FINAL REPORT

STRATEGIC REGIONAL ARTERIAL

CERMAK ROAD/22nd STREET

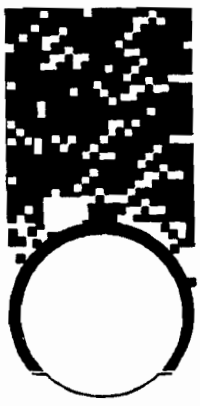
Volume 2 of 2: Butterfield Road (Illinois Route 56) to Illinois Route 50

March, 1998

By: BRW
A DAMES & MOORE GROUP COMPANY

For:

Illinois Department of Transportation



Operation Greenlight

FOREWORD

Illinois Route 56/Cermak Road is a Strategic Regional Arterial from Farnsworth/Kirk Road in Kane County to Cicero Avenue in Cook County. For the purposes of this study the corridor has been divided into two separate corridor study areas. Volume-I is devoted to Illinois Route 56 and Volume-II is devoted to Cermak Road/22nd Street.

This report constitutes Volume-II of the Illinois Route 56/Cermak Road corridor. Cermak Road is a Strategic Regional Arterial (SRA) from Butterfield Road/Illinois Route 56 in DuPage County to Cicero Avenue in Cook County. This SRA report for Cermak Road has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by BRW/Dames & Moore Group.

As an SRA route, Cermak Road 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.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

CERMAK ROAD

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXECUTIVE SUMMARY

The Cermak Road corridor is an extension of the Illinois 56/Butterfield Road SRA corridor previously addressed in Volume I of the Illinois 56/Butterfield Road SRA report. This report is Volume II of the Butterfield Road/Cermak Road SRA corridor. The limits of the 12-mile Cermak Road corridor are from Butterfield Road to Cicero Avenue. Volume II is divided into three sections and discussed in the following pages

Section I: Butterfield Road to I-294

- Develop six 12-foot lanes separated by a 18-foot mountable median from Butterfield Road to Illinois Route 83.
- Develop six 12-foot lanes separated by a 30-foot barrier median from Illinois Route 83 to Interstate 294.
- Widen I-88 overpass east of McDonald Drive to include three lanes in either direction.
- Maintain existing median between Butterfield Road and Illinois Route 83.
- Coordinate signals between Butterfield Road and I-294.
- Widen I-88 and I-294 underpass located east of Windsor Drive to include three lanes in either direction.
- Parking is not allowed along this section.

Section II: I-294 to Harlem Avenue

- Develop six 12-foot lanes separated by a 16-foot barrier median with combination curb and gutter from I-294 to 750 feet west of Enterprise Drive.
- Maintain four 11-foot lanes from Enterprise Drive to Wolf Road separated by a 11-foot flush median.
- Maintain existing cross-section consisting of four 11-foot lanes separated by a 11-foot flush median from Wolf Road to 1st Avenue.
- Maintain six 12-foot lanes between 1st Avenue and Des Plaines Avenue separated by a 30-foot barrier median.
- Maintain existing cross-section consisting of four 12-foot lanes with no median, separated by double yellow line continuous pavement marking from Des Plaines Avenue to Lathrop Avenue.
- Maintain three 11-foot lanes in the eastbound direction and two 11-foot lanes in the westbound direction separated by a 16-foot barrier median from Lathrop Avenue to Harlem Avenue.
- Parking is not allowed along this section.

Section III: Harlem Avenue to Cicero Avenue

- Maintain four 11-foot lanes separated by a 16-foot barrier median from Harlem Avenue to Home Avenue.
- Maintain four 11-foot lanes separated by a separated by double yellow line continuous pavement marking from Home Avenue to Wesley Avenue.
- Maintain four 12-foot lanes with angled parking stalls from Wesley Avenue to Cicero Avenue, separated by a 18-foot barrier median.
- Parking is allowed in designated areas along the section.

INTRODUCTION

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 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 most effectively.

The SRA system is a 1,380 mile network of existing roadways in the northeastern Illinois region. The roadways comprise 66 corridors.

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; and
- Increase personal mobility and reduce congestion.

This report is concerned with Cermak Road (22nd Street), which has been designated as an SRA corridor from Butterfield Road (Illinois Route 56) in DuPage County to Illinois Route 50 (Cicero Avenue) in Cook County.

SRA Design Concept

A report on design concepts for the SRA system prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for Cermak Road that is described in this report.

Organization of the Report

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

- **Environmental Conditions and Land use**
  - This chapter presents the existing environmental characteristics, UST and LUST sites, endangered species lists and wetland areas found along the corridor.
- **Existing Roadway Conditions**
  - This chapter presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Recommended Improvements**
  - This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirement, access management, and public transit. Cost projections for R.O.W. 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. This section will be updated as the SRA study for Cermak Road develops towards the final report phase.

The Corridor Study Area

The Cermak Road corridor approximately 12 miles in length, begins in eastern DuPage County at Butterfield Road. The corridor proceeds easterly to the Illinois Route 50 (Cicero Avenue) intersection in Cook County. The surrounding land uses are mixed, ranging from residential to commercial/industrial.

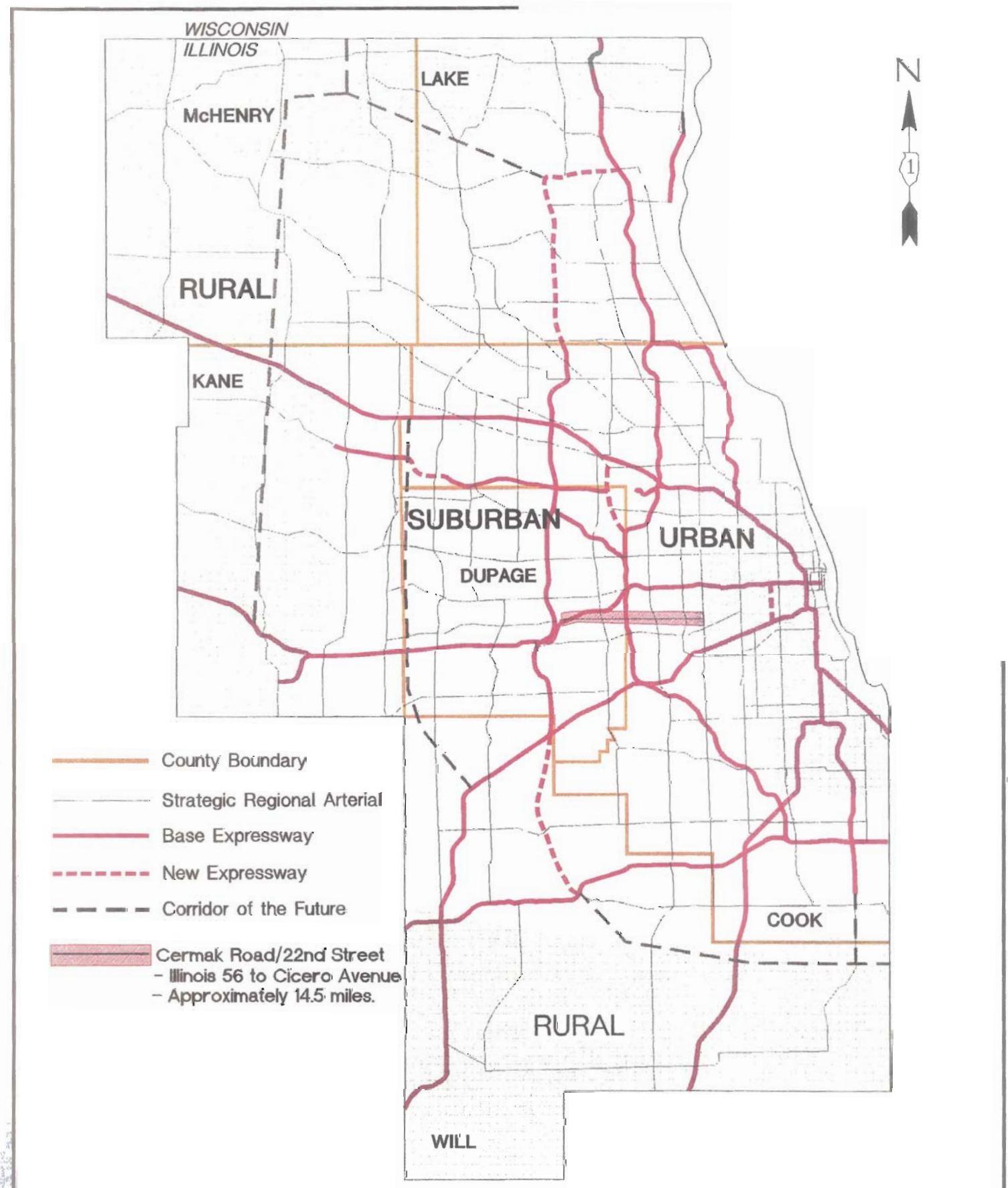
From Butterfield Road to west of Illinois Route 83, the existing Cermak Road cross-section is two lanes with a variable width mountable median. The surrounding land use consists of commercial developments on the frontage to the north and south sides of Cermak Road and residential developments on the north side behind the commercial frontage. The existing right-of-way varies from 140 to 200 feet .

From Illinois Route 83 to I-294, the cross-section primarily consists of a varying four to six lane cross-section. The surrounding land uses consist of residential, high density commercial (Oak Brook Shopping Center). Cermak Road experiences traffic congestion at the I-88 structure, due to a constricted opening accommodating only four lanes of traffic.

The section from I-294 to Illinois Route 43 (Harlem Avenue) primarily consists of a four lane cross-section with curb and gutter, with a six lane cross-section from 1st Avenue to Des Plaines Avenue. The adjacent land use is basically residential with commercial and industrial locations along the frontages in addition to a portion of Cook County Forest Preserve property.

A four to six lane cross-section with raised median exists from Harlem Avenue to Illinois Route 50. Parallel parking is allowed from Harlem Avenue to Wesley Avenue. There is an auxiliary parking lane with angled parking slots from Wesley Avenue to Illinois Route 50. Land use along the corridor in this section includes commercial buildings and retail shops adjacent to the road.

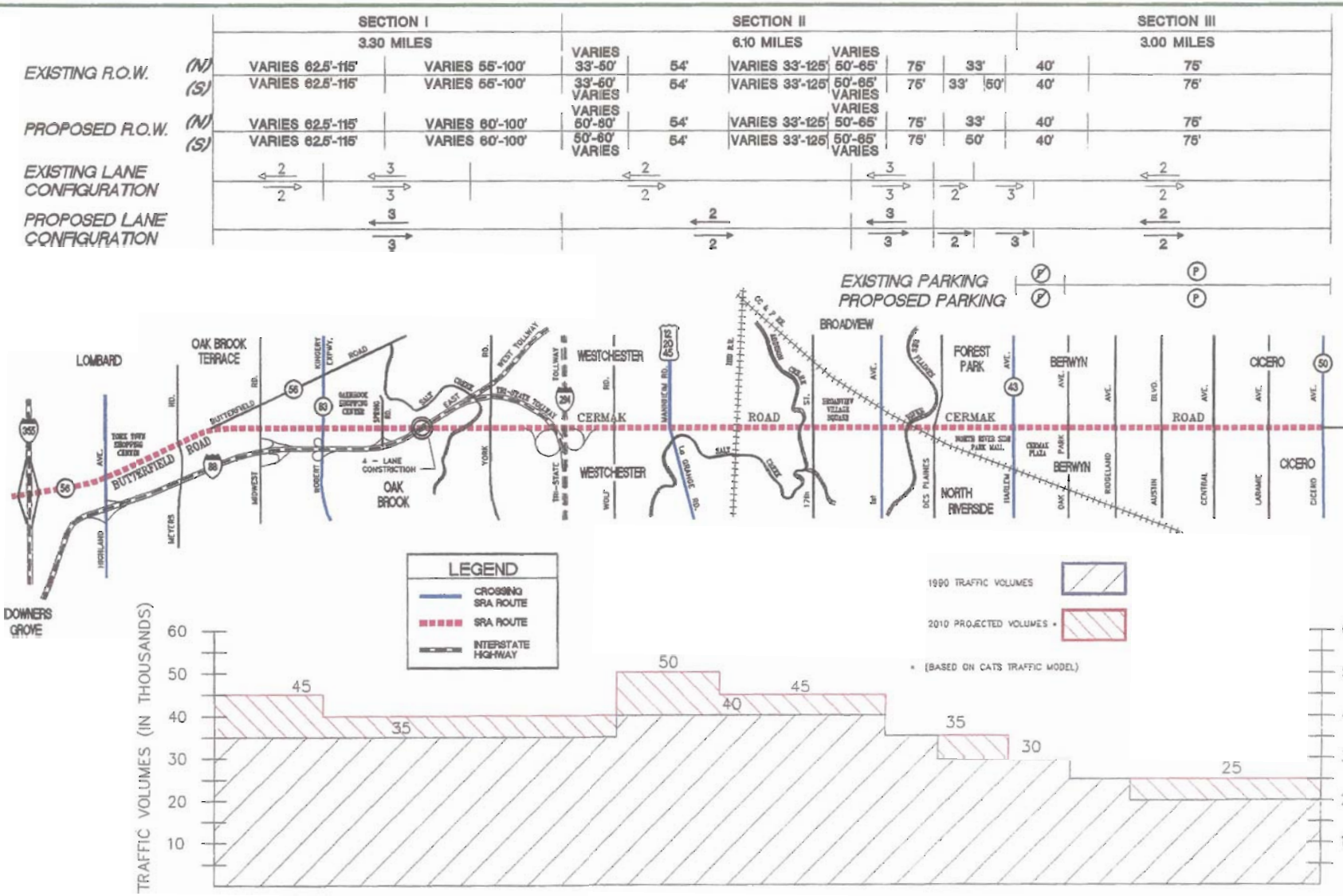
The location map (Figure-i) and the corridor map (Figure-ii) are shown on the following pages.



CERMAK ROAD/22ND STREET

Figure-1 LOCATION MAP

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



CERMAK ROAD/22nd STREET

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

FIGURE–ii CORRIDOR MAP

ENVIRONMENTAL CONDITIONS AND LAND USE

CERMAK ROAD

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

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

Federally listed threatened and endangered species in Cook County include the Peregrine falcon, Prairie bush clover, and the Eastern prairie fringed orchid.

Section 1 - Butterfield Road (Illinois Route 56) to Interstate 294

Exhibit A5-18 to Exhibit A5-21

Section I of Cermak Road also known as 22nd Street begins at Butterfield Road and continues east to I-294. This section passes through the communities of Oak Brook, Oak Brook Terrace and DuPage County.

Environmental Conditions

Wetlands are found on the southwest corner of Illinois Route 83 and Cermak Road. Salt Creek bisects Cermak Road between Jorie Boulevard and Clearwater Drive. Some small wetland areas are found within the Oak Brook Golf Course.

Sites that may contain Underground Storage Tank sites (USTs) include a Shell Oil gas station on the northwest corner of Summit Avenue and Cermak Road. The Xerox Corporation at 100 Windsor Drive is listed on the CERCLIS list as a hazardous waste site.

Land Use

The land use in this section is predominantly office/commercial. Oak Brook Shopping Center is on the north side of Cermak Road between Illinois Route 83 and Spring Road. Oak Brook Golf Course is on the southwest corner of Cermak Road and York Road. A Northern Illinois Gas facility is on the southeast corner of Spring Road and Cermak Road. The Oak Brook Fire Department is on the northeast corner of Enterprise Drive and Cermak Road. The International Association of Lions Club, is on the northeast corner of York Road and Cermak Road.

Section II - Interstate 294 to Illinois Route 43/Harlem Avenue

Exhibit A5-21 to exhibit A5-26

Section II of Cermak Road begins at I-294 and continues east to Harlem Avenue. Interstate 294 is the dividing line between counties, DuPage County is west of I-294 and Cook County is east of I-294. In this section two other SRA routes intersect Cermak Road, 1st Avenue and Illinois Route 43/Harlem Avenue. This section passes through the communities of Weschester, Broadview, Forest Park, and North Riverside.

Environmental Conditions

Addison Creek and its surrounding floodplain bisect Cermak Road just west of 19th Street. The Des Plaines River and its surrounding floodplain bisect Cermak Road between 1st Avenue and Des Plaines Avenue. Wetlands are found along the Des Plaines River.

Sites that may contain USTs include a Shell Oil gas station on the northwest corner of Wolf Road and Cermak Road; an Amoco gas station on the northeast corner of Wolf Road and Cermak Road; a Union 76 gas station at 8805 West Cermak Road; Auto Tek at 8659 Cermak Road; Novak Services at 8639 Cermak Road; a Citgo gas station at 8545 Cermak Road; North Riverside Garage at 7929 Cermak Road; and Joe Rizza Ford on the northwest corner of Harlem and Cermak Road.

The Illinois Department of Military Affairs is found on the northwest corner of Cermak Road and 1st Avenue at 8660 W. Cermak and listed as a Leaking Underground Storage Tank (LUST) site. Other LUST sites include Amoco Oil at 7204 West Cermak; Bridgestone Firestone at 7511 Cermak Road; and Montgomery Ward at 7503 West Cermak Road in the North Riverside Shopping Center.

A unit of the Cook County Forest Preserve, Weschester Woods, is found on the south side of Cermak Road between LaGrange Road and the IHB Railroad. The Salt Creek Bicycle Trail is within this forest preserve. Salt Creek Bicycle Trail is a Class I bicycle trail which begins in Bemis Woods South and continues east 6.6 miles to Brookfield Woods directly across from Brookfield Zoo. Miller Meadow, a unit of the Cook County Forest Preserve District, is on both sides of Cermak Road between 1st Avenue and DesPlaines Avenue.

Land Use

The land use in this section is a combination of single family residential and office/commercial. Fresh Meadows Country Club and Golf Course is on the north side of Cermak Road between I-294 and Wolf Road.

DePaul University has a satellite campus on the southwest corner of Cermak Road and Wolf Road. Immaculate Heart of Mary High School is on the north side of Cermak Road between Boeger Road and Mayfair Road.

The Weschester Fire Department is on the northeast corner of Mayfair Avenue and Cermak Road. Weschester Bible Church is on the northwest corner of Sunnyside and Cermak Road. Conoboy's Funeral Home is on the southwest corner of Hawthorne and Cermak Road. A Commonwealth Edison sub-station is on the northeast corner of LaGrange Road and Cermak Road. The Village of Weschester Reservoir and Pumping Station is just east of the Commonwealth Edison sub-station.

A shopping plaza is on the northeast corner of Cermak Road and 17th Street. The North Riverside Park Mall is on the southwest corner of Cermak Road and Harlem Avenue.

Woodlawn Cemetery is on the northeast corner of Cermak Road and Des Plaines Avenue. The Woodlawn Mausoleum is on the northwest corner of Des Plaines Avenue and Cermak Road.

Section III - Harlem Avenue to Illinois Route 50/Cicero Avenue

Exhibit A5-26 to Exhibit A5-29

Section III of Cermak Road begins at Illinois Route 43 and continues east to Illinois Route 50. This section passes through the communities of Berwyn and Cicero.

Environmental Conditions

Sites that may contain USTs include Automotive Electronics on the northeast corner of Harlem Avenue and Cermak Road; Tire America on the northwest corner of Wenonah and Cermak Road; Jiffy Lube at 6930 Cermak Road; True-Value Hardware Store at 6600-04 Cermak Road; Automotive Repair Shop on the southeast corner of Clarence and Cermak Road; Just Tires at 6708 Cermak Road; Mobil Oil gas station at 6701 Cermak Road; Gabriel Sales Company located 5439 Cermak Road; Cermak Auto Body Repair at 5440 Cermak Road; Westgate Lincoln Mercury Dealer at 5420 Cermak Road; Cermak Automotive at 5323 Cermak Road; Mongoose Custom Auto Body Repair located between 54th Street and 53rd Street on the north side of Cermak Road; USA Muffler and Brake on the northwest corner of 57th Court and Cermak Road; Amoco gas station on the southwest corner of Laramie and Cermak Road; a potential gas station located between Laramie and 51st Street on the south side of Cermak Road; U'Haul at 5027 Cermak Road; Car-X Muffler located between 51st Street and 50th Street on the north side of Cermak Road; Trans-O-Mex Transmission at 5000 W. Cermak road, and a potential old car dealership on the southeast corner of 53rd Street and Cermak Road.

LUST sites in this section include Cermak Plaza Association at 7001 West Cermak Road; Mobil Oil Corporation at 6701-09 West Cermak Road; Jiffy Lube at 6930 Cermak Road; Bridgestone Firestone at 6425 West Cermak Road, and Park Holme Service Station at 50th and Cermak Road.

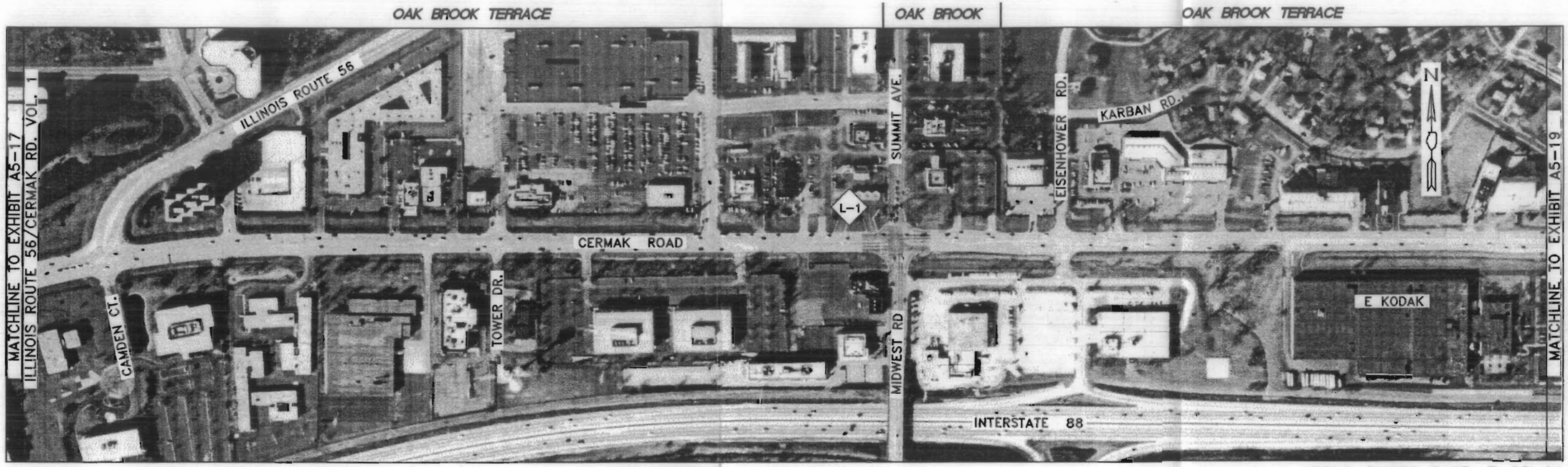
Land Use

The land use in this section is predominantly office/commercial. The Cermak Plaza is found on the southeast corner of Harlem Avenue and Cermak Road. Artwork created by Dustin Shuler can be found in the parking lot of this mall.

Linhart Funeral Home is found at 6820 Cermak Road. Marik Funeral Home is at 6507 Cermak Road. Svec and Sons Funeral Home is on the southwest corner of Harvey and Cermak Road. Schubert Funeral Chapel is at 6616 Cermak Road. Cermak's Home for Funerals is at 5844 Cermak Road.

The Berwyn Masonic Lodge is at 6840 Cermak Road. The Berwyn Post Office is on the southwest corner of Clarence and Cermak Road. MacNeal Healthcare Facility is between Gunderson and Elmwood Street on the south side of Cermak Road. Westshire Healthcare Center is at 5825 Cermak Road. A senior center is on the southeast corner of 58th Court and Cermak Road. Another MacNeal Healthcare Center is at 5601 Cermak Road. Community Chest of Cicero is at 5341 Cermak Road. The Cicero Public Library is at 5225 Cermak Road. A Commonwealth Edison sub-station is at 5210 Cermak Road. Albright Field and Field House is between 50th and 49th Street on the south side of Cermak Road. Hawthorn Works shopping Center is on the southeast corner of Cicero Avenue and Cermak Road.

Potential historical structures include an old bank on the southwest corner of Oak Park Avenue and Cermak Road; Klas's Restaurant (dated 1923) at 5734 Cermak Road, and another old bank structure at 5330 Cermak Road.



OAK BROOK

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

L-1 = Shell Oil Gas Station

DESCRIPTION OF LAND USE:

LEGEND

L-# = L.U.S.T. SITE

= CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

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

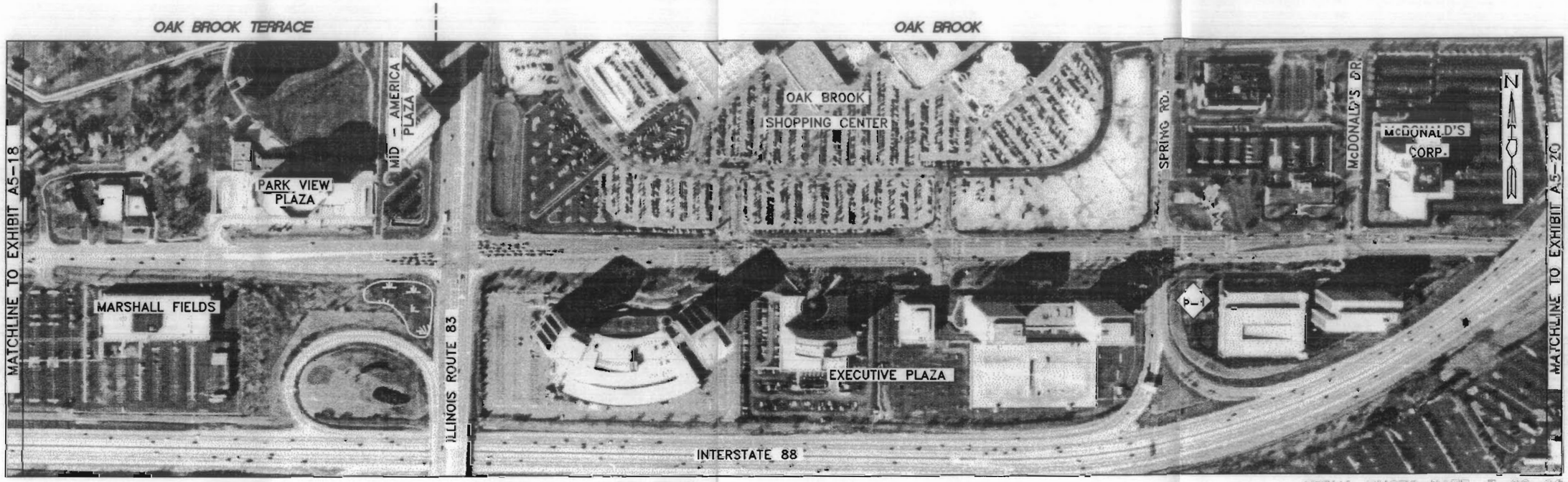
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Scale in Feet

0 200 400 800

EXHIBIT A5-18

O:\PROJECTS\17049.020\SRA-CER\DWG\CER5-18.DWG



OAK BROOK

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

P-1 = Northern Illinois Gas facility

LEGEND

= WETLANDS

P-# = PUBLIC FACILITY

= CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

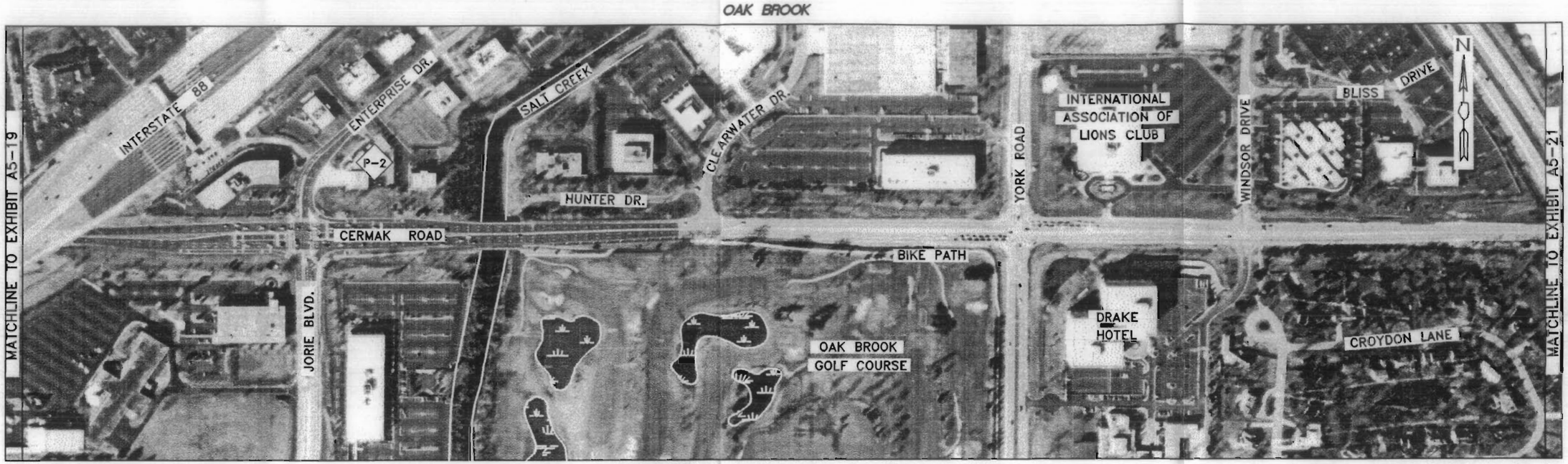
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-19

O:\PROJECTS\17049.020\SRA-CER\DWG\CER5-19.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

