table IV-3  
Intersection Level of Service (2010)  
Torrence Avenue**

	N	S	E	W	INT
173rd (Bernice Road)	C	C	D	D	C
167th (170th)	B	B	C	D	C
Landings Entrance	B	B	C	C	B
166th	B	B	C	N/A	B
Ring Road	B	C	C	D	C
Mall Road 1	C	C	D	D	C
159th (U.S. Route 6)	A	A	A	A	A
Michigan City Road	B	B	C	C	C
154th (Pulaski Road)	C	C	D	C	C
Sibley Boulevard (IL 83)	D	C	C	D	D
State Street (146th)	C	D	D	D	D
140th	B	B	D	C	C
136th	A	D	C	N/A	C
130th	N/A	N/A	N/A	N/A	N/A
122nd	B	B	N/A	B	B
106th	B	B	D	C	C
103rd	D	D	C	D	D
100th	B	B	D	C	C
95th (U.S. Route 12/20)	A	A	A	A	A

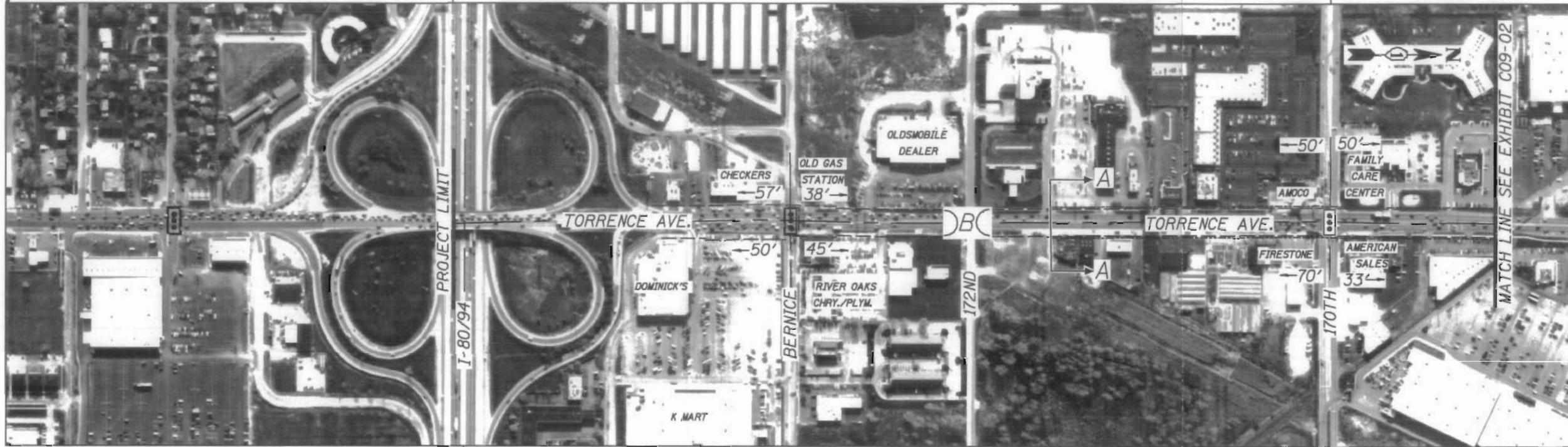
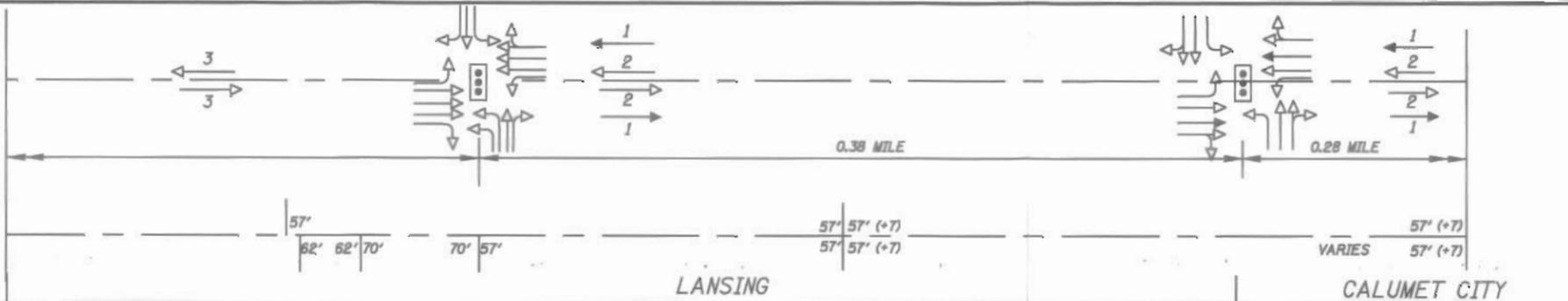
**Table IV-4  
Arterial Level of Service (2010)  
Torrence Avenue**

		<b>NB</b>	<b>SB</b>
<b>Segment I</b>	<b>I-80 to U.S. Route 6</b>	<b>C</b>	<b>C</b>
<b>Segment II</b>	<b>U.S. Route 6 to 130th Street</b>	<b>D</b>	<b>D</b>
<b>Segment III</b>	<b>130th Street to 109th Street</b>	<b>D</b>	<b>D</b>
<b>Segment IV</b>	<b>109th Street to 95th Street (U.S. Route 12/20)</b>	<b>C</b>	<b>C</b>
<b>Torrence Avenue</b>	<b>Overall</b>	<b>C</b>	<b>C</b>

PROPOSED LANE CONFIGURATION

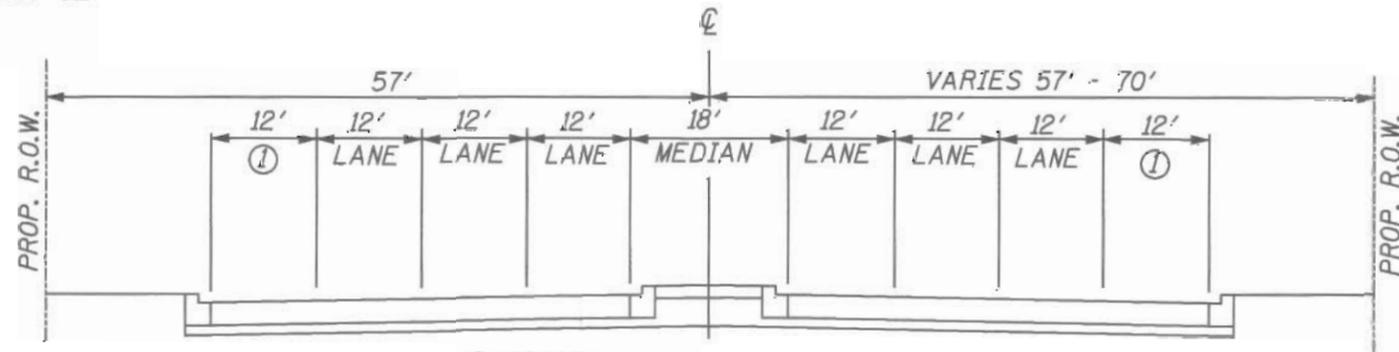
SIGNAL SPACING

PROPOSED R.O.W. [ ADDITIONAL R.O.W. REQUIRED ]



DESCRIPTION OF PROPOSED CONDITIONS:

- \* Construct 6-12' lanes from Bernice Road to Matchline C09-02
- \* Construct 18' barrier median
- \* Interconnection and coordination of the signals between Bernice Road and U.S. 6 is recommended
- \* Provide median break for full access to 172nd Street

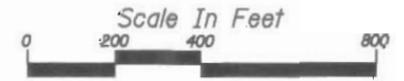


PROPOSED TYPICAL SECTION A - A  
BERNICE RD. TO MATCHLINE C09-02  
① EXCLUSIVE RIGHT TURN LANE

LEGEND	
	PROPOSED RIGHT OF WAY
	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

TORRENCE AVENUE - PROPOSED CONDITIONS

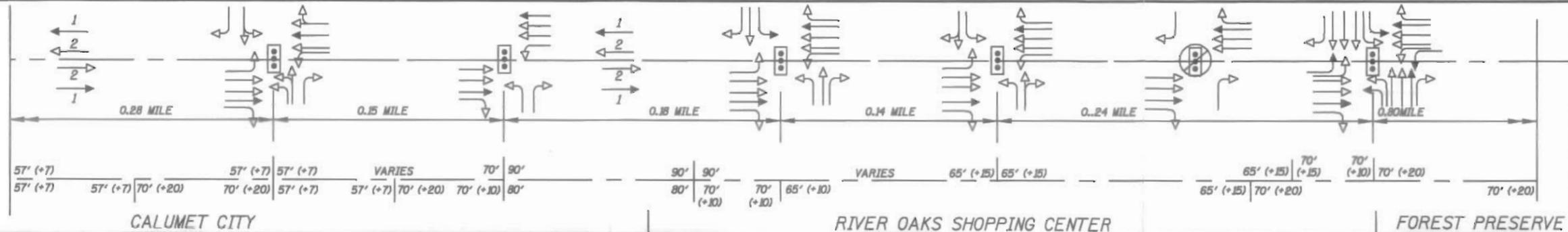
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**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



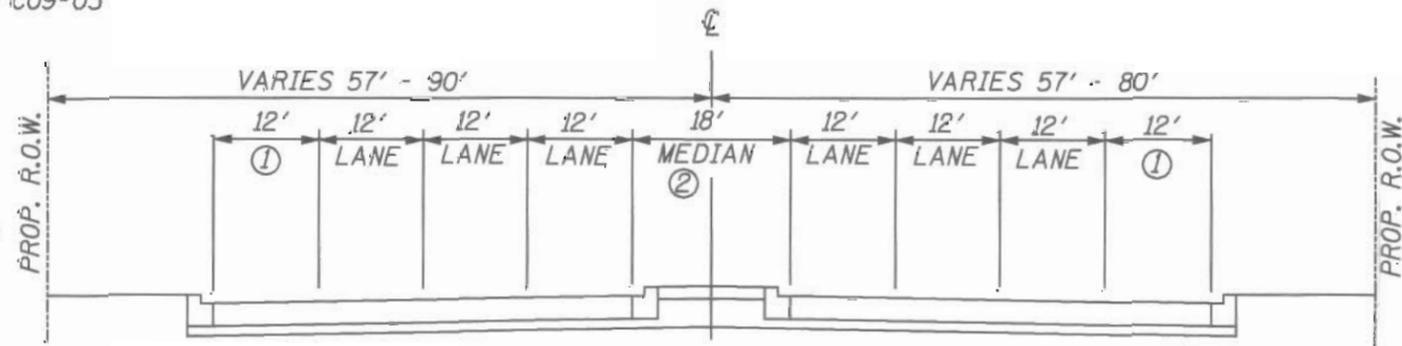
**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 6-12' lanes - Matchline C09-01 to Matchline C09-03
- \* Construct 18' barrier median
- \* Reconstruct existing structure to accommodate 6-12' lanes
- \* Remove signal at Mall Road #2. Mall Road #2 to become right in / right out
- \* Local agencies should proceed with the internal mall connector road to help mall traffic circulation
- \* U.S. 6 / Torrence Avenue Intersection (see Detail D09-01)
- \* Interconnection and coordination of the signals between Bernice Road and U.S. 6 is recommended

LANSING

RIVER OAKS SHOPPING CENTER

FOREST PRESERVE

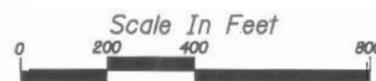


PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-01 TO MATCHLINE C09-03  
① EXCLUSIVE RIGHT TURN LANE  
② MEDIAN WIDENS TO 30 FEET AT U.S. ROUTE 6

LEGEND	
	PROPOSED RIGHT OF WAY
	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

**TORRENCE AVENUE - PROPOSED CONDITIONS**

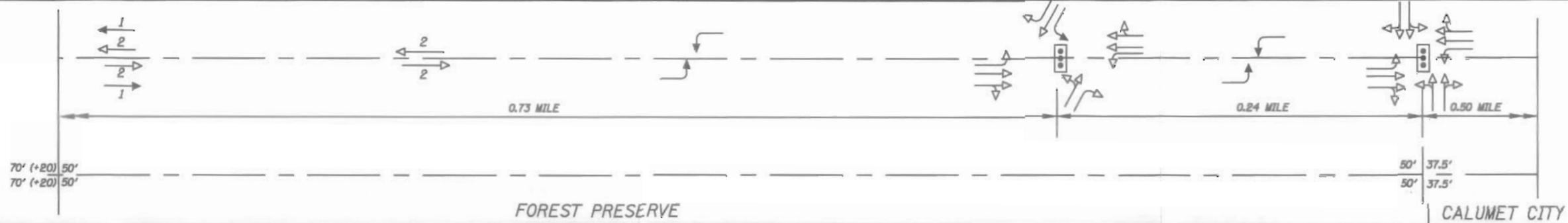
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**PROPOSED LANE CONFIGURATION**

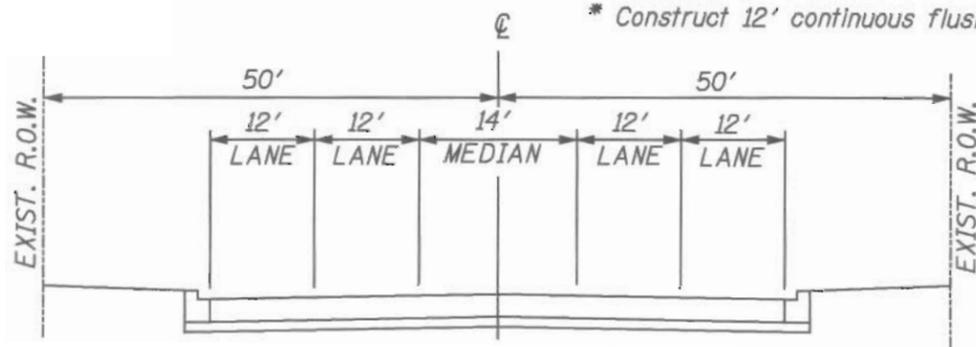
**SIGNAL SPACING**

**PROPOSED R.O.W. [ ADDITIONAL R.O.W. REQUIRED ]**

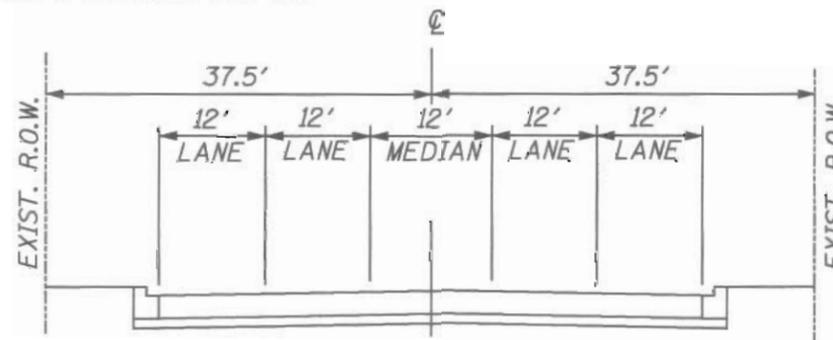


**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes
- \* Construct 14' continuous flush median (U.S. Rte. 6 to 154th Street)
- \* Construct 12' continuous flush median (154th Street to Matchline C09-04)



PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-02 TO 154TH STREET

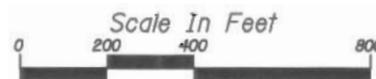


PROPOSED TYPICAL SECTION B - B  
154 TH STREET MATCHLINE C09-04

LEGEND	
	PROPOSED RIGHT OF WAY
	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

**TORRENCE AVENUE - PROPOSED CONDITIONS**

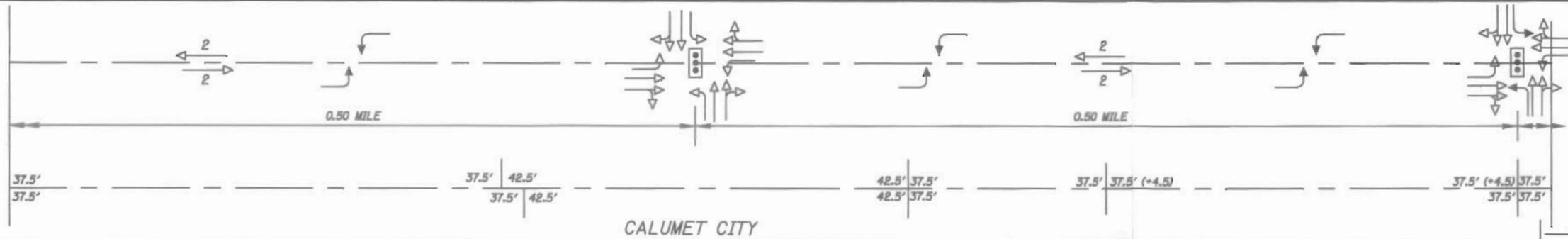
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PROPOSED LANE CONFIGURATION

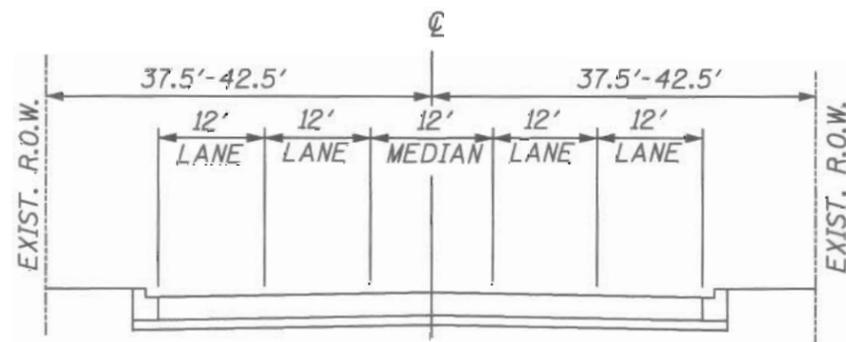
SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



DESCRIPTION OF PROPOSED CONDITIONS:

- \* Construct 4-12' lanes
- \* Construct 12' continuous flush median - Matchline C09-03 to Matchline C09-05

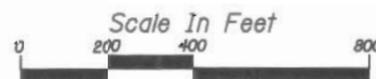


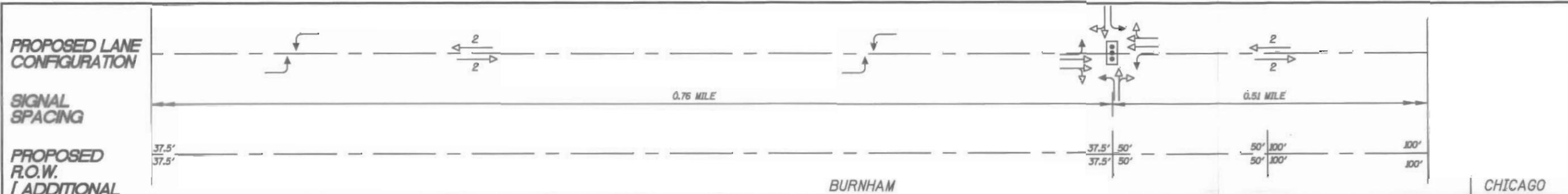
PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-03 TO MATCHLINE C09-05

LEGEND	
	PROPOSED RIGHT OF WAY
	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

TORRENCE AVENUE - PROPOSED CONDITIONS

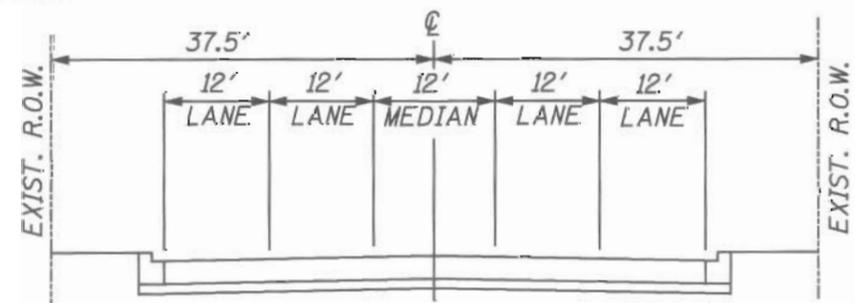
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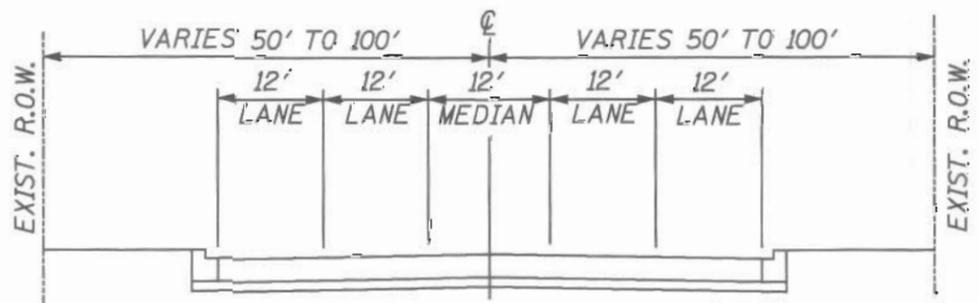


**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes -  
Matchline C09-04 to Matchline C09-06
- \* Construct 12' continuous flush median
- \* Reconstruct SN-2 to include a pedestrian sidewalk when the bridge is replaced. The existing structure can accommodate 2-10' inside lanes and 2-11' outside lanes with no median. There are 3' sidewalks on each side.
- \* Reconstruction of SN-3 is not necessary. The existing structure can accommodate 4-11' lanes with no median.



PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-04 TO 140th STREET

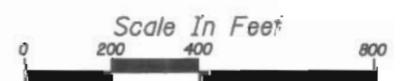


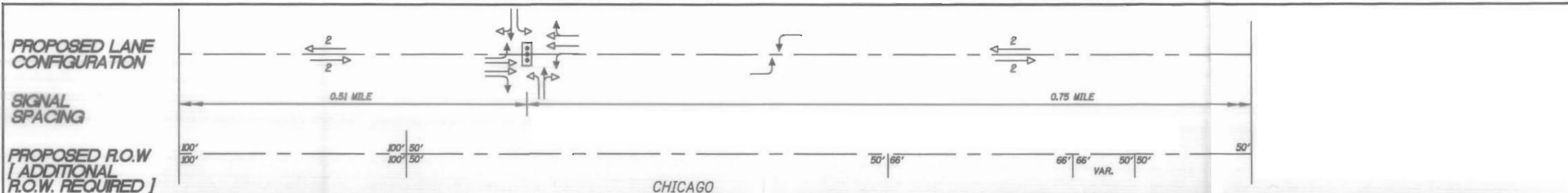
PROPOSED TYPICAL SECTION B - B  
140th STREET TO MATCHLINE C09-06

LEGEND	
	PROPOSED RIGHT OF WAY
	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

**TORRENCE AVENUE - PROPOSED CONDITIONS**

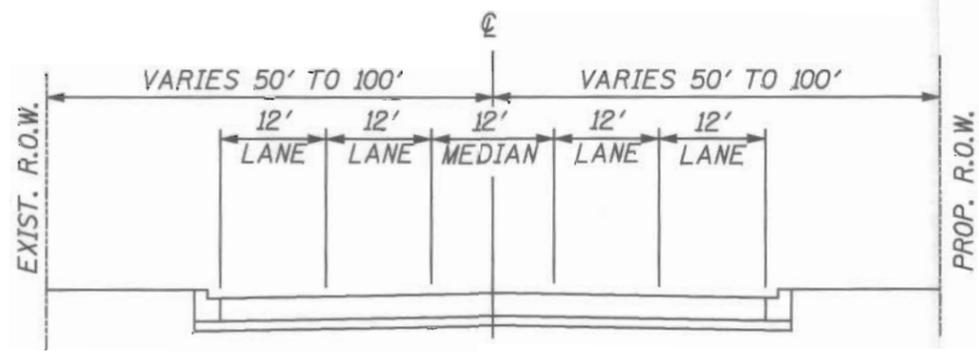
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes - Matchline C09-05 to Matchline C09-07
- \* Construct 12' continuous flush median
- \* Realign 136th Street and install a new traffic signal
- \* 136th Street / Torrence Avenue Intersection (see Detail D09-02)

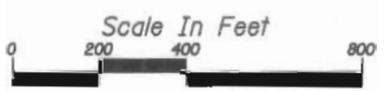


PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-05 TO MATCHLINE C09-07

LEGEND	
	- PROPOSED RIGHT OF WAY
	- 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
	- ROAD REALIGNMENT

**TORRENCE AVENUE - PROPOSED CONDITIONS**

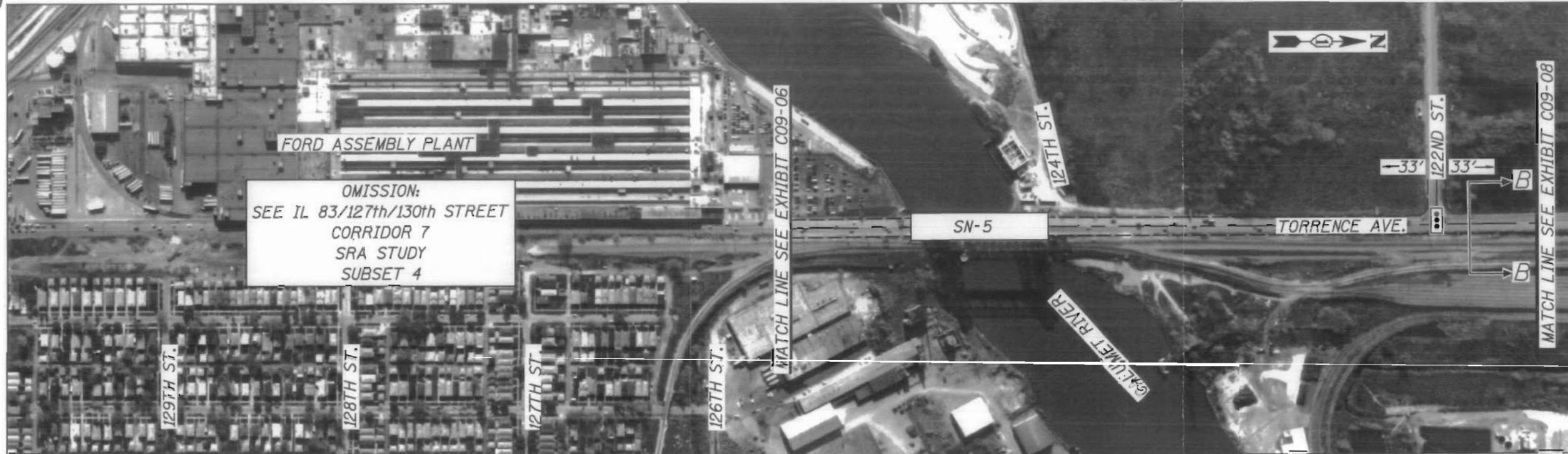
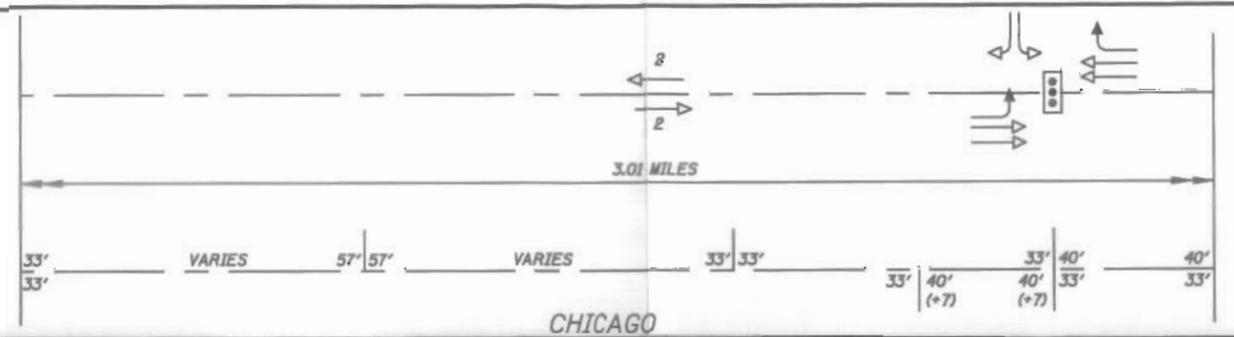
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



**PROPOSED LANE CONFIGURATION**

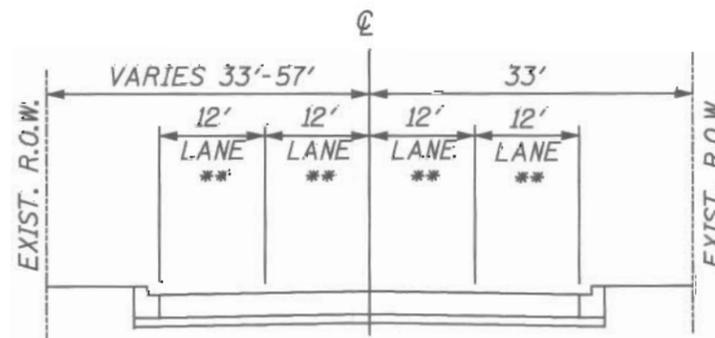
**SIGNAL SPACING**

**PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes - Matchline C09-06 to Matchline C09-08
- \* Reconstruction of the vertical lift bridge is preferred but not necessary. The existing structure can accommodate 4-10' lanes. There are 4' sidewalks on each side.

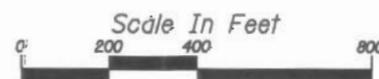


PROPOSED TYPICAL SECTION B - B  
MATCHLINE C09-06 TO MATCHLINE C09-08  
\*\* 4-10' LANES ON BRIDGE OVER CALUMET RIVER

LEGEND	
	PROPOSED RIGHT OF WAY
	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

**TORRENCE AVENUE - PROPOSED CONDITIONS**

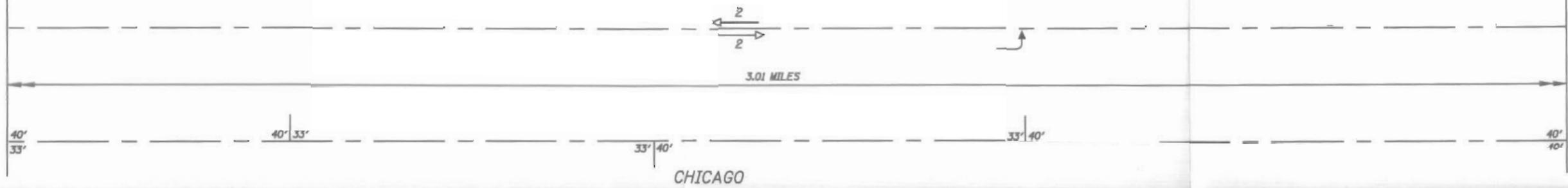
Prepared by DAMES & MOORE/MCE. In association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

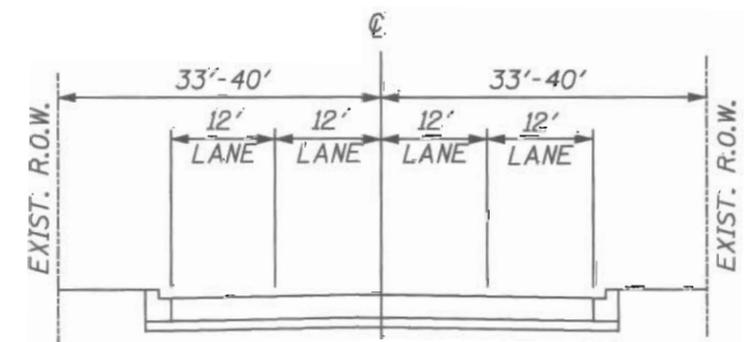
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes - Matchline C09-07 to Matchline C09-09
- \* Construct left turn lane at 116th Street

CHICAGO



PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-07 TO MATCHLINE C09-09

**LEGEND**

- ▬ PROPOSED RIGHT OF WAY
- ⊞ EXISTING TRAFFIC SIGNAL
- ⊞ PROPOSED TRAFFIC SIGNAL
- ⊞ EXISTING TRAFFIC SIGNAL TO BE REMOVED
- ⊞ SN-# MODIFY EXISTING STRUCTURE
- ←\* EXISTING TRAFFIC LANE CONFIGURATION
- \* PROPOSED TRAFFIC LANE CONFIGURATION
- ⊞ PT-# PROPOSED PUBLIC TRANSIT LOCATION