P-2 = Oak Brook Fire Department

LEGEND

= WETLANDS

P-# = PUBLIC FACILITY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

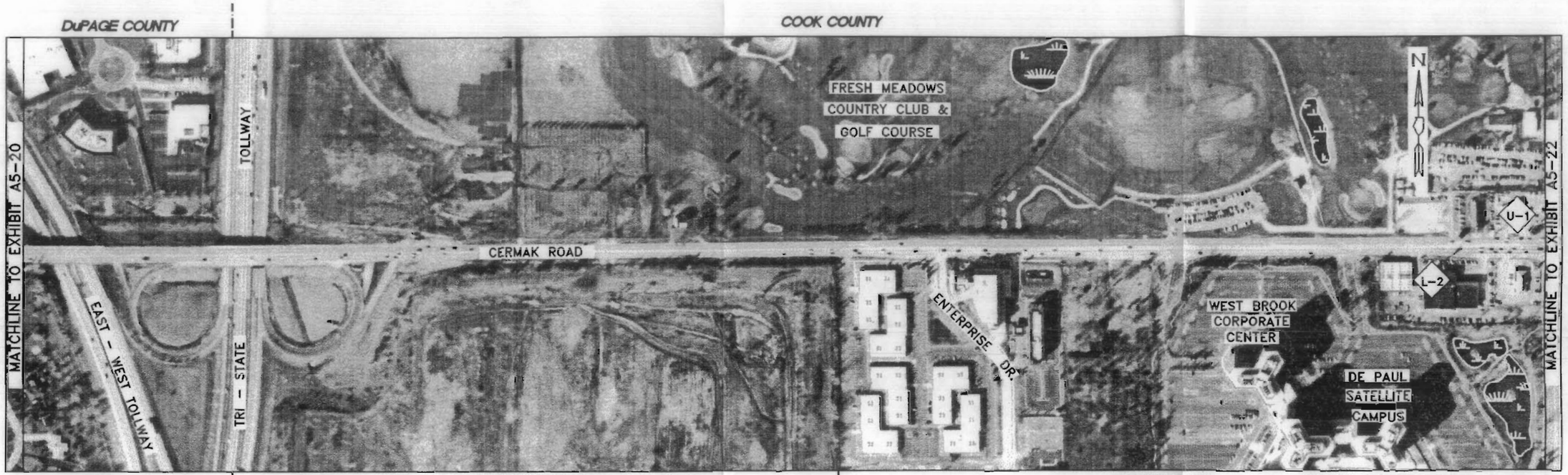
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-20

O:\PROJECTS\17049.020\SRA-CER\DWG\CER5-20.DWG



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

L-2 = Currie Oldsmobile

U-1 = Shell Oil Gas Station

DESCRIPTION OF LAND USE:

LEGEND

= WETLANDS

L-# = L.U.S.T. SITE

U-# = U.S.T. SITE

= CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-21

O:\PROJECTS\17049.020\SRA-CER\CER5-21.DWG

WESTCHESTER

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-2 = Amoco Oil Gas Station

DESCRIPTION OF LAND USE:

P-3 = Westchester Fire Department

P-4 = Westchester Bible Church

P-5 = Conboy's Funeral Home

LEGEND

- P-# = PUBLIC FACILITY
- U-# = U.S.T. SITE
- = RELIGIOUS INSTITUTION
- = CEMETERY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-22

O:\PROJECTS\17049.020\SRA-CER\CER5-22.DWG

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

P-6 = Com-Ed Sub-Station

P-7 = Village of Westchester Reservoir & Pumping Station

LEGEND

P-# = PUBLIC FACILITY

= CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

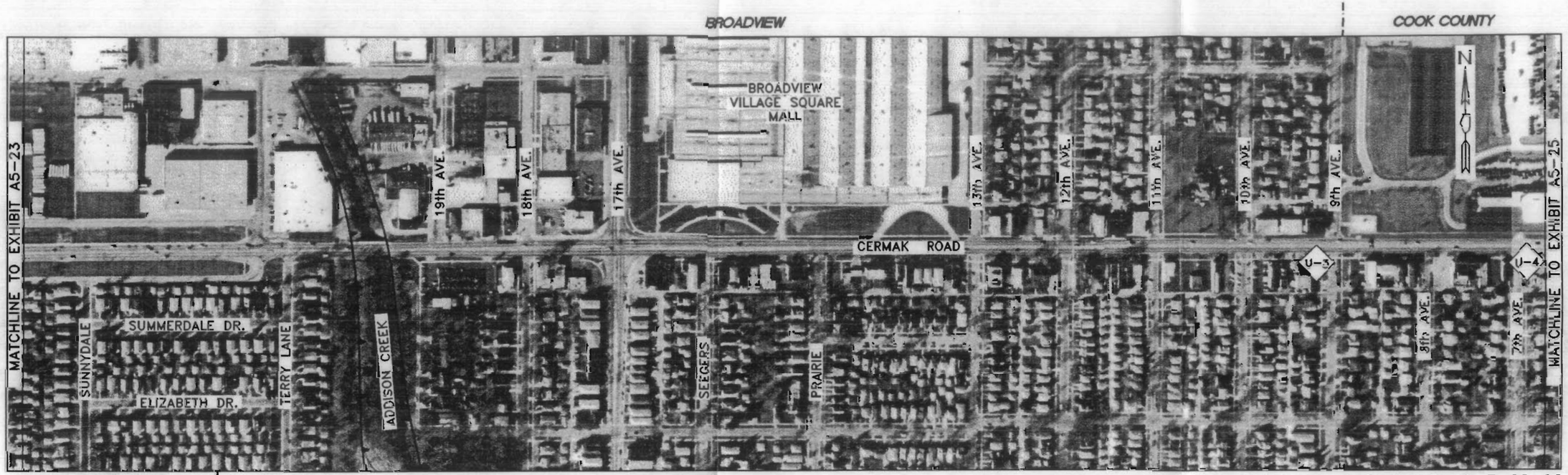
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-23

O:\PROJECTS\17048.020\SRA-CER\CER5-23.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-3 = Union 76 Gas Station

U-4 = Autotek

DESCRIPTION OF LAND USE:

LEGEND

= 100 YEAR FLOOD PLAIN

U-# = U.S.T. SITE

= CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

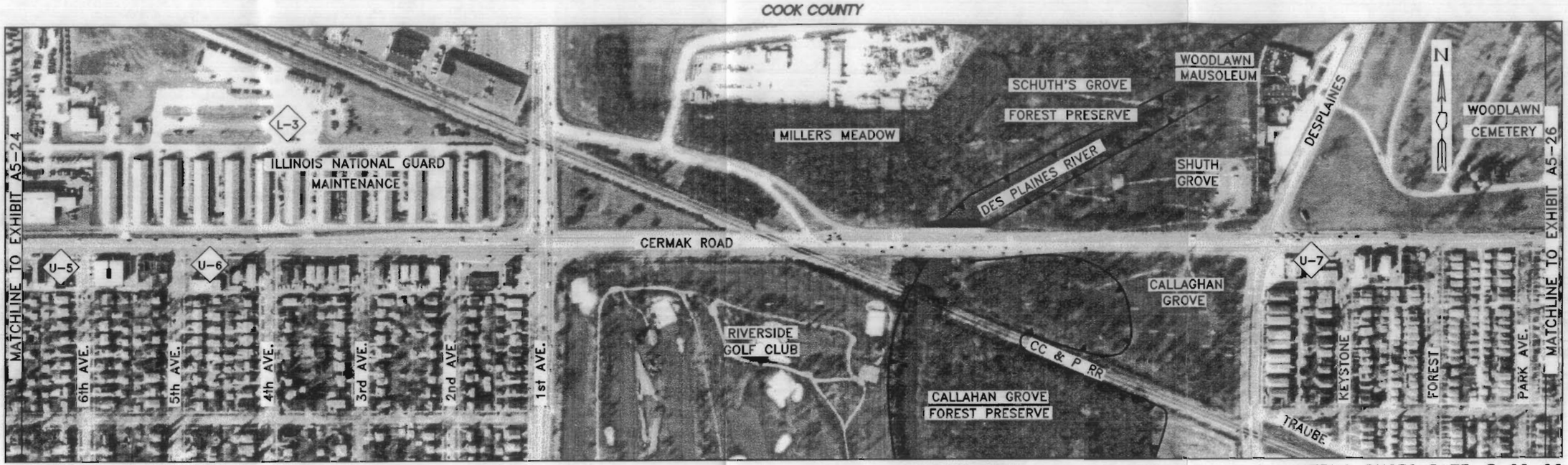
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-24

Q:\PROJECTS\17049.020\SRA-CER\CER5-24.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- L-3 = IL Dep. of Military Affairs
- U-5 = Novak's Service
- U-6 = Citgo Gas Station
- U-7 = North Riverside Garage

DESCRIPTION OF LAND USE:

LEGEND

- = 100 YEAR FLOOD PLAIN
- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- = CEMETERY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

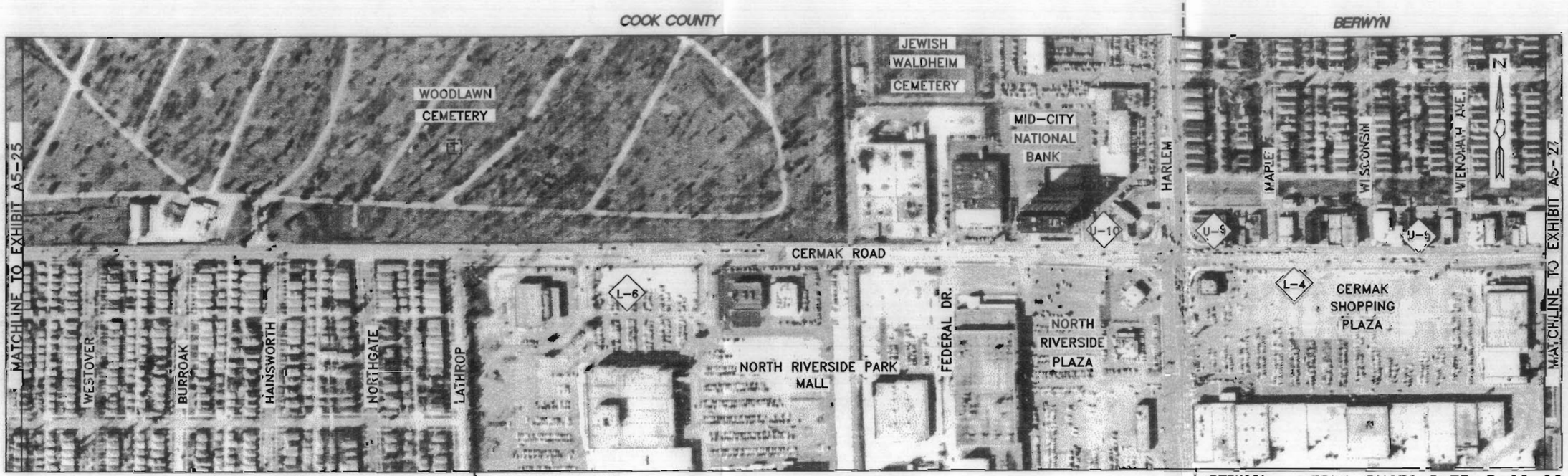
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A5-25

O:\PROJECTS\17049.020\SRA-CER\CER5-25.DWG



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- L-4 = Cermak Plaza Association
- L-5 = Bridgestone Firestone (not identified in the field)
- L-6 = Montgomery Ward
- L-7 = Amoco Oil Gas Station (not identified in the field)
- U-8 = Tire America
- U-9 = Automotive Electronics
- U-10 = Joe Rizza Ford Dealer

DESCRIPTION OF LAND USE:

LEGEND

- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- = CEMETERY
- = CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

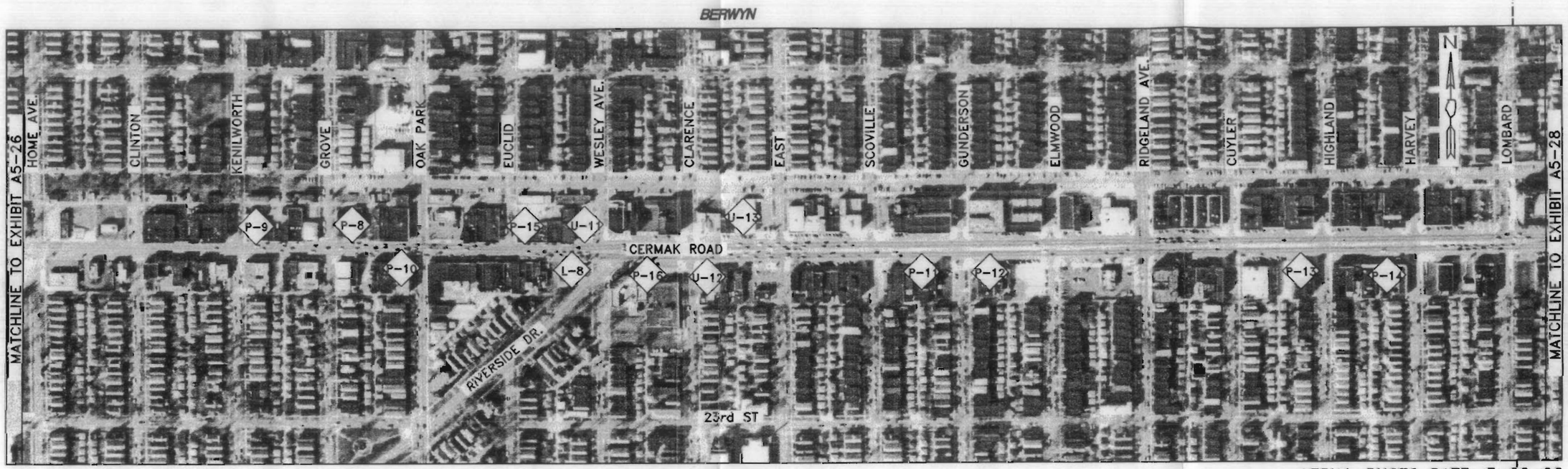
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

EXHIBIT A5-26

O:\PROJECTS\17049.020\SRA-CER\CER5-26.DWG



BERWYN

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- L-8 = Mobil Oil Corporation
- L-9 = Jiffy Lube
- L-10 = Bridgestone Firestone (not identified in the field)
- U-11 = Just Tires
- U-12 = Automotive Repair Shop
- U-13 = Tru-Value Hardware

DESCRIPTION OF LAND USE:

- P-8 = Linhart Funeral Home
- P-9 = Berwyn Masonic Lodge
- P-10 = Old Bank Structure (possibly historic)
- P-11 = Marik Funeral Home
- P-12 = MacNeal Health Care Facility
- P-13 = Chrastka Funeral Home
- P-14 = Svec & Sons Funeral Home
- P-15 = Schubert Funeral Chapel
- P-16 = Berwyn Post Office

LEGEND

- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- P-# = PUBLIC FACILITY
- CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

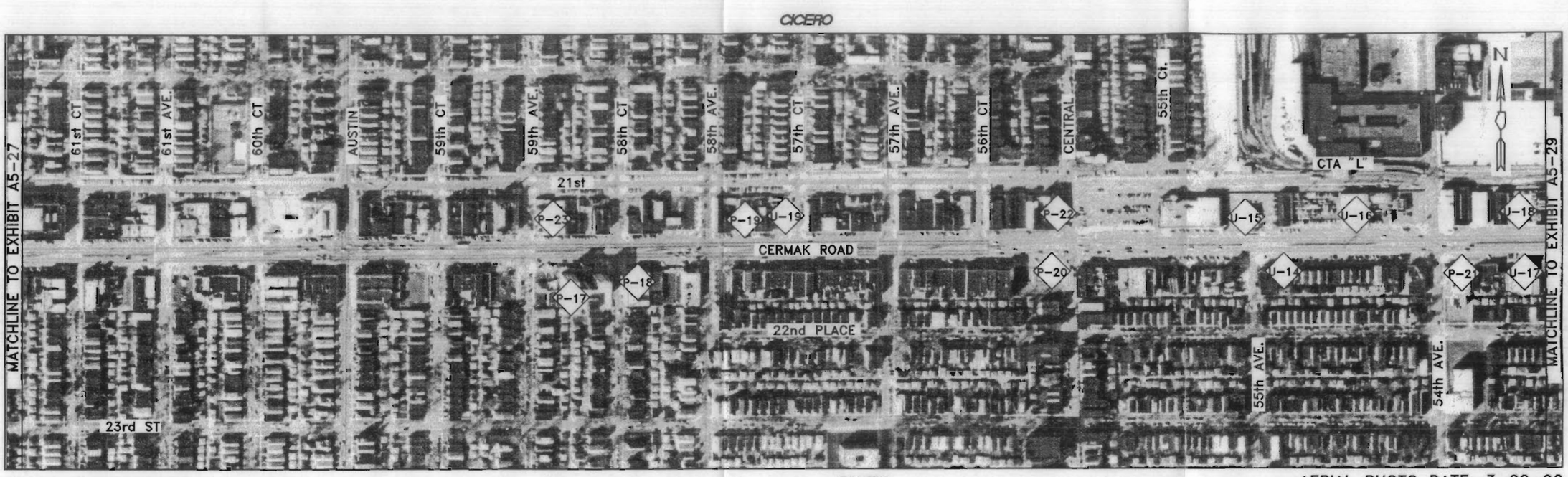
Prepared by: DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT A5-27

G:\PROJECTS\17049.020\SRA-CER\CER5-27.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U-14 = Gabriel Sales Company
- U-15 = Cermak Auto Body Repair
- U-16 = Westgate Lincoln-Mercury
- U-17 = Cermak Automotive
- U-18 = Mongoose Custom Autobody Repair
- U-19 = USA Muffler and Brake

DESCRIPTION OF LAND USE:

- P-17 = Westshire Health Care Center
- P-18 = Senior Center
- P-19 = Klas Restaurant (possibly historical)
- P-20 = MacNeal Health Care Center
- P-21 = Community Chest of Cicero – United Way
- P-22 = Old Bank Structure (possibly historical)
- P-23 = Cermak's Home for Funerals

LEGEND

- U-# = U.S.T. SITE
- P-# = PUBLIC FACILITY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

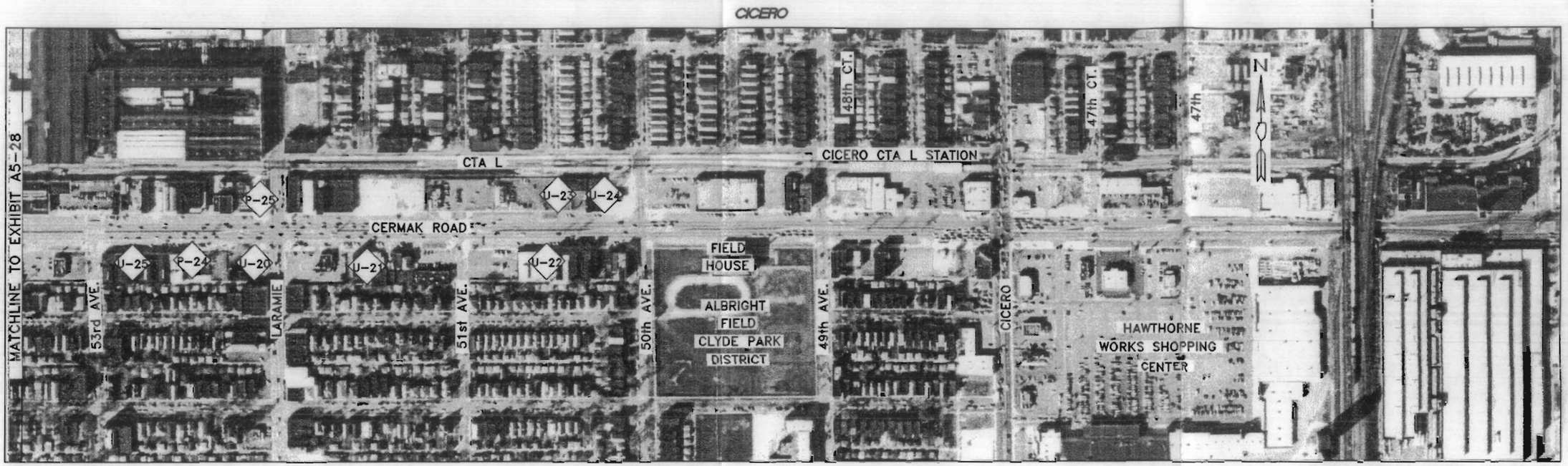
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT A5-28

O:\PROJECTS\17049.020\SRA-CER\CER5-28.DWG



CICERO

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- L-11 = Park Holme Service Station (not identified in the field)
- U-20 = Amoco Oil Gas Station
- U-21 = Abandoned Gas Station
- U-22 = U-Haul Rentals
- U-23 = Car X Muffler
- U-24 = Trans-O-Mex Transmission
- U-25 = Old Car Dealership

DESCRIPTION OF LAND USE:

- P-24 = Cicero Public Library
- P-25 = Com-Ed Sub-Station

LEGEND

- L-# = L.U.S.T. SITE
- U-# = U.S.T. SITE
- P-# = PUBLIC FACILITY
- ---- = CITY BOUNDARY

CERMAK ROAD - ENVIRONMENTAL CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale in Feet

0 200 400 800

EXHIBIT A5-29

G:\PROJECTS\17049.020\SRA-CER\CER5-29.DWG

EXISTING ROADWAY CONDITIONS

EXISTING CONDITIONS

Section - I Butterfield Road (Illinois Route 56) to Interstate - 294 (5.40 miles)

Exhibit B5- 18 to Exhibit B5- 21

Section I of Cermak Road also known as 22nd Street begins at Butterfield Road and continues east to I-294. This section passes through the communities of Oak Brook, Oak Brook Terrace and unincorporated DuPage County. The corridor intersects another SRA route in this section, Illinois Route 83.

Existing Roadway Conditions

From Butterfield Road to the entrance at Marshall Field's store the cross-section typically consists of four 12-foot lanes separated by a 18-foot mountable median with curb and gutter on both sides. From Illinois Route 83 to Clearwater Drive the cross-section consists of six 12-foot lanes separated by a 30-foot barrier median, except west of Jorie Boulevard, beneath the I-88 underpass, where the cross-section changes to four 12-foot lanes separated by a two-foot barrier median with curb and gutter. The cross-section from Clearwater Drive to I-294 consists of four 12-foot lanes separated by a four-foot barrier median with adjacent curb and gutter.

The existing right-of-way (R.O.W.) between Butterfield Road and Illinois Route 83 is between 140 and 230 feet, from Illinois Route 83 to Windsor Road is between 110 and 200-feet and at the I-294 interchange is 66-feet.

This section of Cermak Road includes two structures (Table II-1). The first structure is the I-88 overpass found approximately 0.12 miles east of Spring Road and the second structure is a creek crossing over Salt Creek found approximately 0.13 miles east of Jorie Boulevard.

Traffic Control, Operation, and Safety

According to the 1990 Traffic Maps for Cook County and DuPage County the Average Daily Traffic (ADT) in this section ranges from 35,000 to 40,000 vehicles per day (vpd) Table II-3 shows the existing ADTs. The speed limits ranges between 40 and 45 mph. Parking is not permitted along this section. The accident rates at the major intersections in this section are given in Table II-2

Public Transit

There are three bus routes currently in operation in this section Route 322, Route 747, Route 332. Bus Route 322 operates from Yorktown Center - east on Illinois 56 to Cermak Road - east on Cermak Road to 54th Avenue Station (Douglas Rapid Transit). The SRA interface of bus Route 322 is on Cermak Road between Butterfield Road and 54th Avenue.

Route 747 operates from Illinois 38 - east on Illinois 38 to Summit Avenue - south on Summit Avenue to 22nd Street/Cermak Road - east on Cermak Road to York Road - north on York Road to Illinois 38 - east on Illinois 38 to I-290 - east on I-290 to CTA DesPlaines terminal. The SRA interface of bus route 747 is 22nd Street between Summit Avenue and York Road.

Bus Route 332 operates from east on 22nd Street to York Road - north on York Road to Illinois 19 - east on Illinois 19 to O'Hare Post Office and cargo area - east to Mannheim Road - north on Mannheim Road to Lawrence Avenue. The SRA interface of bus Route 332 is on 22nd Street between Oak Brook Shopping Center and York Road. There are no public railway facilities in this section.

Section II - Interstate - 294 to Illinois Route 43/Harlem Avenue (6.10 miles)

Exhibit B5-21 to Exhibit B5-26

Section II of Cermak Road begins at I-294 and continues east to Harlem Avenue. In this section two other SRA routes intersect Cermak Road, 1st Avenue and Illinois Route 43/Harlem Avenue. This section passes through the communities of Westchester, Broadview, Forest Park and North Riverside.

Existing Roadway Conditions

The typical cross-section from I-294 to Wolf Road consists of four 12-foot lanes separated by a flush median varying from four to 12-feet with adjacent combination curb and gutter. From Wolf Road to Mannheim Road the cross-section consists of four 12-foot lanes separated by a 11-foot flush median with combination curb and gutter. From Mannheim Road to 1st Avenue the cross-section consists of four 11-foot lanes separated by a 11-foot flush median with combination curb and gutter. From 1st Avenue to Des Plaines Road the cross-section consists of six 12-foot lanes separated by 30-foot barrier median with combination curb and gutter. From Des Plaines Road to Harlem Avenue the cross-section consists of four 12-foot lanes separated by a varying median of double yellow lines to 16-foot barrier with adjacent combination curb and gutter.

The existing R.O.W. ranges between 66 and 250-feet. The R.O.W. from I-294 to Mandel Avenue ranges between 66 feet and 100-feet. From Mandel Avenue to Suffolk Avenue the R.O.W. is 108-feet. From Suffolk Avenue to Harlem Avenue it ranges between 66 and 250-feet.

Three existing structures are found in this section of Cermak Road, one is the I-294 overpass located approximately 0.5 miles east of York Road. The second is the overpass for the IHB Railroad, which is approximately 0.80 miles east of Mannheim Road, and the third structure is over 25th Avenue (Table II-1).

Traffic Control, Operation and Safety

According to the 1990 Traffic Map for Cook County the ADT for this section ranges between 30,000 vpd and 40,000 vpd (Table II-3). The speed limit ranges from 30-45 mph in this section and is 30 mph toward the east terminus of this section, where residential and commercial areas are predominant. There is one at-grade railway crossing in this section, the CC & P railroad crossing which intersects Cermak Road at an angle and is aligned from northwest and southeast. To bypass the railroad crossings on 1st Avenue and Cermak Road, a bypass lane is present for westbound to northbound and south bound to eastbound movements from 1st Avenue to Cermak Road. At both locations traffic is controlled by automatic gates. On-street parking is not allowed in this section. The accident rates at the major intersections in this section are given in Table II-2.

Public Transit

Four bus routes are currently in operation in this section Route 322, Route 330, Route 325 and Route 331. The operation of Bus Route 322 is the same as described for Section I.

Bus Route 330 operates on Mannheim/LaGrange Road from 55th Street to O'Hare International Airport. The SRA interface is at the intersection of Cermak Road and Mannheim Road.

Bus Route 325 operates on 21st Street to Cermak Road - west on Cermak Road to 25th Street - north on 25th Street to Irving Park Road - north to O'Hare Rapid Transit River Road Station. The SRA interface is on Cermak Road between 25th Street and 21st Street.

Bus Route 331 operates from Brookfield METRA station to O'Hare Rapid Transit Cumberland Station. The SRA interface is at the intersection of Cermak Road and 1st Avenue.

Section III - Illinois Route 43 to Illinois Route 40/Cicero Avenue (3.00 miles)

Exhibit B5-26 to Exhibit B5-29

Section III of Cermak Road begins at Illinois Route 43 and continues east to Illinois Route 50. This section passes through the communities of Berwyn and Cicero. At its east terminus Cermak Road intersects another SRA, Illinois Route 50.

Existing Roadway Conditions

The cross-section from Harlem Avenue to Home Avenue consists of four 11-foot lanes in either direction separated by 16-foot barrier median. A 11-foot on-street parking lane is found along the north side of Cermak in this section. From Home Avenue to Wesley Avenue the cross-section consists of four 11-foot lanes with no median and 11-foot parallel parking lanes continuing from Home Avenue to Wesley Avenue on both sides. Curb and gutter is present along side the cross-section.

The cross-section from Wesley Avenue to Cicero Avenue consists of four 12-foot lanes separated by 18-foot barrier median with a 26-foot parking lane on either side.

The R.O.W. in this section ranges from 80 to 150 feet. From Harlem Avenue to Wesley Avenue the R.O.W. is 80-feet and from Wesley Avenue to Cicero Avenue the R.O.W. is 150-feet.

Traffic Control, Operation, and Safety

According to the 1990 Traffic Map for Cook County, the ADT for this section ranges from 28,000 vpd to 30,000 vpd (Table II-3). The speed limit is 30 mph. On-street parallel parking is allowed from Harlem Avenue to Wesley Avenue, except between Harlem Avenue and Wentonah Avenue where on-street parking is allowed on the north side of Cermak Road only. From Wesley Avenue to Cicero Avenue angled parking along with an auxiliary pull out lane for safe maneuvers are found. The intersections of Harlem Avenue, Euclid Avenue, Elmwood Avenue, Harvey Avenue, Austin Boulevard, Central Avenue, Laramie Avenue. The accident rates at some major intersections in this section are given in Table II-2

Public Transit

Eight bus routes are currently in operation in this section, Route 322, Route 311, Route 307, Route 315, Route 304, Route 25, Route 21, and Route 54. The operation of Bus Route 322 is the same as described for Section I.

The SRA interface of Bus Route 311 is that it intersects Cermak Road at Oak Park Avenue. The interface of bus routes with Cermak Road is at the intersection of Cermak Road and Harlem Avenue. Bus Route 315 intersects Cermak Road at Ridgeland Avenue and at Austin Avenue. Bus Route 304 travels along Cermak Road between Harlem Avenue and 54th Street. Bus Route 25 travels along Cermak Road between Harlem Avenue and 54th Street. Bus Route 21 travels along Cermak Road between Harlem and Cicero Avenue. Bus Route 54 intersects at Cermak Road and Cicero Avenue.

Besides the above mentioned eight bus routes, two rapid transit stations are found at 54th Avenue and Cicero Avenue (Douglas rapid transit) near Cermak Road.