**TORRENCE AVENUE - PROPOSED CONDITIONS**

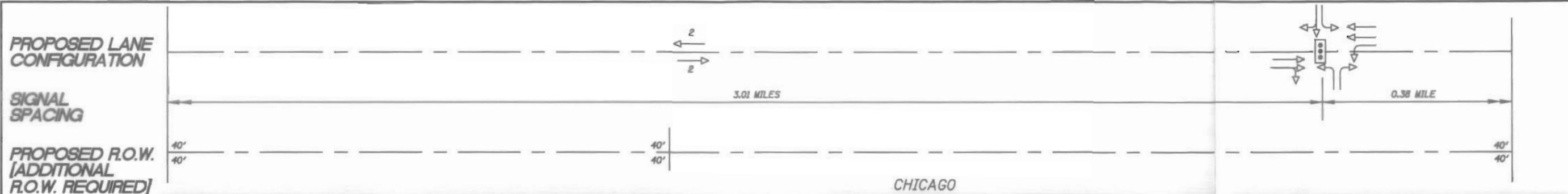
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Bayer Engineering, Ltd. for the

Illinois Department of Transportation



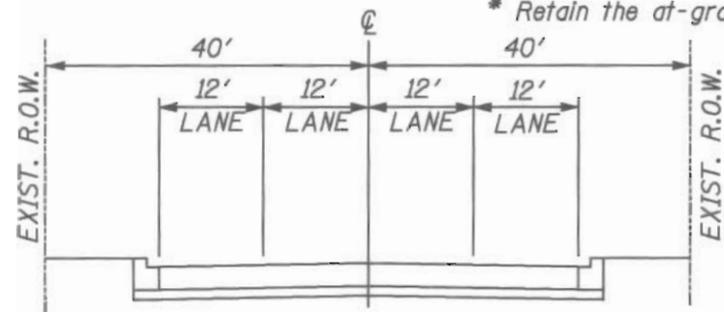
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C09-08

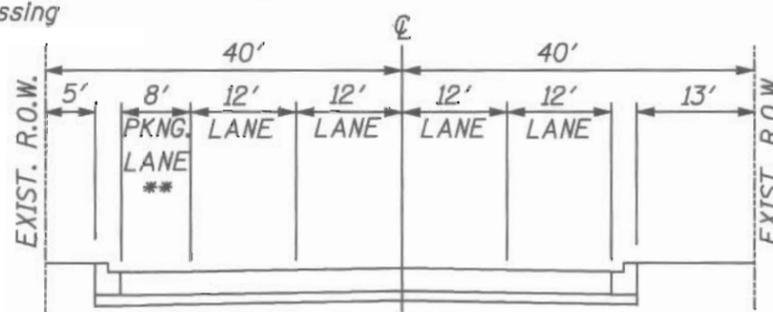


**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes - Matchline C09-08 to Matchline C09-10
- \* Construct 8' parking lane - westside from 109th Street to Matchline C09-10
- \* Remove stop signs on Torrence Avenue at 105th Street and replace with Traffic Signal
- \* Retain the at-grade C & W.I. railroad crossing



PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-08 TO 109th STREET

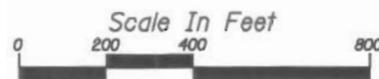


PROPOSED TYPICAL SECTION B - B  
109TH STREET TO MATCHLINE C09-10  
\*\* NO PARKING AT 106TH STREET WHERE INTERSECTION WIDENS FOR LEFT TURN LANE

LEGEND	
	PROPOSED RIGHT OF WAY
	EXISTING STOP SIGN TO BE REMOVED
	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

**TORRENCE AVENUE - PROPOSED CONDITIONS**

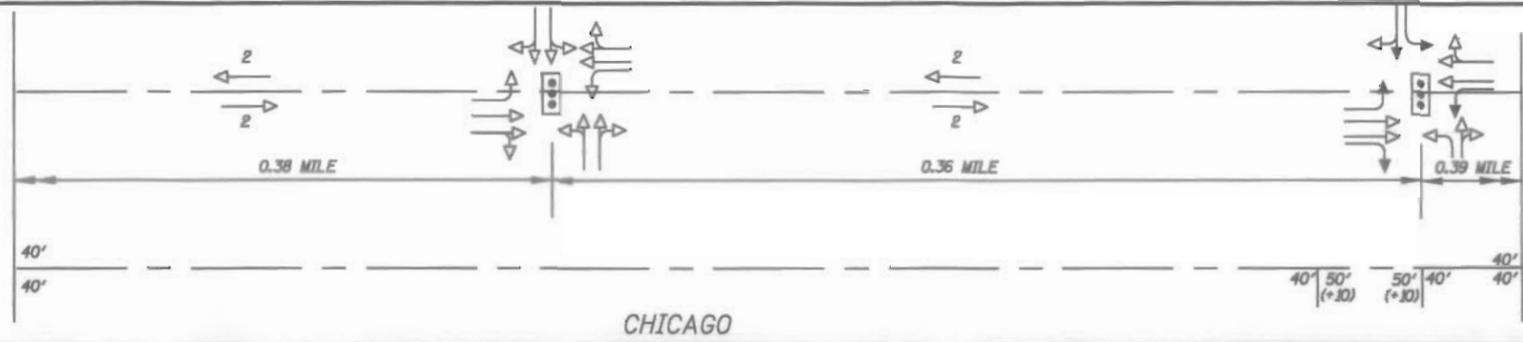
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

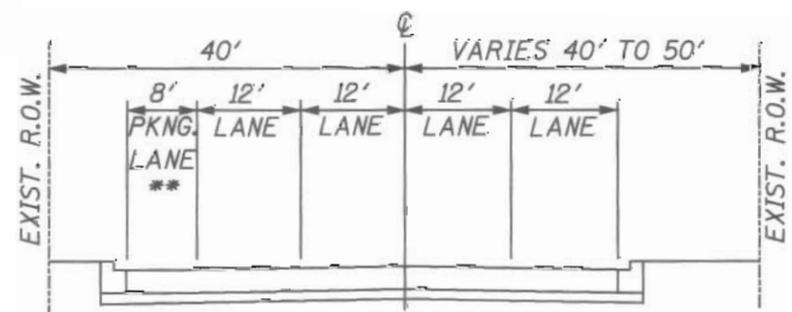
SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Construct 4-12' lanes - Matchline C09-09 to Matchline C09-11
- \* Construct 8' parking lane westside from Matchline C09-09 to Matchline C09-11
- \* Remove stop signs on Torrence Avenue at 104th Street
- \* 100th Street / Torrence Avenue Intersection (see Detail D09-03)

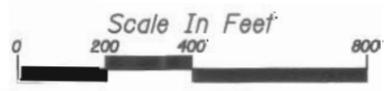


PROPOSED TYPICAL SECTION A - A  
 MATCHLINE C09-09 TO MATCHLINE C09-11  
 \*\* NO PARKING AT 103RD & 100TH STREETS WHERE INTERSECTION WIDENS FOR LEFT TURN LANE

LEGEND	
	PROPOSED RIGHT OF WAY
	EXISTING STOP SIGN TO BE REMOVED
	EXISTING TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNAL TO BE REMOVED
	ROAD REALIGNMENT
	EXISTING TRAFFIC LANE CONFIGURATION
	PROPOSED TRAFFIC LANE CONFIGURATION
	PROPOSED PUBLIC TRANSIT LOCATION

**TORRENCE AVENUE- PROPOSED CONDITIONS**

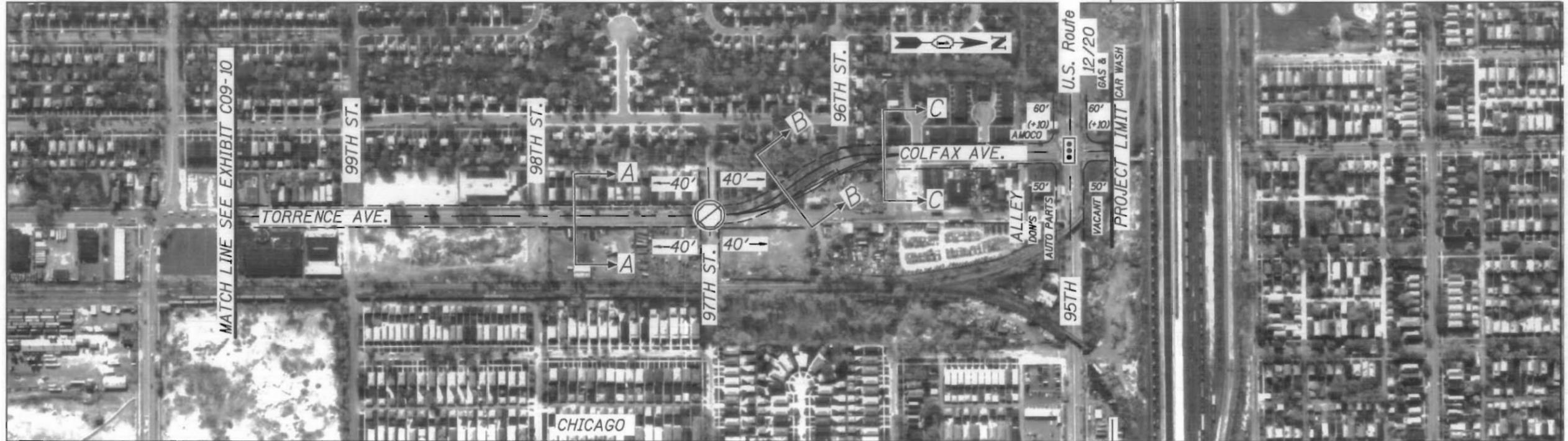
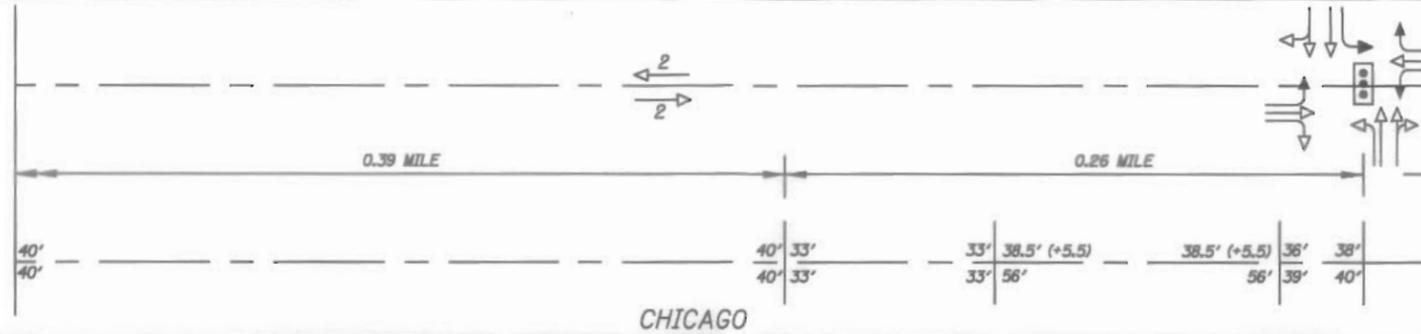
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

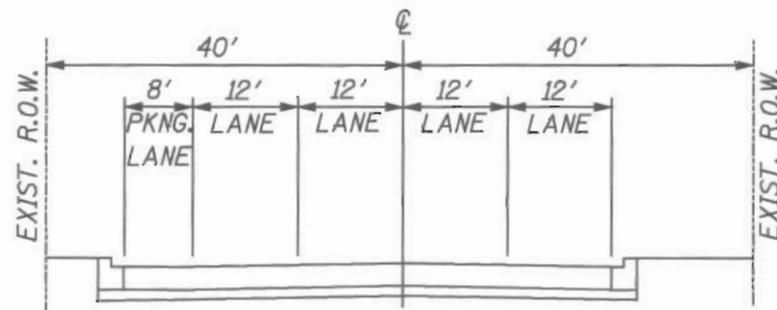
SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

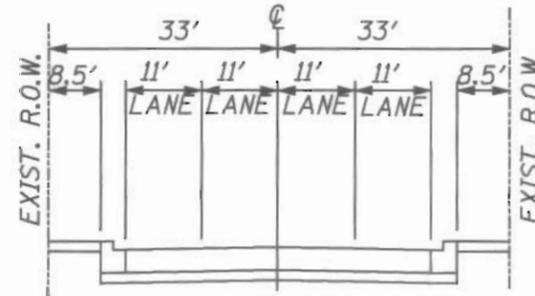


**DESCRIPTION OF PROPOSED CONDITIONS:**

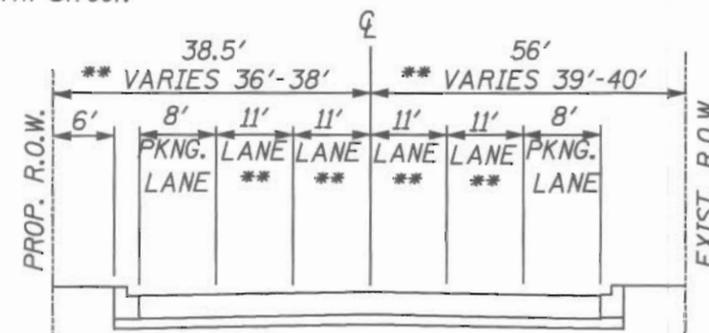
- \* Construct 4-12' lanes - Matchline C09-10 to 97th Street
- \* Construct 8' parking lane west side - Matchline C09-10 to 97th Street.
- \* 95th Street / Torrence Avenue ( see Detail D09-04)
- \* Construct 2-8' parking lanes from 96th Street to Alley.
- \* Remove stop signs on Torrence Avenue at 97th Street



PROPOSED TYPICAL SECTION A - A  
MATCHLINE C09-10 TO 97th STREET



PROPOSED TYPICAL SECTION B - B  
97th STREET TO 96th STREET



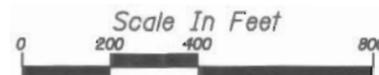
PROPOSED TYPICAL SECTION C - C  
96th STREET TO ALLEY  
\*\*12' LANES ALLEY TO 95th STREET

**LEGEND**

- PROPOSED RIGHT OF WAY
- EXISTING STOP SIGN TO BE REMOVED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- ROAD REALIGNMENT
- EXISTING TRAFFIC LANE CONFIGURATION
- PROPOSED TRAFFIC LANE CONFIGURATION
- PROPOSED PUBLIC TRANSIT LOCATION

**TORRENCE AVENUE - PROPOSED CONDITIONS**

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



# **PUBLIC INVOLVEMENT**

TORRENCE AVENUE

# **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 12, 1995 at the Lansing Village Hall.

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 December 4, 1996 at Holiday Inn Ballroom, Lansing IL. The Advisory Panel for Torrence Avenue was composed of governmental agencies along the corridor.

- Cook County
- City of Lansing
- City of Calumet City
- City of Burnham
- City of Chicago

## **Public Hearings**

The public hearing for Torrence Avenue was held on December 16, 1996. This hearing was held at Holiday Inn Ballroom, Lansing IL. Public comments are documented as shown in the Public Hearing section of this report.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

INDIVIDUAL COMMUNITY INTERVIEWS (ICI)

ISSUES SUMMARY REPORT

TORRENCE AVENUE (95TH STREET TO I-80)

FEBRUARY 28, 1994

# SRA SUBSET #4 - CORRIDOR #9 - TORRENCE AVENUE (95TH STREET TO I-80) ISSUES SUMMARY REPORT FROM INDIVIDUAL COMMUNITY INTERVIEWS

## SUMMARY OF ACTIVITY

The Illinois Department of Transportation (IDOT) has contracted DAMES & MOORE/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the six-county planning area of the Northeastern Illinois Planning Commission (NIPC). The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspectives toward each corridor.

Introductory letters were sent to each of the agencies affected along the entire length of the corridor on November 10, 1993. The letters were sent from Mayor Jack Williams of Franklin Park, who is Chairman of the CATS Council of Mayors Executive Committee. Subsequently letters were also sent from the City of Chicago's Department of Transportation to each of the City of Chicago Aldermen affected by the SRA.

Telephone calls were made by the facilitators to set up meetings with the officials of each of the agencies beginning on November 28, 1993. Each of the scheduled meetings was attended by Lawrence Lux of DAMES & MOORE/MCE who served as facilitator for the meetings. Additionally, Mr. Bruce Talbot of Hsiong & Associates, the subconsultant corridor manager for this corridor attended all of these meetings except the Village of Lansing. This meeting was attended by Mr. Chris Rops of DAMES & MOORE/MCE.

The following is a summary of the meetings attended:

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&amp;M/MCE REPRESENTATIVE</u>
12-02-93	Village of Lansing	Robert W. West Grace Bazylewski	Mayor Planning and Dev. Director	Lawrence Lux Chris Rops
12-21-93	City of Calumet City	Jerry Genova Russell Prekwas	Mayor City Engineer (Robinson Eng. Ltd)	Lawrence Lux Bruce Talbot
01-04-94	Village of Burnham	Eldreth Rundlett Donald Danewicz Robert Cundiff Jim Cabaluski Brad Brink	Mayor Village Trustee Supt of Public Works  Village Engineer (Robinson Eng. Ltd)	Lawrence Lux Bruce Talbot
01-06-94	City of Chicago 9th Ward	Robert Shaw Sandra King	Alderman CDOT	Lawrence Lux Bruce Talbot
02-10-94	City of Chicago 10th Ward	John Buchanan Laura Slubowski Kathleen Moore	Alderman Chief Admin Aide CDOT	Lawrence Lux Bruce Talbot

The procedure implemented by DAMES & MOORE/MCE on this project represents a significant departure from past practices employed in conducting previous SRA corridor studies. The Individual Community Interviews are an attempt to solicit as much local opinion and comment as possible prior to initiating the technical aspects of the study. It focuses primarily on known local problems, future developments within the area and the involvement of the elected officials of the community in the planning process. The meetings served to promote a better understanding of the problems of the area and the political concerns with respect to those problems.

During each of the meetings, this approach was explained to the participants, and in virtually every case the participants expressed their appreciation to us for meeting with them early on in the process, before any firm decisions have been made. As a result of this approach, we believe that the meetings were very open, with candid exchanges of information between the parties and will ultimately lead to a better understanding of local issues.

At the conclusion of each of the meetings, except those with the City of Chicago, a letter of request with a packet of information was left with each of the officials. The letter contained a request for community or agency data, designation of an advisory panel member, and designation of a day-to-day contact for follow-up information within each community.

Within the City of Chicago, the project is being coordinated by the Chicago Department of Transportation. For each Aldermanic meeting the department sent a representative who served as an observer to the discussion and to become more familiar with local issues of concern to the Aldermen. Follow-up information is being coordinated through the Department of Transportation.

Follow-up thank you letters were sent to each of the principal contacts with copies to the others in attendance following each of the meetings. This letter outlined the tentative schedule for proceeding with the study for the next 6 to 8 months.

### **OTHER STRATEGIC REGIONAL ARTERIALS AFFECTED**

This corridor intersects with the following other SRA routes:

- US 12/20/95th Street/Indianapolis Blvd (SRA Subset #1)
- IL 7, US 6/159th Street (SRA Subset #3)
- IL 83/127th Street/130th Street (SRA Subset #4)

### **ADDITIONAL INDIVIDUALS OR AGENCIES RECOMMENDED FOR CONSULTATION**

During the course of the meetings, suggestions were made regarding additional agencies or individuals who would have a special interest in the project, and would benefit from individual consultation. These are as follows:

- Ms. Cathy Minier - Steel City Bank (708) 895-2040
- Ford Motor Company located at 130th and Torrence Avenue
- GrayCor Corporation - Contractor for the Ford Plant expansion

In reviewing the corridor, there are also a few other agencies which it is felt should be contacted to discuss the SRA study. These are:

- River Oaks Shopping Center
- Cook County Forest Preserve District
- Chicago Enterprise District

### **MAJOR ISSUES OF CONCERN**

A number of issues of local interest were identified which will be summarized in the following pages. However, several issues of a major concern arose which warrant further discussion and/or research.

- Major traffic and access problems exist between 159th Street and I-80, particularly adjacent to the River Oaks Shopping Centers. Storm water drainage appears to be a problem which exists throughout the corridor.
- Major modifications have been discussed at the intersection of 130th Street and Torrence Avenue which include the development of a grade separation at this location. This would involve grade separating the intersection of Torrence and 130th Street with the CSX Transportation. Also involved would be the Chicago South Shore and South Bend Railroad and a rail spur from the Ford Motor Company.
- It has been suggested that the 130th Street corridor be extended further east and south along Brainard Avenue to the state line in Hammond, Indiana.

### **SUMMARY OF LOCAL ISSUES**

- There are a large number of trucks that use Torrence Avenue, particularly in the area between 103rd Street and 135th Street.
- More should be explored regarding traffic signal installation at 122nd Street and Torrence Avenue.
- A new signal should be explored for the intersection of 126th Street and Torrence Avenue. Incorporated into this signal improvement should be the opening and extension of 126th Street east from Torrence Avenue to Carondelet
- If right-of-way acquisition becomes necessary between 106th Street and 135th Street, it should be taken from the east side of the street whenever possible.
- There is a potential hazardous waste site on the west side of Torrence Avenue between 110th Street and 114th Street on the People's Gas Company property.
- There are extensive wetlands adjacent to 122nd Street which spill on to Torrence Avenue during rainfalls and cause severe flooding and traffic problems along Torrence Avenue.
- Another potential hazardous waste site is located at 130th Street and Torrence Avenue, which is a location of an old abandoned gas station.
- Pedestrian walkways should be researched for installation along the bridges over the Calumet River and the CSX tracks in the Village of Burnham.
- Ingress/Egress problems exist at the intersection of 141st Street and Torrence Avenue. There is also a sight restriction at this same location which has been

identified as a high accident intersection.

- Right-of-way acquisition for intersection channelization could present some problems at the intersection of 140th Street and Torrence Avenue due primarily to building encroachment on the two north quadrants.
- There is a possible hazardous waste site at an abandoned filling station on the northwest corner of State Street and Torrence Avenue. Storm drainage problems exist along Torrence Avenue. The existing sewer is a combined sewer. Separation of the sewer and discharge directly to the Calumet River should be explored.
- There are approximately 160 acres on the north end of the Village of Burnham which are possible future development sites.
- An area west of Torrence Avenue and adjacent to the Calumet River confluence is an area locally called the Marina District, which is a target for a future TIF district to expand and modernize the Marina facilities.
- The bridge over the Little Calumet River poses a traffic congestion problem.
- Lots of traffic and congestion exists adjacent to the River Oaks Shopping Centers. Improved connections between the two shopping areas on the east side have been briefly discussed, but not explored in depth.
- Right-of-way acquisition adjacent to the shopping centers could be a problem.
- The scheduling of any widening or rehabilitation work along Torrence Avenue would be of critical interest to the Village of Lansing, the City of Calumet City and the shopping centers, particularly if construction would be anticipated during the Christmas shopping season.
- Right-of-way acquisition south of the Little Calumet River could be a problem if the amounts of right-of-way to be acquired are substantial.
- There are a number of traffic problems which exist and are caused by the close proximity of the ramps entering and exiting I-80 with the intersection of Bernice and Torrence Avenue.

### **CORRIDOR OVERVIEW**

The land uses along this corridor vary from residential on the north end to heavy industrial and light commercial in the center section to heavy commercial on the south end. Throughout its entire length, the route is primarily a four-lane cross section. Parking, with some localized restrictions, is currently allowed on both sides of Torrence Avenue between 95th Street and approximately 109th Street, however, use of the parking is primarily between 103rd and 106th Street. No parking is allowed on either side of the street throughout the remainder of the project. A few of the signalized intersections along the route have been channelized.

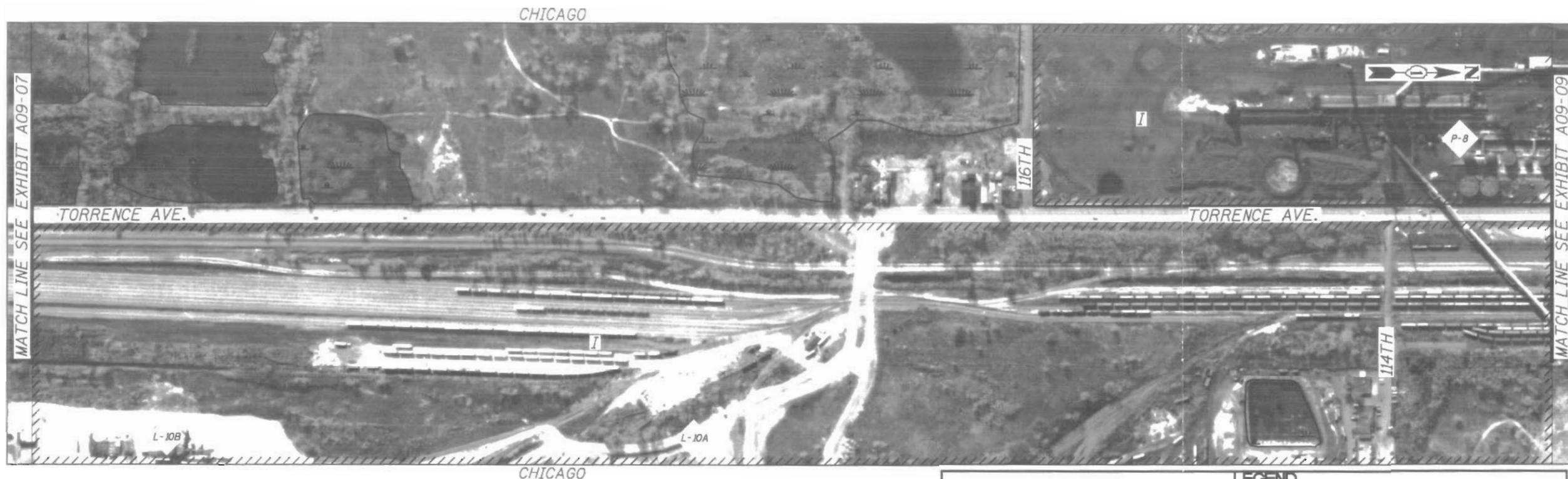
Generally, there is support for modernization and improvement of this roadway particularly if truck traffic and traffic volumes can be addressed effectively. In terms of priority, it would seem that the traffic and congestion problems on the south end are of the greatest concern. The safety issues and the high volume of trucks using the roadway are the second highest priority.

It is not known what impact the proposed grade separation would have on the route. More needs to be learned regarding this proposed grade separation and the problems and/or benefits which could accrue as a result of its construction.

## **PROJECT DEVELOPMENT AND SCHEDULE**

During the spring and summer of 1994, the consultants will study these issues and will develop alternative concepts to address them. In late summer of 1994, an advisory panel workshop will be held with designated elected officials along the corridor, to help determine the feasibility of these concepts in addressing local needs. Other alternate concepts may be developed during the workshop. The consultant will then take the information developed in the workshop and produce a preferred alternate or set of alternates. These will then be discussed and modified at a second advisory panel workshop, probably during the winter of 1994. Results of the second workshop will be incorporated in a preliminary plan to be presented at a Public Hearing, to be held in late spring of 1995. Comments from the Public Meeting will be incorporated into the plan and the SRA Feasibility Study Report, which will be presented to IDOT sometime in mid 1995.

IDOT will review the findings of the feasibility studies for all five SRA subsets and determine a priority for the projects. The priority will be based on a number of factors, including need, cost, funding availability, environmental and socioeconomic impacts, right-of-way availability, and local support. Once the projects are prioritized, they will then be scheduled for preliminary engineering studies, final design and construction. Based on this procedure, the intent of the Torrence Avenue SRA Study is to serve as a planning tool to be used by IDOT and the local communities to supply a long range plan for the future of the Torrence Avenue corridor.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**L-10B** CARGILL INC.  
INCIDENCE NO. 903215  
IEPA NO. 0316515008

**L-10A** CONTINENTAL GRAIN  
INCIDENCE NO. 922342  
IEPA NO. 0316525007

**DESCRIPTION OF LAND USE CONDITIONS:**

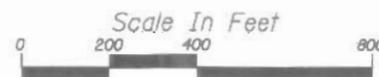
**P-8** = ACME STEEL CO.

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		

**TORRENCE AVENUE - ENVIRONMENTAL AND 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 A09-08



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

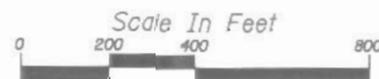
-  = FIRE DEPARTMENT
-  = SOUTHEASTERN MEDICAL CENTER
-  = OLD WISCONSIN STEEL PLANT
-  = BUS TURN AROUND
-  = O.T.BRIGHT JR. HIGH SCHOOL

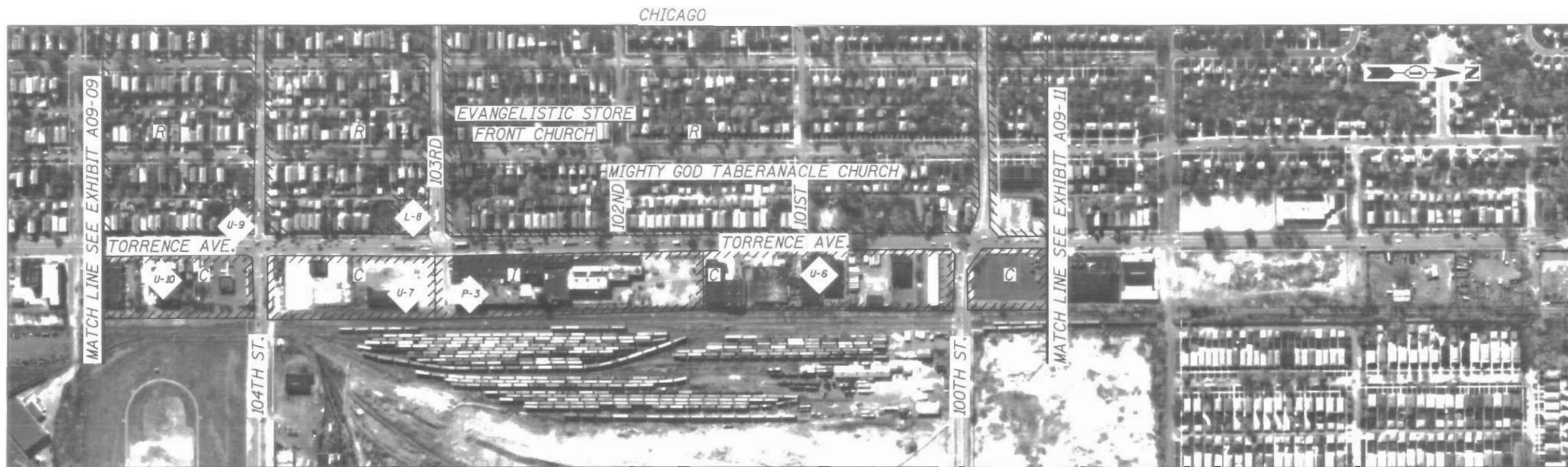
**LEGEND**

 = 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	

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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





**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = AUTO REPAIR
-  = AUTO WAREHOUSE
-  = AMOCO STATION  
INCIDENCE NO. 930748  
IEPA NO. 0316515048
-  = CEDANO AUTO REPAIR  
OLD GAS STATION
-  = ROYAL AUTO CENTER

**DESCRIPTION OF LAND USE CONDITIONS:**

-  = CHICAGO STEEL AND WIRE CO.

**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	

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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





**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = DON'S AUTO PARTS
-  = TORRENCE AUTO WRECKERS
-  = JUNKYARD
-  = AMOCO GAS STATION
-  = OLD GAS STATION

**DESCRIPTION OF LAND USE CONDITIONS:**

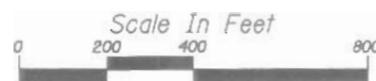
-  = SOUTH COMMUNITY MEDICAL CENTER
-  = TRUCKING FACILITY C & L CARTAGE
-  = SUSAN B. ANTHONY
-  = WHIZZ KIDS PRESCHOOL

**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	

**TORRENCE AVENUE - ENVIRONMENTAL AND USE CONDITIONS**

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



# **EXISTING ROADWAY CONDITIONS**

**TORRENCE AVENUE**

# 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 - I-80 to U.S. Route 6 (159th Street)

*Exhibits B09-01 through B09-02*

Segment 1 begins at I-80 and continues north to U.S. Route 6 (159th Street). Torrence Avenue passes through Lansing and Calumet City throughout this segment.