Table II - 1
Structure Inventory
Cermak Road (22nd Street)

Exhibit Label	IDOT Number	Over	Under	Overhead Clearance	Clear Width	Length	Comments
SN-1	022-9931		I-88 WB		56'	114'	Modify
SN-2	022-9930		I-88 EB		53'	114'	Reconstruct
SN-3	022-0084	Salt Creek			80'	159'	Reconstruct
SN-4	022-2002	I-88			58'	246'	Reconstruct
SN-5	016-0630	I-294			66'	238'	Modify
SN-6	016-0631	IHB RR			51'	638'	Modify
SN-7	016-0633	Addison Creek			56'	104'	Modify
SN-8	016-0634	Des-Plaines River			83'	246'	Modify

Table II - 2
Accident Rates at Intersections
Cermak Road/22nd Street

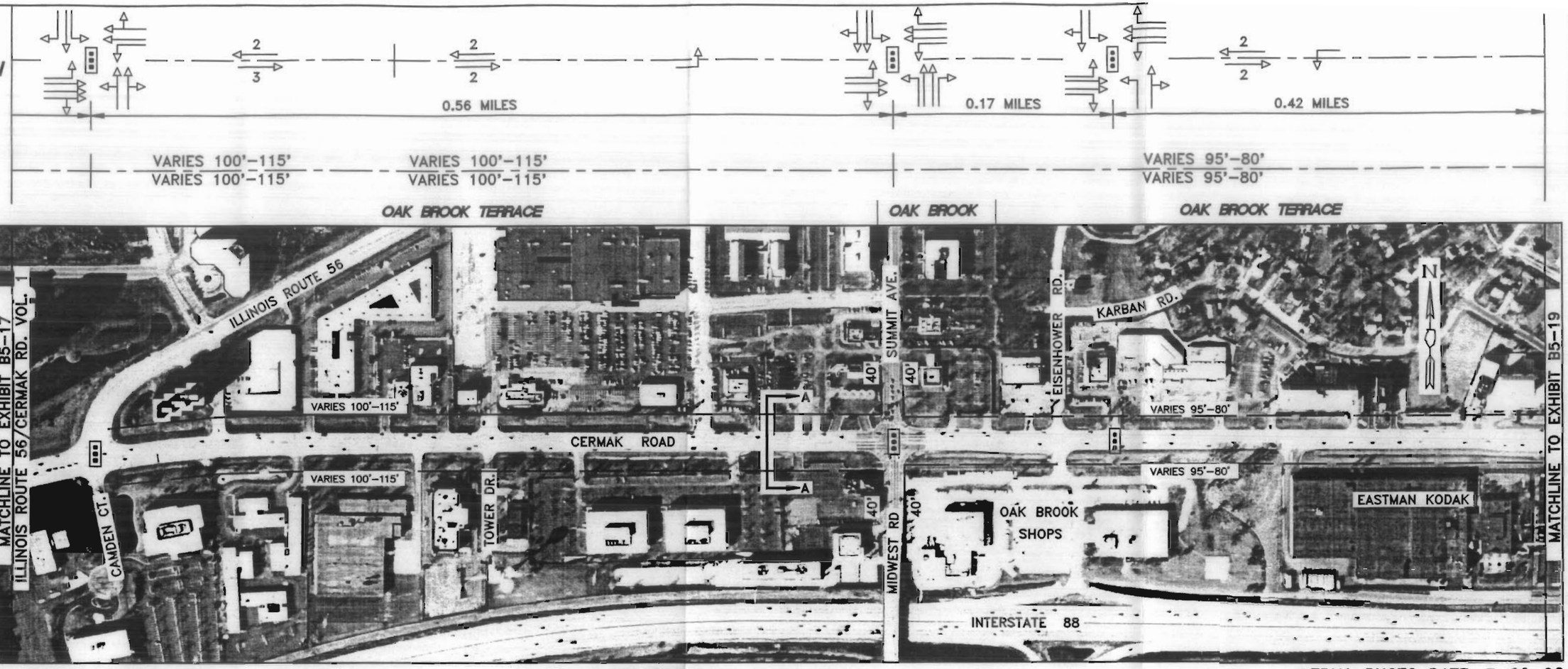
Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Camden Court/Il Rt. 56	16400	36000	10	15	12	2.58
Midwest/Summit Ave.	17900	36000	38	35	27	6.77
Il Rt.. 83	54000	36000	53	37	46	5.52
Wolf Road	20800	33350	25	18	16	3.98
Mayfair Ave.	27900	37750	17	19	11	2.61
1st Ave.	36300	35100	34	34	38	5.42
Des Plaines Ave.	15900	36300	26	21	10	3.98
Cicero Ave./Il Rt. 50	21500	17500	38	41	46	5.94

Table II - 3 Existing Average Daily Traffic (Thousands) Cermak Road/22nd Street	
Location	**1990 ADT (VPD)**
IL. Rt.. 56 to Midwest Road	35-40
Midwest to IL. Rt.. 83	35-40
IL. Rt.. 83 to York Road	30-35
York Road to I-294	25-30
I-294 to Wolf Road	25-30
Wolf Road to Mannheim Road.	35-40
Mannheim Road to 1st Avenue.	35-40
1st Avenue to Des Plaines	35-40
Des Plaines to Harlem Avenue	30-35
Harlem Avenue to Oak Park Avenue	20-25
Oak Park Avenue to Ridgeland Avenue	15-20
Ridgeland Avenue to Laramie Avenue	15-20
Laramie Avenue to Cicero Avenue	15-20

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

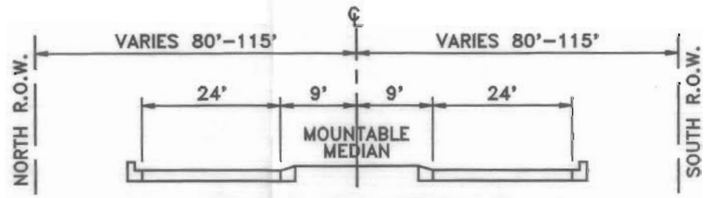


OAK BROOK

AERIAL PHOTO DATE: 3–02–92

DESCRIPTION OF EXISTING CONDITIONS

* I–88 runs parallel south of Cermak Road.
* Partial access to I–88 from Midwest Road.



EXISTING TYPICAL SECTION A–A
ILLINOIS ROUTE 56 TO MATCHLINE B5–19

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD – EXISTING CONDITIONS

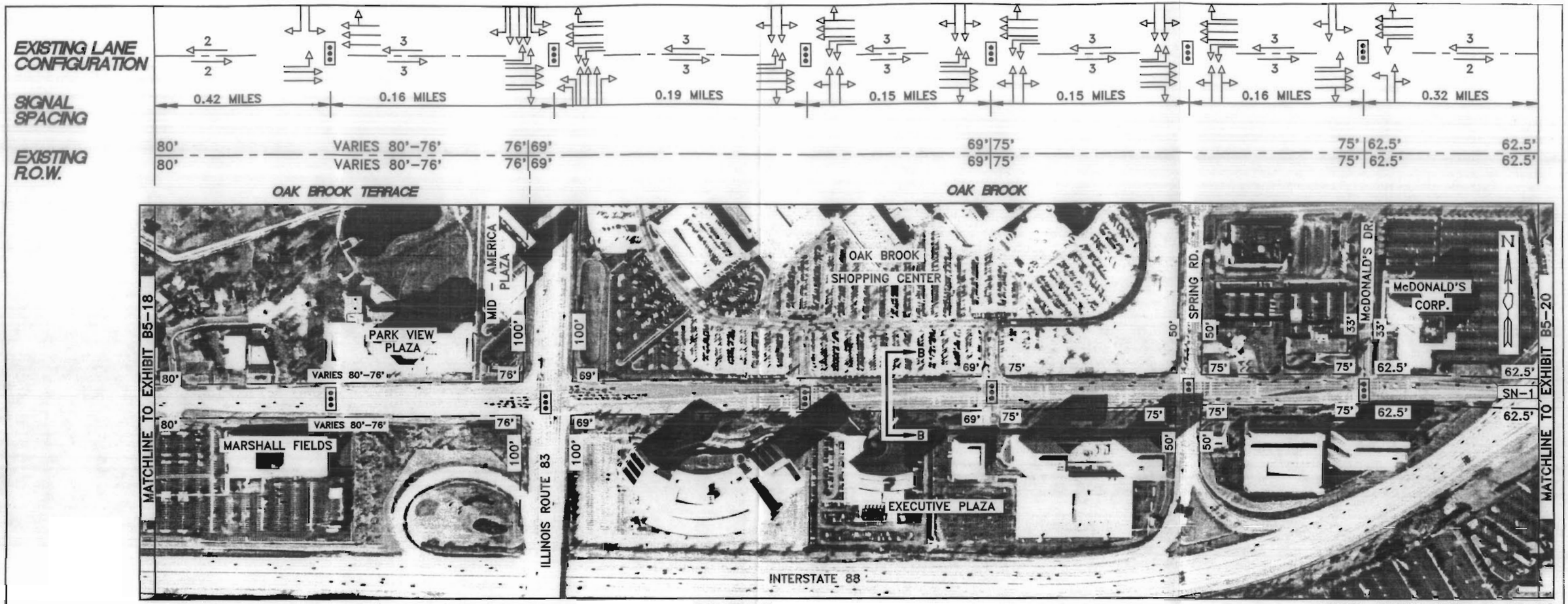
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Scale In Feet
0 200 400 800

EXHIBIT B5–18

P:\PROJECTS\17049.020\SRA-CER\DWG\CER5-18.DWG

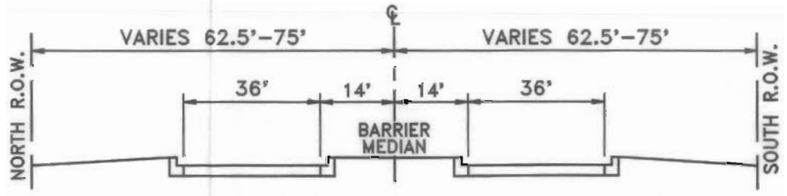


OAK BROOK

AERIAL PHOTO DATE: 3–02–92

DESCRIPTION OF EXISTING CONDITIONS:

* SN–1=IDOT Structure Number 022–9931 (Clear Width=56')
* I–88 runs parallel approximately 0.11 miles south of Cermak Road.
* Partial access to I–88 from and Spring Road.



EXISTING TYPICAL SECTION B–B
MATCHLINE B5–18 TO MATCHLINE B5–20

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFICC SIGNAL
- SN–# = EXISTING TRAFFICC SIGNAL

CERMAK ROAD - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

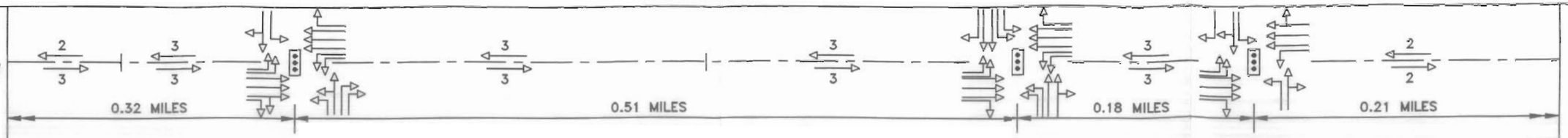
Scale In Feet

0 200 400 800

EXHIBIT B5–19

Q:\PROJECTS\17049.020\SRA–CER\DWG\CER5–19.DWG

EXISTING LANE CONFIGURATION

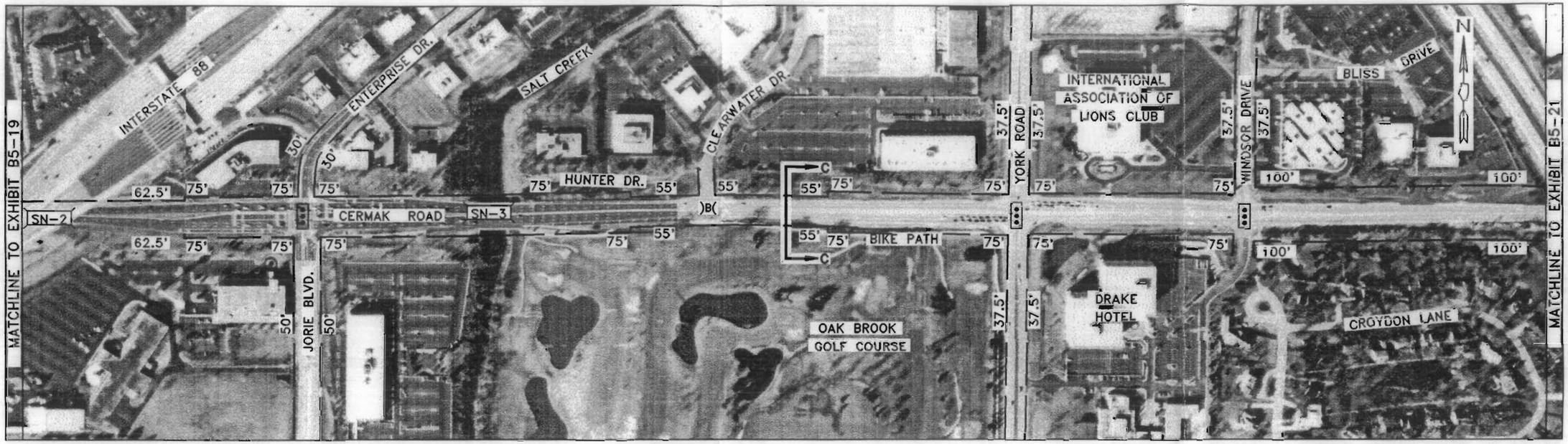


SIGNAL SPACING

EXISTING R.O.W.

62.5' / 62.5' — 62.5' / 62.5' | 75' / 75' — 75' / 75' | 55' / 55' — 55' / 55' | 55' / 55' — 55' / 75' | 75' / 75' — 75' / 100' | 100' / 100'

OAK BROOK

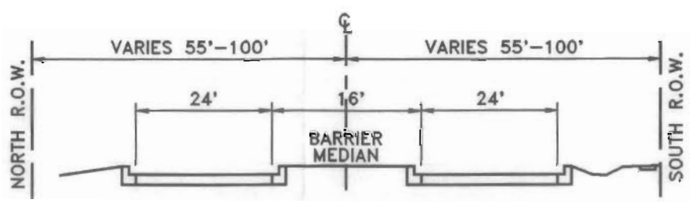


OAK BROOK

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

* Bottleneck condition exists beneath I-88 on Cermak Rd. where the roadway transitions from 6 lanes to 4 lanes and back to 6 lanes.
* Oak Brook Fire Station located at the NE corner Enterprise Drive.
* SN-2=IDOT structure number 022-9930 (clear width=53')
* SN-3=IDOT structure number 022-0084 (clear width=80')



EXISTING TYPICAL SECTION C-C
MATCHLINE B5-19 TO MATCHLINE B5-21

LEGEND

— —	= EXISTING RIGHT OF WAY
⟶	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
SN-#	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC SIGNAL
)B(	= EXISTING MEDIAN BREAK

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

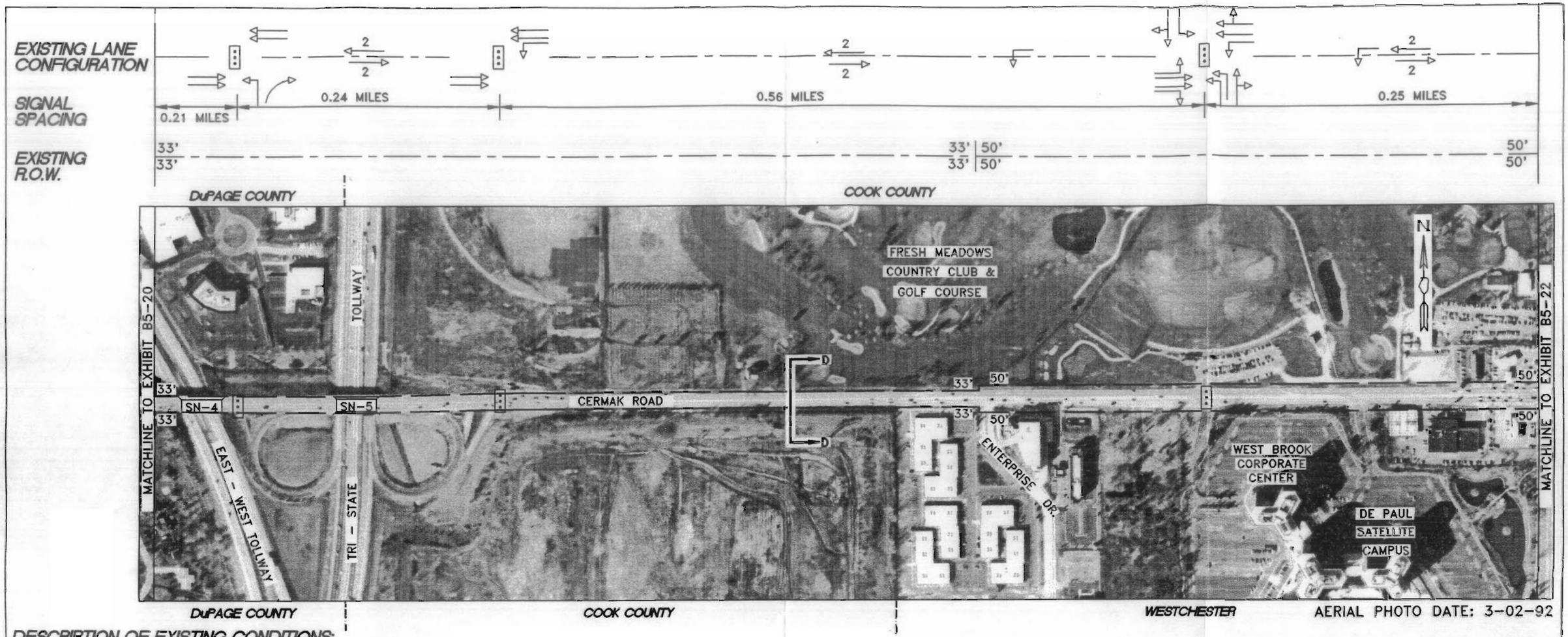
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

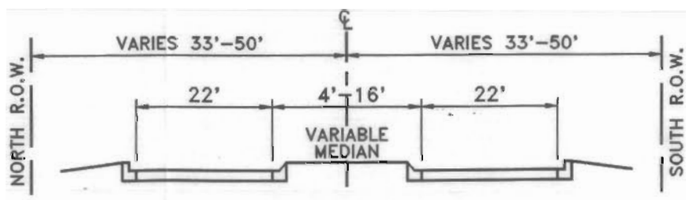
EXHIBIT B5-20

O:\PROJECTS\17049.020\SRA-CER\DWG\CER5-20.DWG



DESCRIPTION OF EXISTING CONDITIONS:

* SN-4=IDOT structure number 022-2002 (clear width=58')
* SN-5=IDOT structure number 016-0630 (clear width=66')



EXISTING TYPICAL SECTION D-D
MATCHLINE B5-20 TO MATCHLINE B5-22

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

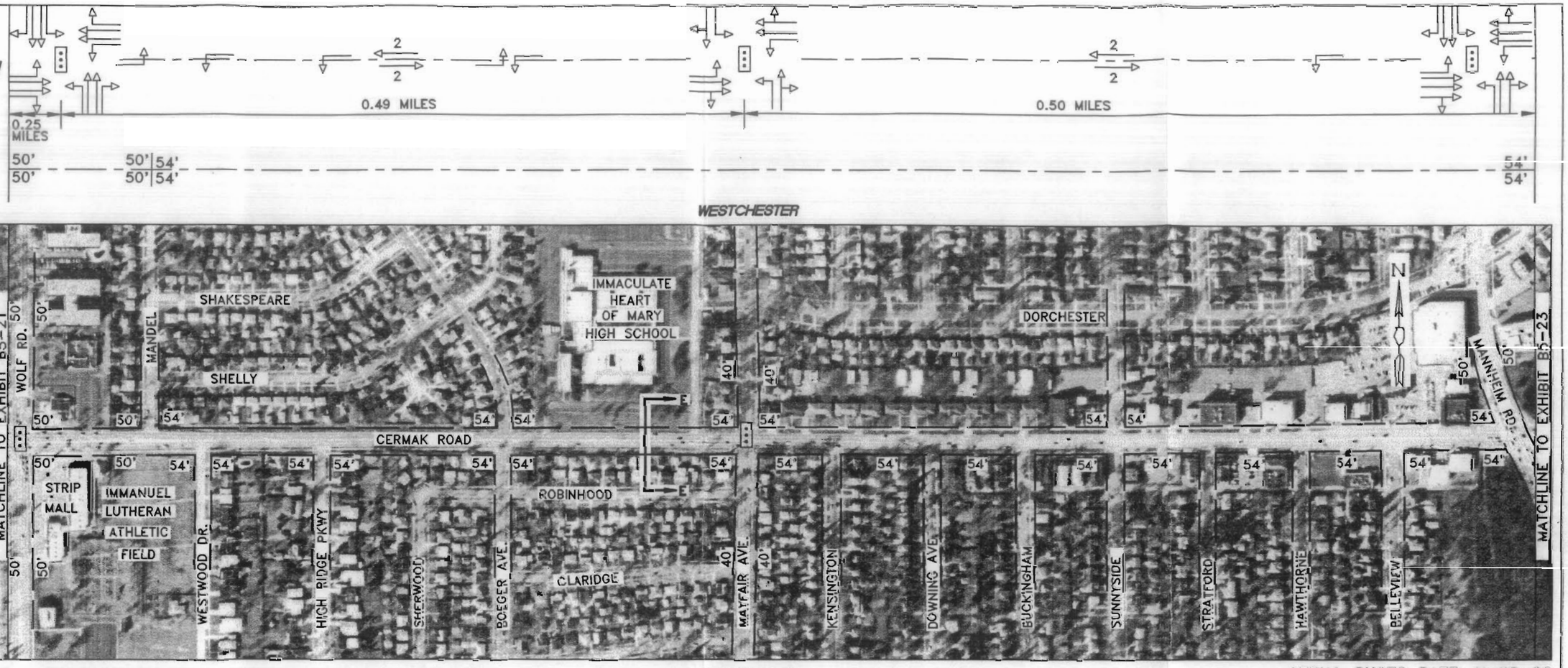
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B5-21

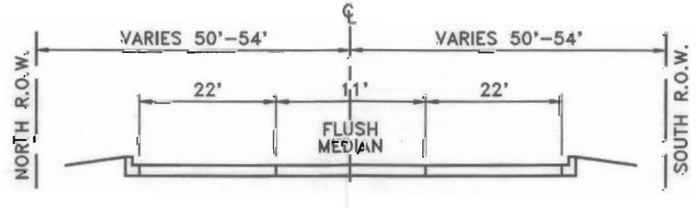
O:\PROJECTS\17049.020\SRA-CER\CER5-21.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

* Village of Westchester Fire Department located at NE corner of Cermak Rd. and Mayfair Ave.
* Parking allowed on SW corner of Cermak and Lagrange Road.



EXISTING TYPICAL SECTION E-E
MATCHLINE B5-21 TO MATCHLINE B5-23

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

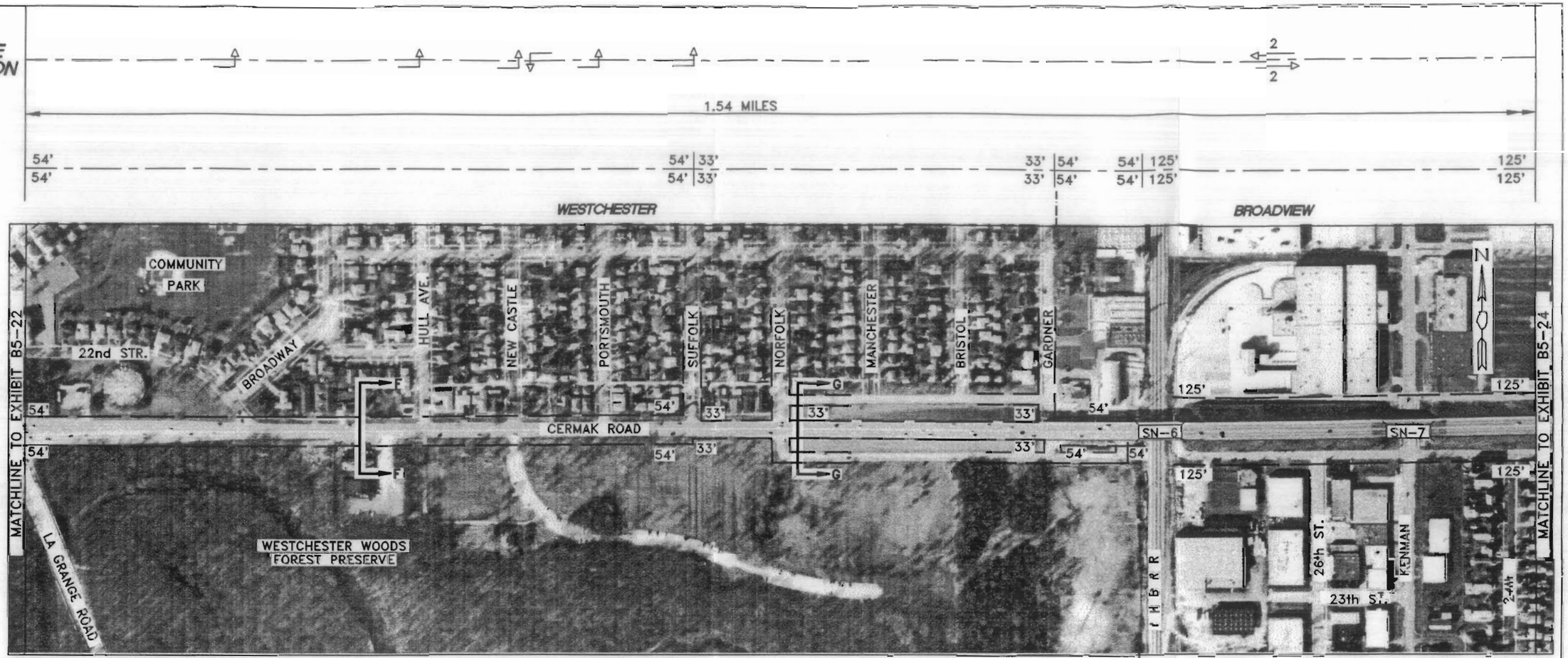
EXHIBIT B5-22

O:\PROJECTS\17049.020\SRA-CER\CER5-22.DWG

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

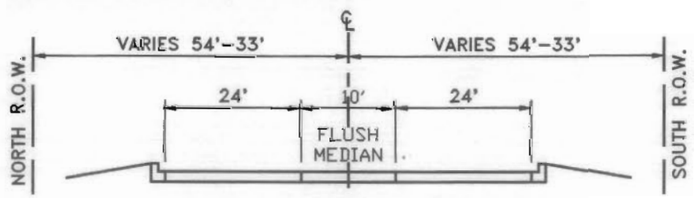


COOK COUNTY

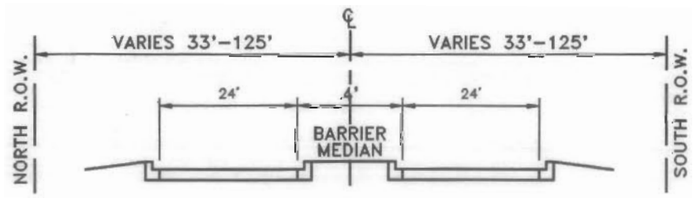
BROADVIEW AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

- SN-6 IDOT structure number 016-0631 (clear width=51')
- SN-7 IDOT structure number 016-0632 (clear width=51')
- Frontage road begins from Norfolk Ave and runs east to Gardner Avenue, serving as a loop on both sides of Cermak Road.



EXISTING TYPICAL SECTION F-F
MATCHLINE B5-22 TO NORFOLK



EXISTING TYPICAL SECTION G-G
NORFOLK TO MATCHLINE B5-24

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- SN-# = EXISTING STRUCTURE NUMBER

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

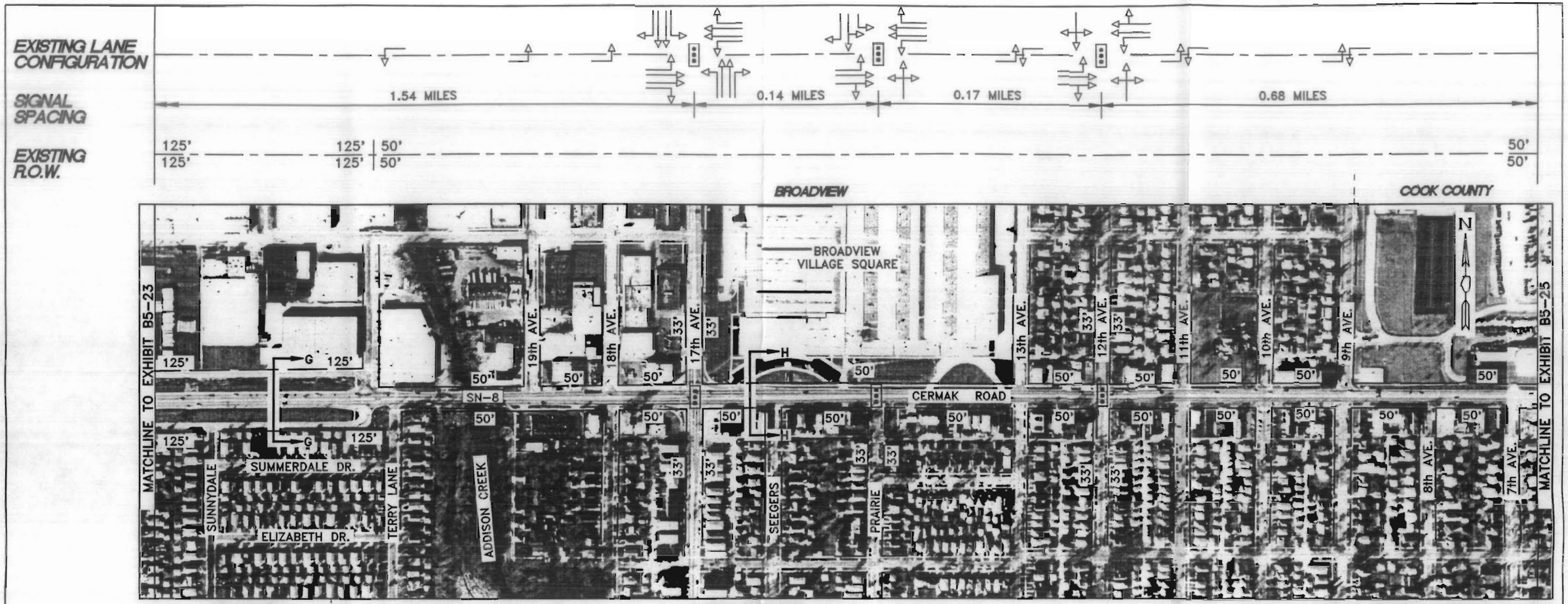
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B5-23

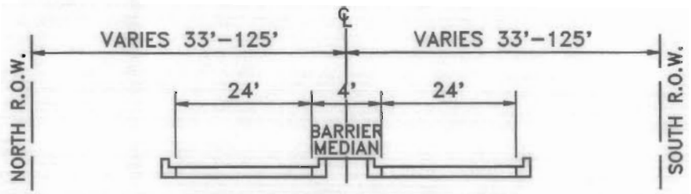
O:\PROJECTS\17049.020\SRA-CER\CER5-23.DWG



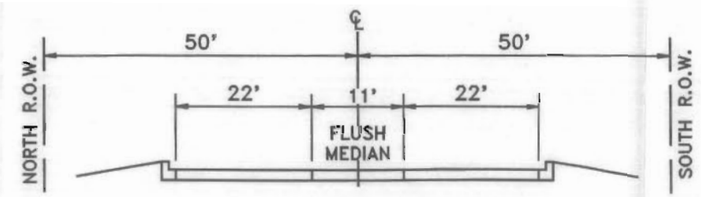
AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

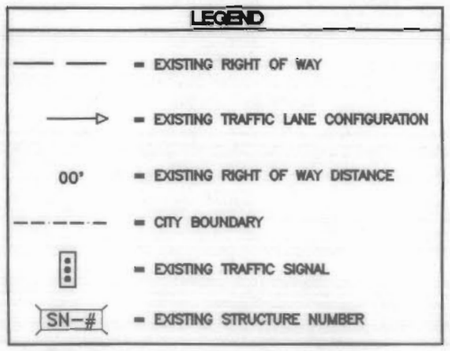
* SN-8=IDOT structure number 016-0633 (clear width=56')
* Frontage Road leads to an industrial area. High truck volume was noticed utilizing the Frontage Road. Trucks have a problem accessing the Frontage Road.