### *Physical Characteristics*

This segment of the corridor is the most heavily traveled and the most congested portion of the corridor. The roadway from the I-80 ramps on Torrence Avenue to Bernice Road (173rd Street) has six 12 foot lanes, a 5 foot to 17 foot concrete barrier median, curb and gutter and an enclosed drainage system. The existing right-of-way from I-80 to Bernice Road varies from 114 feet to 127 feet and from Bernice Road to 159th Street (U.S. Route 6) the existing right-of-way varies 100 feet to 170 feet. Torrence Avenue is transitioned to four 12 foot lanes between Bernice Road and 172nd Street. The roadway remains four 12 foot lanes to 159th Street (U.S. Route 6). The median varies in width and type along this segment of the corridor. Both a 5 foot to 17 foot barrier median and a painted two-way left turn median exist from Bernice Road to 170th Street and from 170th Street to the Landing's Entrance. A painted two-way left turn median exists from the Landing's Entrance to Ring Road. From Ring Road to 159th Street (U.S. Route 6) the median is a concrete barrier 5 feet in width. Concrete curb and gutter with an enclosed system provide drainage throughout this segment.

There are seven signalized intersections in this segment; Bernice Road, 170th Street, 166th Street, Ring Road, Mall Road #1, Mall Road #2, and U.S. Route 6.

The intersection of Bernice Road (173rd Street) and Torrence Avenue has an exclusive left turn lane, three through lanes, and an exclusive right turn lane on the south leg. The north leg has an exclusive left turn lane, two through lanes, and a shared through/ right turn lane. The east leg has two exclusive left turn lanes, a through lane, and an exclusive right turn lane. The west leg has an exclusive left turn lane, a through lane, and an exclusive right turn lane.

The intersection of 170th Street and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on all four legs.

The intersection of the Landings Entrance and Torrence Avenue has an exclusive left turn lane, two through lanes, and an exclusive right turn lane on the north and south legs. The east leg has an exclusive left turn lane, a shared left/ through lane, and an exclusive right turn lane. The west leg has a shared left/ through lane and an exclusive right turn lane.

The intersection of 166th Street and Torrence Avenue is a three leg intersection. The north leg has an exclusive left turn lane and two through lanes. The south leg has two through lanes and an exclusive right turn lane. Exclusive left turn and right turn lanes exist on the east leg.

The intersection of Ring Road and Torrence Avenue has an exclusive left turn lane, two through lanes, and an exclusive right turn lane on the north and south legs. The east leg has an exclusive left turn lane, a through lane, and an exclusive right turn lane. The west leg has a shared through/ left turn lane and an exclusive right turn lane.

The intersection of Mall Road #1 and Torrence Avenue has an exclusive left turn lane, two through lanes, and an exclusive right turn lane on the north and south legs. The east and west legs have a shared through/ left turn lane and an exclusive right turn lane.

The intersection of Mall Road #2 and Torrence Avenue has an exclusive left turn lane, two through lanes, and an exclusive right turn lane on the north leg. The south leg has an exclusive left turn lane, a through lane and a shared through/ right turn lane. The east and west legs have a shared through/ left turn lane and an exclusive right turn lane.

The intersection of U.S. Route 6 (159th Street) and Torrence Avenue has an exclusive left turn lane, two through lanes, and an exclusive right turn lane on the north, south, and east legs. The west leg has an exclusive left turn lane, three through lanes, and an exclusive right turn lane. Torrence Avenue passes over one structure in this segment. The I.D.O.T. structure number is 016-0936 and it carries Torrence Avenue over the Little Calumet River. The structure has a clear width of 52 feet and is 161 feet long.

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

The existing average daily traffic on Torrence Avenue in this segment varies from 26,900 to 29,900 vehicles per day. The speed limit is 40 miles per hour. There are no high accident locations. Parking is not permitted along this segment.

### ***Public Transportation***

PACE bus routes # 358, 364 and 1008 service this segment of Torrence Avenue. Bus stop locations are shown on exhibits B09-01 through B09-02.

## **Segment 2 - U.S. Route 6 (159th Street)- 130th Street**

*Exhibits B09-02 through B09-06*

Segment 2 begins at U.S. Route 6 (159th Street) and continues north to 130th Street which is also an SRA Route (Corridor 7). This segment runs through a Forest Preserve, Calumet City, Burnham and ends in the City of Chicago. The eastern terminus of the IL Route 83 / 127th Street / 130th Street SRA corridor (#7) is located at the intersection of Torrence Avenue and 130th Street.

### ***Physical Characteristics***

From 159th Street (U.S. Route 6) to Michigan City Road, Torrence Avenue consists of four 12 foot lanes and a 4 foot to 12 foot painted median. Right-of-way is 100 feet from 159th Street (U.S. Route 6) to Michigan City Road. From Michigan City Road to 153rd Street Torrence Avenue consists of four 12 foot lanes, a painted median 0 foot to 10 foot wide and the right-of-way varies 75 feet to 100 feet. From 153rd Street to Sibley Boulevard (IL Route 83) the roadway consists of four 12 foot lanes, a painted 0 to 15 foot median and the right-of-way varies 75 feet to 85 feet. From Sibley Boulevard (IL Route 83) to 145th Street (Kettleston Street) the roadway consists of four lanes varying in width 10 feet to 12 feet, a painted median 0 to 15 feet wide and the right-of-way varies 70.5 feet to 85 feet. From 145th Street to 134th Street the roadway consists of four 10 foot lanes, no median, and the right-of-way varies 75 feet to 200 feet. From 134th Street to 130th Street Torrence Avenue consists of four 10 foot lanes, no median, and the right-of-way varies 100 feet to 116 feet. Concrete curb and gutter with enclosed drainage is found throughout Segment 2.

There are seven signalized intersections in this segment; Michigan City Road, Pulaski Road (154th Street), Sibley Boulevard, State Street, 140th Street, 136th Street, and 130th Street.

The intersection of Michigan City Road and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared through/ left turn lane and an exclusive right turn lane.

The intersection of Pulaski Road (154th Street) and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared through/ left turn lane and a shared through/ right turn lane.

The intersection of Sibley Boulevard and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on all four legs.

The intersection of State Street and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared through/ left turn lane and a shared through/ right turn lane.

The intersection of 140th Street and Torrence Avenue has a shared through/ left turn lane and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared left/ through/ right lane.

The intersection of 136th Street and Torrence Avenue is a three leg intersection. The north leg has a shared through/ left turn lane and a through lane. The south leg has a through lane and a shared through/ right turn lane. The east leg has both an exclusive left turn lane and an exclusive right turn lane.

The intersection of 130th Street and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on all four legs.

Torrence Avenue passes over two structures in Segment 2. I.D.O.T. Structure number 016-0935, located between 145th Street (Kettleson Street) and 141st Street, is over the Baltimore Ohio Chicago Terminal Railroad, Indiana Harbor Belt Railroad and Commonwealth Edison high tension wires. The structure has a clear width of 42 feet and is 589 feet long. I.D.O.T. Structure number 016-0934 is over the Little Calumet River. This structure has a clear width of 44 feet and is 898 feet long.

Torrence Avenue passes through one structure in Segment 2. Structure number 71.67 is maintained by the Northern Indiana Commuter Transportation District. This structure, named the Ford City Curve Bridge, carries the CSS and SB Electric Railroad over Torrence Avenue. Currently, NICTD is studying the feasibility of a reconstruction / rehabilitation on this structure.

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

The existing average daily traffic on Torrence Avenue; through the Forest Preserve varies from 28,800 to 29,300 vehicles per day, and from 154th Street to 130th Street varies from 17,500 to 33,000 vehicles per day. The speed limit throughout this segment is; 40 miles per hour through the Forest Preserve and 30 miles per hour from 154th Street to 130th Street. There is one high accident location in this segment at the intersection of Torrence Avenue and Wilson Avenue. Parking is not permitted along this segment.

### ***Public Transportation***

PACE Bus route # 350, 355 and 358 services this segment of Torrence Avenue. Bus stop locations are shown on exhibits B09-02 through B09-06.

### **Segment 3 - 130th Street to 109th Street**

*Exhibits B09-06 through B09-09*

Segment 3 begins at 130th Street and continues north to 109th Street. The area of this segment is highly industrialized. The eastern terminus of the IL Route 83 / 127th Street / 130th Street SRA corridor (#7) is located at the intersection of Torrence Avenue and 130th Street. Torrence Avenue is in the city of Chicago throughout the segment.

## ***Physical Characteristics***

From 130th Street to the Calumet River, Torrence Avenue consists of 4 lanes ranging from 10 feet to 12 feet, no median and the existing right-of-way is 66 feet. From the Calumet River to the at-grade crossing of the Chicago & Western Indiana Railroad the roadway consists of four 12 foot lanes, no median and the existing right-of-way varies 66 feet to 90 feet. From the Chicago & Western Indiana Railroad to 109th Street the roadway consists of the two outside lanes 15 feet and the two inside lanes 12 feet, there is no median and the existing right-of-way is 80 feet. Concrete curb and gutter with enclosed drainage throughout Segment 3.

There is one signalized intersection in this segment at 122nd Street. There is an at-grade railroad crossing, Chicago & Western Indiana Railroad, just south of 110th Street. There are locked gates across the tracks and tall weeds growing in the center of the tracks.

The intersection of 122nd Street and Torrence Avenue is a three leg intersection. The north leg has a through lane and a shared through/ right turn lane. The south leg has a shared through/ left turn lane and a through lane. The west leg has an exclusive left turn lane and an exclusive right turn lane.

Torrence Avenue passes over one structure in this segment. This I.D.O.T. structure is a vertical lift bridge built in 1936 over the Calumet River. The roadway across the bridge consists of four 10 foot lanes. Structure number 016-6050 has a clear width of 40 feet and is 497 feet long.

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

The existing average daily traffic on Torrence Avenue in this segment averages about 13,500 vehicles per day. The speed limit is 30 miles per hour throughout this segment. There are no high accident locations in this segment. Parking is not permitted from 130th Street to 109th Street.

## ***Public Transportation***

CTA Bus routes # 6, 27 and 106 service this segment of Torrence Avenue. Bus stop locations are shown on exhibits B09-06 through B09-09.

## **Segment 4 - 109th Street to 95th Street (U.S. Route 12/20)**

*Exhibits B09-09 through B09-11*

Segment 4 begins at 109th Street and continues north on Torrence Avenue to 97th Street. North of 97th Street, Torrence Avenue is shifted west by an S-curve onto Colfax Avenue at 96th Street. The segment continues north to the 95th Street (U.S. Route 12/20) SRA Corridor, which is the northern terminus of this corridor study. Torrence Avenue remains in the city of Chicago throughout this segment.

## *Physical Characteristics*

From 109th Street to 104th Street the roadway consists of the two outside lanes 15 feet and the two inside lanes 12 feet, there is no median and the existing right-of-way is 80 feet. From 104th Street to 95th Street (U.S. Route 12/20) the roadway consists of four 10 foot lanes, no median and the existing right-of-way varies 66 feet to 89 feet. Concrete curb and gutter with enclosed drainage is found throughout Segment 4.

There are four signalized intersections in this segment; 106th Street, 103rd Street, 100th Street, and 95th Street. Three stop sign controlled intersections also exist; 105th Street, 104th Street, and 97th Street.

The intersection of 106th Street and Torrence Avenue has an exclusive left turn lane and two through lanes on the north leg. The south leg has a through lane and a shared through/ right turn lane. The east leg has an exclusive left turn lane and an exclusive right turn lane. The west leg has an exclusive left turn lane and a shared through/ right turn lane.

The intersection of 105th Street and Torrence Avenue has a shared through/ left turn lane and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared left/ through/ right turn lane.

The intersection of 104th Street and Torrence Avenue has a shared through/ left turn lane and a through lane on the north leg. The south leg has a through lane and a shared through/ right turn lane. The east leg has a shared left/ right turn lane. The west leg has an exclusive left turn lane and a shared through/ right turn lane.

The intersection of 103rd Street and Torrence Avenue has an exclusive left turn lane, a through lane, and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared through/ left turn lane and a shared through/ right turn lane.

The intersection of 100th Street and Torrence Avenue has a shared through/ left turn lane and a shared through/ right turn lane on the north and south legs. The east leg has an exclusive left turn lane and a shared through/ right turn lane. The west leg has an exclusive left turn lane and a through lane.

The intersection of 97th Street and Torrence Avenue has a shared through/ left turn lane and a shared through/ right turn lane on the north and south legs. The east and west legs have a shared left/ through/ right lane.

The intersection of 95th Street (U.S. Route 12/20) and Torrence Avenue is an intersection of two SRA routes. The north leg has a shared through/ left turn lane and a shared through/ right turn lane. The south leg has a shared through/ left turn lane and an exclusive right turn lane. The east leg has an exclusive left turn lane, a through lane, and a shared through/ right turn lane. The west leg has a shared through/ left turn lane, a through lane, and an exclusive right turn lane.

There is a large railroad overpass structure just north of the intersection of Torrence Avenue and 95th Street which restricts the improvements at this intersection of two SRA Corridors.

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

The existing average daily traffic on Torrence Avenue in this segment ranges from 7,500 to 13,500 vehicles per day. The speed limit is 30 miles per hour throughout this segment. There are no high accident locations in this segment. Parking is permitted on both sides of Torrence Avenue and Colfax Avenue throughout this segment.

### ***Public Transportation***

CTA Bus route # 6 and 106 service this segment of Torrence Avenue. Bus stop locations are shown on exhibits B09-09 through B09-11.

**Table II-1  
Structure Inventory**

<b>EXHIBIT LABEL</b>	<b>IDOT NUMBER</b>	<b>OVER</b>	<b>UNDER</b>	<b>OVERHEAD CLEARANCE</b>	<b>CLEAR WIDTH</b>	<b>LENGTH</b>	<b>COMMENTS</b>
SN-1	016-0936	Little Calumet River	N/A	N/A	52'	161'	Modification Required
SN-2	016-0935	Indiana Harbor Belt, Baltimore Ohio Chicago Terminal Railroads, Common Wealth Edison High Tension Wires	N/A	N/A	42'	589'	Remains as existing until it outlives its useful life, at which time it will be modified or reconstructed to accommodate the new approach lanes.
SN-3	016-0934	Calumet River	N/A	N/A	44'	898'	Remains as existing until structure outlives its useful life, at which time it will be modified or reconstructed to accommodate the new approach lanes.
SN-4	NICTD Bridge No. 71.67	N/A	CSS & SB Railroad	15.50'	>40'		NICTD is studying alternatives at this structure jointly with Corridor 7
SN-5	016-6050	Calumet River	N/A	N/A	40'	497'	Remains as existing until structure outlives its useful life, at which time it will be modified or reconstructed to accommodate the new approach lanes.

**Table II-2  
Accident Rates at Intersections  
Torrence Avenue**

Cross Street	N-S ADT	E-W ADT	Number of Accidents			Rate
			1990	1991	1992	
170th	28400	25000	24	18	17	1.009
River Oaks Drive, U.S. Route 6	28100	40100	N/A	3	2	0.100
Michigan City Road	29100	12400	24	14	8	1.012
154th, Pulaski Road	26900	9600	22	19	25	1.651
Sibley Blvd.	29000	29400	18	28	17	0.985
State	25200	20600	1	23	15	0.778
130th	15500	31100	61	72	85	4.272
106th	16100	8700	8	23	15	1.694
103rd	16700	11200	41	36	29	3.470
100th	11200	5100	12	18	15	2.521
95th	8300	8100	69	66	48	10.190

**Table II-3  
Accident Rates on Segments**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
<b>I-80</b>	<b>170th Street</b>	0.598	28600	66	66	54	9.933
<b>170th Street</b>	<b>U.S. Route 6</b>	0.988	26900	44	38	20	3.505
<b>U.S. Route 6</b>	<b>Michigan City Road</b>	0.762	29300	7	4	4	0.614
<b>Michigan City Road</b>	<b>154th Street, Pulaski Road</b>	0.239	28000	3	13	5	2.786
<b>154th Street, Pulaski Road</b>	<b>Sibley Boulevard</b>	0.498	25000	16	27	22	4.768
<b>Sibley Boulevard</b>	<b>State Street</b>	0.503	33000	11	16	25	2.861
<b>State Street</b>	<b>130th Street</b>	2.029	17500	28	26	32	2.212
<b>130th Street</b>	<b>106th Street</b>	3.010	13600	21	9	15	2.253
<b>106th Street</b>	<b>103rd Street</b>	0.252	18600	48	23	30	19.681
<b>103rd Street</b>	<b>100th Street</b>	0.362	14800	N/A	N/A	N/A	N/A
<b>100th Street</b>	<b>95th Street</b>	0.651	7500	18	28	33	14.780

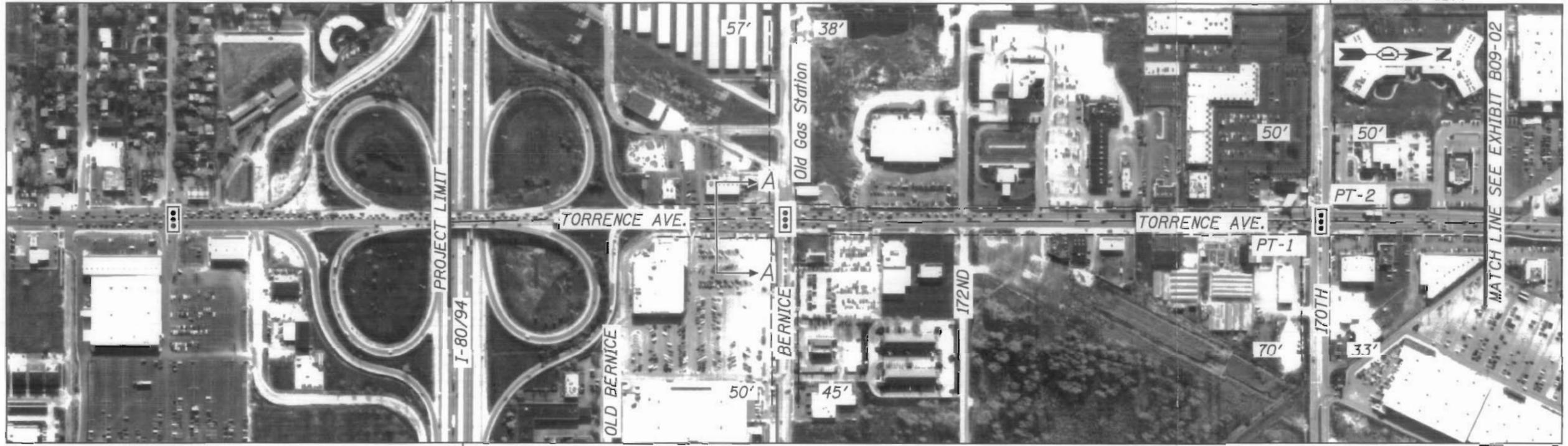
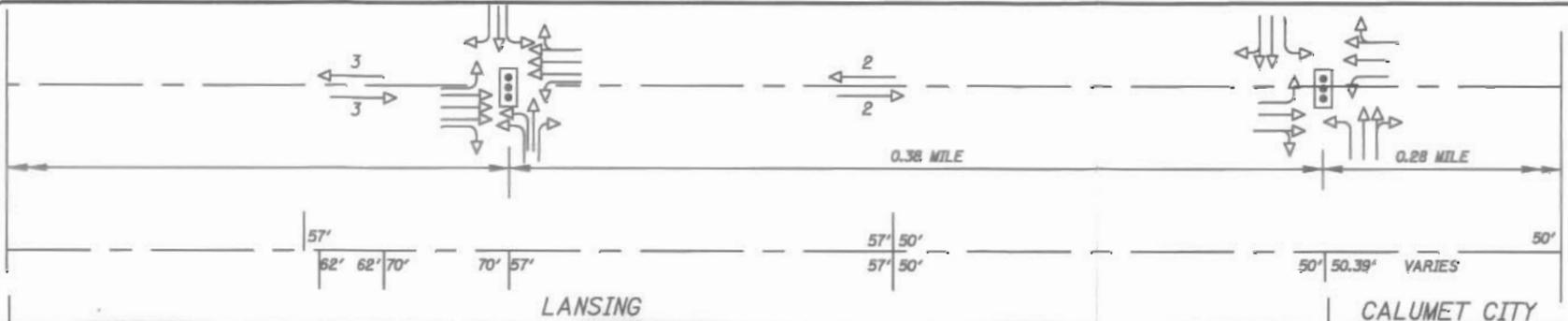
**Table II-4**  
**Sources of Data for Traffic and Transportation Characteristics**  
**Torrence Avenue**

Item	Data Source
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>- IDOT 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

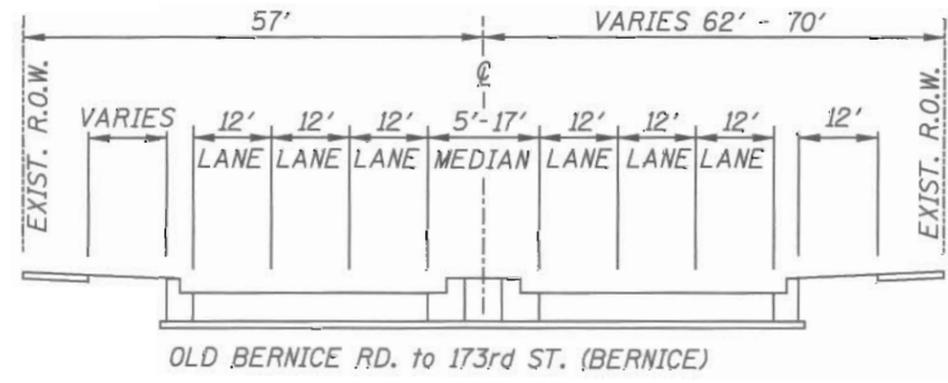
SIGNAL SPACING

EXISTING R.O.W.

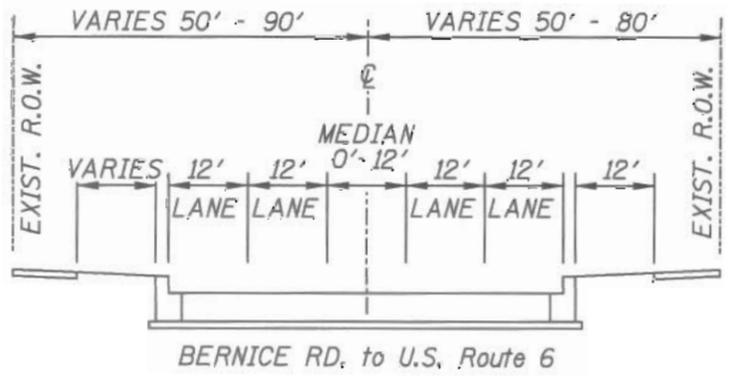


**DESCRIPTION OF EXISTING CONDITIONS:**

PT-1 : PACE 358 BUS ROUTE  
 PT-2 : PACE 358 BUS ROUTE



OLD BERNICE RD. to 173rd ST. (BERNICE)

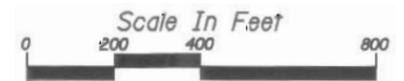


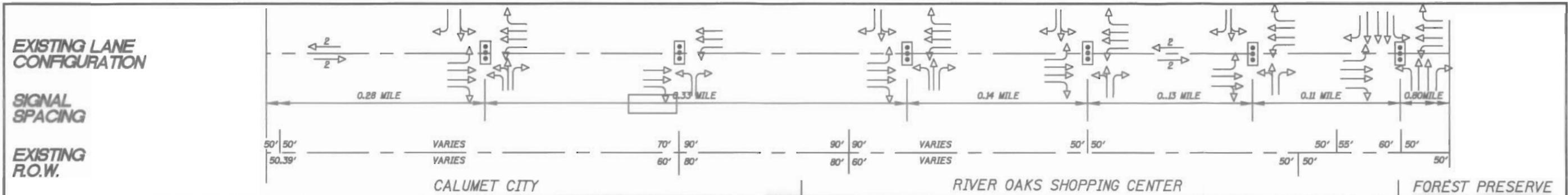
BERNICE RD. to U.S. Route 6

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

**TORRENCE AVENUE - EXISTING CONDITIONS**

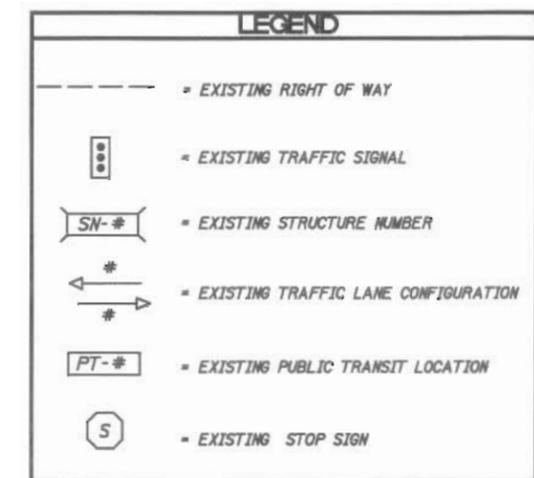
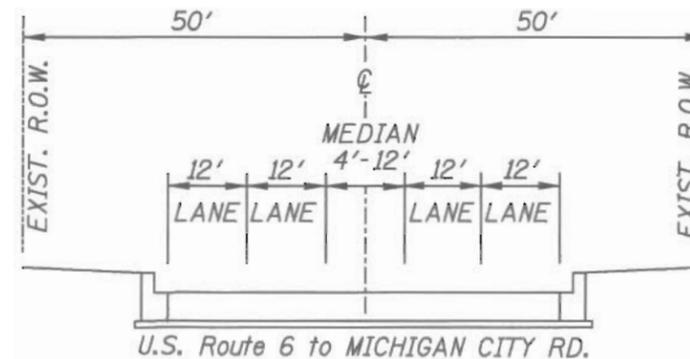
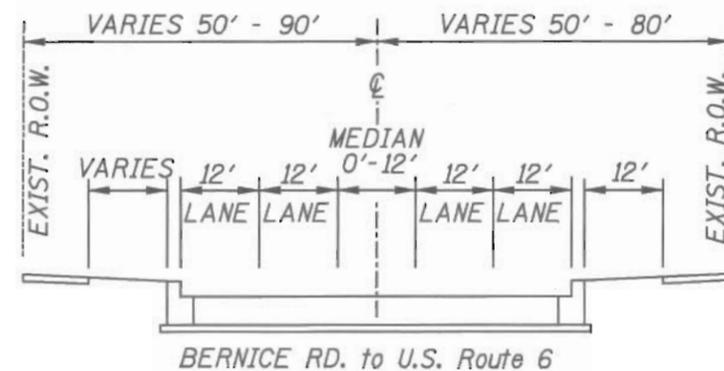
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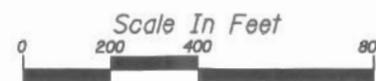
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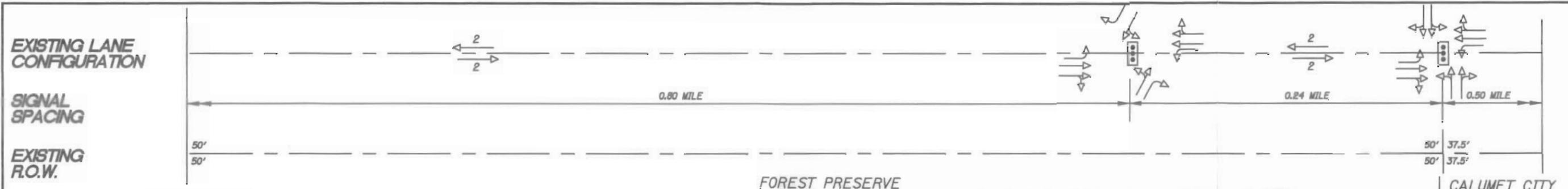
SN-1 : STRUCTURE NUMBER 016-0936 - Torrence Avenue Bridge over the Little Calumet River (4-11' Lanes)  
 PT-3 : PACE 358 BUS ROUTE



**TORRENCE AVENUE - EXISTING CONDITIONS**

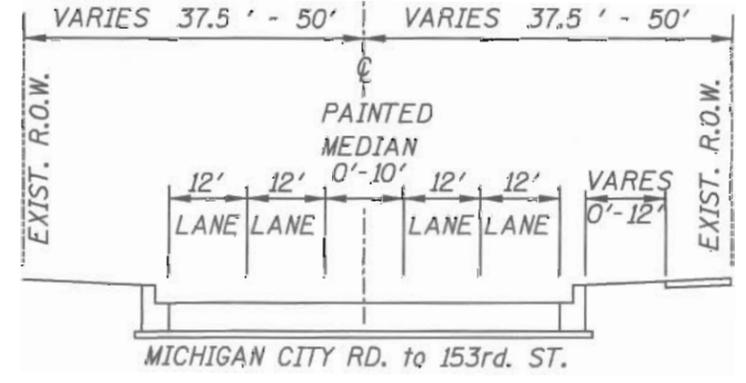
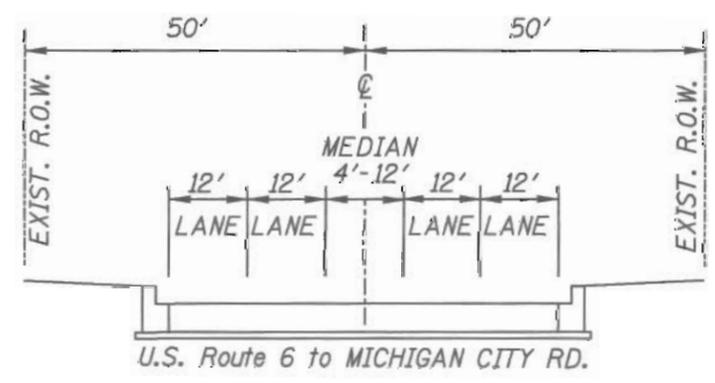
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the





**DESCRIPTION OF EXISTING CONDITIONS:**

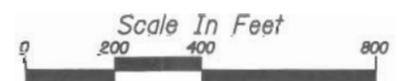
PT-4 : PACE 358 BUS ROUTE



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

**TORRENCE AVENUE - EXISTING CONDITIONS**

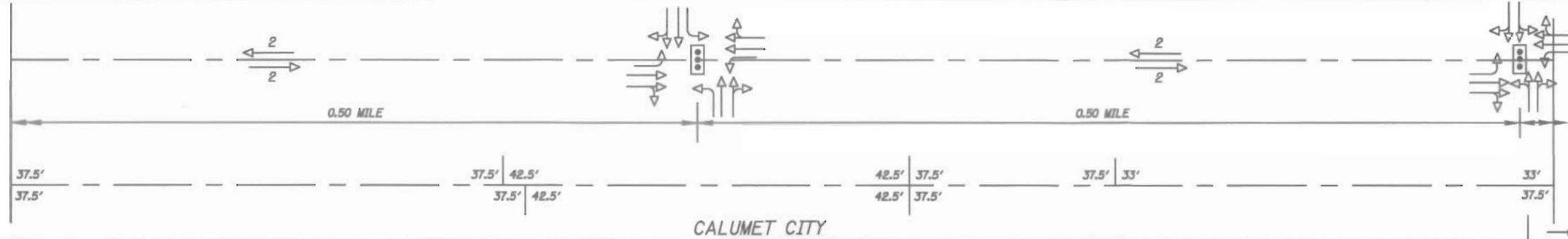
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

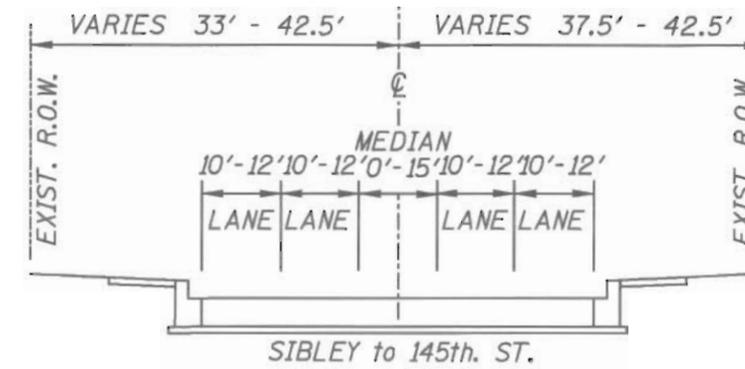
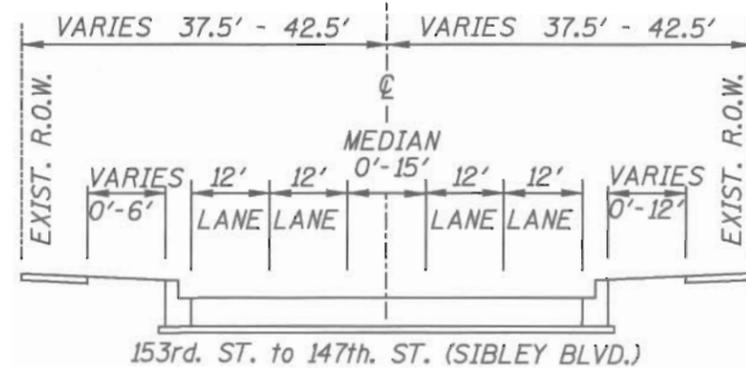
SIGNAL SPACING

EXISTING R.O.W.