EXISTING TYPICAL SECTION G-G
MATCHLINE B5-23 TO TERRY LANE



EXISTING TYPICAL SECTION H-H
TERRY LANE TO MATCHLINE B5-25



CERMAK ROAD - EXISTING CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

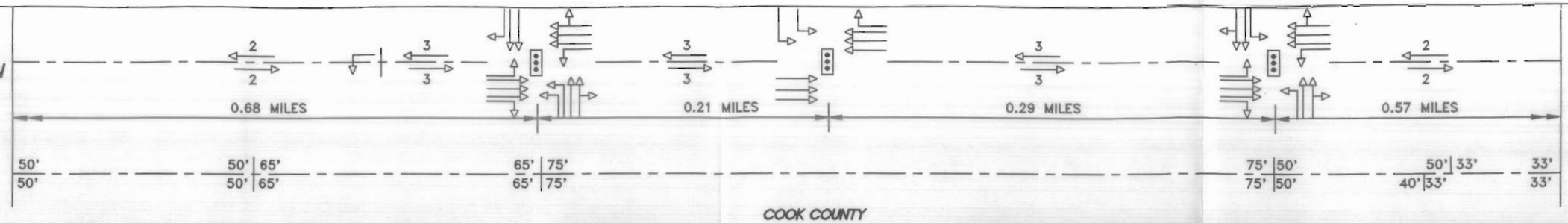
EXHIBIT B5-24

O:\PROJECTS\17049.020\SRA-CER\CER5-24.DWG

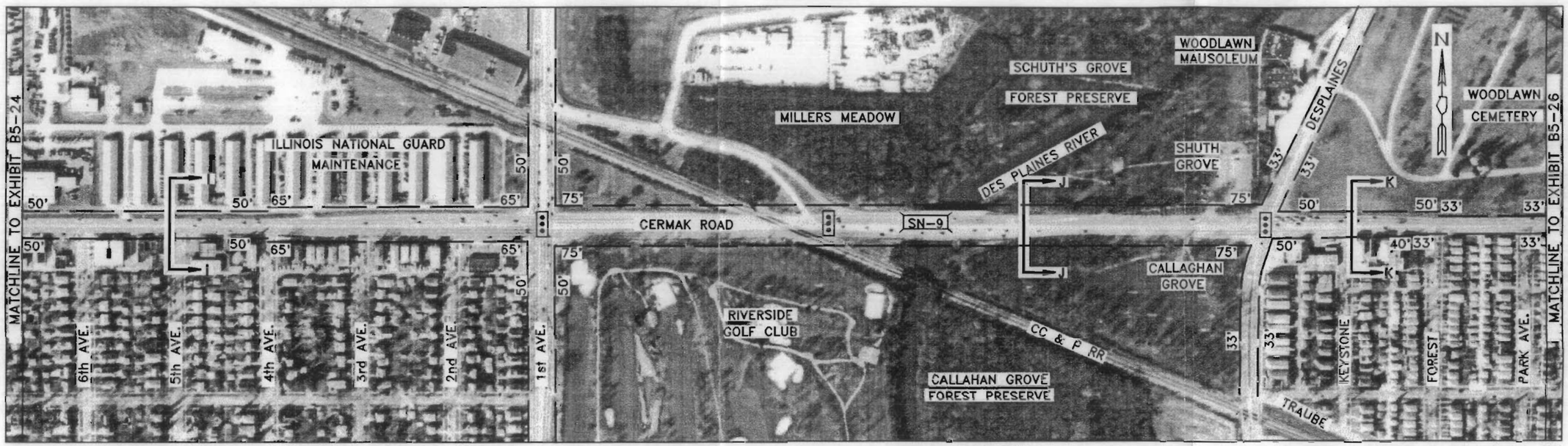
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



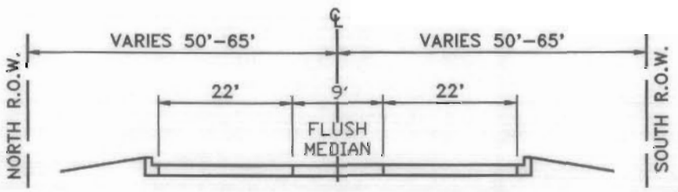
COOK COUNTY



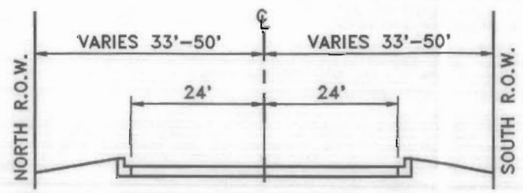
AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

* SN-8=IDOT structure number 016-0634 (clear width=83')
* At grade railroad crossing located about 900' east of 1st Ave.
* Woodlawn Cemetary located on the N.E. corner of Cermak/DesPlaines

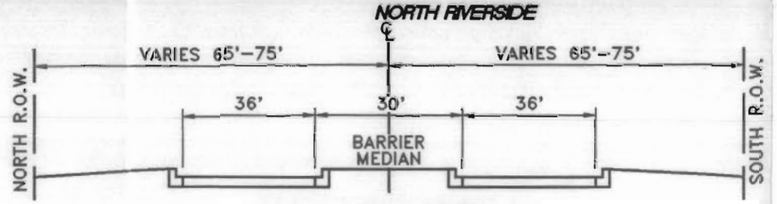


EXISTING TYPICAL SECTION I-I
MATCHLINE B5-24 TO 3rd AVE.



EXISTING TYPICAL SECTION K-K
DESPLAINES TO MATCHLINE B5-26

NORTH RIVERSIDE



EXISTING TYPICAL SECTION J-J
3rd STREET TO DESPLAINES

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

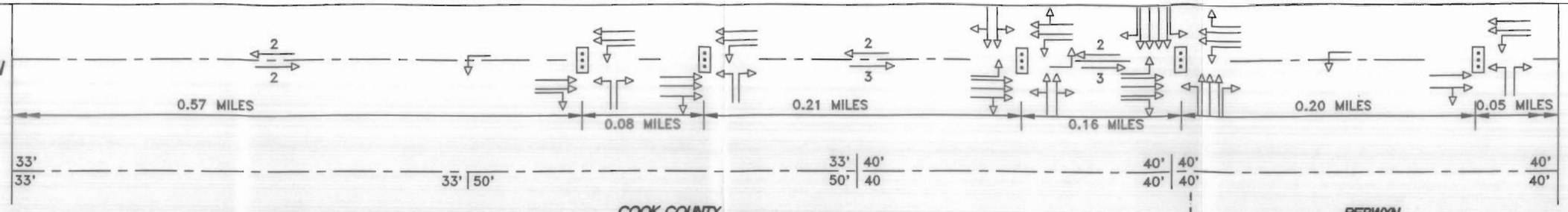
EXHIBIT B5-25

O:\PROJECTS\17049.020\SRA-CER\CER5-25.DWG

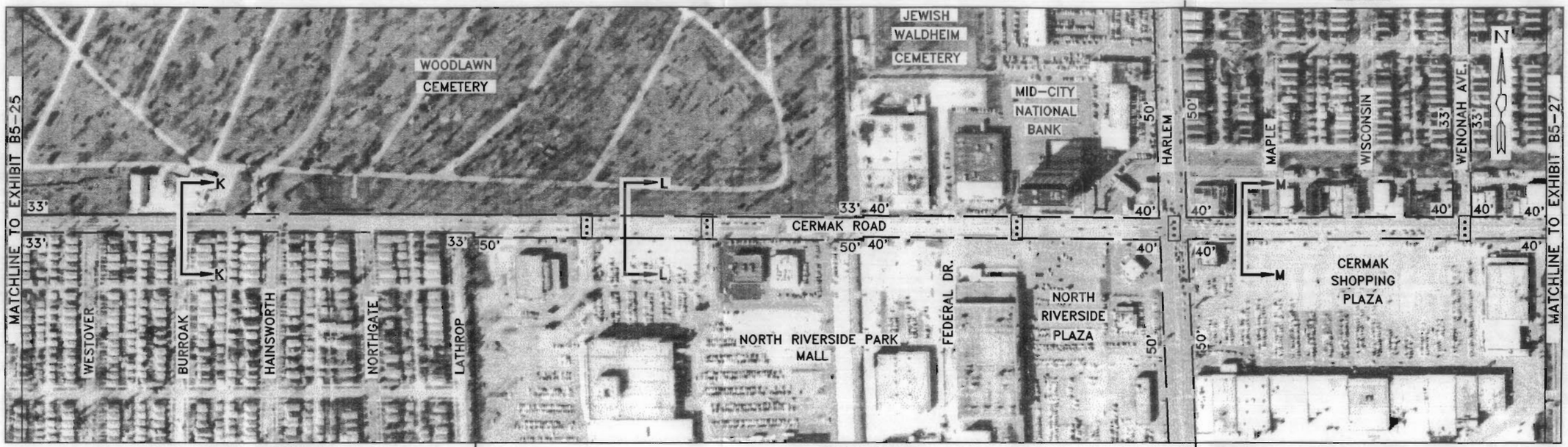
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



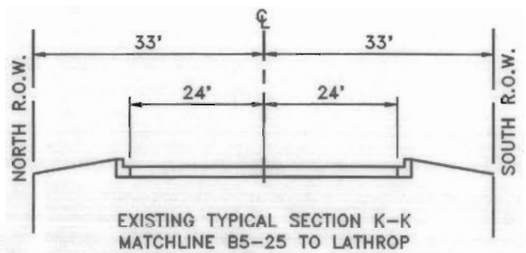
COOK COUNTY BERWYN



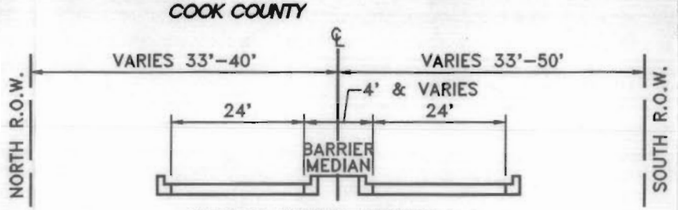
NORTH RIVERSIDE COOK COUNTY BERWYN AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

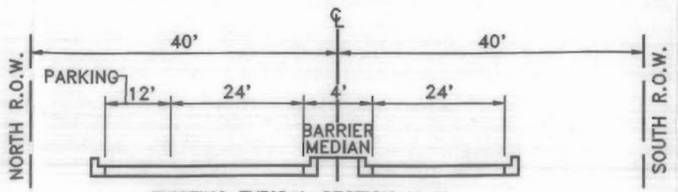
* Parallel parking allowed on the north side of Cermak Rd. from Harlem to Home Ave.
* At grade railroad crossing located about 1,150' west of Harlem Ave.



EXISTING TYPICAL SECTION K-K
MATCHLINE B5-25 TO LATHROP



EXISTING TYPICAL SECTION L-L
LATHROP TO HARLEM AVE.



EXISTING TYPICAL SECTION M-M
HARLEM AVE. TO MATCHLINE B5-27

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

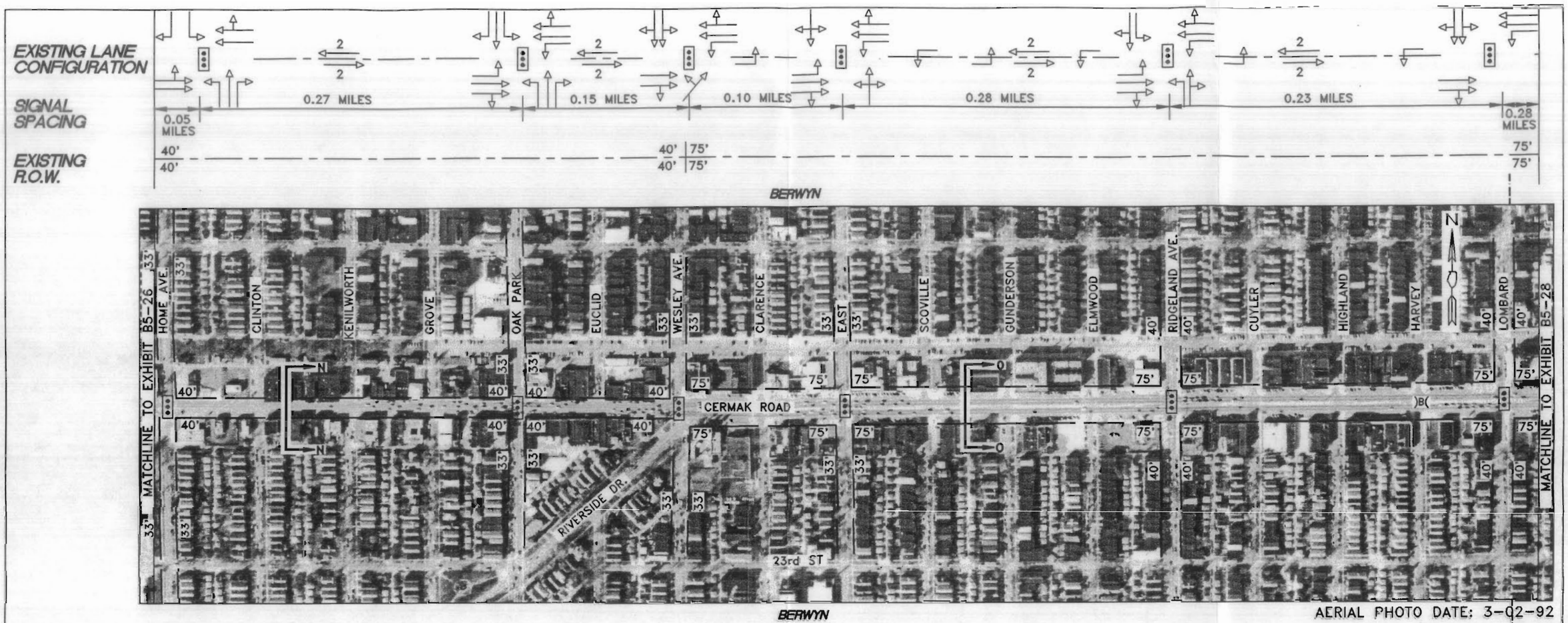
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

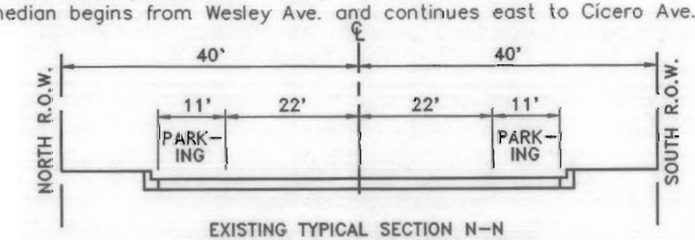
EXHIBIT B5-26

O:\PROJECTS\17049.020\SRA-CER\CER5-26.DWG

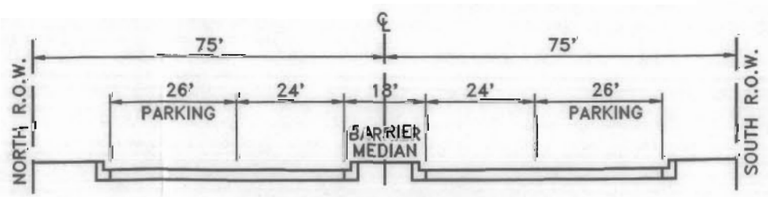


DESCRIPTION OF EXISTING CONDITIONS:

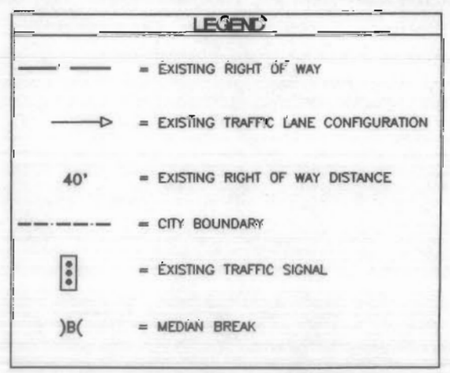
* Parallel parking allowed on both sides of Cermak Rd. from Clinton Ave. to Wesley Ave.
* Angle parking with auxiliary lane from Wesley Ave. to Cicero Ave.
* Landscaped median begins from Wesley Ave. and continues east to Cicero Ave.



EXISTING TYPICAL SECTION N-N
MATCHLINE B5-26 TO WESLY AVE.



EXISTING TYPICAL SECTION O-O
WESLEY AVE. TO MATCHLINE B5-28



CERMAK ROAD - EXISTING CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

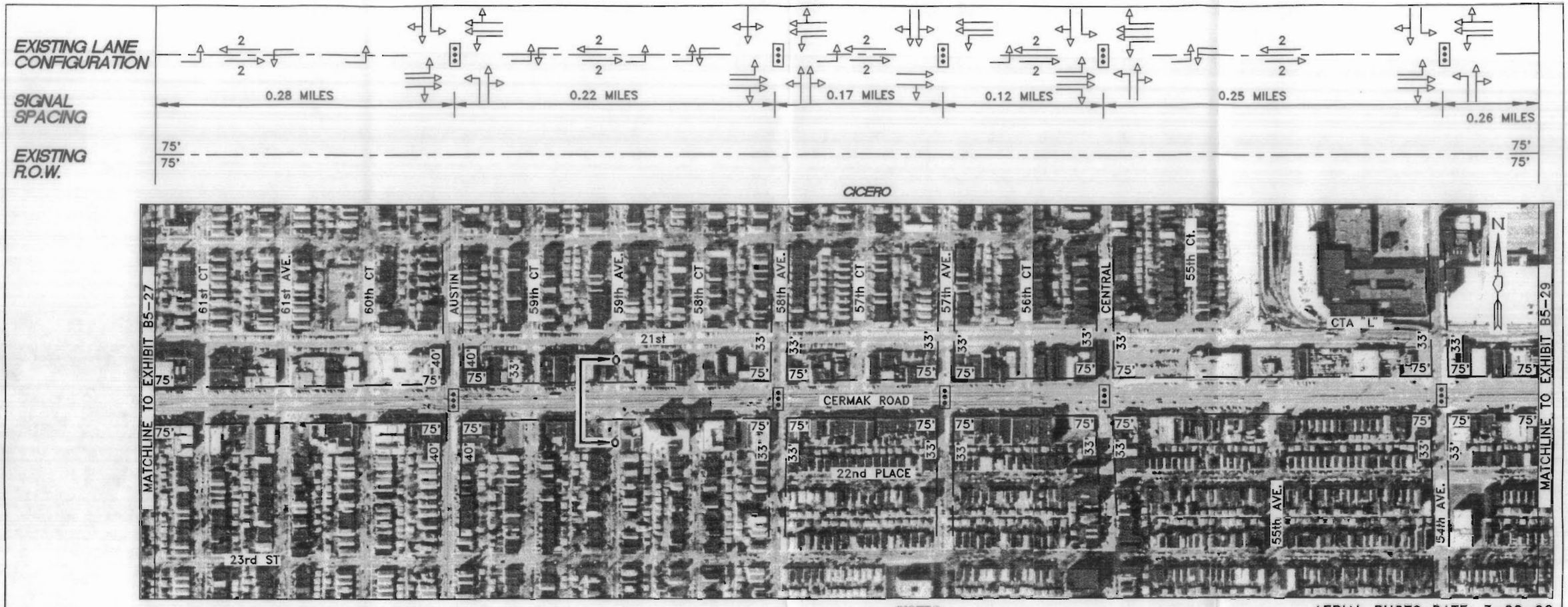
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B5-27

O:\PROJECTS\17049.020\SRA-CER\CER5-27.DWG

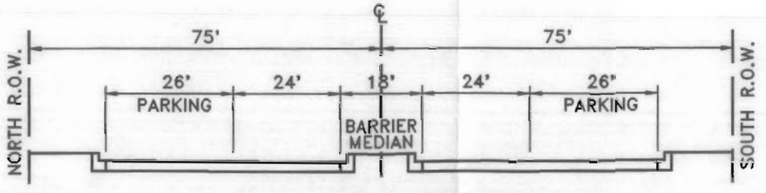


CICERO

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF EXISTING CONDITIONS:

* CTA line terminates at 54th Ave.



EXISTING TYPICAL SECTION O–O
MATCHLINE B5–27 TO MATCHLINE B5–28

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 33' = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

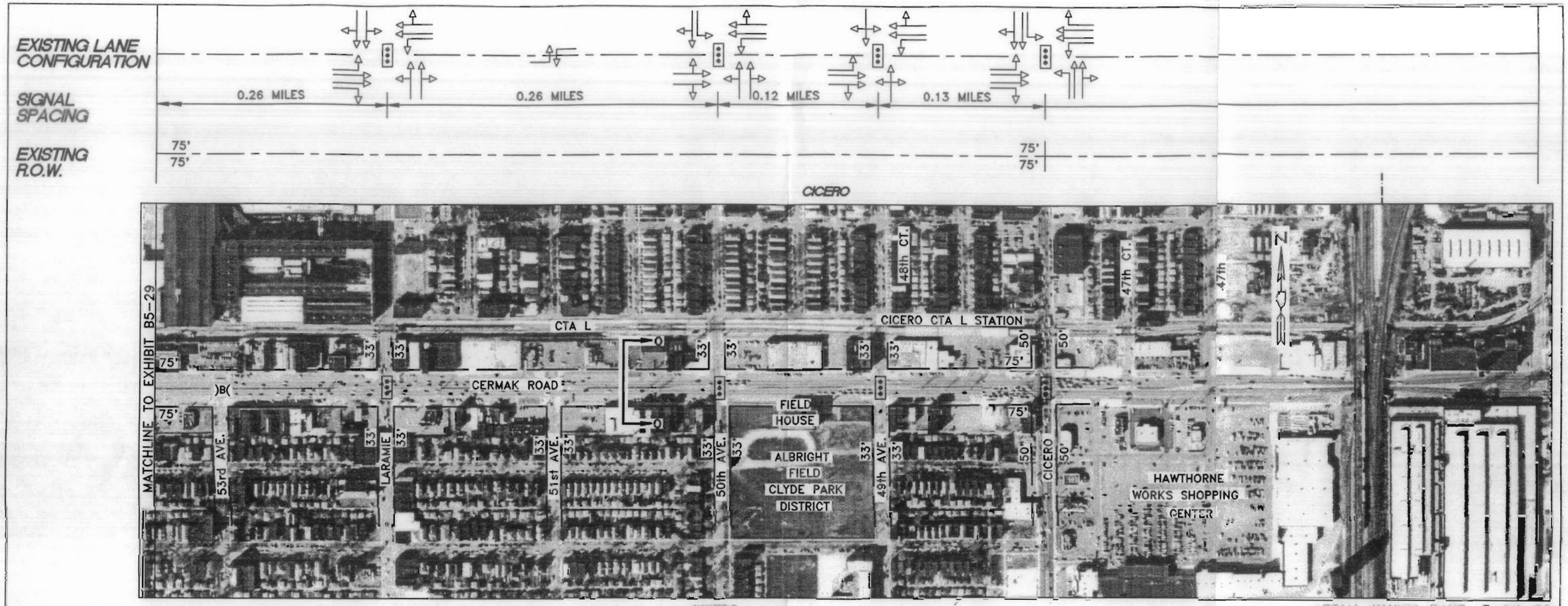
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet
0 200 400 800

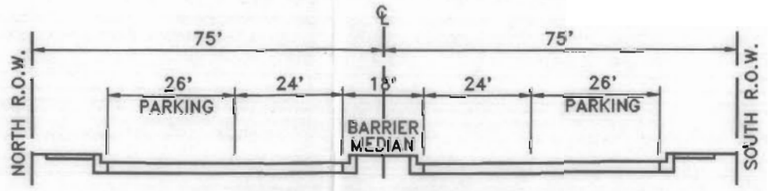
EXHIBIT B5-28

O:\PROJECTS\17049.020\SRA-CER\CER5-28.DWG



DESCRIPTION OF EXISTING CONDITIONS:

* CTA line runs parallel about 200' north of Cermak Rd.



EXISTING TYPICAL SECTION O–O
MATCHLINE B5–28 TO CICERO AVENUE

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 33' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
-)B(= EXISTING MEDIAN BREAK

CERMAK ROAD - EXISTING CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT B5–29

O:\PROJECTS\17049.020\SRA-CER\CER5-29.DWG

CORRIDOR PLANNING FRAMEWORK

CERMAK ROAD

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

Long-range planning for the Cermak Road/22nd Street SRA corridor takes into account many factors, these factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance among these design considerations to address the transportation needs of the region best.

This chapter outlines the planning considerations that influenced the recommended improvements for the Cermak Road corridor. A summary of the planning framework issues follows:

- Functional Classification
- SRA desirable characteristics and design criteria
- Long-range forecasts of highway traffic activity along Cermak Road
- Other planned transportation improvements within, crossing, or near the Cermak Road corridor
- Long-range land use plans for the communities along Cermak Road
- Existing safety and traffic operational problems along Cermak Road
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

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

- The number of continuous through lanes in each direction along Cermak Road
- 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 Cermak Road SRA corridor is classified as a suburban route for the entire 15 mile length. According to the Design Concept Report, the desirable cross-section is three continuous through lanes in each direction, separated by a raised median for access control (See Figure III-1).

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 R.O.W., and median requirements. The desirable cross-section is shown in Figure III-1.

The Design Concept Report states that a suburban SRA requires 120 to 150-feet of right-of-way. The Cermak Road corridor has a minimum of 200 feet of right-of-way from Butterfield Road to I-294, so the full SRA cross-section is possible. This right-of-way width provides for three through lanes in either direction separated by a varing median 18-feet to 46-feet wide. A full listing of desirable suburban SRA characteristics appears in Table III-1. The Suburban SRA Roadway Design Criteria appear in Table III-2.

The 2010 Transportation Network

Both the East-West Tollway, Interstate 88, and the Tri-State Tollway, Interstate 294, have interchanges with Cermak Road along the corridor. The main purpose of the Cermak Road SRA corridor, with the other SRA routes in the area, is to supplement and provide access to the two tollway. The Cermak Road SRA corridor is intersected by five SRA routes, Illinois Route 83, Mannheim Road, 1st Avenue, Harlem Avenue and Cicero Avenue.

2010 Traffic Models

The traffic forecasts for this study assumed full build out of all proposed SRA routes to SRA design concept standards. The 2010 transportation network assumptions are, however, consistent with the 2010 Transportation System Development (TSD) Plan Update in all other respects. The data was modified to produce the 2010 forecasts shown in this report. The existing (1990) ADT and the projected (2010) ADT are given in Table III-3.

Other Corridor Planning Activities

Roadway Improvements

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

City and Village Comprehensive Plans

Villages and cities along Cermak Road provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives.

Transit Improvements

The Cermak Road corridor has limited existing transit. Most of the transit facilities are concentrated at the eastern end. Transit in this corridor is exclusively PACE routes although there is discussion of a possible EJ & E Railroad commuter rail link traversing the central portion of the corridor. The Future Agenda for Suburban Transportation, published jointly by Metra and PACE, was reviewed for planning impacts. The future transit plans from the PACE comprehensive operating plan suggest the following:

- Park and ride facility (and a bus transfer center) at Illinois 43/Harlem Avenue and Cermak Road.
- Signal preemption on Cermak Road between I-294 and Finley Avenue
- Signal preemption on Cermak Road between Harlem Avenue and I-294
- Signal preemption on Cermak Road between 54th Street and Harlem Avenue
- Signal preemption on Mannheim Road/LaGrange Road (US 45) between 55th Street and Cermak Road
- Signal preemption on Mannheim Road/LaGrange Road (US 45) between Cermak Road and Devon Avenue

Future Conditions

Current land use trends along the Cermak Road corridor are expected to remain similar in the future. Based on the existing commercial, office and residential developments along the corridor and saturated commercial, retail and residential developments along most of the corridor, only sporadic growth is foreseeable.

Planning Framework and Recommendations

The planning framework was used to determine the best possible alternates for the Cermak Road SRA Corridor. The recommended improvements were derived from the information obtained from the communities and other agencies and applying to the planning framework criteria. The recommended improvements are discussed in the next chapter. The topics discussed in the next chapter include cross-section and geometries, 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 concerning 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 shown 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 that may be applicable to suburban situations are evaluated. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered with the objectives of the SRA system.

Short Term Alternates

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

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

Right-of-Way Width	120' - 150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
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"
Loading	Off-street loading

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

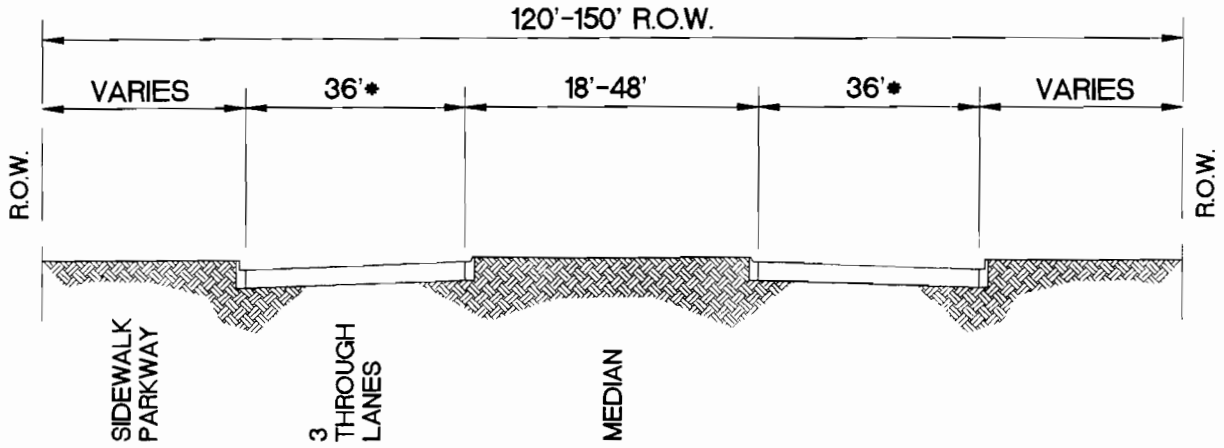
Table III-2
Suburban SRA Roadway Design Criteria

Horizontal Alignment	
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	
- Four Lane With Small Probability of Six Lanes	192'
- Six Lane Section	234'
Horizontal Clearance	2'
Vertical Alignment	
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 Existing and Projected Average Daily Traffic (Thousands) Cermak Road/22nd Street		
Location	**1990 ADT (VPD)**	**2010 ADT (VPD)**
IL. Rt.. 56 to Midwest Road	35-40	40-45
Midwest to IL. Rt.. 83	35-40	40-45
IL. Rt.. 83 to York Road	30-35	35-40
York Road to I-294	25-30	30-35
I-294 to Wolf Road	25-30	30-35
Wolf Road to Mannheim Road.	35-40	45-50
Mannheim Road to 1st Avenue.	35-40	40-45
1st Avenue to Des Plaines	35-40	40-45
Des Plaines to Harlem Avenue	30-35	35-40
Harlem Avenue to Oak Park Avenue	20-25	25-30
Oak Park Avenue to Ridgeland Avenue	15-20	20-25
Ridgeland Avenue to Laramie Avenue	15-20	20-25
Laramie Avenue to Cicero Avenue	15-20	20-25

SUBURBAN SRA ROUTES



STANDARD SUBURBAN SRA CROSS SECTION

* AN ADDITIONAL 1' COULD BE ADDED TO ACCOMMODATE BICYCLE DEMAND WHERE R.O.W. IS NOT CONSTRAINED OR WHERE PARKWAY WIDTH CAN BE REDUCED.

FIGURE III-1

DESIRABLE SUBURBAN CROSS SECTION

RECOMMENDED IMPROVEMENTS

CERMAK ROAD

STRA
STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

RECOMMENDED IMPROVEMENTS

Section - I Butterfield Road (Illinois Route 56) to Interstate - 294 (5.40 miles)

Exhibit C5- 18 to Exhibit C5- 21

Section I of Cermak Road begins at Illinois Route 56 and continues east to I-294. This section passes through the communities of Oak Brook, Oak Brook Terrace and unincorporated DuPage County. The corridor intersects one other SRA route, Illinois Route 83.

Cross-Section and Geometries

From Illinois Route 56 to Illinois Route 83 the proposed cross-section will consist of six 12-foot lanes separated by a 18-foot mountable median with adjacent combination curb and gutter. From Illinois Route 83 to McDonald Drive the cross-section will consist of six 12-foot lanes on either side separated by a 30-foot barrier median with adjacent combination curb and gutter. From McDonald Drive to just east of Interstate-294 the cross-section will consist of six 12-foot lanes on either side separated by 30-foot (six foot median underneath I-88 overpass) barrier median. Additional right of way is required to accommodate this cross-section. IDOT structures #022-9931 (I-88 WB overpass), #022-9930 (I-88 EB overpass), #022-0084 (over Salt Creek), #022-2002 (I-88/294 overpass), and #016-0630 (I-294 overpass) will need to be modified to accomodate the proposed cross-section.

The intersection of Cermak Road and Illinois Route 83 is a major intersection of two SRA routes. Capacity analysis shows that a level of service of "D" (Table IV-1) can be achieved with the existing configuration (see exhibit D5-07).

The intersection of Cermak Road and York Road is a major intersection. Capacity analysis shows that a level of service of "D" (Table IV-1) can be achieved with the existing configuration. The intersection configuration will consist of, on the east leg dual left turn lanes, three through lanes and a right turn lane, on the west leg dual left lanes, three through lanes and a right turn lane, on the north and south legs dual left turns lane, two through lanes and a right turn lane (see exhibit D5-08).

Operations

The projected 2010 ADT for Section-I varies between 32,000 and 43,000. The 43,000 ADT is experienced at the west terminus of the corridor near the shopping centers, malls and office buildings. The proposed speed limit ranges between 35 mph and 45 mph. On-street parking is not permitted in this section.

Access Management

All future direct access to Cermak Road should be limited to right in/right out except at signalized intersections. Full access must be provided at Tower Drive. Access to Eisenhower Road must be limited to right-in right-out only. Relocate the signal at Parkview Plaza to MacArthur Drive. Internal circulation must be considered between MacArthur Drive and the commercial buildings on the northwest corner of Cermak Road and Illinois Route 83. On-street parking is not permitted in this section. A Phase-I Study is in progress, and the access management recommendations of the Phase-I Study will be incorporated in this report.

Public Transit

The recommended locations for bus stop improvements are at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers, specifically Oak Brook Shopping Center and West Brook Corporate Center. Bus turnabouts are recommended at all intersecting SRA routes, schools, shopping centers and other major traffic generators, specifically at Highland Avenue, Illinois Route 83, Oak Brook Shopping Center and West Brook Corporate Center.

Signal preemption is recommended throughout the length of this section. Actual implementation should follow the PACE study of the corridor, currently in progress. High occupancy vehicles (HOV) lanes are not recommended in this section.

Short Term Alternatives

Coordinate signals from IL 56 to the I-294 ramps to improve progression on Cermak Road. A traffic signal interconnection benefit study initiated by DuPage Mayors and Managers Conference is currently in progress and the results of the study will be incorporated in this report.

Section II - Interstate - 294 to Illinois Route 43/Harlem Avenue (6.10 miles)

Exhibit C5-21 to Exhibit C5-26

Section II of Cermak Road begins at I-294 and continues east to Harlem Avenue. In this section two other SRA routes intersect Cermak Road, 1st Avenue and Illinois Route 43/Harlem Avenue. This section passes through the communities of Westchester, Broadview, Forest Park and North Riverside.

Cross-Section and Geometries

The existing cross-section from Enterprise Drive (south) to Mannheim Road will be maintained. This cross-section will consist of four 11-foot lanes separated by a 11-foot flush median with adjacent combination curb and gutter. The existing cross-section from Mannheim Road to Terry Lane will be maintained. The cross-section will consist of four 12 foot lanes separated by a varying median (10-foot flush median between Mannheim Road and Norfolk Avenue, six-foot barrier median between Norfolk

Avenue and Terry Lane) with adjacent combination curb and gutter. However, the radii at the frontage roads west of Terry Lane will be modified to accommodate semi-trailer trucks. The existing cross-section will be maintained from Terry Lane to 1st Avenue. The cross-section will consist of four 11-foot lanes separated by a 11-foot flush median with adjacent combination of curb and gutter. The existing cross-section will be maintained from 1st Avenue to Des Plaines Avenue. The cross-section will consist of six 12-foot lanes separated by a 30-foot barrier median with adjacent combination curb and gutter. From Des Plaines Avenue to Lathrop Avenue the existing cross-section consisting of four 12-foot lanes separated by solid double yellow lines with combination curb and gutter will be maintained. From Lathrop Avenue to Harlem Avenue the existing cross-section will be maintained. This cross-section consists of two 12-foot lanes on the north side of Cermak Road separated by a 16-foot barrier median and three 11-foot lanes on the south side, with combination curb and gutter on both sides of Cermak Road.

The intersection of Cermak Road and Mannheim Road is an intersection of two SRA routes. Capacity analysis indicate that a level of service of "D" (Table IV-1) can be achieved with the proposed configuration. The proposed configuration for the east/west legs of the intersection will consist of a single left turn lane, three through lanes and one right turn lane. The north/south legs will consist of a single left turn lane, three through lanes and a shared right turn lane (D5-09).

The intersection of Cermak Road and 1st Avenue is also an intersection of two SRA routes. It is expected that the intersection will operate at a level of service "D". The proposed configuration for the east/west legs of the intersection will consist of a single left turn lane, three through lanes and a single right turn lane except on the east leg there will be a shared right turn lane (D5-10).

Operations

Based on the 2010 traffic model, the forecast ADT for this section is between 32,000 vpd and 47,000 vpd. The recommended speed limit is 35 mph. Accident experience should be monitored between DesPlaines Avenue and Lathrop Avenue. If a significant accident experience is noticed or a particular pattern persists, prohibition of left turns during peak hours should be considered. On-street parking is not permitted in this section

Access Management

Maintain all existing left turn lanes from Cermak Road to the cross streets.

Public Transit

Based on the guidelines set forth in the Design Concept Report for a suburban/urban corridor the recommended improvements for bus stop locations are at the far side at all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers, specifically Broadview Village Square Mall and North Riverside Park Mall. Bus turnabouts are recommended at all intersecting SRA routes, schools, shopping centers and other major traffic generators, specifically at LaGrange Road/Mannheim Road and 1st Avenue.

Signal preemption is recommended throughout the length of this section. Actual implementation should follow the PACE study of the corridor currently in progress. High occupancy vehicles (HOV) lanes are not recommended in this section.

Short Term Alternatives

Remove on street parking from the southwest corner of Cermak Road and Mannheim/LaGrange Road. Provide a right turn/deceleration lane on the south side of Cermak Road to enter the loop road to Gardener Avenue. Coordinate signals from east I-294 ramps to Mannheim/LaGrange Road. Coordinate signals from 17th Avenue to Des Plaines Avenue. Coordinate signals from North Riverside Park Plaza entrance signals to Cicero Avenue.

Section III - Harlem Avenue to Illinois Route. 50 Cicero Avenue (3.00 miles)

Exhibit C5-26 to Exhibit C5-29

Section III of Cermak Avenue begins at Harlem Avenue and continues east to Cicero Avenue. The length of this section is 3.00 miles. One other SRA route, Illinois Route 50/Cicero Avenue intersects this section at the east terminus. This section passes through the communities of Berwyn and Cicero.

Cross-Section and Geometries

The existing cross-section between Harlem Avenue and Home Avenue, consisting of four 11-foot lanes separated by a 4-foot barrier median with a 10-foot parking lane on the north side of Cermak Road, and with adjacent combination curb and gutter will be maintained. From Home Avenue to Wesley Avenue the existing cross-section consisting of four 11-foot lanes separated by solid yellow lines and a 10-foot parking lane on either side will be maintained. From Wesley Avenue to Cicero Avenue the existing cross-section will be maintained, consisting of four 12-foot lanes separated by 18-foot landscaped barrier median with 26-foot wide auxiliary parking lanes and curb and gutter along the edge of the pavement.

The intersection of Cermak Road and Harlem Avenue is an intersection of two SRA routes. Capacity analysis indicate that a level of service "D" (Table IV-1) can be achieved with the proposed configuration. The proposed configuration will consist of a single left turn lane , three through lanes and a single right turn lane on the west leg; the east leg will consist of a single left turn, two through lanes and a single right turn lane; the north leg will consist of a single left turn lane, four through lanes and a right turn lane and the south leg will consist of a single left turn lane, three through lanes and a right turn lane (D5-11).

The intersection of Cermak Road and Cicero Avenue is also an intersection of two SRA routes. Capacity analysis indicate that a level of service "C" (Table IV-1) can be achieved with the existing configuration. The configuration consists of a single left turn and right turn lanes and two through lanes on the east/west legs of the intersection, the north/south legs will consist of a single left turn lane, two through lanes and a shared right turn lane (D5-12).

Operations

Based on the 2010 traffic model, the forecast ADT for this section is between 18,000 vpd and 25,000 vpd. The recommended speed limit is 30 mph. Signals from Harlem Avenue to Cicero Avenue should be interconnected for progression. The on-street parking between Harlem Avenue and Wesley Avenue will be maintained, although removing three parking spaces west of Oak Park Avenue on the south side of Cermak Road to help right turning traffic and bus operations may be necessary. Accident experience should be monitored between Harlem Avenue and Wesley Avenue. If significant accident rates are experienced then turning restrictions during the peak hour should be considered. The existing angled parking from Clarence Avenue to Cicero Avenue will be maintained.

Access Management

All future direct access to Cermak Road should be limited to right in/right out except at signalized intersections. Maintain all existing left turn lanes from Cermak Road to cross streets.

Public Transit

Based on the guidelines set forth in the Design Concept Report for a suburban/urban corridor the recommended improvements for bus stop locations are at the far side at all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers, specifically at the Douglas rapid transit terminal. Bus turnabouts are recommended at all intersecting SRA routes, schools, shopping centers and other major traffic generators, specifically at the Cermak Shopping Plaza and the Douglas rapid transit terminals.

Signal preemption is recommended throughout the length of this section. Actual implementation should follow the PACE study of the corridor currently in progress. High occupancy vehicles (HOV) lanes are not recommended in this section.

Short Term Alternatives

To help the right turning traffic from eastbound Cermak Road to southbound Oak Park Avenue, remove three parking spaces west of the intersection of Cermak Road and Oak Park Avenue. Coordinate traffic signals between Harlem Avenue and Cicero Avenue to improve progression.

Table IV-1
Projected Level of Service at Intersections
Cermak Road/22nd Street

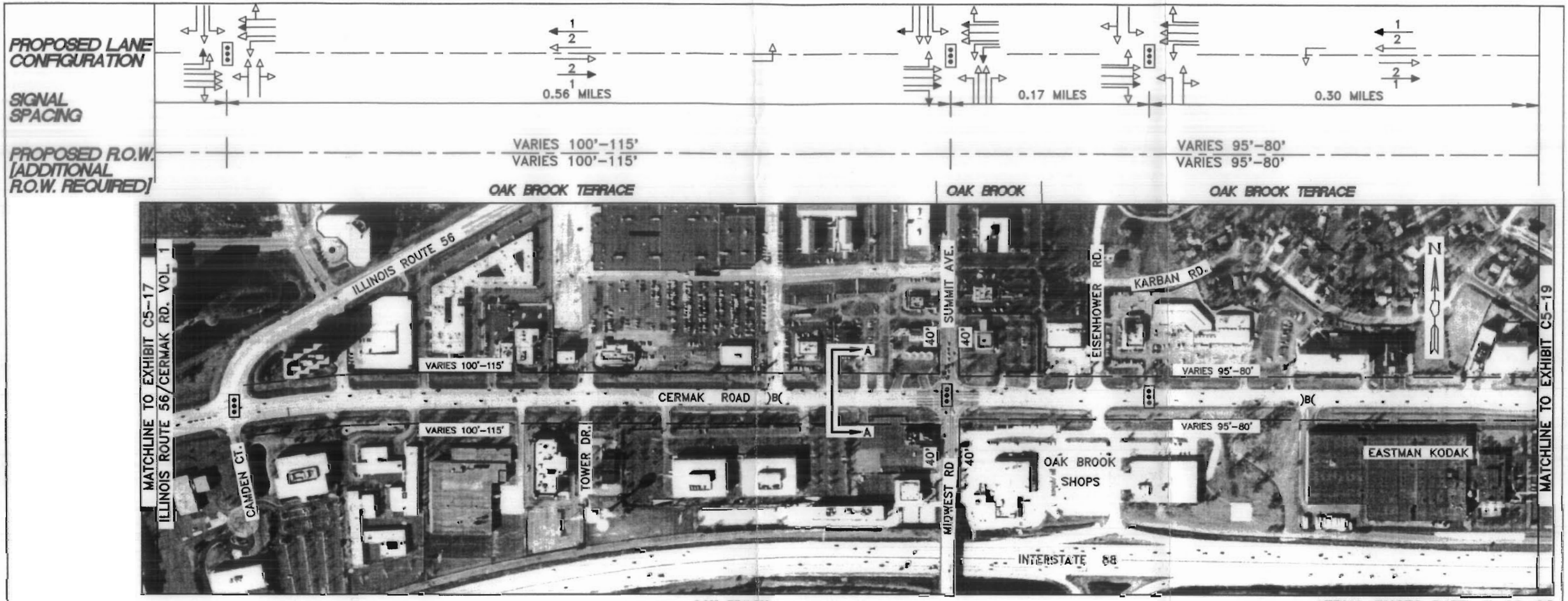
Cross Street	N	S	E	W	Intersection
Midwest Road	D	C	D	D	D
Il. Rt... 83	E	E	C	D	D
Spring Road	D	D	D	D	D
McDonald	E	D	D	E	D
Jorie Boulevard.	D	D	C	D	D
York Road	D	C	C	D	C
Wolf Road	E	E	D	B	D
Mayfair Avenue	C	C	E	E	E
Mannheim/LaGrange	E	E	D	D	D
17th Street	E	E	E	E	E
12th Street	F	F	C	D	D
1st Street	E	E	E	E	E
Des Plaines Road	D	D	D	D	D
Harlem	C	D	D	D	D
Oak Park	D	C	C	D	D
Ridgewood Avenue	D	D	C	D	D
Cicero Avenue	C	C	C	C	C

Table IV-2
Estimated R.O.W. Requirements for Cermak Road/22nd Street

Section	Intersecting Street	Estimated Additional R.O.W. Required (sqft)	Cost Estimate (1994 Dollars)
I	I-294	180900	$587,925.00
Section I Total		0	$587,925.00
II	Harlem Avenue	0	$0.00
Section II Total			$0.00
III	Cicero Avenue	0	$0.00
Section III Total		0	$0.00

Table IV-3
Estimate of Construction Cost
Cermak Road/22nd Street

Recommended Improvement	Estimated Cost (1996 Dollars)
Section I	
Roadway	$7,160,000.00
Intersection/Interchange Improvement	$700,000.00
Structure Widening/Modification	$2,790,000.00
Right-of-Way	
Transit Improvement	
Total Estimated Cost for Section I	$10,650,000.00
Section II	
Roadway	$2,350,000.00
Intersection/Interchange Improvement	$0.00
Structure Modification/Replacement	$0.00
Right-of-Way	$587,925.00
Transit Improvement	
Total Estimated Cost for Section II	$2,940,000.00
Section III	
Roadway	$150,000.00
Intersection/Interchange Improvement	$150,000.00
Structure Modification/Replacement	
Right-of-Way	$0.00
Transit Improvement	
Total Estimated Cost for Section III	$250,000.00
Total Cost for All Recommended Improvements	$13,840,000.00

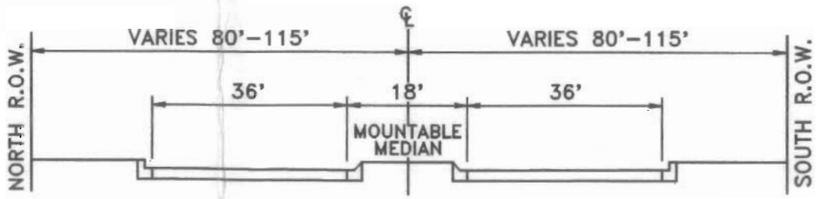


OAK BROOK

AERIAL PHOTO DATE: 3–02–92

DESCRIPTION OF PROPOSED CONDITIONS

- Coordinate signals from IL 56 to I–294
- Phase–I study currently under progress on Cermak Road between Illinois Route 56 and Illinois Route 83 the recommendations of the report will be incorporated.



PROPOSED TYPICAL SECTION A–A
ILLINOIS ROUTE 56 TO MATCHLINE C5–19

LEGEND

— — — —	= PROPOSED RIGHT OF WAY
——— ———	= EXISTING RIGHT OF WAY
⟶	= PROPOSED TRAFFIC LANE CONFIGURATION
⟶	= EXISTING TRAFFIC LANE CONFIGURATION
[+00']	= PROPOSED RIGHT OF WAY DISTANCE
00'	= EXISTING RIGHT OF WAY DISTANCE
– – – – –	= CITY BOUNDARY
	= EXISTING TRAFFIC SIGNAL
)B(	= EXISTING MEDIAN BREAK

CERMAK ROAD – PROPOSED CONDITIONS

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

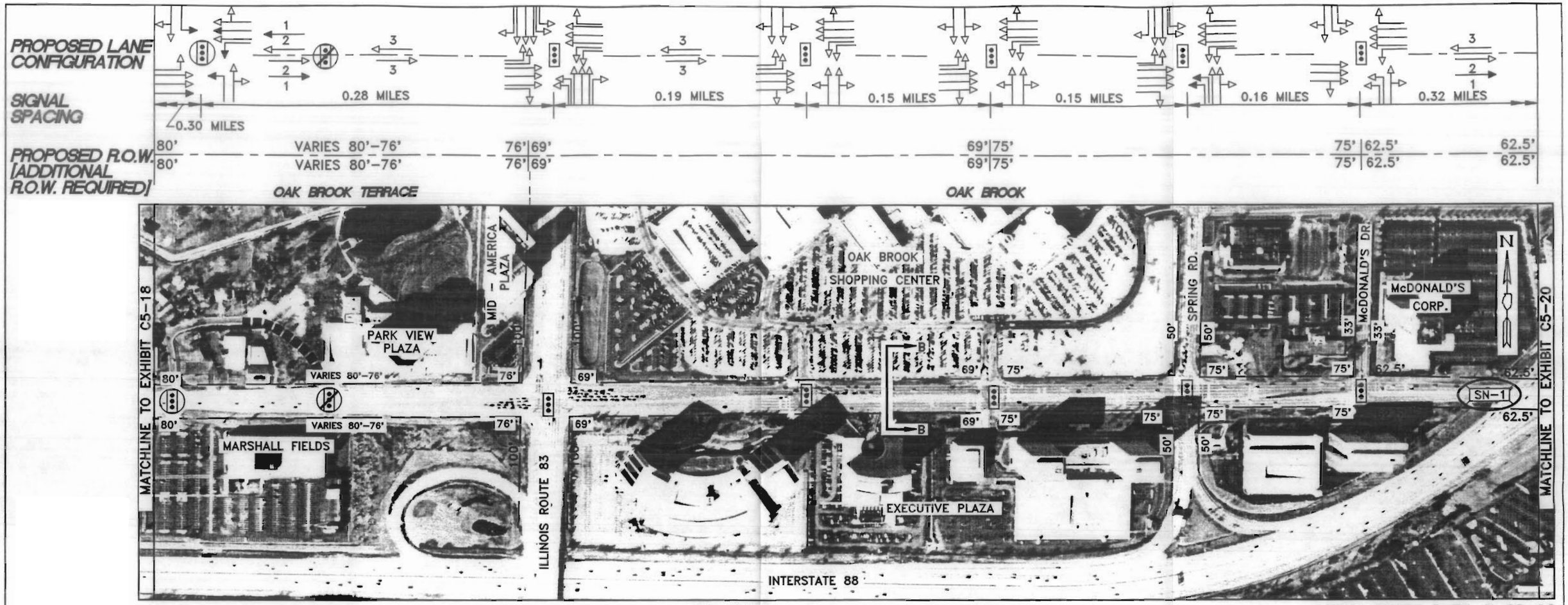
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Scale In Feet

0 200 400 800

EXHIBIT C5–18

Q:\PROJECTS\17049.020\SRA–CER\DWG\CER5–18.DWG

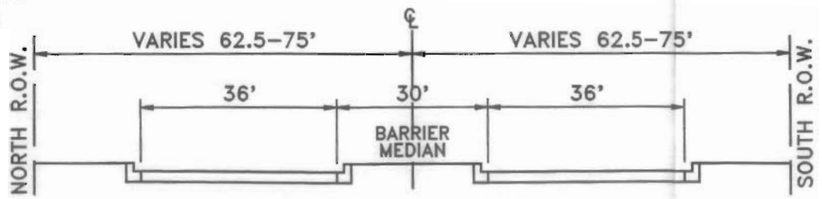


OAK BROOK

AERIAL PHOTO DATE: 3–02–92

DESCRIPTION OF PROPOSED CONDITIONS:

* To accomodate the proposed cross section, structure #1 under I–88 will have to be modified.
* Relocate signal from Park View Plaza to MacArthur Blvd.
* Internal circulation between MacArthur Blvd and Park View Plaza must be provided.



PROPOSED TYPICAL SECTION B–B
MATCHLINE C5–18 TO MATCHLINE C5–20

LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = EXISTING TRAFFIC LANE CONFIGURATION
- [+00'] = PROPOSED RIGHT OF WAY DISTANCE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- SN–# = MODIFY EXISTING STRUCTURE
- = CIRCULATION ROAD
- = PROPOSED TRAFFIC SIGNAL
- = REMOVE EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD – PROPOSED CONDITIONS

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

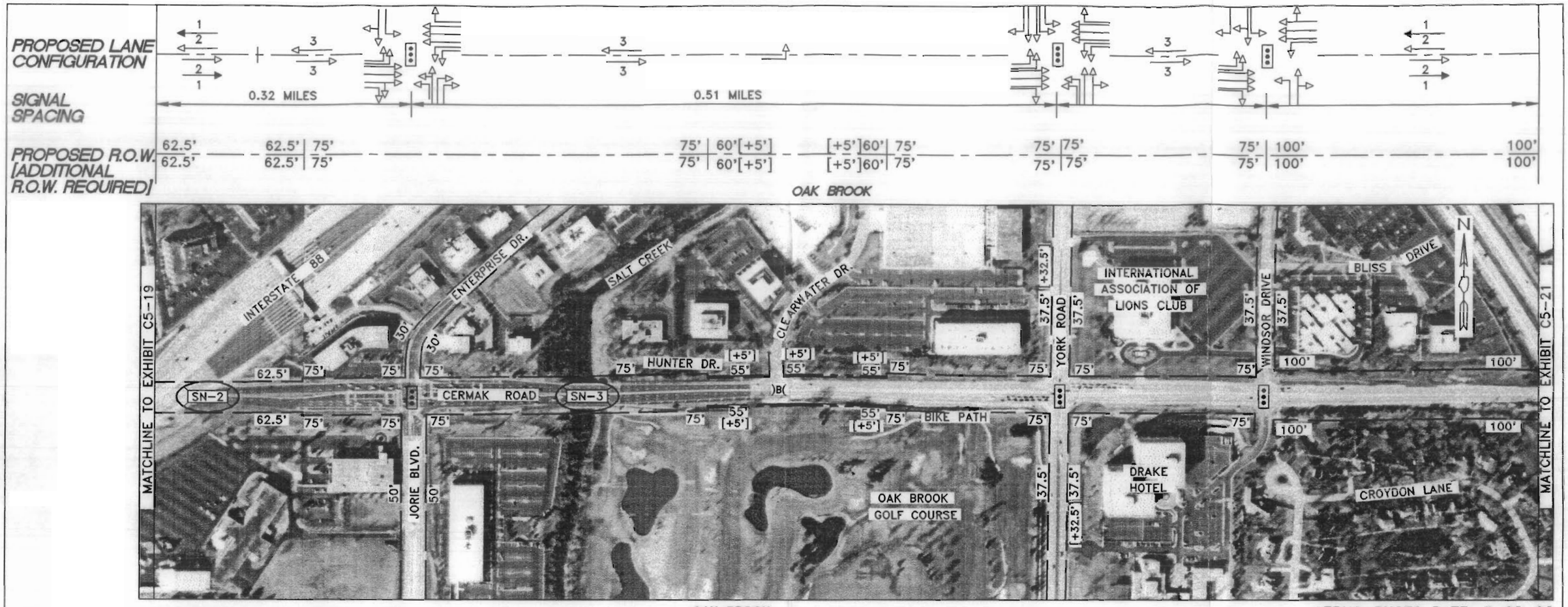
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

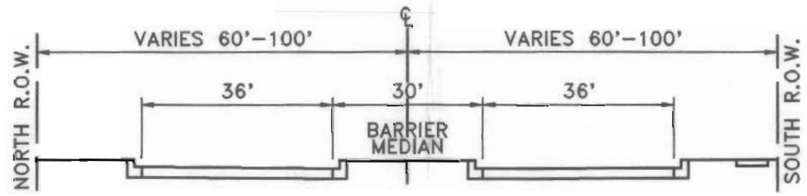
EXHIBIT C5–19

\PROJECTS\17049.020\SRA–CER\DWG\CER5–19.DWG



DESCRIPTION OF PROPOSED CONDITIONS:

* To accomodate the proposed cross section, structures #2 and #3 would have to be modified.
* Maintain left turn lane into Clearwater Drive



PROPOSED TYPICAL SECTION C-C
MATCHLINE C5-19 TO MATCHLINE C5-21

LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = EXISTING TRAFFIC LANE CONFIGURATION
- [+00'] = PROPOSED RIGHT OF WAY DISTANCE
- = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = MODIFY EXISTING STRUCTURE
-)B(= EXISTING MEDIAN BREAK