**DESCRIPTION OF EXISTING CONDITIONS:** \* THE INTERSECTION OF WILSON AVENUE AND TORRENCE AVENUE CALUMET CITY HAS A HIGH ACCIDENT RATE

- PT-5 : PACE 358 BUS ROUTE
- PT-6 : PACE 350 BUS ROUTE
- PT-7 : PACE 355 BUS ROUTE

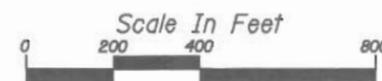


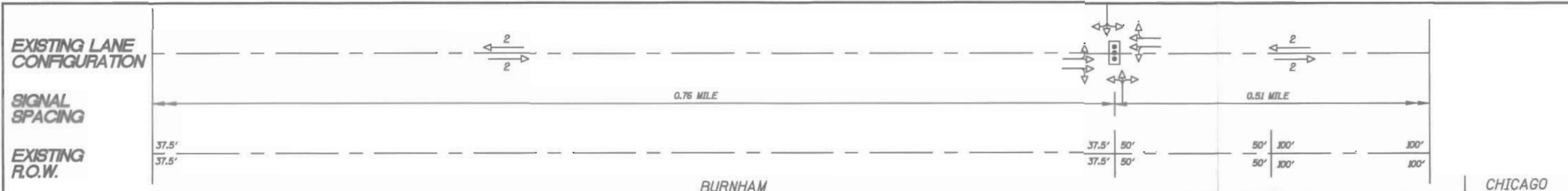
**LEGEND**

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

**TORRENCE AVENUE - EXISTING CONDITIONS**

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

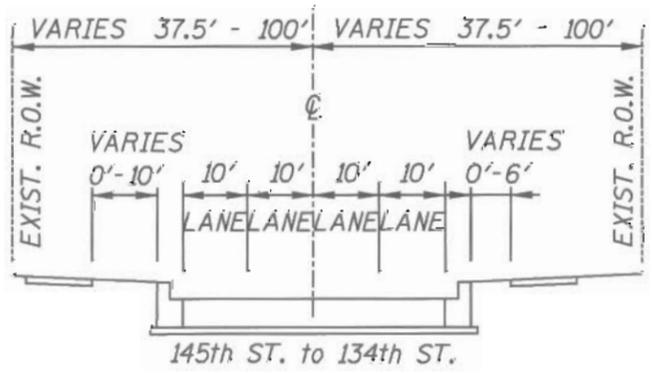
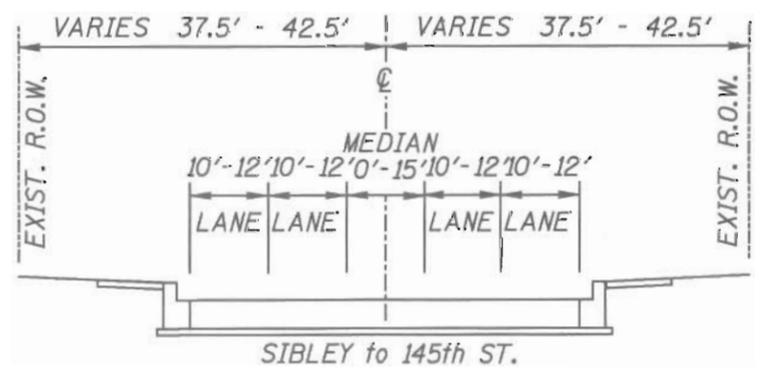




**DESCRIPTION OF EXISTING CONDITIONS:**

SN-2 : STRUCTURE NUMBER 016-0935 - Bridge over the Indiana Harbor Belt Railroad & Baltimore Ohio Chicago Terminal Railroad, and Commonwealth Edison High Tension Wires. (2-10' inside Lanes and 2-11' outside Lanes)

PT-8 : PAGE 358 BUS ROUTE



**LEGEND**

- - - = EXISTING RIGHT OF WAY
- ⊞ = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- ← \* → = EXISTING TRAFFIC LANE CONFIGURATION
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- ⊞ S = EXISTING STOP SIGN

**TORRENCE AVENUE - EXISTING CONDITIONS**

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



ADVISORY PANEL I WORKSHOP  
SRA CORRIDOR 09 - TORRENCE AVENUE

Date: October 12, 1995

Time 10:00 AM to 11:00 AM

Location Lansing Village Hall, Lansing, IL

Subject: Strategic Regional Arterial Subset #4  
Torrence Avenue

Attendees: Stephen Kehoe, Boyer Engineering, Ltd.  
Chris Siefert, Boyer Engineering, Ltd.  
Nancy Boyer, Boyer Engineering, Ltd.  
Sat Nagar, Dames & Moore/MCE  
Larry Lux, Dames & Moore/MCE  
Rich Starr, Illinois Department of Transportation District 1  
Janice Morrissy, South Suburban Mayors & Managers Association  
Matt Jurkash, 10th Ward City of Chicago  
Grace Bazylewski, Village of Lansing  
Rep. Arline M. Fantin, 29th District  
Val Williams, City of Calumet City  
Mary Graves, 79th District  
Don Schroud, Anderson Schroud Group

Copies to: Attendees, Senator Aldo DeAngelis, 40th District., Senator William Shaw, 15th District., Senator Emil Jones, Jr., 4th District, Senator Donne E. Trotter, 16th District., President Donald Danewicz, Village of Burnham., Mayor Jerry Genova, Calumet City, Alderman Robert Shaw, 9th Ward., Alderman John Buchanan, 10th Ward., Superintendent Carl F. Kowalski, Cook County Highway Department., President Mr. John Stroger, Cook County Board., President Robert West, Village of Lansing., Representative Thomas J. Dart, 28th District, Representative Constance A. Howard, 32nd District, Representative William Balthis, 79th District.

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The purpose of this meeting was to present the first advisory panel workshop 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 Sat Nagar, of Dames & Moore/MCE. Chris Siefert of Boyer Engineering Ltd., followed with a review of the SRA corridor. The following is a summary of comments for specific locations.

## **Segment 1 - I-80 to U.S. Route 6 (159th Street)**

This segment is characterized by six 12-foot lanes with a concrete barrier median from the I-80 west ramps to 173rd Street (Bernice Road). From 173rd Street to U.S. Route 6 the roadway consists of four 12-foot lanes with a varying median (two-way left turn lanes, flush, mountable and barrier). The existing R.O.W. varies from 83 feet to 127 feet, which will require some additional R.O.W. to allow for the expansion of the standard suburban SRA cross-section. The traffic model generated for this segment shows that a six lane cross-section will provide the desired level of service. The recommended cross-section is six 12 foot lanes with a 18 foot barrier median. An enclosed pavement drainage system is recommended throughout this segment.

- Representative Arline Fantin inquired about improvements to the bridge over the Little Calumet River.
- Mr. Chris Siefert stated that the bridge would be modified and/or reconstructed to accommodate the additional through lanes.
- Mrs. Val Williams inquired about other possible access roads other than Ring Road, for possible development on the west side of Torrence Avenue.
- Mr. Rich Starr indicated that IDOT would like to line up any access road with an existing access point to avoid offset intersections. Any future access due to development in an undeveloped area would be preferred to line up with an existing access point. Ideally IDOT would like to have all access at signalized intersections so the traffic can be properly controlled.

## **Segment 2 - U.S. Route 6 (159th Street) to 130th Street**

This segment is characterized by four lanes with no medians. The lanes vary in width from 10 feet to 12 feet. The existing R.O.W. varies from 75 feet to 200 feet which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From U.S. Route 6 to Michigan City Road the recommended cross-section consists of four 12-foot lanes with a 14-foot flush median which tapers down to the existing 4-foot painted median north of the entrance to Clayhole Woods. The cross-section of four 12-foot lanes with a 4-foot painted median is recommended till 154th Street (Pulaski Road). From 154th Street to 134th Street the recommended cross-section consists of four 12-foot lanes with a 12-foot flush median. From 134th Street to 130th Street the recommended cross-section consists of four 12-foot lanes with no median (double yellow lines). An enclosed pavement drainage system is recommended throughout this segment. It is recommended to shift the centerline of Torrence Avenue to the east and grade-separate by an underpass at the N.Y.C. & St.L. R.R. crossing. It is also recommended to leave 130th Street as existing however, a two lane grade-separated overpass is recommended for 130th Street to "short circuit" bypass the at-grade R.R. crossing on 130th Street, this will align with Brainard at a signalized intersection.

- Mr. Matt Jurkash of the 10th Ward inquired about the intersection of 130th Street and Torrence Avenue;
  - 130th Street will not intersect Torrence Avenue at all?
  - Torrence Avenue will be under the tracks?
  - Traffic which wants to travel on Brainard Avenue from Torrence Avenue will have to turn at 130th Street and then turn on Brainard Avenue?

- Mr. Don Schroud also expressed concern about traffic on 130th Street (eastbound) that wants to travel north on Torrence Avenue.
- Mr. Siefert provided the following responses;
  - Correct, the 130th Street by-pass will not intersect Torrence Avenue.
  - Yes, Torrence Avenue is under the tracks and the 130th Street by-pass.
  - Traffic on 130th Street, eastbound, that wants to travel north on Torrence Avenue can use the existing 130th Street to the intersection with Torrence Avenue, as it is today, or if the roadway is blocked by a train the traffic can use the by-pass to get to Brainard Avenue and go back up to Torrence Avenue.
- Mr. Sat Nagar expressed that from observations and traffic counts that 80% of the traffic uses 130th Street and goes to Brainard Avenue. A special meeting with IDOT was held to come up with some possible solutions to this intersection and this alternate is the one that is preferred to alleviate the problem. This is a very preliminary study, a more detailed study would be performed during Phase I and Phase II when this site would be implemented.
- Mr. Schroud provided information about the proposed Industrial Park off of 126th Street. He also expressed concern about the traffic that this park would generate, and also stated that they were going to connect 126th Street with Avenue O to the east which will create a short cut for east-west traffic. Mr. Schroud provided IDOT and BOYER Engineering with copies of the proposed intersection improvements. Mr. Schroud also expressed concern about shifting Torrence Avenue to the east by 60 feet because of the proposed deceleration lane for Torrence Avenue.
- Mr. Siefert expressed that this would all be taken into consideration and that we would change the existing conditions to reflect this improvement since it is being implemented now and reanalyze the recommendation for the intersection with 130th Street.
- Mr. Starr inquired about a traffic study for the proposed improvement to 126th Street.
- Mr. Schroud stated that IDOT and CDOT have determined the traffic numbers and stated that there is approximately 3,000 vehicles projected.
- Mrs. Nancy Boyer asked Mr. Schroud if this improvement has been approved.
- Mr. Schroud assured that this has been substantially approved.
- Mrs. Williams expressed concern about the funding for these recommendations in where will it come from.
- Mr. Nagar expressed that these are 2010 planning studies which have been identified by NIPC and IDOT as routes to supplement the expressways. These studies will allow IDOT to prioritize the routes for implementation.
- Mrs. Williams asked if it would be 2010 before anything will be done.
- Mr. Starr replied that it might be before 2010 or after. By doing these studies, IDOT is identifying where improvements need to be made and where R.O.W. should be set aside now for any future improvements.
- Mrs. Janice Morrissy indicated that it might be possible to fix a problem intersection and not the whole route at this time.
- Mr. Starr agreed with Mrs. Morrissy and also added that IDOT will prioritize these improvements so maybe there are a few locations on Torrence Avenue that could be improved in the next 10 - 15 years.

### **Segment 3 - 130th Street to 109th Street**

This segment is characterized by four lanes with no median. The lanes vary in width from 10 feet to 15 feet. The existing R.O.W. varies from 66 feet to 80 feet, which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From 130th Street to 126th Street the recommended cross-section consists of four 12 foot lanes with no median. The roadway will be shifted back onto its existing alignment by 126th Street. From 126th Street to 109th Street the recommended cross-section consists of four 12 foot lanes with no median. An enclosed pavement drainage system is recommended throughout this segment.

- Mr. Schroud stated that the IHB owns the land just east of Torrence Avenue and is willing to give the property up at this time, so if the improvement for this study is to acquire R.O.W. on the east side of Torrence Avenue then it should be done now.
- Mr. Starr indicated that this is the kind of things we want to do. So that when opportunities like this arise we have a long range plan to say maybe we can't widen or relocate a roadway for 10 years but maybe we can go ahead and acquire that property.

### **Segment 4- 109th Street to 95th Street (U.S. Rte. 12/20)**

This segment is characterized by four lanes with no median. The lanes vary in width from 10 feet to 15 feet. The existing R.O.W. varies from 66 feet to 89 feet which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From 109th Street to 97th Street the recommended cross-section consists of four 11 foot lanes with a 3 foot painted median. An 8 foot parking lane is recommended only on the west side of Torrence Avenue from 109th Street to 97th Street. From 97th Street to 96th Street the roadway is shifted to the west. The recommended cross-section consists of four 11 foot lanes with no median and no on-street parking. From 96th Street to 95th Street the recommended cross-section consists of four 11 foot lanes with no median and with 8 foot parking lanes on both sides of Torrence Avenue. An enclosed pavement drainage system is recommended throughout this segment.

- Mr. Starr expressed concern about staying within the existing R.O.W.
- Mr. Siefert replied that the majority of the businesses are located on the west side and any businesses on the east side do have their own parking.

### **Close**

- Mr. Starr & Mr. Nagar thanked the advisory panel members for their participation and input and stated that the next step is to incorporate the information from today and form a Draft Report. From there we would go to a 2nd Advisory Panel meeting and a Public Hearing which leads to the Final Report by next spring.
- Mr. Nagar added that next we would go to a Geometric Review of the intersections with IDOT. Then meet for the Advisory Panel 2 meeting which will probably be about 4 months.

**Addendum:**

Meeting with HNTB 10/17/95

Sung Lee, HNTB  
Barry Erlandson, HNTB  
Ronald Griffith, HNTB  
Chris Siefert, BOYER Engineering Ltd.

The purpose of this meeting was to exchange information on the 126th Street improvement on Torrence Avenue. The meeting began with Chris Siefert presenting what their study is about and what they recommend at the intersection of Torrence and 130th Street. Barry Erlandson presented their project and went over the limits of the traffic impact study.

What we will do is compare these new traffic numbers with the numbers provided by IDOT, to see if there is any difference. We need to try to have Torrence back on existing before 126th Street. HNTB provided us with a traffic impact study, traffic counts, and another copy of the 126th Street improvement.

Faithfully Submitted,

Christopher A. Siefert  
Corridor Leader  
BOYER ENGINEERING LTD.

**ADVISORY PANEL II WORKSHOP  
SRA CORRIDOR 09 - TORRENCE AVENUE**

Date: December 4, 1996

Time 10:00 AM to 12:00 PM

Location Holiday Inn Ballroom, Lansing, IL

Subject: Strategic Regional Arterial Subset #4  
Torrence Avenue

Attendees: Stephen Kehoe, Boyer Engineering, Ltd.  
Majid Rashid, Boyer Engineering, Ltd.  
Jay Rakers, Boyer Engineering, Ltd.  
Sat Nagar, Dames & Moore/MCE  
Ken Chaloupek, Illinois Department of Transportation, District One  
Alderman John Buchanan, 10th Ward, City of Chicago  
Laura Slubowski, 10th Ward, City of Chicago  
Grace Bazylewski, Village of Lansing

Copies to: Attendees, Senator Aldo DeAngelis, 40th District., Senator William Shaw, 15th District., Senator Emil Jones, Jr., 4th District, Senator Donne E. Trotter, 16th District., President Donald Danewicz, Village of Burnham., Mayor Jerry Genova, Calumet City, Alderman Robert Shaw, 9th Ward., Superintendent Carl F. Kowalski, Cook County Highway Department., President Mr. John Stroger, Cook County Board., President Robert West, Village of Lansing, Representative Thomas J. Dart, 28th District., Representative Arline M. Fantin., 29th District., Representative Constance A. Howard, 32nd District., Representative William Balthis, 79th District., Don Schroud, Anderson Schroud Group.