CERMAK ROAD - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

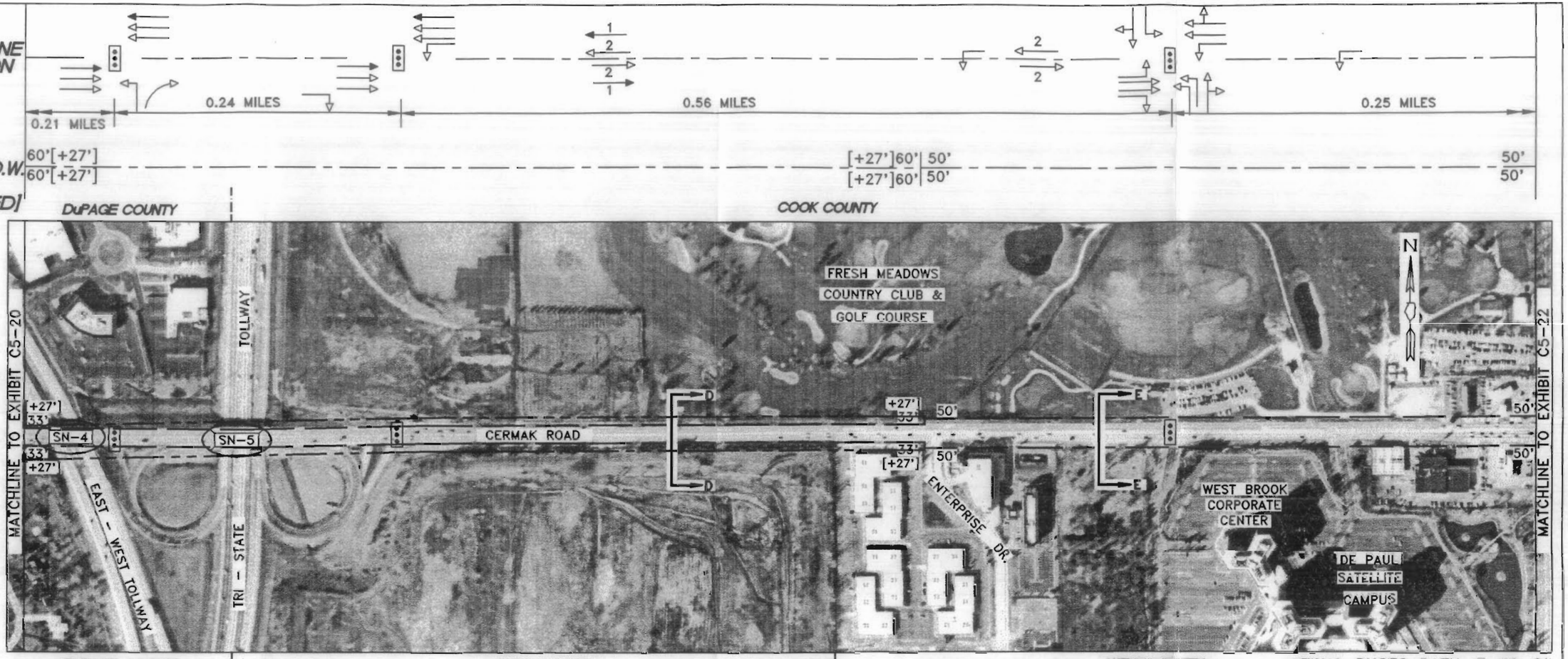
EXHIBIT C5-20

O:\PROJECTS\17049.020\SRA-CER\DWG\CER5-20.DWG

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

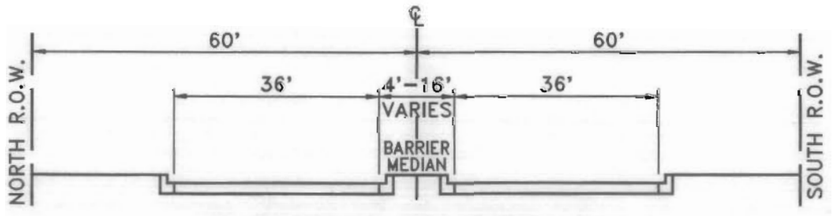
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



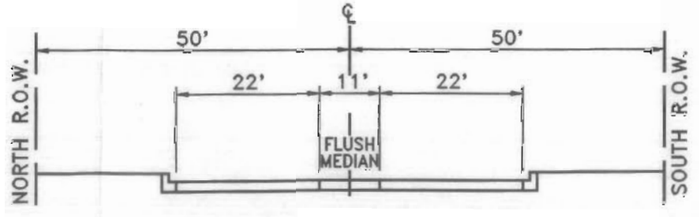
DuPAGE COUNTY — COOK COUNTY — WESTCHESTER — AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* To accomodate the proposed cross section, structure #4 and #5 will have to be modified.
* Maintain turn lanes at Enterprise Drive and West Brook Corporate Center.
** The cross section D-D transition from six lanes to four lanes will occur approximately 750 feet west of enterprise drive



PROPOSED TYPICAL SECTION D-D
MATCHLINE C5-20 TO ENTERPRISE DRIVE**



PROPOSED TYPICAL SECTION E-E
ENTERPRISE DRIVE TO MATCHLINE C5-22

LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = EXISTING TRAFFIC LANE CONFIGURATION
- [+00'] = PROPOSED RIGHT OF WAY DISTANCE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = MODIFY EXISTING STRUCTURE

CERMAK ROAD - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

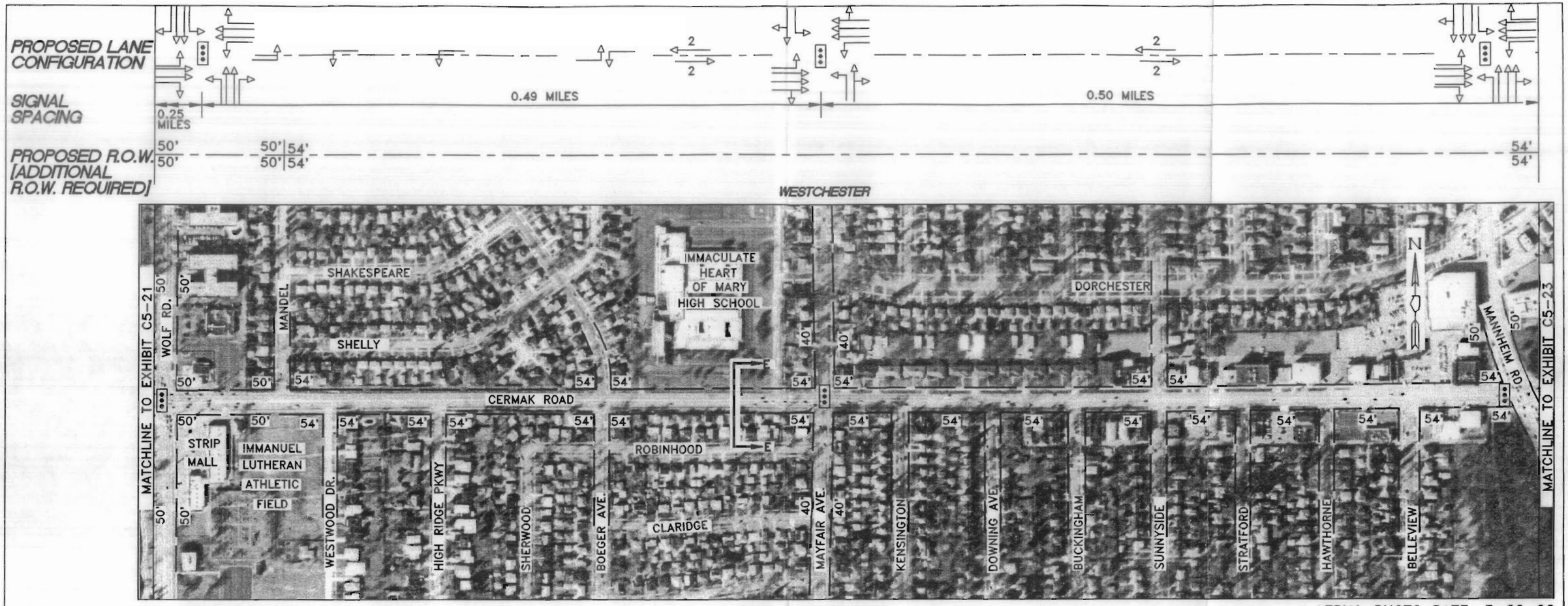
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT C5-21

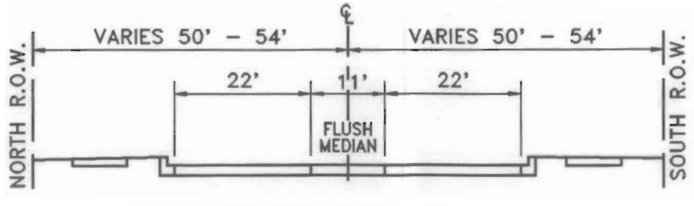
O:\PROJECTS\17049.020\SRA-CER\CER5-21.DWG



AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain turn lanes and median breaks at Mandel Avenue Westwood Drive, High Ridge Pkwy and Boeger Avenue
* Remove existing on-street parking located approximately 300' west of Cermak/Mannhiem Road intersection



PROPOSED TYPICAL SECTION E-E
MATCHLINE C5-21 TO MATCHLINE C5-23

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL

CERMAK ROAD - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

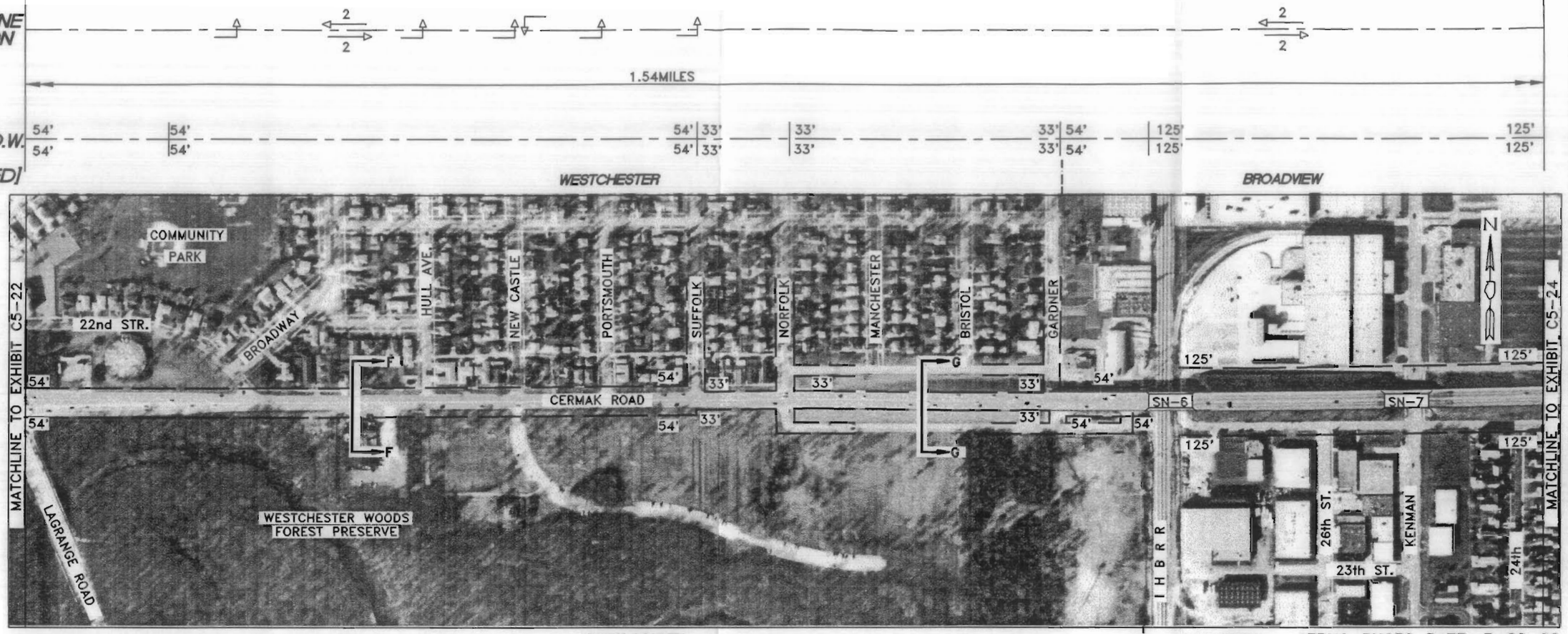
EXHIBIT C5-22

O:\PROJECTS\17049.020\SRA-CER\CER5-22.DWG

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

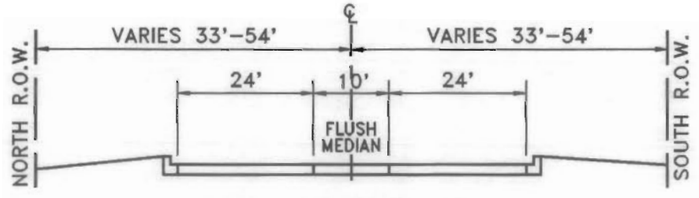
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



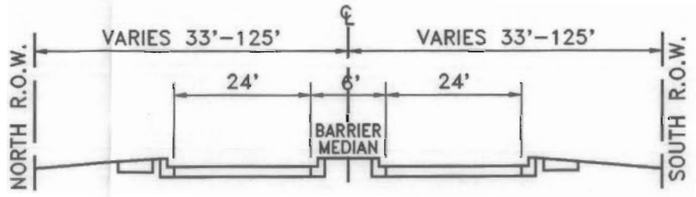
AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain turn lanes at Broadway Ave., Hull Ave., New Castle Ave., Portsmouth and Suffolk Ave.



PROPOSED TYPICAL SECTION F-F
MATCHLINE C5-22 TO NORFOLK AVENUE



PROPOSED TYPICAL SECTION G-G
NORFOLK AVENUE TO MATCHLINE C5-24

LEGEND

- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- SN-# = EXISTING STRUCTURE NUMBER

CERMAK ROAD - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

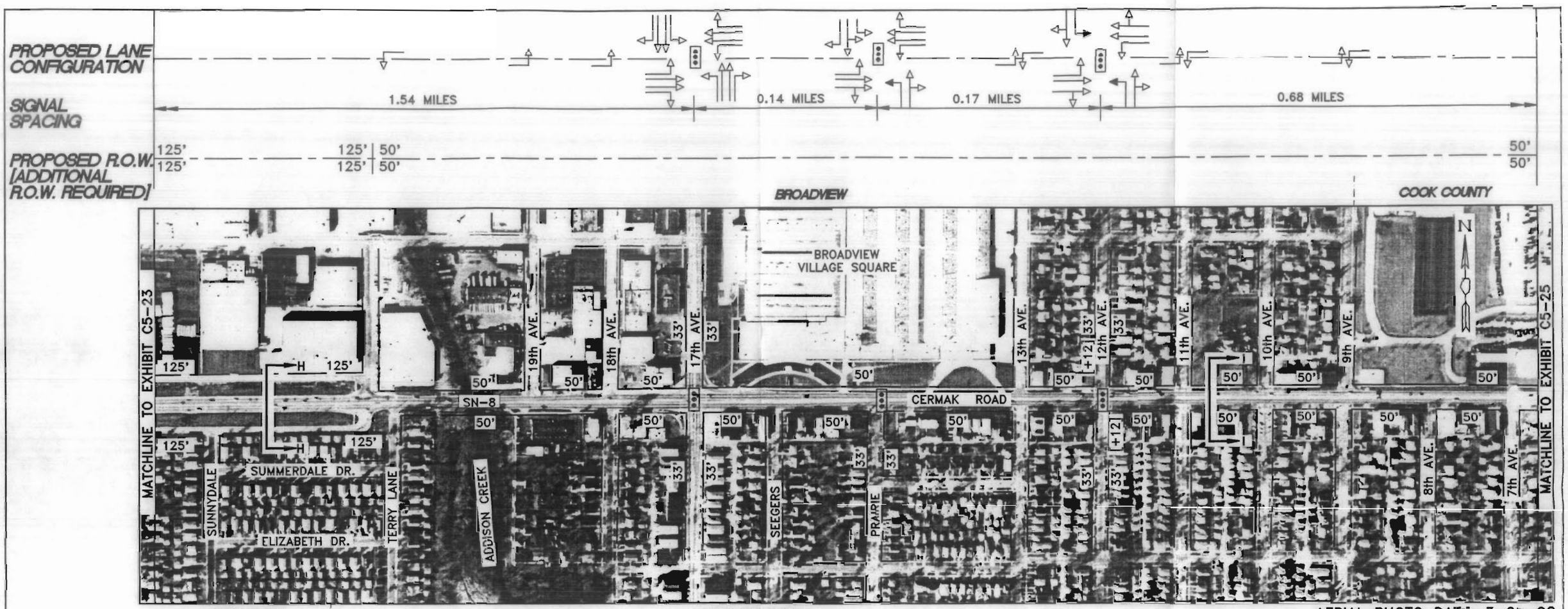
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT C5-23

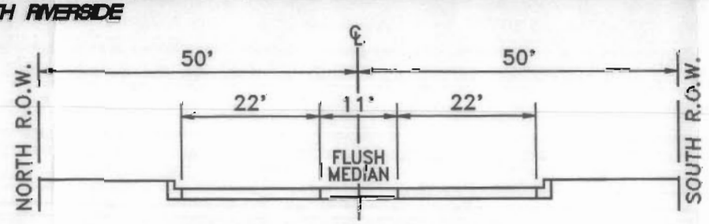
O:\PROJECTS\17049.020\SRA-CER\CER5-23.DWG



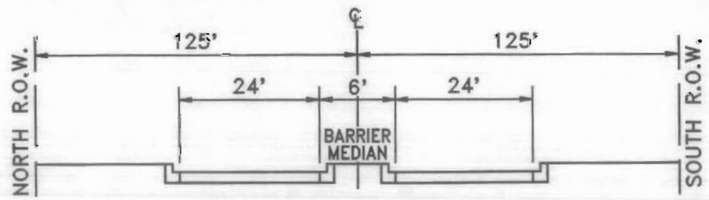
AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

- Maintain turning lanes at Terry Lane, 19th Ave, 18th Ave., 13th Ave.
- 12th Ave., and 11th Ave.
- Turning radii at the Frontage Road just west of Terry Lane must be modified to accomodate semi-trailers and trucks (WB-60, WB-62).



PROPOSED TYPICAL SECTION I-I
TERRY LANE TO MATCHLINE C5-25



PROPOSED TYPICAL SECTION H-H
MATCHLINE C5-23 TO Terry Lane

LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = EXISTING TRAFFIC LANE CONFIGURATION
- [+00'] = PROPOSED RIGHT OF WAY DISTANCE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER

CERMAK ROAD - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

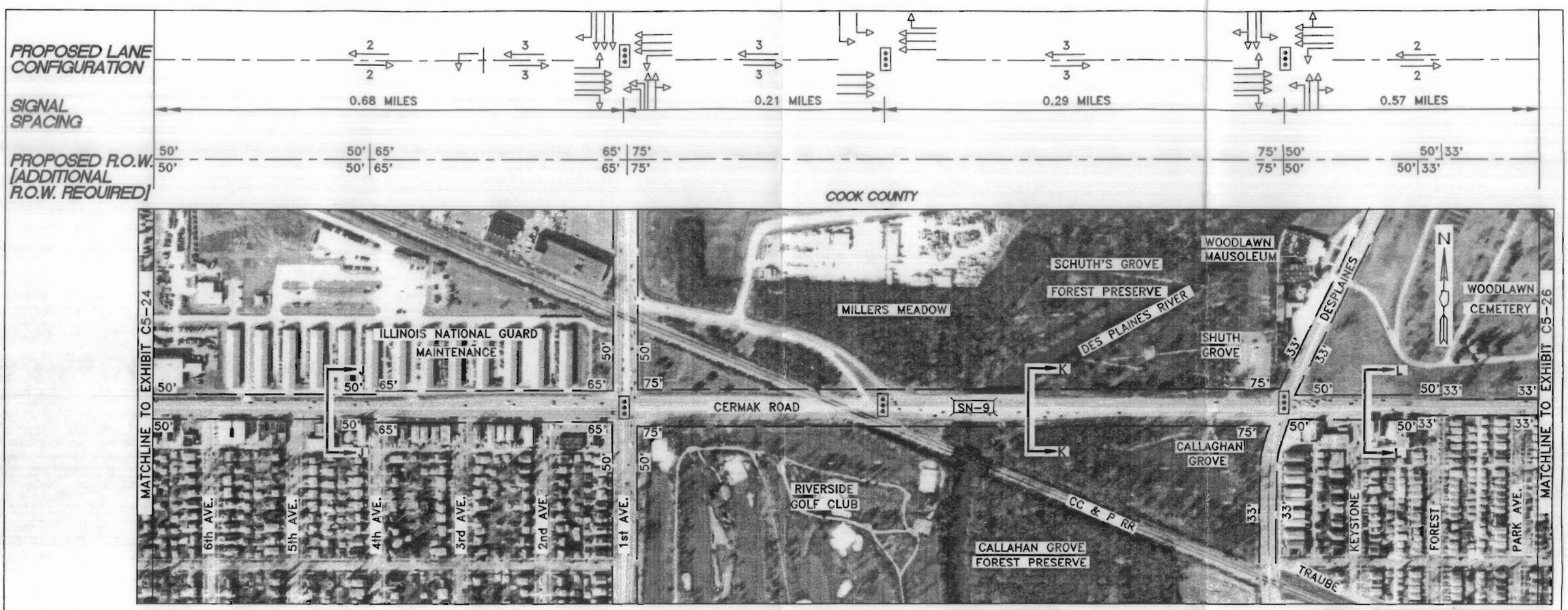
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet
0 200 400 800

EXHIBIT C5-24

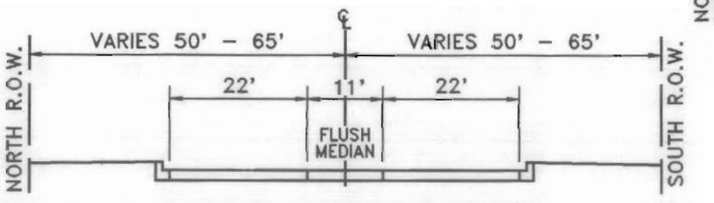
\PROJECTS\17049.020\SRA-CER\CER5-24.DWG



AERIAL PHOTO DATE: 3-02-92

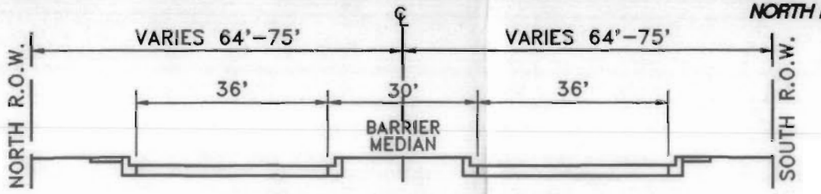
DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain bypass from Cermak Road to 1st Avenue

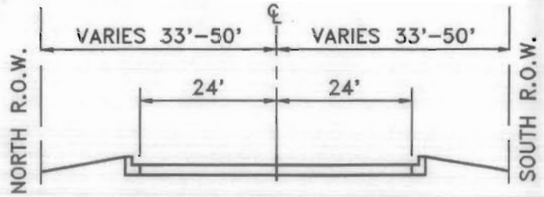


PROPOSED TYPICAL SECTION J–J
MATCHLINE C5–24 TO 1ST AVENUE

NORTH RIVERSIDE



PROPOSED TYPICAL SECTION K–K
1ST AVENUE TO DESPLAINES AVENUE



PROPOSED TYPICAL SECTION L–L
DESPLAINES AVENUE TO MATCHLINE C5–26

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE

CERMAK ROAD - PROPOSED CONDITIONS

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

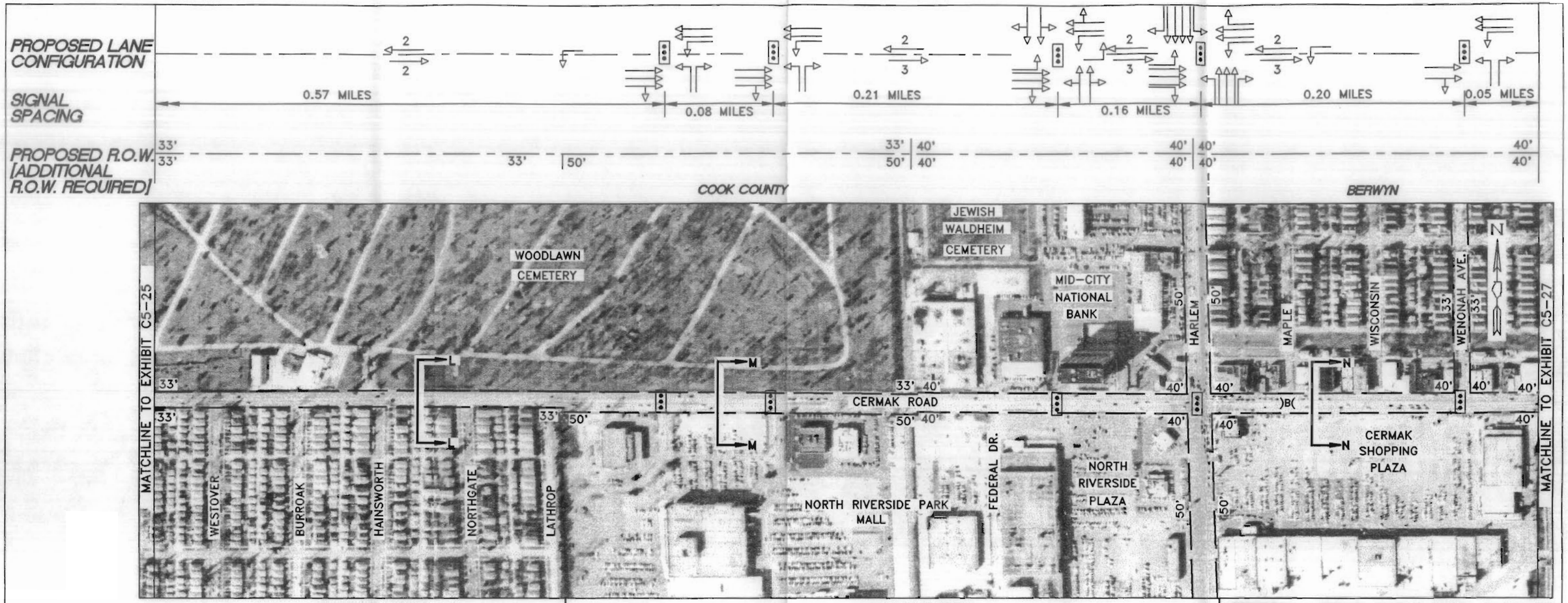
Illinois Department of Transportation

Scale In Feet
0 200 400 800

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

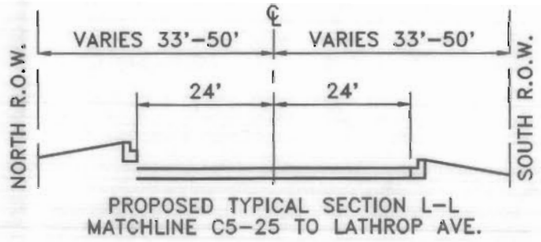
EXHIBIT C5–25

O:\PROJECTS\17049.020\SRA-CER\CER5-25.DWG

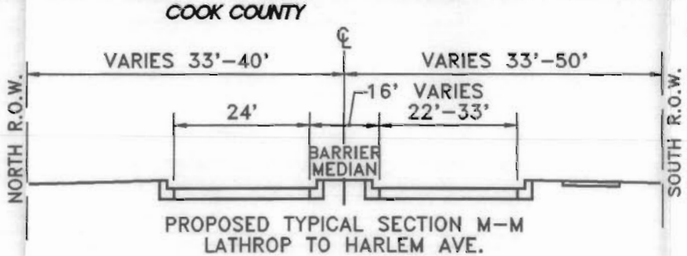


DESCRIPTION OF PROPOSED CONDITIONS:

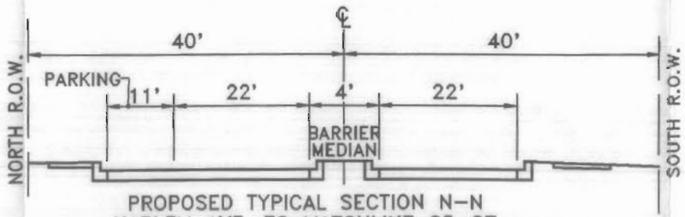
* Monitor the accident experience between Desplaines Avenue and Lathrop Avenue if a significant increase in accidents is noticed then peak hour left turn restrictions should be considered.
* Maintain existing parking between Harlem Avenue and Home Avenue.
* Maintain turn lanes into Lathrop Avenue and Cermak Shopping Plaza



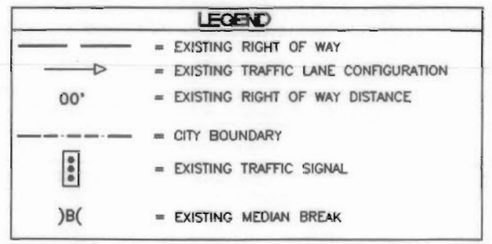
PROPOSED TYPICAL SECTION L-L
MATCHLINE C5-25 TO LATHROP AVE.



PROPOSED TYPICAL SECTION M-M
LATHROP TO HARLEM AVE.



PROPOSED TYPICAL SECTION N-N
HARLEM AVE. TO MATCHLINE C5-27



CERMAK ROAD - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

Scale In Feet
0 200 400 800

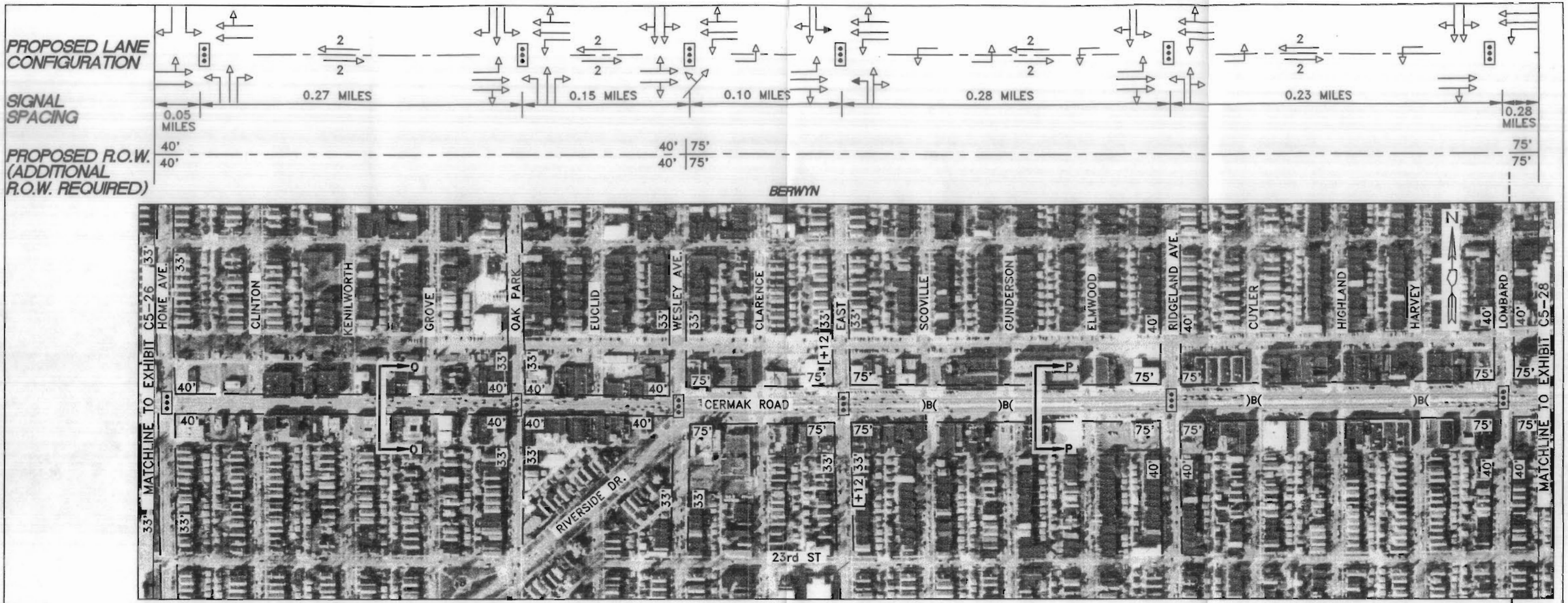
EXHIBIT C5-26

Q:\PROJECTS\17049.020\SRA-CER\CER5-26.DWG

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

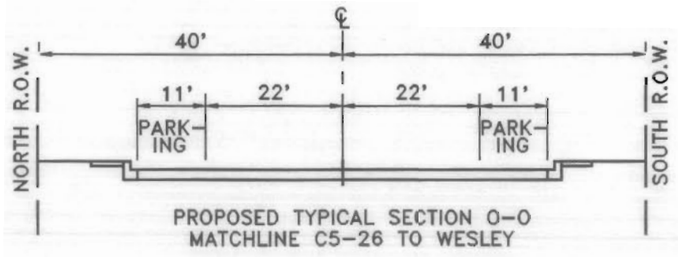
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



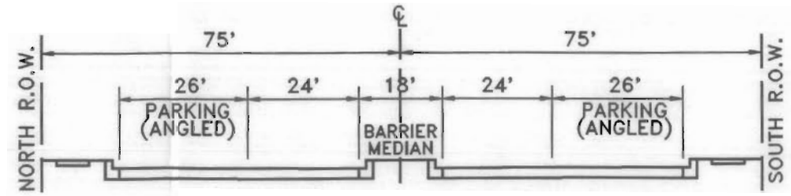
AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain parking between Home Ave. and Wesley Ave., with the exception of three parking spaces on the south side of Cermak Road and west of the intersection of Oak Park Ave.
* Maintain existing cross-section from Home Ave. to Lombard Ave.