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The purpose of this meeting was to present the Advisory Panel II Workshop for the SRA corridor and to solicit comments. The meeting began with an introduction by Ken Chaloupek of the Illinois Department of Transportation, and a general overall view of the SRA project by Sat Nagar 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 - I-80 to U.S. Route 6 (159th Street)**

This segment is characterized by six 12 foot lanes with a concrete barrier median from the I-80 west ramps to 173rd Street (Bernice Road). From 173rd Street to U.S. Route 6 the roadway consists of four 12 foot lanes with a varying median (two-way left turn lanes, flush, mountable and barrier). The existing R.O.W. varies from 114 feet to 127 feet, which will require some additional R.O.W.

to allow for the expansion of the standard suburban SRA cross-section. The traffic model generated for this segment shows that a six lane cross-section will provide the desired level of service. The recommended cross-section is six 12 foot lanes with an 18 foot barrier median. An enclosed pavement drainage system is recommended throughout this segment.

- Ms. Grace Bazylewski requested that an at-grade median be used instead of a barrier median on Torrence Avenue between 172nd Street and the Landing's Entrance so that cars can still have access to both sides of Torrence Avenue. She also said that if a barrier median is provided, then cross connection easements between the parking lots should be mandatory, even though it would be difficult to attain these from the existing businesses. She said that a barrier median without cross connection easements is unacceptable. Ms. Bazylewski also commented that there is an access problem on the side road entrance to the Landing's, just south of the main Landing's entrance on the east side of Torrence Avenue.
- Mr. Stephen Kehoe said that the barrier median idea was discussed at the Advisory Panel I meeting. He said that the barrier median was a safety issue because of the proposed six lane roadway. If traffic were to use a flush median to cross the proposed six lane roadway the traffic would not find the appropriate gaps to cross safely and then they would be stuck in the flush median. Local officials need to look at providing access roads and parking lot connectors for the traffic which won't be able to cross the barrier median to reach the businesses on the opposite sides of Torrence Avenue.
- Ms. Bazylewski discussed the possibility of having a flush median as a rest lane so that cars can pull out, wait, and finally merge, instead of closing off access by having a barrier median. She pointed out that there is enough room to do this. She also asked that we recommend to the Calumet City officials that they look into an access road plan for all development and coordinate the traffic to a signalized intersection because she knows that they do not have such a plan now. Access for northbound traffic onto Torrence Avenue from the development on the west side is extremely poor between 170th Street and the Landing's Entrance. Finally she mentioned that Calumet City is proposing developing an area west of 166th Street, where a new access road on the west side of Torrence Avenue would have to be constructed and aligned with the 166th Street intersection.
- Mr. Kehoe stated that the access point for this new street should line up with 166th Street.
- Ms. Bazylewski responded that it would. She also said that a major manufacturer with 500 employees is opening up sometime next year just north of 170th Street in the existing warehouse behind the Landing's building.
- Other written comments from Ms. Bazylewski included:
  - Bernice Road will be improved by the village of Lansing in the Spring of 1997.
  - A signal is needed at 172nd Street where a break in the median is proposed.
  - The 166th Street intersection will need improvements and is supported by Lansing.
  - Further east on 166th Street, there is a proposed senior housing condo, behind the theaters.
  - Pedestrian and bicycle access is requested on the Calumet River bridge.
  - A proposed restaurant will be built just south of the Calumet River bridge, east of Torrence Avenue.
- A retail store is proposed on the northeast corner of 172nd Street (summer 97).
- Propose to Calumet City that they work on a cross access amendment for all of the various developments which exist west of Torrence Avenue and coordinate the traffic to a signalized intersection.

## **Segment 2 - U.S. Route 6 (159th Street) to 130th Street**

This segment is characterized by four lanes with no medians. The lanes vary in width from 10 feet to 12 feet. The existing R.O.W. varies from 70.5 feet to 200 feet which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From U.S. Route 6 to 154th Street the recommended cross-section consists of four 12 foot lanes with a 14 foot flush median. From 154th Street to 130th Street the recommended cross-section consists of four 12 foot lanes with a 12 foot flush median. An enclosed pavement drainage system is recommended throughout this segment.

- Alderman John Buchanan asked if the median was going to stay the same from U.S. Route 6 to Pulaski Road.
- Mr. Kehoe responded that the median would be widened out to 14 feet to accommodate the turning vehicles for the businesses near Pulaski Road and the entrances to the Forest Preserve.
- Alderman Buchanan asked if drainage was included.
- Mr. Kehoe responded yes. He also stated that drainage would be studied in more detail during Phase I, and that an enclosed drainage system would be maintained.
- Alderman Buchanan stated that he would like to see Brainard Avenue developed with a direct connection to 130th Street.
- Mr. Kehoe mentioned that the 130th Street intersection will be studied along with the IL 83/ 127th Street/ 130th Street SRA Corridor Study and the recommendations of that study would be incorporated in the Torrence Avenue study.

## **Segment 3 - 130th Street to 109th Street**

This segment is characterized by four lanes with no median. The lanes vary in width from 10 feet to 15 feet. The existing R.O.W. varies from 66 feet to 90 feet, which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From 130th Street to 109th Street the recommended cross-section consists of four 12 foot lanes with no median. An enclosed pavement drainage system is recommended throughout this segment.

- Alderman Buchanan stated that the speed limit is now 35 mph from the ACME Steel Plant to 109th Street. He also introduced the fact that the City of Chicago is planning modifications to the vertical lift bridge. Alderman Buchanan said major road improvements were planned from the north end of the bridge to 122nd Street. He recommended that someone contact Stan Kaderback because this improvement will be done in conjunction with the Chicago Water Reclamation Project for this area.
- Mr. Kehoe asked if the project was mostly road improvements.
- Alderman Buchanan responded that the bridge will be closed from 6 months to a year, but the proposed project does include major road changes from the bridge to 122nd Street, including widening and a few other things.
- Ms. Laura Slubowski said that there was already a Public Hearing about 60 days ago on this project.
- Mr. Kehoe responded that he had a meeting with Stan back in February and nothing was mentioned about these improvements. But he said he would contact Stan on this matter.

- Alderman Buchanan stated that the Water Reclamation District was planning to build a deep tunnel project along Torrence Avenue and are proposing to start up next spring. He said that he just wanted everyone to know because the tunnel project might overlap with the SRA project.
- Mr. Kehoe responded by saying an example of an overlap might be if the grade-separation of 130th Street takes place, problems might arise.
- Alderman Buchanan also recommended that an order should be put into the City of Chicago, requesting that any changes done to Torrence Avenue should be made known to the SRA coordinators. He asked if anybody knew about the Norfolk & Western project south of 130th Street, mentioning that it is a 100 million dollar project.
- Mr. Chaloupek responded no and added that the whole point of the SRA study is to coordinate with officials like Alderman Buchanan so that everybody knows what is happening in the area.

#### **Segment 4- 109th Street to 95th Street (U.S. Rte. 12/20)**

This segment is characterized by four lanes with no median. The lanes vary in width from 10 feet to 15 feet. The existing R.O.W. varies from 66 feet to 89 feet which allows room for expansion to the modified standard urban SRA cross-section. The traffic model generated for this segment shows that a four lane cross-section will provide the desired level of service. From 109th Street to 97th Street the recommended cross-section consists of four 12 foot lanes with no median. An 8 foot parking lane is recommended on the west side of Torrence Avenue from 109th Street to 97th Street. From 97th Street to 96th Street the recommended cross-section consists of four 11 foot lanes with no median and no on-street parking. From 96th Street to the alley south of 95th Street the recommended cross-section consists of four 11 foot lanes with no median and 8 foot parking lanes on both sides of Torrence Avenue. An enclosed pavement drainage system is recommended throughout this segment.

- Alderman Buchanan stated that the speed limit was now 35 mph from 109th Street to 95th Street.
- Ms. Slubowski asked if there was going to be no parking on the east side from 109th Street to 104th Street.
- Mr. Kehoe responded that there was going to be no parking on the east side.
- Alderman Buchanan asked about the church on the southeast corner of 105th Street. He was concerned about whether or not the intersection of 105th Street and Torrence Avenue was designed to accommodate the church.
- Mr. Kehoe stated that there are some alternative parking areas available and that he would look into whether the areas are around the church.
- Alderman Buchanan asked if there was any R.O.W. acquisition from 104th Street to 95th Street.
- Mr. Kehoe stated yes, an additional 5.5 feet from 96th Street to the alley on the west side.
- Alderman Buchanan was concerned about the removal of stop signs on Torrence Avenue at the intersections of 105th, 104th, and 97th Streets. He said it took him 8 years to get them placed.
- Ms. Slubowski stated a concern for the stop sign removal near the school connected to St. Kevin's Church, which is located on the southeast corner of 105th Street.
- Alderman Buchanan added that he thought the stop signs should be maintained at both 105th and 104th Streets. He even mentioned signalizing both intersections.
- Mr. Kehoe stated that there are traffic signal warrants that are used in order to justify a

signal. Mr. Kehoe said that a statement mentioning that the traffic signal warrants should be studied for these intersections would be added to the report.

- Alderman Buchanan said that he thinks a signal is needed at 104th Street because Commercial Avenue turns into 104th Street, and there is a lot of heavy traffic there. He added that the industrial development that will be occurring there in the next 3 to 5 years, citing the Wisconsin Steel Plant site as an example, will have to be taken into consideration.
- Mr. Sat Nagar said that the final report will mention that certain locations have a potential for signalization, but a more detailed analysis should be done in Phase I.
- Alderman Buchanan said that there is going to be a bus stop at the 103rd Street intersection. He also noted that he thinks the intersections of 103rd, 104th, 105th, and 106th Streets are intersections that need to be studied. Alderman Buchanan asked if the dog leg at 100th Street was going to be straightened out.
- Mr. Kehoe answered that the east leg was going to be realigned to match the west leg.
- Alderman Buchanan responded that this would be good. He inquired to know if anyone has come up with the proposal to eliminate the curve on Colfax Avenue between 97th Street and 96th Street by acquiring the property and straightening out Torrence Avenue. He said the stop sign at 97th Street is a joke, nobody pays attention to it. Alderman Buchanan also said that there have been 16 deaths along this curve going north on Torrence Avenue, mentioning that people just miss the curve and hit the buildings on the east side, including his cousin. He said that there has always been the suggestion to eliminate the buildings and straighten out the curve.
- Mr. Kehoe responded that the reason for the curve in Torrence Avenue over to Colfax Avenue is to line up the intersection on the south side of 95th Street with Colfax Avenue and the railroad structure on the north side of 95th Street.
- Alderman Buchanan answered that he understands that it is a problem to line up the streets with the structure. He said the curve is just too sharp, resulting in accidents.
- Mr. Kehoe mentioned that the sharp curve and narrow lanes are the reason he is proposing no parking along the curve.
- Mr. Nagar indicated that the realignment and flattening of the curve will be looked into.
- Alderman Buchanan stated that all that needs to be acquired are two properties, saying that a junkyard existed at both locations.
- Mr. Kehoe said that he would take a look at the curve after the meeting.
- Mr. Ken Chaloupek asked if Torrence Avenue was called Colfax Avenue at 95th Street.
- Mr. Kehoe said that there is a Torrence Avenue that goes to 95th Street but that the corridor shifts to Colfax Avenue at 97th Street.
- Mr. Nagar mentioned that R.O.W. needed to be acquired from 97th Street to 95th Street.
- Alderman Buchanan said to be aware that there is a discussion that the cul-de-sacs, which exit onto Torrence and Colfax between 97th Street and 95th Street on the west side, will be closed. He said that this will force the flow of traffic from the residential community to exit onto Torrence Avenue on the west side at 99th Street. Alderman Buchanan also said that there was a proposal for a cul-de-sac on the east side of Torrence Avenue, which would be located on the east side of the railroad tracks on 99th Street, to eliminate traffic flow onto Torrence Avenue from the residential community. Alderman Buchanan finally mentioned that there is a large church now built on the east side of Torrence Avenue between 99th and 98th Streets.
- Mr. Kehoe said that he would take note of this information.

**Close**

- Mr. Chaloupek & Mr. Kehoe thanked the advisory panel members for their participation and input and stated that the next step is to incorporate the information from today and form a Final Report.
- Also, they noted that the public hearing would be on December 16, 1996 from 2:00 PM to 7:00 PM, again being held at the Holiday Inn in Lansing, IL.  
Input from the public hearing would also be incorporated into the Final Report.
- Addendum: Phone conversation with Dr. Carl King 12/5/96

The purpose of this phone conversation was to talk to a representative from Calumet City since no one from the city attended the Advisory Panel II meeting. Stephen Kehoe discussed the proposed improvements along Torrence Avenue including the Barrier Median, Closing Mall Road #2, and the 14' and 12' Flush Medians north of Pulaski Road. Dr. King said he did not receive the SRA report from the Mayor but that if the Mayor did not have him attend they did not have any comments. From what he had heard discussed over the phone for the proposed improvements Dr. King felt they would have no objections. Dr. King asked if he could get a copy of the report sent directly to him. Mr. Kehoe said he would send one out.

Faithfully Submitted,

Stephen M. Kehoe, P.E.  
Corridor Leader  
BOYER ENGINEERING LTD.

**PUBLIC HEARING  
SRA CORRIDOR 09 - TORRENCE AVENUE**

**Date:** December 16, 1996

**Time:** 2:00 PM to 7:00 PM

**Location:** Holiday Inn Ballroom, Lansing, IL

**Subject:** Strategic Regional Arterial Subset #4  
Torrence Avenue

**Attendees:** Stephen Kehoe, Boyer Engineering, Ltd.  
Jay Rakers, Boyer Engineering, Ltd.  
Patrick Li, Boyer Engineering, Ltd.  
George Schroeber, Dames & Moore / MCE  
Rich Starr, Illinois Department of Transportation, District 1  
Roger Valente, Illinois Department of Transportation, District 1  
Ken Chaloupek, Illinois Department of Transportation, District 1  
Lisa, Illinois Department of Transportation, District 1  
Joan Kenney, Court Reporter  
Robert W. West, Mayor of Lansing  
State Representative Elect Michael Giglio, 79th District  
Maria Wallace, 10th Ward, City of Chicago  
Jorge J. Perez, Southeastern Chicago Development Community  
Keith Privett, Chicago Department of Transportation  
Grace Bazylewski, Village of Lansing  
Public

The purpose of this hearing was to introduce the Torrence Avenue Corridor to the public and to solicit their comments. A slide presentation and exhibits of the proposed conditions were presented during the hearing. The following is a summary of the written comments received from the public.

•**Mayor Robert W. West wrote:**

The village of Lansing has two primary concerns: 1) A barrier curb/ median north of Bernice Road would cause a hardship for the businesses on both sides of Torrence Avenue. These include accessibility to both shopper and emergency vehicles. An at-grade merge lane would work.

2) Should this project be undertaken, the primary task should be the construction of additional lanes at the bridge between Lansing and Calumet City. This is currently the biggest traffic problem on this stretch of road. Additionally, we would ask for a light signal at the intersection of 172nd Street and Torrence Avenue.

**•State Representative Elect Michael Giglio wrote:**

I believe the median proposed between I-80 and the Little Calumet River should be "barrier free". By this, I would encourage a mountable median instead. This would maintain access as well as discourage abuse.

**•Grace Bazylewski, Village of Lansing, wrote:**

Landing's Shopping Center Management has reviewed the Draft Report and have responded positively to the proposed improvements (especially bridge widening).

IN RE: )  
 )  
STRATEGIC REGIONAL ARTERIAL )  
 )  
OPERATION GREENLIGHT )  
 )  
THE LONG-RANGE PLAN OF )  
TORRENCE AVENUE FROM )  
INTERSTATE 80 TO 95TH STREET )

LANSING, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and long-range plan, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Holiday Inn, 17356 South Torrence Avenue, Lansing, Illinois, on Monday, the 16th day of December, A. D. 1996, between the hours of 2:00 and 7:00 P. M.

MARIA WALLACE: My name is Maria Wallace.  
I am from Alderman Buchanan's office.

My concern is primarily the intersection at this point, the intersection at 104th and Torrence. Currently there are stop signs; and, because it is a busy intersection, there is a lot of traffic.

I want to make sure that nothing is done; such as, the stoplights being put up, until -- the stop signs won't be taken down until another alternate form of traffic control is completely in place and functioning properly.

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