PROPOSED TYPICAL SECTION O-O
MATCHLINE C5-26 TO WESLEY



PROPOSED TYPICAL SECTION P-P
WESLEY TO MATCHLINE C5-28

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- 40' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
-)B(= EXISTING MEDIAN BREAK

CERMAK ROAD - PROPOSED CONDITIONS

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

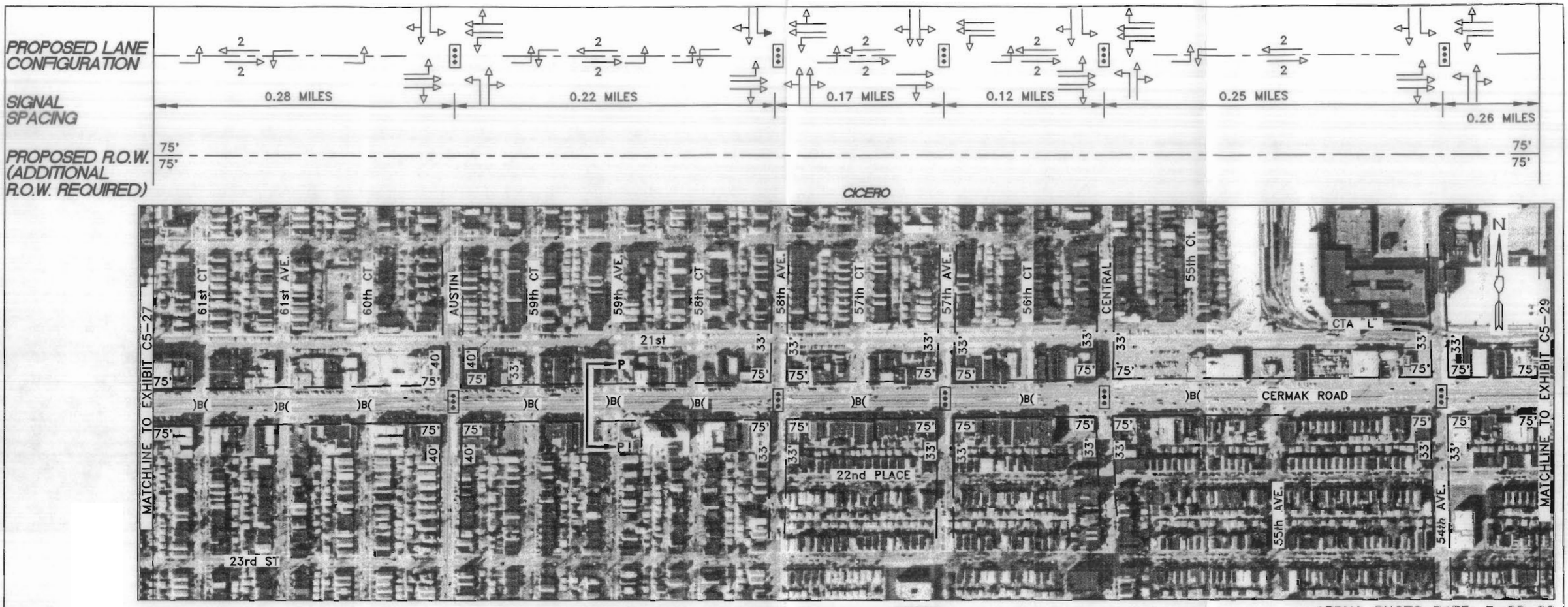
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT C5-27

O:\PROJECTS\17049.020\SRA-CER\CER5-27.DWG

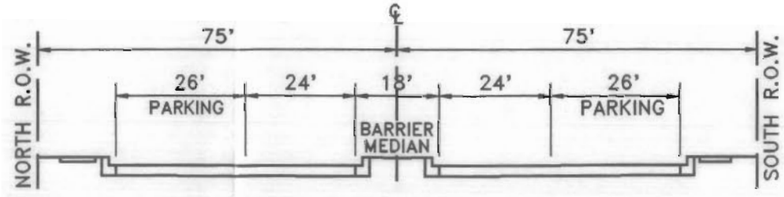


CICERO

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain angled parking stalls with auxillarly lane.
* Maintain existing cross-section



PROPOSED TYPICAL SECTION P-P
MATCHLINE C5-27 TO MATCHLINE C5-29

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL
-)B(= EXISTING MEDIAN BREAK

CERMAK ROAD - PROPOSED CONDITIONS

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

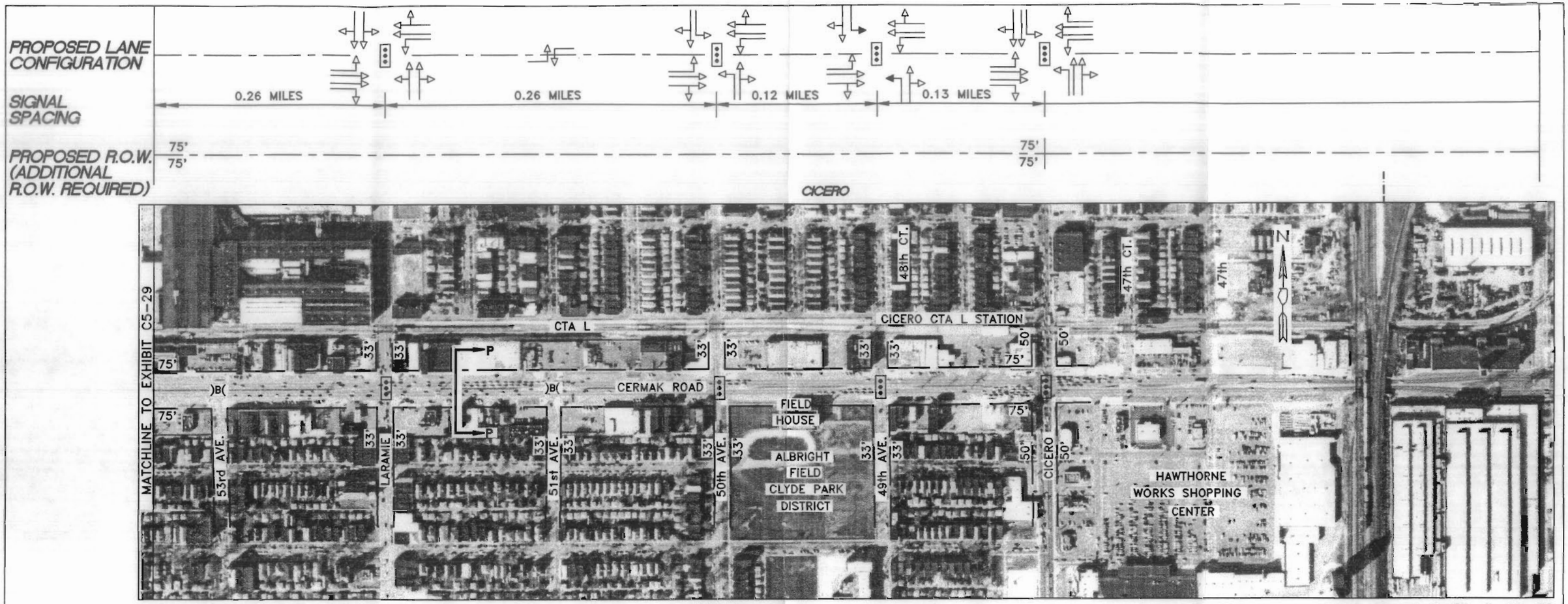
Illinois Department of Transportation

Scale In Feet
0 200 400 800

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C5-28

O:\PROJECTS\17049.020\SRA-CER\CER5-28.DWG

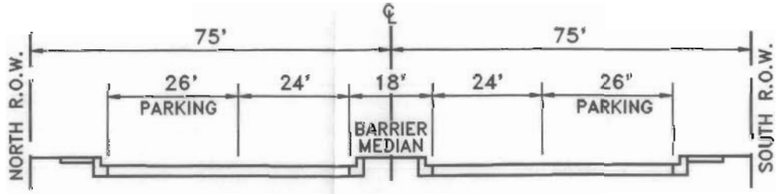


CICERO

AERIAL PHOTO DATE: 3-02-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Maintain angled parking with auxillary parking lane
* Maintain existing cross-section



PROPOSED TYPICAL SECTION P-P
MATCHLINE C5-28 TO CICERO AVENUE

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = CITY BOUNDARY
- = EXISTING TRAFFIC SIGNAL
-)B(= EXISTING MEDIAN BREAK

CERMAK ROAD - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

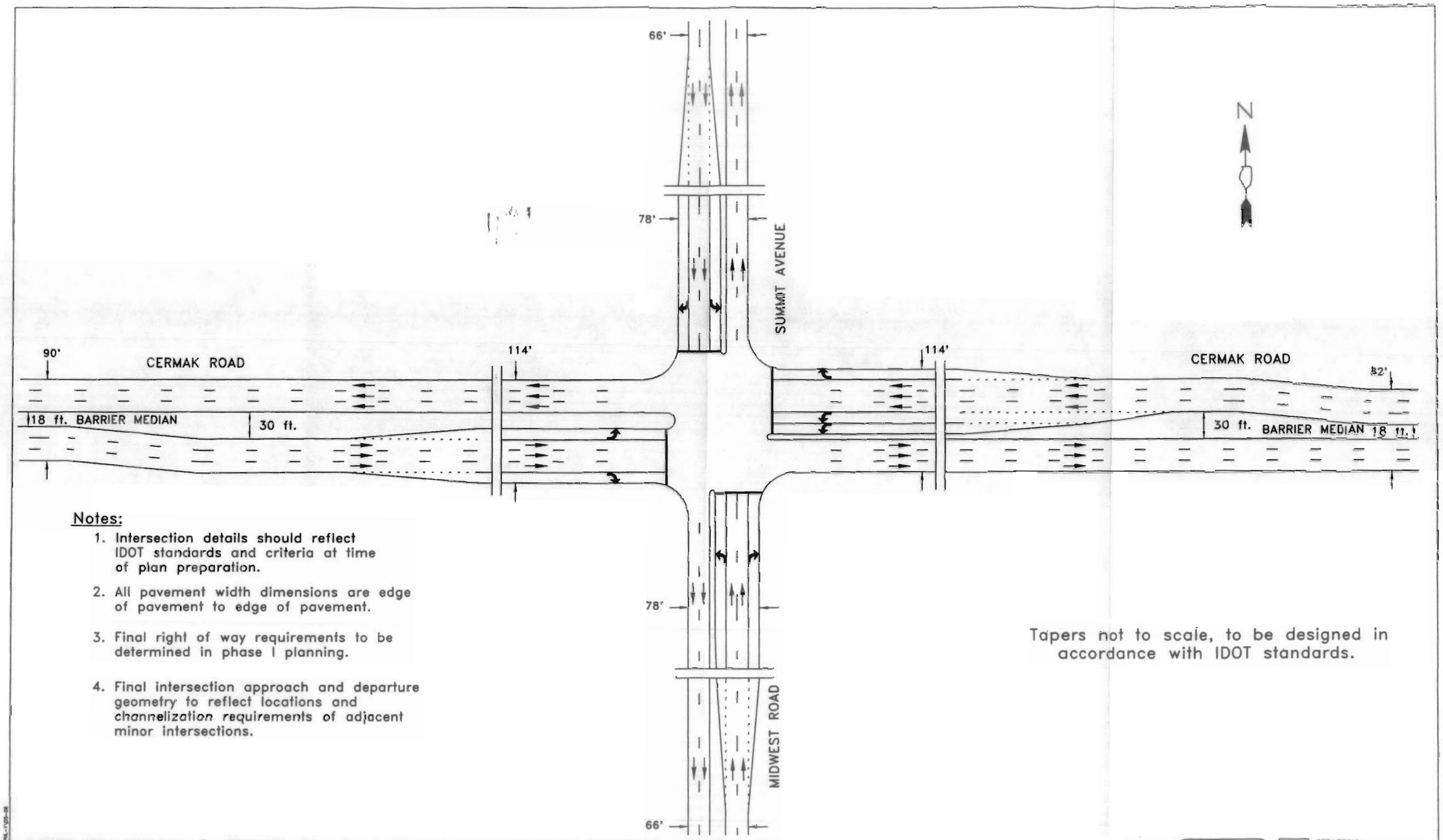
Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT C5-29

O:\PROJECTS\17049.020\SRA-CER\CER5-29.DWG



Notes:

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

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

CERMAK ROAD / MIDWEST ROAD/SUMMIT AVENUE INTERSECTION DETAIL

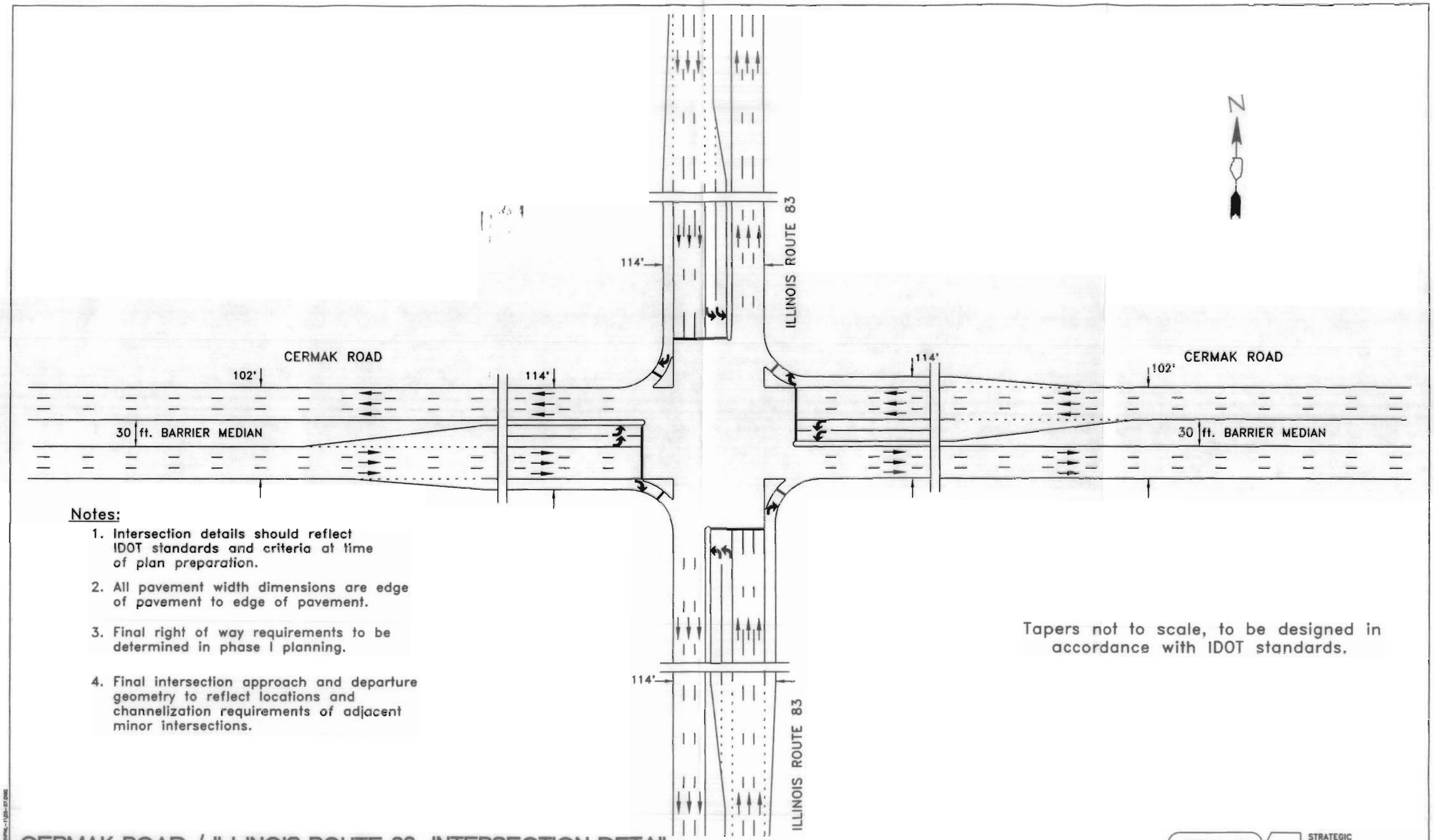
(NOT TO SCALE)

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

EXHIBIT D5-05



Notes:

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

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

CERMAK ROAD / ILLINOIS ROUTE 83 INTERSECTION DETAIL

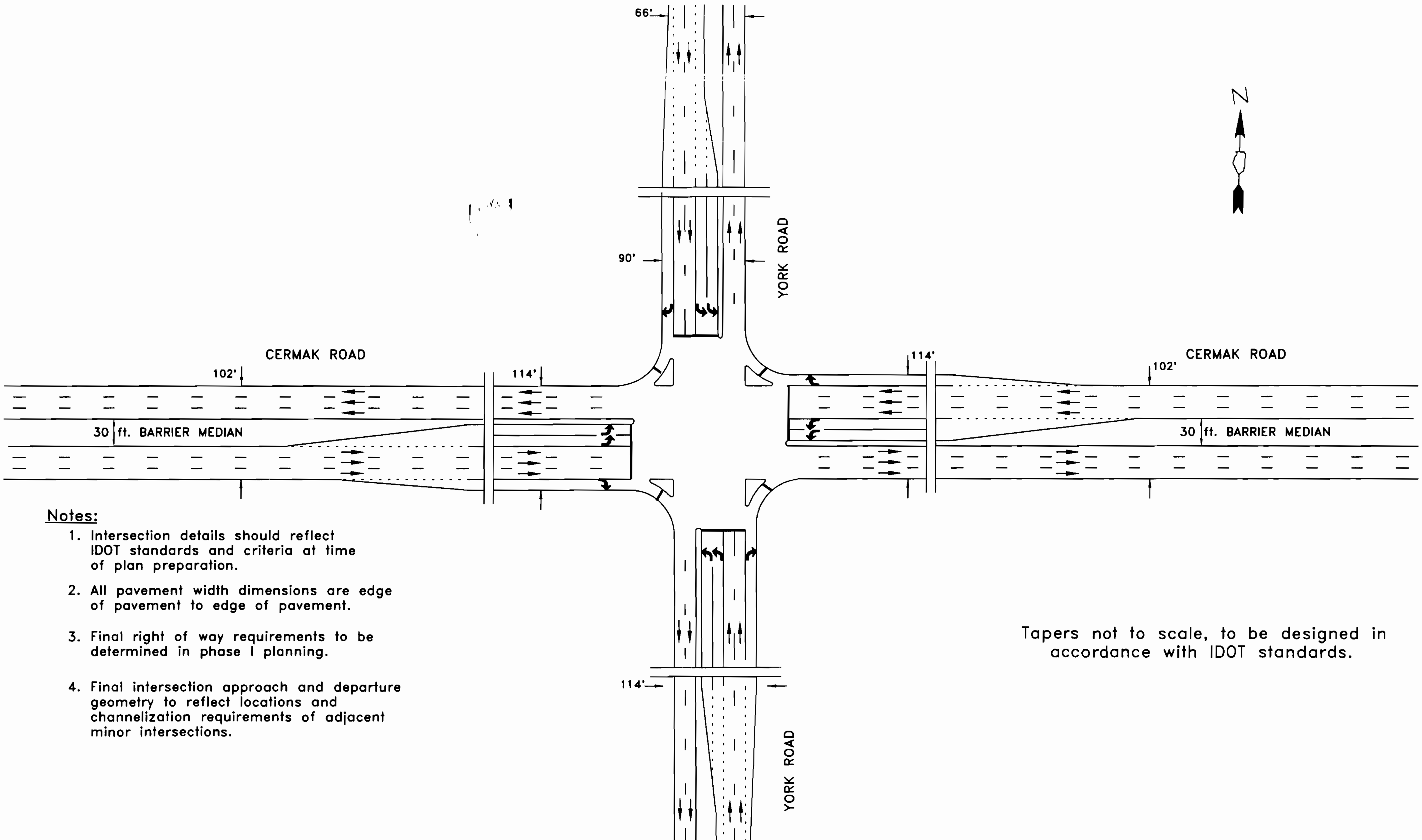
(NOT TO SCALE)

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

EXHIBIT D5-06



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

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

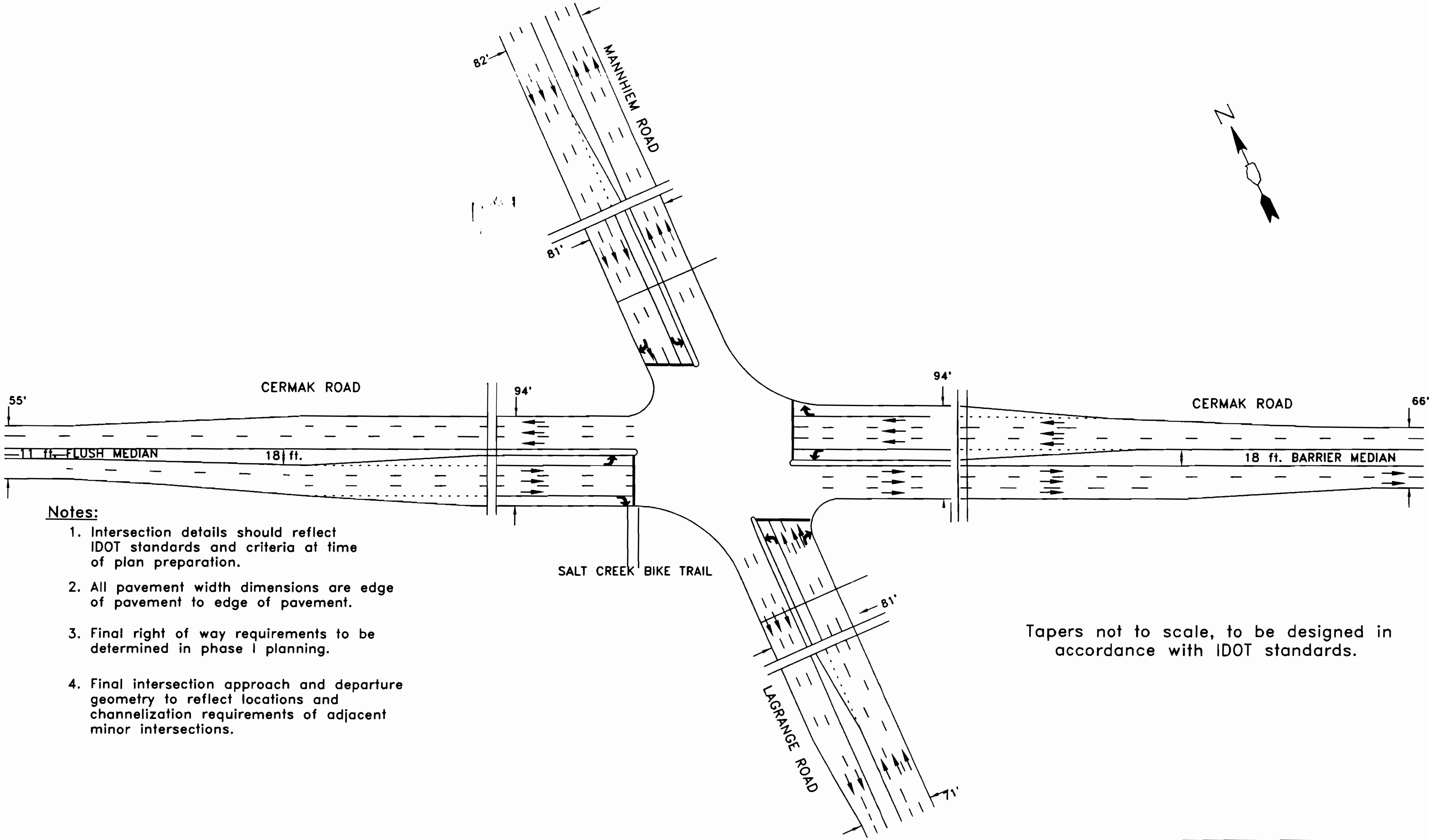
CERMAK ROAD / YORK ROAD INTERSECTION DETAIL

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

(NOT TO SCALE)

EXHIBIT D5-07



Notes:

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

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

CERMAK ROAD/MANNHIEM ROAD INTERSECTION DETAIL

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

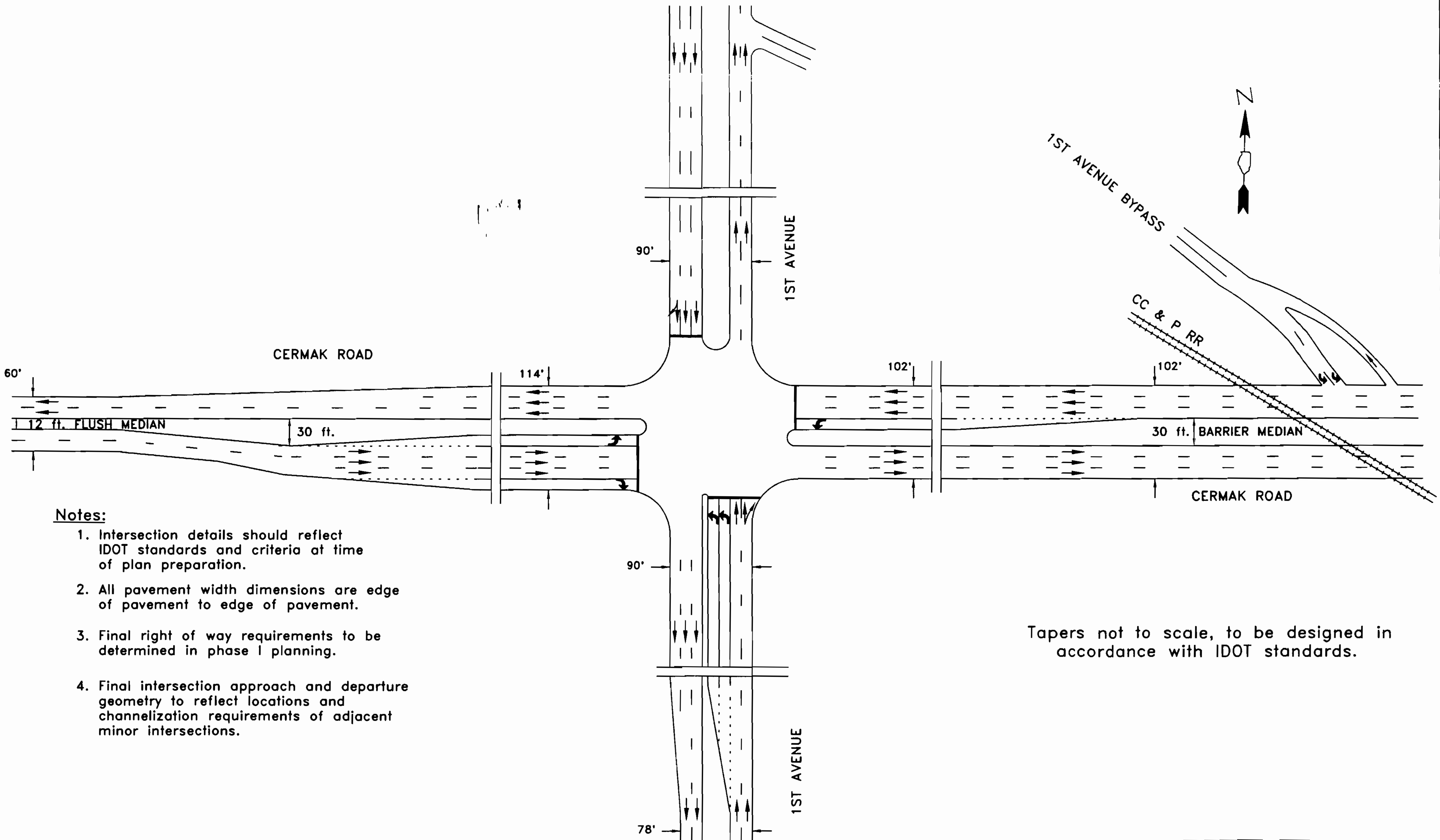
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

(NOT TO SCALE)

D5-08

CERMAK ROAD / 1ST AVENUE INTERSECTION DETAIL



Notes:

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

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

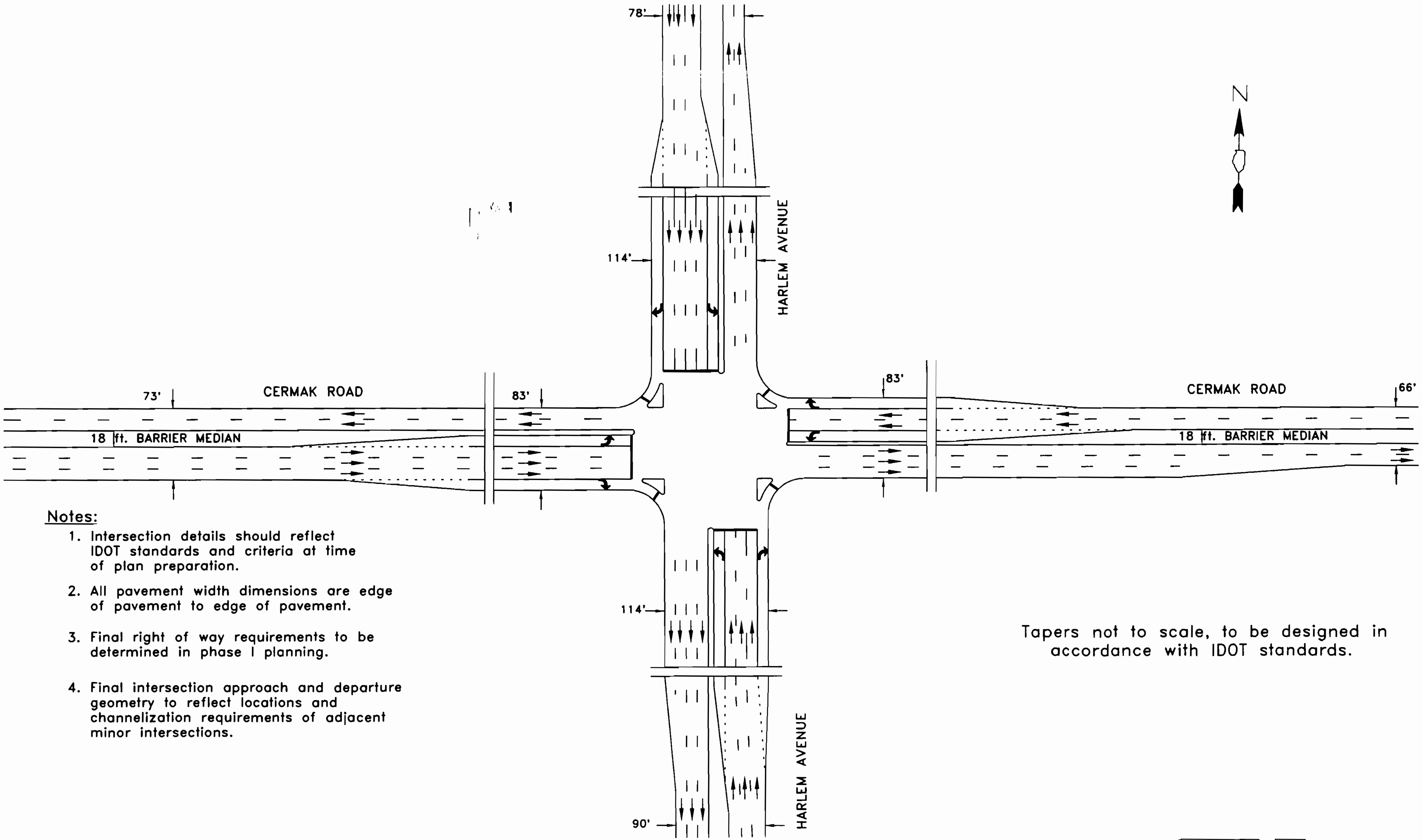
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

(NOT TO SCALE)

EXHIBIT D5-09



Notes:

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

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

CERMAK ROAD / HARLEM AVENUE (ILLINOIS ROUTE 43) INTERSECTION DETAIL

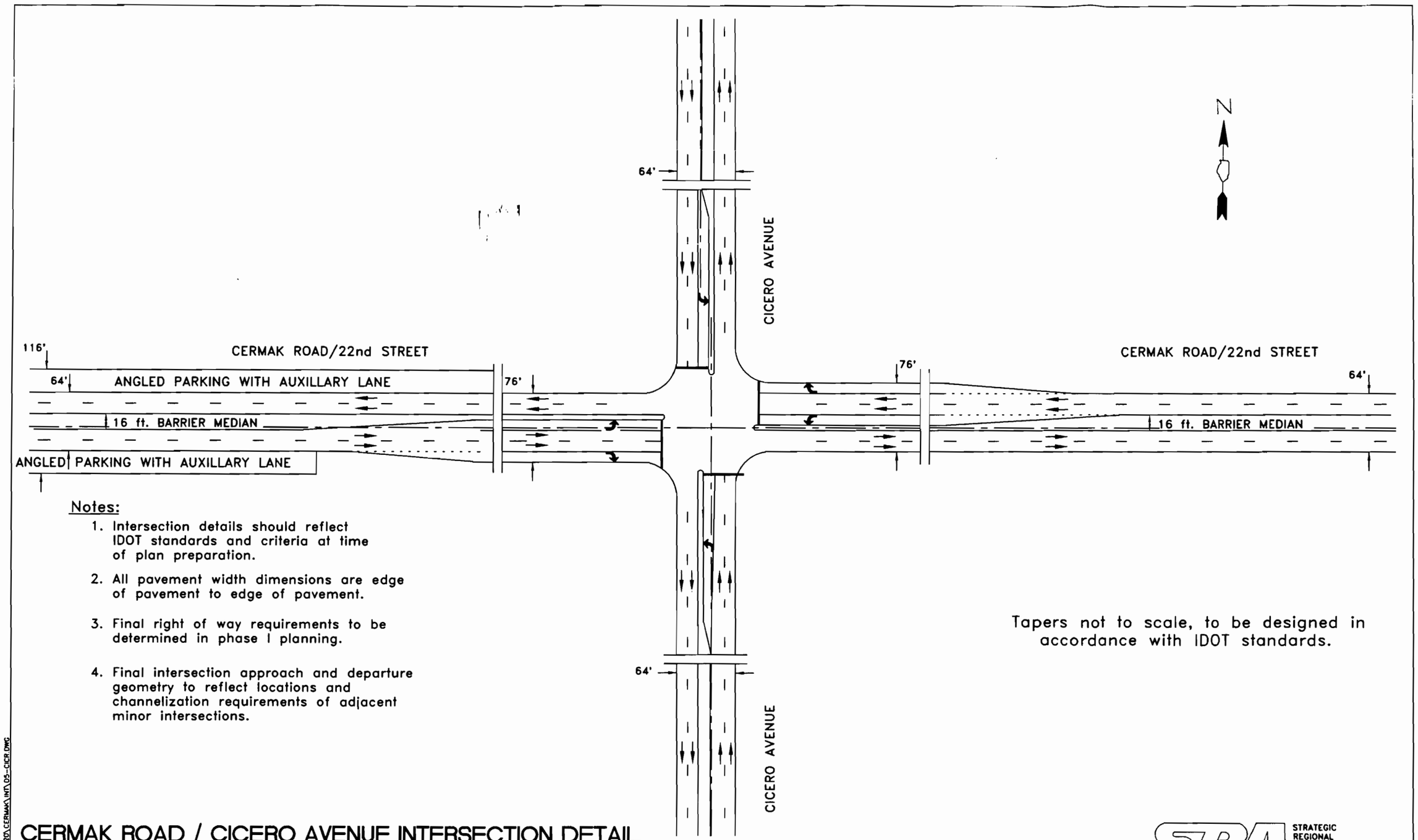
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

(NOT TO SCALE)

Illinois Department of Transportation

EXHIBIT D5-10



Notes:

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

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

CERMAK ROAD / CICERO AVENUE INTERSECTION DETAIL

(NOT TO SCALE)

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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

Illinois Department of Transportation

EXHIBIT D5-11

O:\PROJECTS\17049.020\CERMAK\INT\05-CICR.DWG

PUBLIC INVOLVEMENT

CERMAK ROAD

STRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Public Involvement
Strategic Regional Arterial Study (Subset #4)

Individual Community Interviews
Issue Summary

22nd Street/Cermak Road
I-355 to Cicero Avenue

Background

The 22nd Street/Cermak Road Strategic Regional Arterial (SRA) corridor was added to the Subset #4 study in late 1995 as an alternative to U.S. Route 34, Ogden Avenue. Preliminary analysis of Ogden Avenue showed that there was little potential to improve the corridor to SRA standards because of land use and right-of-way constraints. Cermak Road/22nd Street serves the same general region as Ogden Avenue and presents better opportunities as an SRA.

To assist in developing long-range improvement concepts for 22nd Street/Cermak Road, meetings were held with representatives of the affected communities prior to beginning the study. Information and suggestions obtained in these meetings are summarized here.

Meetings

Interviews were conducted with elected officials and other representatives of local governments, as listed below. Dames & Moore/MCE staff were Hosain Safarloo, Corridor Manager and Debra Duerr who acted as facilitator.

DATE	AGENCY	NAME	POSITION
01/09/96	Village of Oak Brook	Karen W. Bushy	Village President
		Stephen B. Veitch	Village Manager
01/09/96	City of Oakbrook Terrace	William Kallas	Mayor
01/09/96	Village of Broadview	John R. Rogers	Village President
01/31/96	Village of Westchester	John Sinde	Village President
		Karyn M. Romano	Council Liaison, North Central Council of Mayors
03/13/96	Berwyn Development Corporation	Paul Hiesig	Executive Director
03/13/96	Town of Cicero	Betty Loren Maltese	Town President
		Mark Moro	Town Clerk
		Joe DeChicio	Treasurer/Supervisor
03/15/96	DuPage County	Chuck Tokarski	Director, Division of Transportation/ County Engineer

Summary of Issues and Comments

In addition to discussing possible SRA improvements, participants provided information about local land use and highway plans. In the western portion of the study, corridor significant commercial developments are expected. There are, likewise, a number of roadway improvement projects planned and underway. In general, the communities seem to view 22nd Street/Cermak Road as a major arterial that functions well. There are, however, several exceptions, particularly in the Oak Brook/Oakbrook Terrace and Berwyn portions. Specific suggestions and concerns are summarized below, organized by corridor segment.

An overall question was raised as to the process for designating the 22nd Street/Cermak Road as an SRA, and whether the designation would be made as part of the CATS 2020 Plan or separately. We believe it will be included in the 2020 Plan in 1997.

Interstate 355 to Interstate 294

The SRA designation is Illinois Route 56, Butterfield Road, between I-355 and the intersection of 22nd Street. There is no DuPage County jurisdiction over this route. Three lanes in each direction appear to be warranted by the ADT of 40,000.

Currently, there is congestion at Meyers Road. DuPage County is undertaking an improvement of Meyers Road between Illinois Route 56 and Illinois Route 38, including the intersection of Butterfield Road. Plans were obtained.

It is likely that a major development plan for the Bethany Theological Seminary property will be approved within the next few years, although no specific plan is proposed at this time.

Improvements to Midwest Road/Summit Avenue include the addition of a continuous right-turn lane that will allow free flow of traffic from the I-88 Tollway onto 22nd Street. Plans were obtained.

The four-lane section of 22nd Street between Meyers Road and Illinois Route 83 experiences significant traffic congestion and acts as a bottleneck. With major shopping centers at both the eastern and western ends, and major commercial expansions planned, this is expected to worsen. Because of the high value of commercial real estate in this area, additional right-of-way will be expensive. Short term remedies that were suggested include:

-Access management to route traffic to 31st Street (Oak Brook Road), where possible from business parks, for example, at York Road and 22nd Street.

-Use some of the sales tax dollars generated by Yorktown and Oak Brook shopping centers to provide state troopers to manage traffic, particularly during the Christmas holiday season.

Approved developments in this area that will be major traffic generators include the following:

-2 to 3 million square foot expansion of McDonald's Corporation Campus.

-Marshall Field's Home Store just west of Illinois Route 83 (100,000 square feet).

-Nordstrom and Sears at Oak Brook Shopping Center.

-The Shops at Oak Brook Place at the former site of the Tollway Authority (180,000 square feet).

-Expansion of the business park at Wolf Road and 22nd Street.

-New Target store at Yorktown Mall.

Oak Brook is currently updating its Comprehensive Plan, and Oakbrook Terrace will do the same in the near future.

The Village of Oak Brook has notified IDOT that it supports designation of 22nd Street as an SRA. They are currently participating in a number of improvements aimed at improving traffic flow and separating local traffic from regional users of the corridor. The Village notes that the vast majority of traffic on 22nd Street is generated by visitors; the resident population of Oak Brook is 9,000, and the daytime population exceeds 50,000.

Planned roadway improvements in Oak Brook include the following:

-Reconstruction of the York Road/22nd Street intersection, and subsequent transfer of jurisdiction over 22nd Street to IDOT.

-In conjunction with IDOT, improvements to Spring Road/22nd Street intersection.

-In conjunction with IDOT, improvements to McDonald Drive/22nd Street intersection.

-IDOT engineering study of adding through-lanes on 22nd Street between Midwest Road and Illinois Route 83 5-year preliminary engineering program.

Suggested SRA improvements for this section include:

-Widening the four-lane section under I-88 to six lanes, or at a minimum, improving the substandard tapers.

-Landscaped medians would be consistent with the image of the area that is sought and that has been initiated by the McDonald's development.

Interstate 294 To Harlem Avenue

The communities in this section are concerned about increased truck traffic that might result from SRA improvements.

The Cermak/Mannheim intersection should be improved. The Salt Creek Trail crosses here, and a bicycle lane would be very desirable in keeping with the Forest Preserve District's long-range plan.

Consistent speed limit through this section would improve traffic flow. Current speed limits vary from 30 to 40 mph in the vicinity of Wolf Road.

If additional right-of-way will be required in this section, a community impact study should be conducted.

Karyn Romano has been appointed as SRA coordinator for this corridor.

The structure entering into Broadview from the west may be difficult to improve to SRA standards.

The Village of Broadview would like the PACE bus route on Cermak Road to stop at the shopping center.

Potential commercial developments in the area include the west side of 17th Avenue and the south side of Cermak Road in Broadview, Harlem Avenue to Cicero.

The section of Cermak between Harlem and Wesley has only two through lanes with on-street parking. This acts as a bottleneck to traffic movement, and is very hazardous to drivers and to those parking.

Removal of parking in this section would improve traffic flow, but alternative parking would be needed, particularly for businesses on the south side of Cermak. The old public right-of-way, known as the El Strip, provides parking space on the north side of Cermak. The City of Berwyn would like to construct a multi-story parking facility on Cermak near Oak Park Avenue.

The eastern portion of Cermak in Berwyn is included in the city's TIF District. There is a potential that the district will be expanded to include the remainder of Cermak. If this occurs, the city would like to continue the "Old World" theme of the development, and would favor a more continuous roadway cross-section.

Although there are quite a few one-way street intersections on Cermak in Berwyn, there may be opportunities to cul-de-sac some streets for better access control.

The intersection of Central and Cermak has high traffic volumes, and an existing right-turn lane for the health center conflicts with parking.

There are quite a few accidents at the intersection of Cicero and 46th Avenue, mainly due to turning southbound traffic.

There is a new Home Depot and other planned commercial development near Cicero Avenue and Cermak, which may necessitate improvements to this intersection. Planned improvements at 26th Avenue may help if business access can be provided there.

The Town of Cicero does not favor bus signal preemption, although far-side bus stops may be helpful at certain locations.

Parking on Cermak in Cicero is free 90 minute parking.

Some officials have a perception that local road funds are being spent on I-55 improvements.

Additional Contacts

Several people were suggested during the interviews as additional sources of information, or as future contacts regarding the SRA study. They are:

David Bossey - Mid American Real Estate
Steve Kozartis - CB Real Estate
Drew Terry - Zoning Administrator, Oak Brook Terrace
Dale Drufey - Village Engineer, Oak Brook
Russ Wajda - Village Administrator, Hillside
Wayne Pesik - North Riverside

Advisory Panel I Meeting Minutes

SRA Subset #4, Corridor #5
Cermak Road/22nd Street
Advisory Panel-1 Meeting

Date:	March 5, 1997
Location:	Village Hall Village of Westchester
Project No.:	17049-020
Time:	9:30 a.m.
Attendees:	Beth Matkovich, North Central Council of Mayors Leo Cavanaugh, Frank Novotny & Associates Rich Starr, Illinois Department of Transportation (IDOT) John Sinde, Village of Westchester Carl Schoedel, DuPage Council of Mayors Sandi Radtke, Northeastern Illinois Planning Commission (NIPC) Kimberly Bares, Berwyn Development Corporation Bill Bucha, Hancock Engineering John Crois, Village of Westchester Jim Gallagher, Village of Broadview George Schober, Dames & Moore (D&M) Rafay Mohammed, Dames & Moore (D&M)

A meeting was held to discuss the proposed concepts for the Cermak Road SRA. Mr. Schober gave the following overview of the project:

In developing the long range transportation plan the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC), have come to realize that the primary expressway system cannot adequately handle all of the projected traffic for the Chicago area. This overflow of traffic will have to be accommodated by the arterial roadway system. Logical north-south and east-west arterial routes have been designated by a committee to be studied as possibilities for this second tier roadway system. These routes, of which Cermak/22nd Street is one, consist of 1340 miles of roadway along approximately 66 corridors.

These studies are intended to be planning studies. Details beyond the scope of the project will be designed in future studies once the improvements along the individual SRA routes have been secured. Currently there is no funding available for the Cermak/22nd Street Corridor. This however does not lessen the importance of these studies. The studies are intended to solicit input from the local agencies which will be affected by the proposed improvements so that any problems can be solved in coordination with those agencies to develop a plan that when funded can go forward with the support of the local agencies.

These studies are also intended to provide a framework for future development along the corridor. The final reports will give the local agencies the information necessary to help them decide how the development can take place while preserving right-of-way for the necessary future roadway improvements.

Mr. Rafay Mohammed presented the details of the existing conditions and proposed improvements as summarized on the attached sheets.

The following comments were made by the attendees:

ITEM	ACTION
SRA	
Cermak Road was chosen as a SRA corridor in lieu of Ogden Avenue. Cermak Road has been designated as a SRA route by IDOT and NIPC.	INFO
Village of Westchester has concerns about access to local businesses if a barrier median is recommended between I-294 and Wolf Road. IDOT and D&M stated that this section will be studied further.	D&M/IDOT
Village of Westchester objected to the removal of parking on the south side of Cermak Road and west of Mannheim Road. The Village wants off-street parking to be provided behind the existing buildings adjacent to the Forest Preserve property, or at another off-street location.	D&M/IDOT
City of Berwyn stated their objection to the removal of on-street parking between Harlem Avenue and Wesley Avenue. They stated that they are in favor of the elimination of on-street parking, if off-street parking is provided for the displaced parking spaces. They also stated they were looking to IDOT for possible funding of an off-street parking structure.	IDOT/D&M
NIPC and the City of Berwyn said that the parking in Section 3, that is located behind the building known as "the L strip" has been given to the park district and they are in the process of converting it to a park.	D&M

The meeting was adjourned at approximately 10:30 a.m.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

DAMES & MOORE

Rafay Mohammed
Corridor Leader

Advisory Panel I Meeting Minutes

SRA Subset #4, Corridor #5
Cermak Road/22nd Street
Advisory Panel-1 Meeting

Date: March 5, 1997

Location: Village Hall
Village of Westchester

Project No.: 17049-020

Time: 9:30 a.m.

Attendees: Beth Matkovich, North Central Council of Mayors
Leo Cavanaugh, Frank Novotny & Associates
Rich Starr, Illinois Department of Transportation (IDOT)
John Sinde, Village of Westchester
Carl Schoedel, DuPage Council of Mayors
Sandi Radtke, Northeastern Illinois Planning Commission (NIPC)
Kimberly Bares, Berwyn Development Corporation
Bill Bucha, Hancock Engineering
John Crois, Village of Westchester
Jim Gallagher, Village of Broadview
George Schober, Dames & Moore (D&M)
Rafay Mohammed, Dames & Moore (D&M)

A meeting was held to discuss the proposed concepts for the Cermak Road SRA. Mr. Schober gave the following overview of the project:

In developing the long range transportation plan the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC), have come to realize that the primary expressway system cannot adequately handle all of the projected traffic for the Chicago area. This overflow of traffic will have to be accommodated by the arterial roadway system. Logical north- south and east-west arterial routes have been designated by a committee to be studied as possibilities for this second tier roadway system. These routes, of which Cermak/22nd Street is one, consist of 1340 miles of roadway along approximately 66 corridors.

These studies are intended to be planning studies. Details beyond the scope of the project will be designed in future studies once the improvements along the individual SRA routes have been secured. Currently there is no funding available for the Cermak/22nd Street Corridor. This however does not lessen the importance of these studies. The studies are intended to solicit input from the local agencies which will be affected by the proposed improvements so that any problems can be solved in coordination with those agencies to develop a plan that when funded can go forward with the support of the local agencies.

These studies are also intended to provide a framework for future development along the corridor. The final reports will give the local agencies the information necessary to help them decide how the development can take place while preserving right-of-way for the necessary future roadway improvements.

Mr. Rafay Mohammed presented the details of the existing conditions and proposed improvements as summarized on the attached sheets.

The following comments were made by the attendees:

ITEM	ACTION
SRA	
Cermak Road was chosen as a SRA corridor in lieu of Ogden Avenue. Cermak Road has been designated as a SRA route by IDOT and NIPC.	INFO
Village of Westchester has concerns about access to local businesses if a barrier median is recommended between I-294 and Wolf Road. IDOT and D&M stated that this section will be studied further.	D&M/IDOT
Village of Westchester objected to the removal of parking on the south side of Cermak Road and west of Mannheim Road. The Village wants off-street parking to be provided behind the existing buildings adjacent to the Forest Preserve property, or at another off-street location.	D&M/IDOT
City of Berwyn stated their objection to the removal of on-street parking between Harlem Avenue and Wesley Avenue. They stated that they are in favor of the elimination of on-street parking, if off-street parking is provided for the displaced parking spaces. They also stated they were looking to IDOT for possible funding of an off-street parking structure.	IDOT/D&M

ITEM	ACTION
NIPC and the City of Berwyn said that the parking in Section 3, that is located behind the building known as "the L strip" has been given to the park district and they are in the process of converting it to a park.	D&M

The meeting was adjourned at approximately 10:30 a.m.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

Dames & Moore

Rafay Mohammed
Corridor Leader

Meeting Minutes

SRA Subset #4, Corridor #5
Cermak Road/22nd Street
Advisory Panel-II Meeting

Date:	November 6, 1997
Location:	Village Hall Village of Berwyn
Project No.:	17049-020
Time:	10:00 A.M.
Attendees:	Beth Matkovich, North Central Council of Mayors Larry Werries, Village of Oak Brook Terrace Dale Durfey, Village of Oak Brook Anthony Sacco, Village of Broadview Michael Kaminski, Village of Broadview Denis Duffy, City of Berwyn Rich Starr, Illinois Department of Transportation (IDOT) Raymond Fron, Alderman, City of Berwyn Tom Martirano, City of Berwyn Kimberly Bares, Berwyn Development Corporation Shane Winn, West Central Municipal Conference John Fitzgerald, Frank Novotny & Associates, Representing Villages of N. Riverside and Berwyn George Schober, Dames & Moore (D&M) Rafay Mohammed, Dames & Moore (D&M)

A meeting was held to discuss the draft report for the Cermak Road SRA. Mr. Rafay Mohammed presented the details of the existing conditions and proposed improvements as summarized on the attached sheets.

The following comments were made by the attendees:

ITEM	ACTION
The Village of Broadview indicated that there is an existing geometric problem to the entrance for the frontage roads just west of Terry Lane. The frontage roads are used by large semi-trailers and trucks and they have difficulty getting in and out of the frontage roads. A geometric schematic should be included in the report and a note be placed on aerial exhibit indicating the problem.	D&M/IDOT
The City of Berwyn indicated that they are thrilled to see that the report has been revised to show that the parking between Home Avenue and Wesley Avenue will not be removed or replaced.	INFO
Comments were made by the Village of Oak Brook and it was indicated in the meeting by the Village that the comments will be summarized in a letter.	D&M/IDOT

It was mentioned in the meeting that a public hearing will be held on November 12, 1997 at the Hamburger University, McDonald's campus, Oak Brook, and everyone is welcome to attend the hearing. The meeting was adjourned at approximately 10:45 A.M.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

DAMES & MOORE

Rafay Mohammed
Corridor Leader

STRATEGIC REGIONAL ARTERIAL, SUBSET #4

CERMAK ROAD/22nd STREET

Advisory Panel-II Meeting

Berywn Village Hall

Time : 10:00 AM

November 6, 1997

DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

Illinois Department of Transportation

Overview

- The advisory panel-I meeting was held on March 5, 1997 at the Westchester Village Hall.
- Following the advisory panel-I meeting, geometric design concepts were prepared and presented on April 11, 1997 at the Illinois Department of Transportation, District 1 office in Schaumburg.
- Following the geometric review, a draft report was prepared and is the subject of this meeting.

Introduction

- Cermak Road has been designated as a SRA route from Butterfield Road to Cicero Avenue (12 miles)
- The corridor has been divided into three sections
  - Section 1 - Butterfield Road to Interstate 294
  - Section 2 - Interstate 294 to Harlem Avenue
  - Section 3 - Harlem Avenue to Cicero Avenue
- Each section is studied for environmental and existing conditions
- A recommended improvement is proposed for each section

Section 1 - Butterfield Road to I-294

- The existing cross-section varies between four to six lanes with a varying median
- Six lanes from Illinois Route 83 to Windsor Drive (east of York Road)
- Issues
  - Major bottleneck at I-88 overpass
    - Cross-section transitions to four lanes and back to six lanes
- Recommended Improvements
  - The recommended cross-section will consist of six lanes with a 18-foot mountable median between Butterfield Road and Illinois Route 83.
  - The recommended cross-section between Illinois Route 83 and east of I-294 will consist of six lanes with 6-30 feet varying barrier median.
  - The I-88 and I-294 structures will have to be modified.
  - Additional right-of-way will be required to accommodate the recommended cross-section

Section 2 - I-294 to Harlem Avenue

- The cross-section is four lanes through out this section except between 1st Avenue and Des Plaines Avenue (six lane)
- Issues
  - On-street parking west of Mannheim/Lagrange Road (4-5 stalls)
  - No median between Des Plaines Avenue and Lathrop Avenue
- Recommended Improvements
  - Remove on-street parking
  - Monitor accident experience between Des Plaines Avenue and Lathrop Avenue.
  - Additional right-of-way will be required to accommodate the recommended cross-section

Section 3 - Harlem Avenue to Cicero Avenue

- The existing cross-section is four lanes with barrier/painted median
  - The cross-section expands from Clarence Avenue to Cicero Avenue to include angled parking stalls with a pull-out lane
- Issues
  - On-street parking on Cermak Road, between Harlem Avenue and Wesley Avenue
  - No median between Home Avenue and Wesley Avenue
- Recommended Improvements
  - Monitor accident experience at the intersection of Harlem Avenue Oak Park Avenue. Consider removing parking spaces to facilitate right turn movement.

Next Steps

- Following the advisory panel-II meeting a public hearing will be held on November 12, 1997 at the McDonald's Lodge.

- The report will be finalized six weeks from the public hearing.

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
CERMAK ROAD FROM BUTTERFIELD)
ROAD TO CICERO AVENUE)

OAKBROOK, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at McDonald's University, 2815 Jorie, Oakbrook, Illinois, on Wednesday, the 12th day of November A. D. 1997, between the hours of 2:00 and 7:00 P. M.

ANTHONY SACCO: My name is Anthony Sacco, S-a-c-c-o. I am the Director of Public Works for the Village of Broadview.

I attended the Advisory Panel No. 2 meeting at the Berwyn City Hall. I think it was last week. The first SRA meeting was attended by, I believe in March, the then Acting Director, Jim Gallagher. This was relayed to me.

He then recommended the improvement from 21st Avenue, west to Gardener Road, be taken under consideration for improvement. When I attended the Advisory Panel No. 2 meeting, nothing was noted or even mentioned about what Mr. Gallagher said prior to this.

I, also, stressed over by 21st Avenue we have a problem over there where truck are making 90 to 180-degree turns, going over the parkway, narrowing missing pedestrians. There are bus stops in the area and this area should be really checked into.

Also there are utilities in the area there, too, that pose a problem if a semi did hit them while making a tight turn.

Traffic does get stopped at these

locations, too, when the trucks try to make a turn.

Also the area right by 25th Avenue, north and south drives should be taken under consideration, too.

Thank you very much.

* * * * *

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

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

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M. on the 12th day of November, A. D. 1997, at McDonald's University, 2815 Jorie, Oakbrook, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 14th day of November, A. D. 1997.

Joan M. Kenny
Notary Public

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

PUBLIC HEARING REGISTER

Project: CERMAK ROAD FROM BUTTERFIELD ROAD TO CICERO AVENUE

Location: McDONALD'S OFFICE CAMPUS **Date:** 11/12/97 **Time:** 2-7pm

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

PLEASE PRINT

	Name	Address	Representing
1	DEBBIE TEICHEL	9933 ROOSEVELT RD WESTCHESTER Zip 60154	Self ____ Other X VILLAGE OF WESTCHESTER
2	ANTHONY SALCO BROADVIEW DIRECTOR OF PUBLIC WORKS	2734 S. 9TH AVE BROADVIEW Zip 60153	Self ____ Other X VILLAGE OF BROADVIEW
3	G. N. TSOURMAS OAK BROOK	60523 Zip	Self X Other
4	JOHN GRAMAS OAK BROOK	____ Zip 60523	Self X Other
5	BETH MATKOVICH	10300 ROOSEVELT WESTCHESTER Zip 60154	Self ____ Other NORTH CENTRAL COUNCIL OF MAYORS
6	LARRY WERRIES	____ Zip	Self ____ Other Oak Brook Terr.
7	PETE FOERNSSLER	4985 VARSITY DRIVE LISLE IL Zip 60532	Self ____ Other PATRICK ENG.
8	Rafay Mohammed	1701 Golf Rd. Zip	Self ____ Other X Dames & Moore
9	DALE DUFFEY	1200 OAK BROOK RD O.B. IL Zip 60523	Self ____ Other OAK BROOK
10	LAURA HORSTMAN	MCDONALD'S CORP MCDONALD'S PLAZA O.B. IL Zip 60523	Self ____ Other MCDONALD'S
11		____ Zip	Self ____ Other
12		____ Zip	Self ____ Other